AGENDA

SPECIAL CITY COUNCIL MEETING
Tuesday, April 2, 2019 – 6:15 p.m.
Hillside Conference Room

REGULAR CITY COUNCIL MEETING
Tuesday, April 2, 2019 – 7:00 p.m.
City Council Chambers

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

Rochelle Pardue-Okimoto – Mayor

Mayor Pro Tem Greg Lyman
Councilmember Paul Fadelli
Councilmember Janet Abelson
Councilmember Gabriel Quinto

6:15 PM ROLL CALL - CONVENE SPECIAL CITY COUNCIL MEETING

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

2. COMMISSION INTERVIEWS, STATUS AND APPOINTMENTS

Action Proposed: Conduct interviews of candidates for City Boards and Commissions. Interviews may result in an announcement of appointment at the meeting.
Contact: Holly M. Charléty, City Clerk, City Management

3. ADJOURN SPECIAL CITY COUNCIL MEETING

- The special meeting will not be televised.

7:00 PM ROLL CALL - CONVENE REGULAR CITY COUNCIL MEETING

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

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 and staff.

3. ORAL COMMUNICATIONS FROM THE PUBLIC

All persons wishing to speak should sign up with the City Clerk. Remarks are typically limited to 3 minutes per person. The Mayor may reduce the time limit per speaker depending upon the number of speakers. Kindly 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. ADOPTION OF THE CONSENT CALENDAR

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

A. Approval of Minutes

Action Proposed: Pass a motion to approve the minutes for the meetings of February 19, 2019, March 5, 2019, and March 19, 2019.
Contact: Holly M. Charléty, City Clerk, City Management

B. Earth Day Proclamation

Action Proposed: Pass a motion to approve a proclamation designating April 13, 2019 as “Earth Day” in the City of El Cerrito and encourage residents and businesses to help make El Cerrito a greener, healthier, more sustainable place for all.
Contact: Precilla Mandujano, Management Assistant, Public Works Department

C. National Library Week Proclamation

Action Proposed: Pass a motion to approve a proclamation recognizing the week of April 7th as National Library week in El Cerrito.
Contact: Heidi Goldstein, Library Manager, Contra Costa County Library

D. 2020 Census Support Proclamation

Action Proposed: Pass a motion to approve a proclamation recognizing the importance of and Partner in Support of the 2020 U.S. Census
Contact: Holly M. Charléty, City Clerk, City Management

E. 2019 West Contra Costa County Subregional Transportation Mitigation Program Fee (STMP) *1st Reading Approved on 3/19/2019, Summary Published on 3/28/2019*

Action Proposed: Pass a motion to waive the second reading and adopt Ordinance 2019-02 amending Chapter 4.52 – West County Subregional Transportation Mitigation Program (STMP) of the El Cerrito Municipal Code.
Contact: Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

F. Annual Parcel Assessment for the National Pollution Discharge Elimination System (NPDES) Program and Drainage Maintenance Activities for Fiscal Year 2019-20

Action Proposed: Adopt a resolution establishing the annual parcel assessment for the National Pollution Discharge Elimination System (NPDES) program and Drainage Maintenance activities at the current rate of $38.00 per Equivalent Run-off Unit (ERU) and authorizing the Contra Costa County Flood Control & Water Conservation District to adopt Stormwater Utility Area (SUA) levies based on said amount for Fiscal Year 2019-20.
Contact: Will Provost, Public Works Analyst; Maria Sanders, Operations + Environmental Services Division Manager; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

G. Accept Engineer's Report for Fiscal Year 2019-20, Order Improvements, and Set Public Hearing for Landscape and Lighting Assessment District No. 1988-1

Action Proposed: Approve a resolution accepting the Engineer's Report specifying assessments for the Landscaping and Lighting Assessment District for the Landscaping and Lighting Assessment District No. 1988-1 for Fiscal Year (FY 2019-20), intention to order improvements pursuant to the Landscape and Lighting Act of 1972, and set the time, date, and place of the public hearing as April 16, 2019 at 7:00 p.m.
Contact: Shannon Collins, Accounting Supervisor; Mark Rasiah, Finance Director, Finance Department; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

H. Calendar Years 2016 and 2017 Growth Management Program Compliance Checklist

Action Proposed: Adopt a resolution approving the Calendar Years 2016 and 2017 Growth Management Program (GMP) Compliance Checklist for allocation of Fiscal Years 2017-18 and 2018-19 Measure J, Local Street Maintenance and Improvement Funds by the Contra Costa Transportation Authority (CCTA).
Contact: Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

I. Final Parcel Map for one-lot subdivision at 10300 San Pablo Avenue

Action Proposed: Adopt a resolution approving the Final Parcel Map for a one-lot subdivision consisting of 32 condominiums in the Transit-Oriented Mid-Intensity Mixed-Use (TOMIMU) district at 10300 San Pablo Avenue.
Contact: Julian Bobilev, Consulting Planner; Sean Moss, Acting Planning Manager, Community Development Department

5. PRESENTATIONS

A. Contra Costa Library Systemwide Report

Action Proposed: Receive and file an overview and update on the Contra Costa Library System, with a focus on the El Cerrito branch.
Contact: Heidi Goldstein, Library Manager, Contra Costa County Library

6. PUBLIC HEARINGS

A. Adopt El Cerrito Parks and Recreation Facilities Master Plan and Adopt Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program *Notice published on 3/16/2019*

Action Proposed: Conduct a public hearing and upon conclusion, approve a resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and adopting the Parks and Recreation Facilities Master Plan.
Contact: Christopher Jones, Recreation Director, Recreation Department; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

7. POLICY MATTERS

A. FY 2018-19 Mid-Year Budget Update

Action Proposed: Receive an update on City revenues and expenditures for the first six months of the fiscal year through December 31, 2018 and pass a motion to 1) Adopt a resolution authorizing amendment to the FY 2018-19 budget and approving new spending limits; and 2) Adopt a resolution approving a correction to the method and a resulting adjustment to the FY 2018-19 annual Gann Appropriation Limit.
Contact: Mark R. Rasiah, Finance Director/City Treasurer

8. CITY COUNCIL LOCAL & REGIONAL LIAISON ASSIGNMENTS

Mayor and City Council communications regarding local and regional liaison assignments and committee reports.

9. ADJOURN REGULAR CITY COUNCIL MEETING

The next regularly scheduled City Council meeting is Tuesday, April 16, 2019 at 7:00 p.m. in the City Council Chambers, 10890 San Pablo Avenue, El Cerrito.

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.

- 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 and AT&T Uverse Channel 99. 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/streamingmedia and is streamed with closed caption. 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 cityclerk@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.

Date: April 2, 2019

To: Honorable Mayor and Members of the City Council

From: Holly M. Charléty, City Clerk

Subject: Commission Interviews

ACTION REQUESTED

Staff requests that City Council conduct interviews and, at the conclusion of interviews, confer with staff regarding the ongoing recruitments, any remaining vacancies, and the scheduling of further special meetings to conduct interviews (if applicable). Council may decide to make appointments at the conclusion of the meeting.

INTERVIEW SCHEDULE

April 2, 2019		
6:15 p.m.	Alice Morris	Human Relations Commission
6:30 p.m.	Andrew Adams	Civil Service Commission
6:45 p.m.	Walter M. Williams III	Human Relations Commission

April 16, 2019		
6:30 p.m.	Anisha Desai	Civil Service Commission Human Relations Commission

BACKGROUND

Staff continues to publicize board, commission and committee vacancies as they occur. Vacancies are published on the City's website and in the West County Times, and posted at City Hall, the Community Center and Library. Staff is also utilizing social media outlets to increase awareness and opportunities for citizens to participate by attending meetings and/or serving on a board, commission or committee.

No other interviews are pending for the above referenced vacancies, and at this time no other applications have been received.

Attachments:

1. Current Board, Commission, and Committee Vacancy List
2. Application(s) on file with the City Clerk's Office

2019 Commission Vacancy/Application Status – Last Revised 3/26/19

Board/Commission/ Committee (Current Vacancies)	*Arts & Culture (0)*	*Citizens Street Oversight (0)*	*Civil Service Commission (1)*	*Design Review Board (0)*	*Financial Advisory Board (0)*	*Human Relations (1)*	*Park and Recreation (1)*	*Planning Commission (0)*	*CC Mosquito & Vector Control (1)*	*CCC Library Commission (0)*	*Notes/Status*	*Interview Date*	*Appointment Notes*
Pending Applicants													
Daniel Hamilton								X			10/16/18 – Application rec'd 2/6/19 – expressed interest in next vacancy		
Sajuti Rahman								X			12/18/18 – Application rec'd (after last vacancy interviews)		
Alice Morris						X					3/11/19 – Application rec'd 3/18/19 – interview confirmed	4/2 -6:15	
Andrew Adams			X								3/12/19 – Application rec'd 3/18/19 – interview confirmed	4/2 - 6:30	
Anisha Desai			X			X					3/25/19 - Application rec'd 3/25/19 – interview confirmed	4/16 – 6:30	
Walter M. Williams III						X					3/25/19 – Application rec'd 3/2619 – interview confirmed (also attending CPC meetings)	4/2 – 6:45	

THE CITY OF
EL CERRITO
OFFICE OF THE CITY CLERK

April 2, 2019
Special City Council Meeting

Commission Interviews

Attachment 2 Applications

are available for review in hardcopy format at the following locations:

Office of the City Clerk
10890 San Pablo Avenue
El Cerrito
(510) 215-4305

and

The El Cerrito Library
El Cerrito
6510 Stockton Avenue

CITY HALL 10890 San Pablo Avenue, El Cerrito, CA 94523-3034
Telephone (510) 215-4305 Fax (510) 215-4319 http://www.el-cerrito.org

EL CERRITO CITY COUNCIL DRAFT MINUTES

SPECIAL CITY COUNCIL MEETING
Tuesday, February 19, 2019 – 6:15 p.m.
Hillside Conference Room

REGULAR CITY COUNCIL MEETING
Tuesday, February 19, 2019 – 7:00 p.m.
City Council Chambers

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

6:00 PM **ROLL CALL - CONVENE SPECIAL CITY COUNCIL MEETING**
Mayor Pardue-Okimoto called the meeting to order at 6:23 p.m.
Present: Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman, and Quinto.

1. ORAL COMMUNICATIONS FROM THE PUBLIC – None

2. COMMISSION INTERVIEWS, STATUS AND APPOINTMENTS

Action Proposed: Conduct interviews of candidates for City Boards and Commissions. Interviews may result in an announcement of appointment at the meeting.
Contact: Holly M. Charléty, City Clerk, City Management

Action: Conducted one interview and passed a motion to 1) appoint Prachi Amin to Citizen Street Oversight Committee for the term of February 19, 2019 – March 1, 2023; 2) reappoint Michael Fisher to the Contra Costa Library Commission for a second term of April 1, 2019 – June 30, 2021; and 3) reappoint Michael Fischer to the Civil Service Commission for a second term of March 1, 2019 – March 1, 2023. **Moved/Seconded**: Councilmember Fadelli/Quinto **Ayes**: Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman, and Quinto **Noes**: None

3. ADJOURN SPECIAL CITY COUNCIL MEETING
The meeting adjourned at 6:55 p.m.

7:00 PM **ROLL CALL - CONVENE REGULAR CITY COUNCIL MEETING**
Mayor Pardue-Okimoto called the meeting to order at 7:16 p.m.
Present: Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman, and Quinto.

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

2. COUNCIL/STAFF COMMUNICATIONS

Mayor Pardue-Okimoto reported on the three commission appointments made by the City Council at the 6:15 special meeting.

Councilmember Lyman reported on current vacancies on Boards and commission.

Councilmember Fadelli reported Environmental Quality Committee working on plastics ban to come to council.

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Judith Tannenbaum regarding Arts and Culture commission activities.

Robert Herubes regarding support of the arbor week proclamation.

Gary Prost regarding status of requests for Buckingham Cul-de-sac parking signs and speed bumps.

Paul Duncan regarding city work on evacuation plans and fire safety.

Buddy Akacic regarding a permanent senior center.

Peter Campbell regarding sound in chambers.

4. ADOPTION OF THE CONSENT CALENDAR

Action: Passed a motion to approve the consent calendar as indicated below. **Moved/Seconded:** Councilmembers Abelson/Quinto **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman, and Quinto **Noes:** None

A. Proclamation – Arbor Week

Action Proposed: Pass a motion to approve a proclamation designating March 7 through March 14, 2019 as Arbor Week.
Contact: Maria Sanders, Operations & Environmental Services Division Manager, Public Works

Action: Approved Proclamation

B. Reappointment of Members to Design Review Board and Planning Commission

Action Proposed: Pass a motion to 1) approve the reappointment of Wenlin Li to the Design Review Board for a term from March 1, 2019 – March 1, 2023; and 2) approve the reappointment of Erin Gillett to the Planning Commission for a term from March 1, 2019 – March 1, 2023.
Contact: Holly M. Charléty, City Clerk, City Management

Action: Approved Reappointments

C. Cash & Investments Report for Quarter Ending December 31, 2018

Action Proposed: Receive and File.
Contact: Mark Rasiah, Finance Director, Finance Department

Action: Received and Filed

D. Final Parcel Map for three lots 966 Sea View Drive

Action Proposed: Adopt a resolution approving the Final Parcel Map for a three-lot subdivision in a single-family residential zoning district (RS-5) at 966 Sea View Drive.
Contact: Jeff Ballantine, Associate Planner; Sean Moss, Acting Planning Manager, Community Development Department

Action: Approved Resolution 2019-06

5. PRESENTATIONS

A. El Cerrito Library Update

Action Proposed: Receive and File.
Contact: Heidi Goldstein, Library Manager, Contra Costa County Library

Presentation: Heidi Goldstein, Senior Community Library Manager, provided an update on library fines, consideration of recognition of Library week in April, increase in hours and impacts, programs and statistics.

Public Comments:

Al Miller regarding utilization of library services and staffing needs.

Action: Receive and File.

6. PUBLIC HEARINGS – None

7. POLICY MATTERS

A. Tenant Protections Study Session: *El Cerrito 2017 Affordable Housing Strategy*, Pillar B: Reduce the Risk of Displacement and Help Stabilize At-Risk Populations

Action Proposed: Receive a presentation regarding tenant protection tools, discuss policy and program options and provide staff direction towards development of integrated package of tenant protection ordinances.
Contact: Aissia Ashoori, Management Analyst II, Community Development Department; Melanie Mintz, Community Development Director, Community Development Department

Presentation and Discussion: Karen Pinkos, City Manager provided an overview of the item. Aissia Ashoori, Management Analyst II, provided a presentation overviewing tenant protection tools, already introduced policies, and policy/program considerations. Staff responded to questions raised by members of the council regarding costs, room rentals, Costa Hawkins application, just cause versus good cause, and legal aide.

Public Comments:

John Li regarding homeowner protection, and City not controlling landlords business.

Natalia Carney regarding good cause eviction and reasons being a challenge, the time and costs are high.

Robin Mitchell regarding consideration of resolution from human relations commission to establish board and task force.

Sherry Drobner regarding needed for landlords who are not responsible, support of human relations commission resolution, and rent cap.

Akiyo Yokoi regarding inability to afford to do with these increased rules

Andrew Lojo regarding not being a good way to provide affordable housing, selling and investing in another community if city moves forward.

Philip Zimmerman regarding recent articles, enforcement needed with interfering with tenants and landlords, will consider removing rentals from the market.

Carmela Caramagen regarding relocating rentals if city adopts just cause, and animosity between tenants and landlords.

KC regarding financial impacts of rent increases, and support of a moratorium and just cause eviction.

Norman LaForce regarding just cause, financial implications, balancing interest, and considering selling property.

Elizabeth Thorsnes regarding eviction data, survey instead of rent registry and data monitoring.

Robert Howe regarding dependence on rental income and financial impacts of proposed action.

Brent Andersen regarding investment in rentals and penalized for investing in the community.

Daran Santi Sr regarding consideration of developing elsewhere if rent controls in place here.

Peter Pan regarding just cause eviction.

Daran Santi regarding fees dissuading building in El Cerrito and need to incentivize contractors.

Howdy Goudey regarding consideration for both sides, reasonable to constrain rents and broad application of such.

Makalia Aga regarding unsustainable increases to rent and need to handle from side of prevention.

Al Wong regarding prior experience in and opposition of a rent-controlled environment.

Rich Martini regarding mom and pop statistics, lack of data to support need of controls, and unintended consequences of just cause.

Eric Meyers regarding experiences practicing landlord/tenant law in the city.

Michele Manzone regarding need for data and eviction data not being supportive of action.

Nicholas Galloro regarding sample evictions allowed under state law and Human Relations commission resolution.

Judy Forrest regarding history as a landlord and financial impacts.

Steven Martinucci regarding experience of father as landlord, unjust policies against mom and pops.

Robert Adams regarding recent development and lack of affordable housing.

Ronnie Polonsky regarding if landlords are responsible, they shouldn't be opposed to protections.

Melissa Eizenberg regarding history as landlord, opposition to just cause or rent control, and need for more housing.

Meina Young regarding rent as only a part of the economy and avoiding San Francisco because of rent controls.

Rhory Lyn Antonio regarding landlords being mom and pop, just cause being a back door to rent control, and need to educate tenants about current protections under existing law.

Ilona Clark regarding caution of regulations and collecting data, regulations amount to damage to housing and communities and higher rents, and supportive of data collection first.

Jeff Wright regarding funding of new library, proponents of tenant protections needing to provide data and case for supporting argument.

Vinay Pimple regarding data about and difficulty for those with disabilities in renting.

Patricia Wilson regarding mom and pop landlords, how hard they work and contribute, efficient ways to support renters, and just cause and rent control proven to be inefficient.

Action: Passed a motion to extend the meeting to 11:00 p.m.
Moved/Seconded: Councilmembers Abelson/Quinto **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman, and Quinto
Noes: None

Frank Bellows regarding average rents and determination of calculations of median income and rents.

Jeff Levin regarding solutions to housing crisis and immediate needs, support of just cause, relocation assistance, and rent registry.

Wendy Louie regarding own study on absentee owners, san leandro rent controls, and support of staff researching.

Peter Campbell regarding costs to build affordable housing and need to make it possible for developers to build.

Su Wong regarding San Francisco's status with rent control, need for landlord and tenant direct contact.

Cherry To regarding liabilities of landlords, San Francisco's challenges, and pulling properties form the market.

Eva Chao regarding opposition of just cause, need for equal protections, and financial impacts as landlords.

George Wu regarding China versus U.S. economy.

ANYA ANG regarding opposition of rent control.

DD Rogers regarding demographics of the city, consideration of neighboring community impacts, and rights of landlords.

Action: Passed a motion to adjourn the regular meeting to 5:30 p.m. March 5, 2019. **Moved/Seconded:** Councilmembers Abelson/Quinto **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman, and Quinto **Noes:** None

8. CITY COUNCIL LOCAL & REGIONAL LIAISON ASSIGNMENTS – None

9. ADJOURN REGULAR CITY COUNCIL MEETING
The meeting adjourned at 10:59 p.m.

_____
Rochelle Pardue-Okimoto, Mayor

This is to certify that the foregoing is a true and correct copy of the minutes of the special and regular City Council meetings of February 19, 2019 as approved by the El Cerrito City Council.

_____
Holly M. Charléty, MMC, City Clerk

EL CERRITO CITY COUNCIL DRAFT MINUTES

ADJOURNED REGULAR CITY COUNCIL MEETING
Tuesday, March 5, 2019 – 5:30 p.m.
City Council Chambers

REGULAR CITY COUNCIL MEETING
Tuesday, March 5, 2019 – 7:00 p.m.
City Council Chambers

5:30 PM **ROLL CALL - CONVENE ADJOURNED REGULAR CITY COUNCIL MEETING** Mayor Pardue-Okimoto called the meeting to order at 5:31 p.m. **Present:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto.

1. POLICY MATTERS

A. *Adjourned from February 19, 2019 regular meeting* **Tenant Protections Study Session: *El Cerrito 2017 Affordable Housing Strategy*, Pillar B: Reduce the Risk of Displacement and Help Stabilize At-Risk Populations**

Action Proposed: Continued Council discussion regarding tenant protection tools, discuss policy and program options and provide staff direction towards development of integrated package of tenant protection ordinances.
Contact: Aissia Ashoori, Management Analyst II, Community Development Department; Melanie Mintz, Community Development Director, Community Development Department

Public Comments:

Lisa Lau regarding support of small business owners and landlord's primary income.

Vincent Lau regarding opposition to rent registry, and tenant relocation.

Leslie Manzone regarding properties not on the market because owners don't want rent control, upcoming legislation on the topic, and status of neighboring communities with rent control.

Ed Crowley regarding history of consideration and current discussion by council, opposition to just cause, stated lack of data.

Blair Akey regarding history as landlord, severity of the problem has not been quantified.

Ranee Estle regarding proposal not addressing the root cause, just cause unsupported, rent control causing decline in rentals.
Norman La Force regarding not knowing the real problem in El Cerrito, forming taskforce of landlords and tenants.

Peter Pan regarding negative financial effects of proposed actions.

Xin Ma regarding opposition to just cause, rent registry and tenant relocation.

Claude Zamanian regarding examples of failed public policy regarding rent controls.

John Lee regarding financial effects of policy proposed.

George Wu regarding desire to purchase a home and deterred by rent control in nearby areas.

Council Discussion: Councilmembers questioned staff and engaged in discussion regarding data collection and cost recovery for rent registry; the need for additional data; potential task force options; access to legal fees; effects on mom and pop landlords; tenant education needs; application to different types of units; temporary cap on rent increases; availability of city staff for administering items discussed; and funding sources.

Action: Passed a motion directing staff to, before business license renewals, bring back an ordinance for a rent registry, covering all rental housing types and discussion of cost recovery. **Moved/Seconded:** Councilmembers Lyman/Fadelli **Ayes:** Mayor Pardue-Okimoto; Councilmembers Fadelli and Lyman. **Noes:** Councilmember Abelson and Quinto

Action: Passed a motion directing staff to work on a just cause for eviction ordinance that applies to buildings with five or more units, built prior to January 1, 2015, including looking at limiting the application of the ordinance based on the type of property owner. **Moved/Seconded:** Councilmembers Lyman/Fadelli **Ayes:** Mayor Pardue-Okimoto; Councilmembers Fadelli, Lyman, and Quinto **Noes:** Councilmember Abelson

Action: Passed a motion directing staff to see if the existing minimum lease ordinance voted on in December needs revision in association with other ordinances and bring back for consideration.
Moved/Seconded: Councilmembers Fadelli/Lyman **Ayes:** Mayor Pardue-Okimoto; Councilmembers Fadelli and Lyman. **Noes:** Councilmember Abelson and Quinto

Action: Passed a motion directing staff to bring back a proposed format for a task force to develop recommendations to further Pillar B of the City's Affordable Housing Strategy, with options of a one-time meeting, a longer dialogue, or an independent collaborator, and associated costs. Task force members should be residents and should be equally made up of landlords and tenants with multitude of building sizes, with a goal of presenting a series of recommendations that would be desirable by both as a working model. **Moved/Seconded:** Councilmembers Abelson/Quinto **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman, and Quinto **Noes:** None

Action: Failed to pass a motion directing staff to look at an ordinance putting in place a 10% annual increase rent cap, retroactive to December 18, 2018, in place for the duration of time council is working on an overall solution for pillar B, not to exceed on year. **Moved/Seconded:** Councilmember Lyman/Mayor Pardue-Okimoto **Ayes:** Mayor Pardue-Okimoto; Councilmember Lyman **Noes:** Councilmembers Abelson, Fadelli and Quinto

Action: Failed to pass a motion directing staff to bring back a demolition relocation policy for tenants that includes an additional month beyond existing provisions for certain circumstances involving age and disability to five months, with all others at three months. **Moved/Seconded:** Councilmember Fadelli/Mayor Pardue-Okimoto **Ayes:** Mayor Pardue-Okimoto; Councilmember Fadelli **Noes:** Councilmembers Abelson and Quinto **Abstention:** Councilmember Lyman

2. ADJOURN ADJOURNED REGULAR CITY COUNCIL MEETING The meeting was adjourned at 7:49 p.m. Mayor Pardue-Okimoto announced a 10-minute recess and that the regular session would convene at 8:00 p.m.

7:00 PM OR IMMEDIATELY FOLLOWING PRECEDING ADJOURNED REGULAR MEETING, WHICHEVER OCCURS LATER

ROLL CALL - CONVENE REGULAR CITY COUNCIL MEETING
Mayor Pardue-Okimoto called the meeting to order at 8:01 p.m.
Present: Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto.

1. PLEDGE OF ALLEGIANCE TO THE FLAG OR OBSERVATION OF MOMENT OF SILENCE – *Mayor Pardue-Okimoto*

2. COUNCIL/STAFF COMMUNICATIONS

Councilmember Quinto reported attendance at Chinese New Year celebration in San Francisco.
Councilmember Abelson reported invitation to join Ignite, a group of young women interested in running for office; attendance at Police crab feed, Van Gough show at the Cerrito, and toured Hana Gardens.

Councilmember Lyman reported attendance at Hana Garden tour and touched on the community gardens.

Councilmember Fadelli reported attendance at Economic Development Committee meeting, Elks Lodge annual presentation to police force of the year, plan to attend arbor day tree planning at Poinsett Park.

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Philip Zimmerman regarding Kensington Police Protection Community Services District upcoming request for bids to provide contract police service, community is not behind the action.

Nick Zamorano regarding fire safety and lessons learned from Paradise. Requested fire prevention be made a top priority.

Susan Duncan regarding requiring new building permits prohibited trees or vegetation be removed before approval, and before close of escrow all electrical be clear of vegetation. Spoke on articles in the news related to fire.

Howdy Goudey regarding council not passing tenant protections, voices will not be equal without protection.

Robin Mitchell regarding simulated emergency training conducted by Kensington and El Cerrito HAM operators group.

4. ADOPTION OF THE CONSENT CALENDAR

Action: Passed a motion to approve the consent calendar allowing time for photo and recognition of item C. **Moved/Seconded:** Councilmember Lyman/Quinto. **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto. **Noes:** None

A. Proclamation – Women's History Month and International Women's Day

Action Proposed: Pass a motion to approve a proclamation designating the month of March as "Women's History Month" and March 8, 2019 as "International Women's Day".
Contact: Kristen Cunningham, Human Resources Manager, City Management

Action: Approved proclamation

B. Approval of Minutes

Action Proposed: Pass a motion to approve the minutes for the meeting of January 15, 2019.
Contact: Holly M. Charléty, City Clerk, City Management

Action: Approved minutes

C. **Action Proposed:** Pass a motion to adopt a resolution declaring 1) March 10, 2019, the 60th anniversary of the Tibetan national uprising, as "Tibet Day" in the City of El Cerrito and display the Tibetan flag at City Hall; and 2) Declaring El Cerrito's expression of solidarity with the Tibetan people and their just, peaceful, and non-violent movement to remind the world of the ongoing suppression of human rights and freedom in Tibet and the continuous degradation of culture, religion, land, and identity of the Tibetan people by China.
Contact: Kristen Cunningham, Human Resources Manager and Human Relations Commission Liaison, City Management

Action: Approved Resolution 2019-07

Tenzin Rangdol, President, Tibetan Association of Northern California thanked the council for their continued support.

5. PRESENTATIONS

A. Environmental Quality Committee Workplan

Action Proposed: Receive and discuss the Environmental Quality Committee's presentation regarding the Committee's accomplishments, activities, goals and workplan. The City Council may provide feedback as desired.
Contact: Will Provost, Management Analyst II and Staff Liaison, Public Works Department

Presentation and Discussion: Mark Miner, Chair of Environmental Quality Committee (EQC) and Rebecca Milliken, EQC Co-Chair presented on the roles and accomplishments of EQC, and upcoming plans for 2019. Presenters responded to questions from council regarding plastics included in current work, and broom cleanup on Hillside.

Action: Receive and File.

6. PUBLIC HEARINGS – None

7. POLICY MATTERS – None

8. CITY COUNCIL LOCAL & REGIONAL LIAISON ASSIGNMENTS

Councilmember Quinto reported attendance at the Concord Mayor's conference.

Councilmember Abelson reported attendance at the West Contra Costa Transit Authority Committee (WCCTAC) study session sponsored by the Alameda County Transportation Commission (ACTC) to look at San Pablo Avenue and transit in that corridor.

Councilmember Lyman reported attendance at RecycleMore meeting and discussion of senate bill 1833 regarding reduction of food waste and standard container requirements.

Mayor Pardue-Okimoto reported attendance at the West County Mayors meeting on and discussion of Doctors Hospital closure effects, and how gaps were filled.

9. ADJOURN REGULAR CITY COUNCIL MEETING
The meeting was adjourned at 9:03 p.m.

_____
Rochelle Pardue-Okimoto, Mayor

This is to certify that the foregoing is a true and correct copy of the minutes of the adjourned and regular City Council meetings of March 5, 2019 as approved by the El Cerrito City Council.

_____
Holly M. Charléty, MMC, City Clerk

EL CERRITO CITY COUNCIL DRAFT MINUTES

REGULAR CITY COUNCIL MEETING
Tuesday, March 19, 2019 – 7:00 p.m.
City Council Chambers

7:00 PM **ROLL CALL - CONVENE REGULAR CITY COUNCIL MEETING**
Mayor Pardue-Okimoto called the meeting to order at 7:01 p.m.
Present: Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto.

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

2. COUNCIL/STAFF COMMUNICATIONS

Councilmember Quinto reported attendance at the San Ramon Mayors conference, reception with new Speaker of the Senate Tony Atkins, and invited attendance at the rescheduled tree planting for Arbor Day this weekend.

Councilmember Abelson reported attendance at Chamber of Commerce luncheon, Police Department swearing in ceremony, and event for seniors and the disabled.

Councilmember Fadelli reported attendance at Arbor Day event, Police Department swearing in ceremony, and Bank of America remodel ceremony.

Councilmember Lyman reported focus of Crime Prevention Committee on neighborhood watch program and filling the nine vacancies on the committee; reviewed current Board and Commission vacancies; reported parks and recreation master plan coming to council, currently open for public comment period on environmental document.

Mayor Pardue-Okimoto reported providing Harding Elementary School presentation on being the Mayor; shared American Red Cross upcoming events for installing free smoke alarms.

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Cordell Hindler regarding BART development, police response times, and rental costs.

Al Miller regarding sponsored worksite at the library on Earth Day.

Robin Mitchell regarding disappointment with outcome of the last meeting, and not putting protections in place.

Howdy Goudey regarding insufficiency of action regarding security of tenants, protections should be applied as widely as possible; Hillside cleanup events. Karina Ioffee regarding desire for temporary rent moratorium, self-eviction because of rent increases, interest of the people not just landlords and developers.

Paul Duncan regarding Make El Cerrito Fire Safe recent activities and increasing awareness of automated evacuation notification.

Scott Perry regarding recognition of work in hillside nature area, vegetation advisory committee, and Eucalyptus trees.

Buddy Akacic regarding recent council meeting attendance and topics, invitation to seminar at the midtown activity center.

Nick Zamorano regarding problem with vegetation management and evacuation routes.

Sherry Drobner regarding support of moving forward on a rent registry but missing the voice of tenants, concerned about continued displacement.

4. ADOPTION OF THE CONSENT CALENDAR

Action: Passed a motion to approve the consent calendar as indicated below. **Moved/Seconded:** Councilmember Abelson/Lyman **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto **Noes:** None

A. Approval of Minutes

Action Proposed: Pass a motion to approve the minutes for the meeting of February 5, 2019.
Contact: Holly M. Charléty, City Clerk, City Management

Action: Approved minutes

B.

Action Proposed: Pass a motion to adopt four separate resolutions authorizing the Public Works Director/City Engineer to install stop signs at 1) Gladys Avenue at Norvell Street, establishing an all-way stop; 2) Norvell Street at Schmidt Lane, establishing a one-way stop; 3) Everett Street at Schmidt Lane, establishing a one-way stop; and 4) Tulare Avenue at Jordan Avenue, establishing a one-way stop.
Contact: Anna Bernardes, Engineering Manager/Senior Engineer; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

Action: Approved Resolutions 2019-08, 2019-09, 2019-10, and 2019-11

C. **Action Proposed:** Pass a motion to approve a resolution 1) Approving plans and specifications for the Korematsu Middle School Safe Routes to School Improvements Phase 1, C5040 Project (Project); 2) Rejecting the bid submitted by Gruendl Inc. DBA, Ray's Electric as non-responsive and accepting the two other submitted bids for the Project; and 3) Authorizing the City Manager to execute a contract in the amount of $121,100 with AJW Construction and to approve change orders in an amount not to exceed $14,900 for construction of the Project.
Contact: Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

Action: Approved Resolution 2019-12

D. **Authorize Annual Report for Landscape and Lighting Assessment District for Fiscal Year 2019-20**

Action Proposed: Pass a motion to 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 (FY) 2019-20.
Contact: Shannon Collins, Accounting Supervisor, Finance Department; Mark Rasiah, Finance Director, Finance Department; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department.

Action: Approved Resolution 2019-13

E. **Annual Progress Report on the General Plan 2018**

Action Proposed: Receive and File.
Contact: Jeff Ballantine, Associate Planner; Sean Moss, Acting Planning Manager, Community Development Department.

Action: Received and Filed

F. **Classification Update**

Action Proposed: Pass a motion to adopt a resolution amending the City's Classification Plan to 1) Revise and retitle the classifications of Account Clerk and Account Clerk Technician to Finance Technician I and Finance Technician II, respectively; 2) Establish the class of Senior Finance Technician; 3) Revise and retitle the classification of Accounting Supervisor to Finance Supervisor; and 4) Authorize the reclassification of one Account Clerk Technician to Senior Finance Technician in the Finance Department and one Administrative Clerk to Administrative Clerk – Specialist in the Recreation Department.

Contact: Kristen Cunningham, Human Resources Manager, City Management; Mark Rasiah, Finance Director/City Treasurer, Finance Department; Chris Jones, Recreation Director, Recreation Department

Action: Approved Resolution 2019-14

G. Proclamation Recognizing March as American Red Cross Month
Action Proposed: Pass a motion to approve a proclamation declaring March 2019 as American Red Cross Month in the City of El Cerrito and encouraging all Americans to support this organization and its noble humanitarian mission.
Contact: Holly M. Charléty, City Clerk, City Management

Action: Approved Proclamation

Patty Nicholes, volunteer with American Red Cross shared additional information on the home fire campaign, Sound the Alarm events, and accepted the proclamation for the agency.

5. PRESENTATIONS – None

6. PUBLIC HEARINGS

A. 2019 West Contra Costa County Subregional Transportation Mitigation Program (STMP) Fee Update *Notice published on 3/9/19 and 3/14/19*

Action Proposed: Conduct a public hearing and upon conclusion pass a motion to 1) introduce and hold the first reading by title only, and approve an ordinance amending Chapter 4.52 - West County Subregional Transportation Mitigation Program (STMP) of the El Cerrito Municipal Code; and 2) Adopt a resolution authorizing the City Manager to execute the Master Cooperative Agreement by and among the Cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo, the County of Contra Costa, and the West Contra Costa Transportation Advisory Committee (WCCTAC) for the 2019 Subregional Transportation Mitigation Fee Program with minor changes as approved by the City Attorney.
Contact: Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department; John Nemeth, Executive Director, WCCTAC; Julie Morgan, Fehr & Peers

Presentation and Discussion: Yvetteh Ortiz, Public Works Director, provided a brief introduction to the item. John Nemeth, Executive Director with WCCTAC overviewed the item and introduced Julie Morgan, consultant with Fehr & Peers who provided a presentation on the agency, fee requirements and purpose, STMP prior and future fund allocations and projects, fee comparisons, and next steps.

Councilmember Abelson provided additional details regarding the importance of the fee and the development of the recommendation.

Presenters and staff responded to questions raised by members of the council regarding return to source funds, project prioritization and determination process, dwelling unit equivalents, El Cerrito eligible projects, timing for distribution of new fees, legality of fee and proof of deficiency, growth projections, staffing impacts, funding for dedicated bike lanes, and impact if all agencies don't support the increase.

Public Hearing: Mayor Pardue-Okimoto opened the public hearing.

Public Comments:

Christian Teale regarding limited impact in the City with regard to potential projects, concern about proposed fee increase, and neighboring city fees.

Action: Passed a motion to introduce and hold the first reading by title only, and approve an ordinance amending Chapter 4.52 - West County Subregional Transportation Mitigation Program (STMP) of the El Cerrito Municipal Code. **Moved/Seconded:** Councilmember Lyman/Abelson **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto. **Noes:** None

Action: Passed a motion to adopt adopted Resolution 2019-15. **Moved/Seconded:** Councilmember Abelson/Fadelli **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto. **Noes:** None

Action: Passed a motion to close the public hearing. **Moved/Seconded:** Councilmember Lyman/Abelson **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto. **Noes:** None

B. Correction to Calendar Year 2019 Adopted East Bay Sanitary (EBS) Garbage Rate *Notice published on 3/9/19 and 3/14/19*

Action Proposed: 1) Conduct a public hearing and upon conclusion, 2) pass a motion to adopt a resolution establishing the maximum allowable EBS Post-Collection rate for two-cubic yard garbage containers, effective immediately.
Contact: Yvetteh Ortiz, Public Works Director/City Engineer; Will Provost, Acting Operations + Maintenance Services Manager, Public Works Department

Presentation and Discussion: Yvetteh Ortiz, Public Works Director, provided an overview of the item and responded to questions raised by members of the council regarding the rounding error.

Public Hearing: Mayor Pardue-Okimoto opened the public hearing.

Public Comments: None

Action: Passed a motion to close the public hearing. **Moved/Seconded:** Councilmember Lyman/Quinto **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto. **Noes:** None

Action: Passed a motion to adopt Resolution 2019-16. **Moved/Seconded:** Councilmember Lyman/Quinto **Ayes:** Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto. **Noes:** None

7. POLICY MATTERS – None

8. CITY COUNCIL LOCAL & REGIONAL LIAISON ASSIGNMENTS

Councilmember Lyman reported on RecycleMore work on aspects of the Joint Exercise of Powers Agreement (JEPA), and new upcoming regulations on composting.

Councilmember Quinto reported attendance at Hazard Materials Commission meeting, the Urban Forest Committee meeting, encouraged attendance at the tree planting this weekend, attended Hazardous Materials Commission meeting.

9. ADJOURN REGULAR CITY COUNCIL MEETING
The meeting adjourned at 9:00 p.m.

_____
Rochelle Pardue-Okimoto, Mayor

This is to certify that the foregoing is a true and correct copy of the minutes of the special and regular City Council meetings of March 19, 2019 as approved by the El Cerrito City Council.

_____
Holly M. Charléty, MMC, City Clerk

EL CERRITO CITY COUNCIL PROCLAMATION
Designating Saturday, April 13, 2019 as El Cerrito Earth Day

WHEREAS, the first Earth Day was proclaimed in 1970 in order to foster public awareness of the need to protect the environment and conserve resources; and

WHEREAS, the City of El Cerrito has celebrated Earth Day every year in keeping with the spirit of the initial Earth Day; and

WHEREAS, the annual celebration of Earth Day in the City of El Cerrito seeks to involve all its citizens in improving their local environment and becoming more aware of their global environment; and

WHEREAS, in furtherance of this objective, the City is planning a variety of activities in which residents and businesses will have an opportunity to donate their time and money including: cleaning up and restoring habitats in City parks, facilities, greenways, creeks, and schools; picking up litter along streets and in commercial areas; taking steps to reduce water and energy use in public spaces and at home; and sharing a community lunch and celebrating becoming a more environmentally sustainable community.

NOW THEREFORE, the City Council of the City of El Cerrito does hereby proclaim Saturday, April 13, 2019 as “Earth Day” in the City of El Cerrito and encourages all residents and businesses to help make El Cerrito a greener, healthier, more sustainable place for all.

Dated: April 2, 2019

_____
Rochelle Pardue-Okimoto, Mayor

EL CERRITO CITY COUNCIL PROCLAMATION

Recognizing the Week of April 7th at National Library Week in the City of El Cerrito

WHEREAS, today's libraries are not just about books but what they do for and with people;

WHEREAS, libraries of all types are at the heart of cities, towns, schools and campuses;

WHEREAS, libraries have long served as trusted and treasured institutions where people of all backgrounds can be together and connect;

WHEREAS, libraries and librarians build strong communities through transformative services, programs and expertise;

WHEREAS, libraries, which promote the free exchange of information and ideas for all, are cornerstones of democracy;

WHEREAS, libraries promote civic engagement by keeping people informed and aware of community events and issues;

WHEREAS, librarians and library workers partner with other civic organizations to make sure their community's needs are being met;

WHEREAS, libraries and librarians empower their communities to make informed decisions by providing free access to information;

WHEREAS, libraries are a resource for all members of the community regardless of race, ethnicity, creed, ability, sexual orientation, gender identity or socio-economic status, by offering services and educational resources that transform lives and strengthen communities;

WHEREAS, libraries, librarians, library workers and supporters across America are celebrating National Library Week.

NOW THEREFORE, the City Council of the City of El Cerrito does hereby proclaim April 7-13, 2019 National Library Week. El Cerrito encourages all residents to visit the library this week to take advantage of the wonderful library resources available, explore what's new and engage with your librarian. Because of you, Libraries Transform.

Dated: April 2, 2019

_____

Rochelle Pardue-Okimoto, Mayor

EL CERRITO CITY COUNCIL PROCLAMATION
Importance of and Partner in Support of the 2020 U.S. Census

WHEREAS, the U.S. Census Bureau is required by Article I, Section 2 of the U.S. Constitution to conduct an accurate count of the population every ten years; and

WHEREAS, the next enumeration will be April 1, 2020 and will be the first to rely heavily on online responses; and

WHEREAS, the primary and perpetual challenge facing the U.S. Census Bureau is the undercount of certain population groups; and

WHEREAS, that challenge is amplified in California, given the size of the state and the diversity of communities; and

WHEREAS, California has a large percentage of individuals that are considered traditionally hard to count; and

WHEREAS, these diverse communities and demographic populations are at risk of being missed in the 2020 Census; and

WHEREAS, California receives nearly $77 billion in federal funding that relies, in part, on census data; and

WHEREAS, a complete and accurate count of California's population is essential; and

WHEREAS, the data collected by the decennial Census determines the number of seats each state has in the U.S. House of Representatives and is used to distribute billions of dollars in federal funds to state and local governments; and

WHEREAS, the decennial census is a massive undertaking that requires cross-sector collaboration and partnership in order to achieve a complete and accurate count; and

WHEREAS, U.S. Census Bureau is facing several challenges with Census 2020, including constrained fiscal environment, rapidly changing use of technology, declining response rates, increasingly diverse and mobile population, thus support from partners and stakeholders is critical.

NOW THEREFORE, the City Council of the City of El Cerrito does herby proclaim support and partnership with other local governments, the State, businesses, schools, and community organizations, and encourages those in the El Cerrito community to participate in the 2020 Census.

Dated: April 2, 2019

_____
Rochelle Pardue-Okimoto, Mayor

ORDINANCE NO. 2019-02

AN ORDINANCE OF THE CITY OF EL CERRITO AMENDING EL CERRITO MUNICIPAL CODE CHAPTER 4.52 – WEST COUNTY SUBREGIONAL TRANSPORTATION MITIGATION PROGRAM (STMP)

WHEREAS, Measure C, the Contra Costa County half-cent sales tax measure adopted in 1988 for transportation projects and programs, requires the Contra Costa Transportation Authority (CCTA or Authority) to:

- Develop a program of regional traffic mitigation fees, assessments, or other mitigations, as appropriate, to fund regional and subregional transportation projects, as determined in the Comprehensive Transportation Plan of the Authority.

- Consider such issues as jobs/housing balance, carpool and vanpool programs, and proximity to transit service in the establishment of the regional traffic mitigation program.

- Implement the development mitigation program with the participation and concurrence of local jurisdictions in determining the most feasible methods of mitigating regional traffic impacts. The Authority shall take existing regional traffic impact fees into account; and

WHEREAS, Measure J, the successor to Measure C, was passed by the voters in Contra Costa County in November 2004, extending the half-cent sales tax through March 31, 2034 and also containing a Growth Management component with the same obligations regarding regional traffic mitigation fees as described above; and

WHEREAS, West Contra Costa County traffic is heavily impacted by a combination of traffic generated by residents and employees of West County, as well as through traffic from other regions in Contra Costa County and other counties; and West Contra Costa County provides congestion relief through a regional traffic mitigation fee collected and expended to mitigate traffic on regional routes through capacity improvements on those routes, improved transit services for subregional and regional travel, and improved facilities that allow West County residents to more efficiently access regional routes and transit services; and

WHEREAS, the West Contra Costa Transportation Advisory Committee (WCCTAC) is comprised of elected officials from the cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo and the agencies of AC Transit, BART, WestCAT and Contra Costa County, is governed by a Joint Exercise of Powers Agreement (JPA) and has been in existence since 1990; and

WHEREAS, WCCTAC is empowered to coordinate and administer fee revenues for regional transportation improvements and has been doing so since the West County Subregional Transportation Mitigation Program (STMP) fee was originally adopted in 1997 and updated in 2006; and

WHEREAS, through the aegis of WCCTAC, the West County jurisdictions and Contra Costa County have reached consensus on the 2019 STMP Update, as described in the Master Cooperative Agreement By and Among the Cities of El Cerrito, Hercules, Pinole, Richmond, and San Pablo, the County of Contra Costa and the West Contra Costa Transportation Advisory Committee for the 2019 Subregional Transportation Mitigation Fee Program ("Cooperative Agreement"), and are adopting this Ordinance to implement the collection of fees relative to the STMP in order to provide funding for regional transportation improvements necessary as part of each jurisdiction's contribution to regional needs; and

WHEREAS, the City of El Cerrito desires to assure that new development in the City of El Cerrito contributes to such needed regional improvements based on the development's proportionate contribution to the need for new or improved regional circulation and transit improvements; and

WHEREAS, WCCTAC's consultant, Fehr & Peers, has prepared a nexus study report, which is incorporated by reference herein, which outlines the basis for the updated STMP fee; and

WHEREAS, the aforementioned report describes the regional transportation improvements that will be necessary in the City of El Cerrito and the other member jurisdictions because of new development expected under the adopted general plans of member jurisdictions, estimates the full cost of building said regional capital improvements, and sets forth the fees necessary to fund such necessary and vital improvements; and

WHEREAS, the General Plan of the City of El Cerrito, adopted by the City Council in 1999, calls for the City to 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 and for cooperative transportation planning with other West County jurisdictions and agencies and WCCTAC to create a balanced, safe, and efficient transportation system and to manage the impacts of growth; and.

WHEREAS, in adopting the updated transportation impact fee described herein, the City of El Cerrito has found the fee to be consistent with its General Plan and existing ordinances; and

WHEREAS, Measure J also requires that all Contra Costa County jurisdictions participate in the regional transportation mitigation program, and jurisdictions that are not participating in such a program are at risk of losing their Measure J local street maintenance and improvement funds; and

WHEREAS, adoption and approval of the STMP fee are also exempt from CEQA pursuant to Public Resources Code § 21080(b)(8)(D) and 14 Cal. Code Regs. § 15273(a), since they constitute the modification, restructuring or approval of a fee or charge needed to obtain funds for capital projects that are necessary only to maintain service within existing service areas within the City of El Cerrito, pursuant to the findings set forth herein.

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

Section 1. Incorporation of Recitals. The City Council finds that the above Recitals are true and correct and are incorporated herein by reference.

Section 2. Amendment of the El Cerrito Municipal Code. Chapter 4.52 – West County Subregional Transportation Mitigation Program (STMP) is amended to read in full as follows:

4.52.010 Title.

The title of this Chapter of the City's Municipal Code is the West County Subregional Transportation Mitigation Program 2019 Update.

4.52.020 Purpose.

The purpose of the STMP Update and the STMP fee set forth in this Ordinance is to meet the intent of Measure J by levying a fee on new development to mitigate the regional impacts of new trips generated by that development. Further, the purpose of the STMP fee set forth in this Ordinance is to raise funds for regional transportation projects in West County.

4.52.030 Findings.

A. The STMP fee is required to defray all or a portion of the costs of building transportation capital improvement projects needed to mitigate impacts of new development projects.

B. The STMP fee will raise funds for twenty projects, in the general categories of freeway and interchange improvements, local street and intersection improvements, transit and station-related improvements, bicycle and pedestrian-focused improvements, and complete streets projects. A detailed description of the projects can be found in Section 4.52.050.

C. The total cost of the twenty projects is approximately $855 million in 2018 dollars. The nexus study report determined the amount of eligible funding that could be collected through the STMP program at $161.8 million.

D. The nexus findings, in conformance with Government Code § 66000 et seq. can be found in the "2019 Nexus Update of the Subregional Transportation Mitigation Program (STMP) Impact Fee" (herein after referred to as the 2019 STMP Nexus Update) prepared by Fehr & Peers for WCCTAC dated December 2018. A copy of the 2019 STMP Nexus Update is on file with the City Clerk and is incorporated herein by reference.

E. The 2019 STMP Nexus Update included the following steps:
- Projecting the amount of new development anticipated in West County;
- Setting criteria for identifying eligible capital improvement projects;
- Specifying the transportation improvements needed to accommodate growth;

- Evaluating the relationship between the improvements, the share of funding from new development, and the impacts of new trip generation;
- Allocating the costs across land use types; and;
- Preparing fee schedules and implementation documents.

F. After considering the 2019 STMP Nexus Update, the testimony received at a noticed public hearing, the agenda statements, the General Plan, and all correspondence received (together, the "Record"), the City Council approves and adopts the 2019 STMP Nexus Update and incorporates such report herein.

G. Adoption of the STMP fee set forth in this Ordinance, as it relates to development within the City, is intended to obtain funds for capital projects necessary to maintain service within the WCCTAC area. Accordingly, this fee, as it relates to development within the City, is not a "project" within the meaning of the California Environmental Quality Act. (Pub. Res. Code § 21080(b)(8)(D)).

H. The Record establishes:

- That there is a reasonable relationship between the use of the STMP fee set forth in this Ordinance (funding for transportation capital infrastructure projects) and the type of development projects on which this fee is imposed in that all development in the City—both residential and non-residential—will contribute to the need for the projects listed in Section 4.52.050 of this Ordinance; and

- That there is a reasonable relationship between the need for the projects listed in Section 4.52.050 of this Ordinance and the type of development projects on which this fee is imposed in that new development in the City—both residential and non-residential—will generate persons who live, work, shop, travel to and from, commute to and from, and visit the City and who, therefore, contribute to the need for the projects listed in Section 4.52.050 of this Ordinance; and

- That there is a reasonable relationship between the amount of the fee set forth in this Ordinance and the cost of the projects listed in Section 4.52.050 of this Ordinance or portion of such projects attributable to the development on which this fee is imposed in that such fee is calculated based on projections described in the 2019 STMP Nexus Update of new development, the total cost of the projects listed in Section 4.52.050, and allocation of a fair share of costs to new development across the various land use types.

4.52.040 Fees.

A. <u>Levy of the Fee and Fee Structure.</u> In order to fund the program and projects stated herein, the following updated STMP fee schedule shall be implemented July 1, 2019 and shall terminate on March 31, 2040. The following fees, to be updated annually for inflation pursuant to Section 4.52.040.K., are payable to the City at the time of issuance of a building permit.

LAND USE TYPE	FEE
Single Family Residential	$5,439/DU*
Multi-Family Residential	$2,679/DU
Senior Housing	$1,469/DU
Hotel	$3,481/Room
Retail/Service	$6.59/SF**
Office	$8.72/SF
Industrial	$5.56/SF
Storage Facility	$0.76/SF
Other	$7,350 per AM peak hour trip

*DU = Dwelling Unit
**SF = Square Foot

The City is responsible for determining the appropriate land use category and fee amount to apply to specific development projects being considered by their jurisdiction. The City will refer to the STMP Administrative Guidelines for guidance on how to apply these land use categories to development projects.

B. In addition to the STMP fee imposed by Section 4.52.040.A. above, the City may require each applicant to pay an administrative fee, payable to the City at the time of issuance of a building permit. The administrative fee shall be no greater than the cost incurred by the City to adopt and administer this Ordinance, and to collect, report, and transmit appropriate reports and funds to WCCTAC. The administrative fee, if any, will be adopted as part of the City Master Fee Schedule on an annual basis and kept separate from the STMP funds.

C. No development shall be exempt from the fee, except if application of the fee to the development would be unlawful under and/or conflict with federal, state, or local law and/or regulation. In addition, accessory dwelling units within the footprint of an existing dwelling unit's habitable space are not required to pay the STMP Fee.

D. A project that reconstructs or re-uses an existing structure or development that has been occupied within the previous three years is subject to the fee only to the extent that it would generate more A.M. peak hour vehicle trips than the existing development.

E. Fees for uses not identified in Section 4.52.040.A. shall be determined by the City using the "Other" land use type and according to methodology provided by WCCTAC in the STMP Master Cooperative Agreement and the STMP Administrative Guidelines. The STMP Administrative Guidelines are incorporated into the STMP Master Cooperative Agreement, and may be changed from time to time by the WCCTAC Executive Director. The current version of the STMP Administrative Guidelines is available from WCCTAC or the City Clerk.

F. An applicant may receive credit against fees for the dedication of land for right-of-way and/or construction of improvements for specific 2019 STMP projects, where such right-of-way or construction is beyond that which would otherwise be required for approval of the proposed development. The calculation of the amount of credit against fees for 2019 STMP dedications or improvements shall be based upon a determination by the City that such credits are, in fact, exclusive of the dedications, setbacks, improvements, and/or traffic mitigation measures which are required by local ordinance, standards, or other practice. In addition, the credit shall be calculated based upon the actual cost of construction of improvements or, in the case of land dedication, on an independent appraisal approved by the City. The City must report any credit to WCCTAC prior to awarding the credit.

An applicant may receive reimbursement from STMP fees paid by other development projects to the extent that the amount of the credit is greater than the STMP fee obligation of the development project. The award of any reimbursement by the City must be preapproved by the WCCTAC Board; in making that decision, the Board will take into consideration criteria and metrics related to funding availability and project prioritization that they use in making other STMP funding decisions.

G. The fees specified herein shall be made a condition of approval of all tentative and final subdivision maps. The fees shall be collected at the time of the issuance of any building permit.

H. The STMP fees specified above shall be collected for projects in the entire City.

I. Fees paid pursuant to this Ordinance shall be deposited in a separate segregated interest- bearing account, and together with any interest accumulated on amounts on deposit, shall be remitted on a quarterly basis along with the required Quarterly Report to WCCTAC or its designee, to be placed in a fund to be used solely for the purposes described in this Ordinance and in the Master Cooperative Agreement. Any interest accumulated on such funds shall also be used only for the purposes specified in this Ordinance.

J. The fees will be used for, but are not limited to, the administration of the STMP, planning, environmental documentation, design, acquisition of right-of-way, and construction of the projects.

K. Effective July 1, 2020 and on each subsequent anniversary date of such date, the amount of each of the developer fees, set forth in Section 4.52.040.A. above, shall increase or decrease by the annual percentage change in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the for the twelve month period ending with the February index of the same calendar year. The percentage change will be calculated by WCCTAC, which will notify all signatories to the Cooperative Agreement of the change.

L. Pursuant to Government Code Section 66001(d), after the fifth fiscal year following the first deposit of 2019 STMP revenues and every five (5) years thereafter, WCCTAC shall make all required findings with respect to that portion of the fee account or fund remaining unexpended, whether committed or uncommitted. Such findings shall be made in connection with the release of public information required by Government Code Section 66006(b).

M. Pursuant to Government Code Section 66006, as specified, WCCTAC shall submit a public report to the WCCTAC Board on an annual basis, identifying the amount of fee revenues collected and other statutorily required information, which will also be shared with Agencies' City Managers/County Administrator.

N. An applicant may appeal the determination of the amount of the STMP fee due, and such appeal shall be made in writing to WCCTAC with supporting documentation. The WCCTAC Board shall consider the appeal at a regularly scheduled meeting and shall make a decision on the appeal. The decision of the WCCTAC Board is final.

4.52.050 Project descriptions, funding commitments, eligible costs, and implementation schedule.

A. List of Projects. The 2019 STMP Nexus Study fees provided for in this ordinance shall be used exclusively for the following summary of projects (note that more detailed project descriptions can be found in the 2019 STMP Nexus Study report):

1. **San Pablo Avenue Complete Streets Projects** – Transit, bicycle, and pedestrian improvements along several segments of San Pablo Avenue.

2. **Appian Way Complete Streets Project** – Pedestrian, bicycle, and transit access improvements along Appian Way in El Sobrante and in City of Pinole.

3. **San Pablo Dam Road Improvements** – Multimodal access improvements along San Pablo Dam Road through downtown El Sobrante.

4. **Bay Trail Gap Closure** – Improve transit access by closing three key Bay Trail gaps: along Goodrick Avenue in Richmond, between Bayfront Park and Pinole Creek in Pinole, and between Atlas Road and Cypress Avenue in unincorporated Contra Costa County.

5. **Ohlone Greenway Improvements** – Crossing, wayfinding, signing, lighting, safety, access and landscaping improvements along Ohlone Greenway.

6. **I-580/Harbor Way Interchange Improvements** – Improve pedestrian and bicycle access across interchange, to serve movements between waterfront/ferry terminal and central Richmond.

7. **I-580/Marina Bay Parkway Interchange Improvements** – Improve pedestrian and bicycle access across interchange, to serve movements between waterfront and downtown Richmond.

8. **Richmond Ferry to Bridge Bicycle Improvements** – Improve bicycle access between Richmond Ferry Terminal and Bay Trail near Richmond-San Rafael Bridge.

9. **I-80 Express Bus** – Capital Improvements associated with implementing I-80 Express Bus service between Hercules and Oakland/Emeryville/Berkeley/San Francisco, with possible intermediate stops.

10. **Hercules Regional Intermodal Transportation Center** – Complete construction of new Capitol Corridor train stop, with associated track improvements, parking and access facilities.

11. **BART Extension from Richmond Station (Planning and Conceptual Engineering Phases) –** Planning, conceptual engineering and/or program level environmental clearance phases of potential BART extension to Contra Costa College/City of San Pablo.

12. **San Pablo Avenue Transit Corridor Improvements** – Extension and improvement of bus rapid transit (BRT) and/or rapid bus service along San Pablo Avenue through West County, with stops including Richmond Parkway Transit Center and Hercules Transit Center.

13. **23rd Street Transit Corridor Improvements** – Provision of bus rapid transit (BRT) and/or rapid bus service along 23rd Street from Richmond Ferry Terminal/UC Berkeley Richmond Field Station to Richmond BART, to Contra Costa College, and potentially to Hilltop Mall.

14. **West County BART Station Access and Parking Improvements** – Station modernization and capacity enhancements, parking, and access improvements at El Cerrito Plaza, El Cerrito del Norte, and Richmond BART stations, and Richmond Crossover Project to allow increased frequency along Richmond line.

15. **Del Norte Area TOD Public Infrastructure Improvements –** 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.

16. **San Pablo Avenue Intersection Realignment** – Intersection reconfiguration, potential signal modifications to accommodate pedestrian, bicycle, and bus rapid transit (BRT) access at intersection of San Pablo Avenue, 23rd Street, and Road 20.

17. **I-80/San Pablo Dam Road Interchange Improvements, Phase 2** – Interchange reconstruction, new bridge over Wildcat Creek, and improved bicycle and pedestrian facilities.

18. **I-80/Central Avenue Interchange Improvements, Phase 2** – Increase intersection spacing to increase vehicle capacity, connect Pierce Street and San Mateo Street, convert Pierce Street access at Central Avenue to right-in/right-out and improve multimodal access.

19. **I-80/Pinole Valley Road Interchange Improvements –** Improve merge from eastbound on-ramp to I-80, widen ramp terminal intersections, and make pedestrian crossing improvements.

20. **Future Nexus Study Updates** – Two comprehensive nexus studies and fee updates, over the 22-year planning horizon of the 2019 STMP fee.

B. Funding Commitments and Eligible Costs. Program revenues shall be available for project costs through completion of construction. Costs include, but are not limited to, environmental clearance, conceptual engineering, traffic studies, design, right-of-way acquisition, utility relocation, and costs of construction. Actual funding commitments will depend upon STMP fee revenues collected and project priorities as determined by WCCTAC.

Administrative costs for WCCTAC shall not exceed four percent (4%) of the STMP fee revenues collected under the Master Cooperative Agreement.

C. Implementation Schedule. WCCTAC, the project sponsors and co-sponsors, shall work to promote steady progress on all of the projects, to the extent that funding and project readiness permit.

Section 3. Notice and Hearing. This Ordinance was 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.

Section 4. Effective Date. This Ordinance shall take effect and be enforced sixty (60) days after the date of its adoption, and prior to the expiration of fifteen (15) days from the passage thereof, the ordinance shall be published as required by law, and thereafter the same shall be in full force and effect. The fee amounts established by this Ordinance shall take effect on July 1, 2019.

Section 5. Severability. If any section, subsection, sentence, clause or phrase or word of this ordinance is for any reason held to be unconstitutional, unlawful or otherwise invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City hereby declares that it would have passed and adopted this ordinance and each and all provisions thereof irrespective of the fact that any one or more of said provisions be declared unconstitutional, unlawful or otherwise invalid.

THE FOREGOING ORDINANCE was introduced at the regular meeting of the City Council on March 19, 2019 and passed by the following vote:

AYES:	Mayor Pardue-Okimoto; Councilmembers Abelson, Fadelli, Lyman and Quinto
NOES:	None
ABSTAIN:	None
ABSENT:	None

ADOPTED AND ORDERED published at a regular meeting of the City Council held on April 2, 2019 and passed by the following vote:

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

APPROVED:

_____
Rochelle Pardue-Okimoto, Mayor

ATTEST:

_____
Holly M. Charléty, City Clerk

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2019.

_____
Holly M. Charléty, City Clerk

ORDINANCE CERTIFICATION

I, Holly M. Charléty, City Clerk of the City of El Cerrito, do hereby certify that this Ordinance is the true and correct original Ordinance No. 2019-02 of the City of El Cerrito, that said Ordinance was duly enacted and adopted by the City Council of the City of El Cerrito at a meeting of the City Council held on the 2nd day of April 2019; and that said Ordinance has been published and/or posted in the manner required by law.

WITNESS my hand and the Official Seal of the City of El Cerrito, California, this XX day of April, 2019.

_____
Holly M. Charléty, City Clerk

AGENDA BILL

Agenda Item No. 4(F)

Date: April 2, 2019

To: El Cerrito City Council

From: Will Provost, Public Works Analyst
Maria Sanders, Operations + Environmental Services Division Manager
Yvetteh Ortiz, Public Works Director/City Engineer

Subject: Annual Parcel Assessment for the National Pollution Discharge Elimination System (NPDES) Program and Drainage Maintenance Activities for Fiscal Year 2019-20

ACTION REQUESTED

Adopt a resolution establishing the annual parcel assessment for the National Pollution Discharge Elimination System (NPDES) program and Drainage Maintenance activities at the current rate of $38.00 per Equivalent Run-off Unit (ERU) and authorizing the Contra Costa County Flood Control & Water Conservation District to adopt Stormwater Utility Area (SUA) levies based on said amount for Fiscal Year 2019-20.

BACKGROUND – CLEAN WATER UPDATE

Under the 1987 amendments to the Federal Water Pollution Control Act (Clean Water Act), all jurisdictions in the United States are responsible for ensuring compliance with the National Pollutant Discharge Elimination System (NPDES) program. The State Water Resources Control Board grants regulatory responsibilities for water quality to the Regional Water Quality Control Boards in nine regions throughout California. In the Bay Area, the San Francisco Regional Water Quality Control Board (Water Board) regulates the discharge of stormwater runoff from the municipal separate storm sewer systems (MS4) draining into San Francisco Bay through a Municipal Regional Permit (MRP). The MRP covers Alameda, Contra Costa, Santa Clara and San Mateo counties, as well as the cities of Fairfield, Suisun and Vallejo. In Contra Costa County, the Contra Costa Clean Water Program (CWP) coordinates compliance and collaborates on programmatic components of the MRP. The CWP is comprised of Contra Costa County, its 19 incorporated cities and towns, and the County Flood Control and Water Conservation District. Working with the member jurisdictions, the CWP provides services designed to protect water quality by keeping trash and other pollutants from entering drainage systems that ultimately make their way into local creeks, reservoirs, lakes, and the Bay.

Municipal Regional Permit

The City's Clean Water Program is governed by the Municipal Regional Permit Order No. R2-2015-0049, which became effective January 1, 2016, superseding the previous MRP (2009). The new permit continues and expands the previous permit requirements to conduct specific stormwater management actions regarding trash load reduction,

Clean Water Act 303(d) listed pollutants[1], and other pollutants of concern (POCs). The current permit will be effective through 2020. It is anticipated that the Water Board will issue a new permit (MRP 3.0), effective 2021, likely including additional compliance requirements for local governments.

The City actively complies with all MRP requirements, including those related to Municipal Operations and Integrated Pest Management, Illicit Discharge Detection and Elimination, Public Outreach and Education, Construction Site Controls, Industrial and Commercial Site Controls, and managing pollutants of concern (e.g. PCBs). Specific Clean Water Program activities are coordinated and carried out primarily by the Public Works Department, with assistance from the Community Development Department and the Fire Department. A comprehensive review of the City's activities and annual accomplishments are detailed in an Annual Report prepared each summer for submittal to the Water Board. In particular, the City's Clean Water Program is continuing to focus on meeting the following permit milestones:

- Provision C.3, (New development and Redevelopment) requires the City to develop and submit an approved Green Infrastructure Plan in September 2019. This plan is intended to outline how the City will meet future pollutant load reduction milestones through the incorporation of Low Impact Design (LID) systems (such as rain gardens) on public and private land, streets, parking lots, and building roofs. The Plan will help the City prioritize investments in projects to meet the pollutant load reduction targets specified in the MRP. Ultimately, additional funding will very likely be needed from grants and other sources in order to meet the MRP's Green Infrastructure targets. A framework for the City's Green Infrastructure Plan was approved by the El Cerrito City Council on May 16, 2017 (Resolution 2017-32).

  It is anticipated that staff will be circulating a draft Green Infrastructure Plan for public comment in early summer 2019 in order to bring it to City Council for consideration by August 2019. Development of the City's Green Infrastructure Plan is being informed by the current update to the City's Storm Drain Master Plan and Contra Costa County's recently completed Stormwater Resources Plan. The City is coordinating the development of the Green Infrastructure Plan with these Plans to ensure the identified projects and implementation timelines are integrated.

[1] The Federal Clean Water Act (CWA) section 303(d) requires states to identify waters that do not meet applicable water quality standards and schedule such waters for development of Total Maximum Daily Loads (TMDLs). The states are required to assemble and evaluate all existing and readily available water quality-related data and information to develop the list and to provide documentation for listing.

- Provision C.10, regarding the reduction of trash entering the storm drain system, mandates an 80% reduction by July 2019 and 100% reduction by July 2022. In order to receive compliance credits towards these goals, permittees are required to perform and document on-land visual trash load assessments, monitor receiving waters for trash, and/or install and maintain Full Trash Capture Devices in the storm drain system. Finally, it requires mapping and managing trash litter on private lands greater than 10,000 square feet. El Cerrito is ahead of schedule in reaching these compliance goals, achieving an 84.5% trash load reduction rate as of July 2018. The City's trash load reduction credit is attributable to the installation and maintenance of 122 Full Trash Capture Devices since 2013, weekly litter and illegal dumping removal in public areas by City Maintenance staff and contractors, the successful implementation of the City's 2014 plastic bag and poly-styrene food container bans, and creek clean-up volunteer events. The City plans to continue these activities, including the installation and maintenance of additional Full Trash Capture Devices, to assure on-going trash load reduction compliance.

- Provision C.11 (Mercury Controls) and C.12 (Polychlorinated Biphenyls Controls - PCBs) require numeric weight reductions and tracking of Mercury and PCBs through the management of building demolition activities, installation of Green Infrastructure (per C.3 above) and the identification of properties that contain high and moderate Mercury and PCBs removal opportunities. To achieve reduction targets, the City is required to implement a new program outlining procedures to identify and control PCBs in the building demolition process. It is anticipated that City staff will bring a resolution and related documents to City Council for consideration in Spring 2019. The program must be implemented by July 1, 2019.

ANALYSIS – STORMWATER UTILITY AREA ASSESSMENT

Currently, El Cerrito's NPDES compliance activities are funded by a combination of a countywide Stormwater Utility Area (SUA) assessment funds, the City's Measure J Storm Drain funds, and the General Fund. The SUA is levied by the County in CWP jurisdictions and provides funds for clean water activities in each of the member jurisdictions, as well as activities at the countywide level. The total annual amount generated countywide by the SUA is approximately $15.3 million.

Each year the per parcel rate for the SUA must be re-established by the County Board of Supervisors, which acts as the governing body for the Flood Control and Water Conservation District and, thus, the CWP. Each local jurisdiction must first adopt a resolution determining the appropriate assessment for its jurisdiction and then forward that instructing resolution to the Contra Costa County Flood Control and Water Conservation District. The resolution must be adopted by the City no later than April 15 so that the County has sufficient time to place the assessment on the property tax roles for the following fiscal year.

Specific SUA assessments are calculated through determining Equivalent Runoff Units (ERUs). An ERU is a value that reflects the amount of impervious (paved) surface of a given parcel. Impervious surfaces result in stormwater runoff to the storm drain system, which potentially carry pollutants to the Bay and into the groundwater. Parcels that contain large areas of paved surfaces are assigned a greater number of ERUs. Residential lots in El Cerrito between 5,000 to 20,000 square feet in size are assigned one (1) ERU. Industrial or commercial parcels with paved parking or other impervious surfaces are assigned two (2) or more ERUs depending on their size.

In 1993, when the County SUA was established, El Cerrito's assessment was $14 per ERU. The City's current rate of $38.00 per ERU was approved by Council in Fiscal Year (FY) 2004-05. Per the County Ordinance which adopted the SUA, $38 is the maximum rate that can be assessed in El Cerrito.

In FY 2019-20, the County estimates that El Cerrito's rate of $38.00 will generate about $406,000 for NPDES compliance. Of these revenues, an estimated $75,926 (18.7%) is allocated for CWP regional compliance activities and $330,074 (81.3%) is allocated to El Cerrito to fund local compliance activities. This is an increase of approximately $10,000 from the El Cerrito allocation budgeted for FY 2018-19. The City's share of the CWP's total program costs remains at approximately 2%.

The City's allocation is projected to stay level in FY 2020-21. However, costs of compliance are expected to rise again in the next permit term (MRP 3.0), starting in 2021. The CWP, with guidance from the Permitees, has also been focused on maintaining relatively constant levels of funding from municipalities while balancing the need to maintain its operating reserves, which have been decreasing in recent years. As a result, it is anticipated that in the next permit term the amount that is returned to local jurisdictions may decrease.

The CWP uses its portion of the SUA funds to assist local jurisdictions with MRP compliance by performing work that is more cost-effective when done on the countywide level. Examples include regional public outreach campaigns, regional water quality and creeks monitoring, development of a Geographical Information System tracking tool for reporting pollutant load reductions and the C.3 Guidebook for developers and staff, municipal staff training, support in development and submittal of the Annual Report, and other activities that assist member agencies in complying with the MRP. The CWP also pays dues, on behalf of the local jurisdictions, to the Bay Area Stormwater Management Agencies Association, to the San Francisco Bay Regional Monitoring Program for Trace Substances, and to the California Stormwater Quality Association. These groups provide training, monitoring and research activities that are mandated under the MRP, as well as expertise in representing local interests at the regional and state levels.

STRATEGIC PLAN CONSIDERATIONS

Maintaining existing funding for the City's Clean Water Program activities fulfills Strategic Plan Goal E to "Ensure the public health and safety" and Goal F to "Foster environmental sustainability citywide." These activities are mandated by both Federal and State regulations to help maintain clean water standards. Implementation of the Clean Water Program not only promotes good water quality, it also protects the health and sustainability of the City's waterways and ecology. Continued funding of the ERU rate at the maximum allowable level will help fund current NPDES activities, including managing the City's clean water program, municipal maintenance activities, as well as regional CWP activities such as water quality monitoring and illicit discharge detection and elimination. Non-compliance with the Municipal Regional NPDES Permit exposes jurisdictions to penalties, fines, and other enforcement actions.

ENVIRONMENTAL CONSIDERATIONS

Establishing the annual amount and authorizing the Contra Costa County Flood Control & Water Conservation District to adopt SUA levies does not constitute a "project" as defined in the California Environmental Quality Act (CEQA) and its Guidelines, under the general rule that CEQA applies only to actions that have the potential to cause a significant effect on the environment. In this case, the Council is only authorizing the amount of the annual parcel assessment for the NPDES program. Additionally, pursuant to Section 15273 of the CEQA Guidelines, the establishment of charges for the purpose of meeting operating expenses is categorically exempt. Any potential project funded by the annual assessment will be reviewed under CEQA prior to approval.

FINANCIAL CONSIDERATIONS

Staff is proposing adoption of the maximum rate of $38.00 per ERU for FY 2019-20, which would generate an estimated $406,000, of which $330,074 will be returned to the City and included in the FY 2019-20 budget under the NPDES Fund (202). If adopted by City Council, the Contra Costa County Board of Supervisors will adopt the annual property assessments for the FY 2019-20 tax rolls.

As part of the FY 2015-16 budget to address an operating deficit in NPDES, some clean water expenses were moved to the General Fund. Transferring of these expenses restored some of the General Fund support to Public Works services, which had been reduced over the prior few years when eligible expenses were shifted to several Special Funds, including NPDES, as a short-term solution. As costs for permit compliance and personnel continue to increase, the generally flat revenues generated by the fixed ERU rate of $38.00 will not keep pace with increasing costs. Additional or alternative funding sources will need to be identified potentially starting as soon as FY 2020-21 in order to continue to meet the requirements for Clean Water Program activities and the higher requirements that are expected in the next permit term.

Statewide Funding Efforts

As the MRP requirements have increased over the years, efforts have been made to increase funding for the compliance activities of local governments. In 2012, the CWP attempted to raise new funds through a county-wide property-owner mail-in ballot election. Although this initiative failed on a county-wide basis, support in El Cerrito was 54 percent, demonstrating local support for the clean water activities. Since that time, a coalition of various agencies have sought legislative solutions to bridge the funding gap between increasing NPDES compliance requirements and the lack of funding sources available to pay for them. In October 2017, Governor Brown signed Senate Bill 231 (Hertzberg) Local Government: Fees and Charges, which provides local governments with greater authority to fund stormwater improvements.[2] The legislature did this by clarifying, and thereby expanding the definition of "sewer" under Proposition 218, allowing cities to fund stormwater projects in the same manner as other public works utilities, such as water, sanitary sewer, and solid waste. However, local governments are proceeding cautiously in implementing any related fees, as the new law has yet to be tested in the courts.

LEGAL CONSIDERATIONS

The proposed actions are consistent with established processes for City adoption of the annual ERU rate. The City Attorney has reviewed and approved the proposed action.

Reviewed by:

Karen Pinkos
City Manager

Attachments:

1. Resolution
2. SUA-CWP Return to Source 2016 - 2021
3. SUA-CWP Return to Source Methodology
4. SUA Formation County Engineer Report

[2] On June 6, 2017, the El Cerrito City Council approved a recommendation authorizing the Mayor to send a letter in support of the bill.

RESOLUTION 2019-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ESTABLISHING THE ANNUAL PARCEL ASSESSMENT FOR THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PROGRAM AND DRAINAGE MAINTENANCE ACTIVITIES AT THE CURRENT RATE OF $38.00 PER EQUIVALENT RUNOFF UNIT AND AUTHORIZING THE CONTRA COSTA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT TO ADOPT STORMWATER UTILITY AREA LEVIES BASED ON SAID AMOUNT IN FISCAL YEAR 2019-20.

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

WHEREAS, Order No. R2-2015-0049, NPDES Permit No. CAS12008, issuing waste discharge requirements under the San Francisco Bay Municipal Regional Stormwater Permit (MRP) to the Cities, Flood Control Districts and County agencies located in Alameda, Contra Costa, Santa Clara, San Mateo Counties, as well as the cities of Fairfield, Suisun and Vallejo, includes the implementation of selected Best Management Practices to minimize or eliminate pollutants from entering storm waters; and

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

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

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

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of El Cerrito does determine that the rate to be assigned to a single ERU for Fiscal Year 2019-20 shall be set at $38.00.

BE IT FURTHER RESOLVED, the City Council of the City of El Cerrito does hereby request the District to adopt SUA levies based on said amount.

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

I CERTIFY that at a regular meeting on April 2, 2019 the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2019.

_____
Holly M. Charléty, City Clerk

APPROVED:

_____
Rochelle Pardue-Okimoto, Mayor

Contra Costa Clean Water Program

Stormwater Utility Assessment (SUA) Revenue, Cost Allocations, and SUA Revenue Return-to-Source (RTS) Percentages (3/11/19)

Stormwater Utility Assessment (SUA) Revenue[1] (FY 2018/19)		Adopted						Proposed		Forecast	
		FY 16/17 Net Budget $2,625,516		FY 17/18 Net Budget $3,053,432		FY 18/19 Budget $3,085,545		FY 19/20 Budget $3,499,213		FY 20/21 Budget $3,498,547	
		Allocation[2]	% RTS[6]	Allocation[3]	% RTS[6]	Allocation[4]	% RTS[6]	Allocation[5]	% RTS[6]	Allocation[5]	% RTS[6]
Antioch	$ 1,239,700	$ 257,816	78.1	$ 307,042	73.9	$306,747	73.9	$344,212	72.2	$344,146	72.2
Brentwood		$ 134,488		$ 159,772		$163,938		$191,930		$191,894	
Clayton	$ 126,306	$ 26,872	78.7	$ 30,466	75.9	$30,299	76.0	$34,801	72.4	$34,795	72.5
Concord	$ 2,062,782	$ 300,122	85.3	$ 352,538	82.8	$344,685	83.2	$393,222	80.9	$393,147	80.9
Danville	$ 562,023	$ 104,012	81.6	$ 116,505	79.4	$116,412	79.4	$135,163	76.0	$135,137	76.0
El Cerrito	$ 406,000	$ 57,820	85.6	$ 66,258	83.5	$66,053	83.6	$75,926	81.3	$75,912	81.3
Hercules	$ 329,042	$ 58,980	81.8	$ 67,381	79.5	$68,940	79.1	$80,122	75.7	$80,106	75.7
Lafayette	$ 460,125	$ 59,882	86.9	$ 67,742	85.3	$67,662	85.3	$78,106	83.0	$78,091	83.0
Martinez	$ 653,931	$ 88,997	85.8	$ 100,719	83.9	$101,115	83.9	$115,986	82.3	$115,963	82.3
Moraga	$ 291,355	$ 39,199	86.4	$ 44,882	87.4	$44,777	87.4	$51,729	82.2	$51,719	82.2
Oakley	$ 525,911	$ 92,342	81.4	$ 109,102	78.4	$110,623	78.1	$127,083	75.8	$127,059	75.8
Orinda	$ 379,267	$ 44,308	88.4	$ 50,959	86.7	$50,842	86.7	$58,451	84.6	$58,440	84.6
Pinole	$ 319,954	$ 45,103	85.7	$ 50,932	84.0	$50,950	84.0	$58,564	81.7	$58,552	81.7
Pittsburg	$ 1,192,957	$ 160,997	85.5	$ 184,324	83.5	$187,468	83.2	$221,172	81.5	$221,130	81.5
Pleasant Hill	$ 492,127	$ 81,327	83.5	$ 92,620	81.2	$93,057	81.1	$106,764	78.3	$106,744	78.3
Richmond		$ 255,550		$ 300,003		$300,153		$337,837		$337,773	
San Pablo	$ 425,795	$ 70,776	83.2	$ 83,792	80.1	$83,380	80.2	$96,184	77.4	$96,166	77.4
San Ramon	$ 1,162,877	$ 187,024	84.2	$ 212,987	82.3	$216,284	82.0	$251,605	78.4	$251,557	78.4
Walnut Creek	$ 1,195,017	$ 159,187	86.6	$ 190,306	84.0	$190,571	84.0	$215,144	82.0	$215,103	82.0
CC County	$ 3,482,617	$ 400,713	88.3	$ 465,102	87.0	$465,739	87.0	$525,212	84.9	$525,112	84.9

1. Total Stormwater Utility Assessment (SUA) revenue based on FY 2018/19. SUA revenue may increase annually due to new development activity.
2. Allocation of costs based on CA Department of Finance Population Figures - January 1, 2015.
3. Allocation of costs based on CA Department of Finance Population Figures - January 1, 2016.
4. Allocation of costs based on CA Department of Finance Population Figures - January 1, 2017.
5. Allocation of costs based on CA Department of Finance Population Figures - January 1, 2018.
6. Percentage of Stormwater Utility Assessment (SUA) revenue Returned-to-Source (RTS).

= No SUA. Stormwater funding from other sources.

CONTRA COSTA CLEAN WATER PROGRAM
GROUP COSTS METHODOLOGY & ALLOCATION
FOR FISCAL YEAR 2019/20 (FINAL DRAFT)

City/County/State	January 1, 2017	January 1, 2018[1]	Percent Change	Prorata % of Program [2]		Budget [3] Allocation
CONTRA COSTA COUNTY	**1,139,313**	**1,149,363**	0.88%		**$**	**3,499,213**
ANTIOCH	112,280	113,061	0.70%	9.84%	$	344,212
BRENTWOOD	61,383	63,042	2.70%	5.48%	$	191,930
CLAYTON	11,342	11,431	0.78%	0.99%	$	34,801
CONCORD	128,282	129,159	0.68%	11.24%	$	393,222
DANVILLE	44,048	44,396	0.79%	3.86%	$	135,163
EL CERRITO	24,674	24,939	1.07%	2.17%	$	75,926
HERCULES	26,185	26,317	0.50%	2.29%	$	80,122
LAFAYETTE	25,416	25,655	0.94%	2.23%	$	78,106
MARTINEZ	37,831	38,097	0.70%	3.31%	$	115,986
MORAGA	16,866	16,991	0.74%	1.48%	$	51,729
OAKLEY	41,116	41,742	1.52%	3.63%	$	127,083
ORINDA	19,012	19,199	0.98%	1.67%	$	58,451
PINOLE	19,101	19,236	0.71%	1.67%	$	58,564
PITTSBURG	71,342	72,647	1.83%	6.32%	$	221,172
PLEASANT HILL	34,944	35,068	0.35%	3.05%	$	106,764
RICHMOND	110,114	110,967	0.77%	9.65%	$	337,837
SAN PABLO	31,383	31,593	0.67%	2.75%	$	96,184
SAN RAMON	81,354	82,643	1.58%	7.19%	$	251,605
WALNUT CREEK	70,558	70,667	0.15%	6.15%	$	215,144
UNINCORP. COUNTY	172,082	172,513	0.25%	15.01%	$	525,212
				100.00%	$	3,499,213

1. Population estimate based on State of California Department of Finance (E-1) City/County projections- January 1, 2019. Figures are updated in May of each year.
2. Percentages based on prorata of population.
3. Budget Allocation amount is the Stormwater Utility Assessment (SUA) budget, which includes contingency (net program budget).

TO: BOARD OF SUPERVISORS, AS THE GOVERNING BODY OF CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

FROM: J. MICHAEL WALFORD, CHIEF ENGINEER

DATE: June 22, 1993

SUBJECT: **CHIEF ENGINEER'S REPORT ON FORMATION OF STORMWATER UTILITY AREAS AND ADOPTION OF ANNUAL ASSESSMENTS**

SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION

I. **Recommended Action:**

1. ACCEPT Chief Engineer's report on the tabulation of the protests against the proposed Stormwater Utility Assessments;

2. FIND that the number of protests received for each Stormwater Utility Area represent less than fifty (50) percent of the area;

3. DETERMINE the formation of the Stormwater Utility Areas is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15061 (b)(3) Article 5, CEQA Guidelines. DIRECT the Community Development Director to file a notice of Exemption.

4. APPROVE the resolutions establishing the seventeen (17) Stormwater Utility Areas; and

5. ADOPT the Ordinance establishing Stormwater Utility Assessments in the seventeen (17) Stormwater Utility Areas with the stipulation that the Equivalent Runoff Unit (ERU) rate for the unincorporated County area shall be $16.20 for Fiscal Year 1993-94 (a ten percent reduction from the proposed rate of $18/ERU.)

Continued on Attachment: X SIGNATURE:

__ RECOMMENDATION OF COUNTY ADMINISTRATOR
__ RECOMMENDATION OF BOARD COMMITTEE
__ APPROVE __ OTHER

SIGNATURE(S):

ACTION OF BOARD ON JUN 22 1993 APPROVED AS RECOMMENDED X OTHER __

VOTE OF SUPERVISORS
X UNANIMOUS (ABSENT _____)
AYES:_____ NOES:_____
ABSENT:_____ ABSTAIN:_____

MFK:lv:fp:sj
c:NPDES\22.t6

Orig. Div: Public Works (FC)
Contact: Milton Kubicek, 313-2203
cc: County Administrator
County Auditor
County Counsel
PW - Flood Control

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.
ATTESTED: JUN 22 1993
PHIL BATCHELOR, Clerk of the Board of Supervisors and County Administrator
By Barbara Sidari, Deputy

II. Financial Impact:

The proposed Stormwater Utility Assessments will raise approximately $8,052,900 to fund the National Pollutant Discharge Elimination System (NPDES) permit activities including drainage system maintenance for the following cities and unincorporated Contra Costa County areas:

Antioch	El Cerrito	Moraga	Pleasant Hill
Clayton	Hercules	Orinda	San Pablo
Concord	Lafayette	Pinole	San Ramon
Danville	Martinez	Pittsburg	Walnut Creek

III. Reasons for Recommendations and Background:

Contra Costa County, its incorporated cities and the Contra Costa County Flood Control and Water Conservation District decided approximately two years ago to collectively apply for a Joint Municipal National Pollutant Discharge Elimination System (NPDES) Permit. This is federally mandated through the Clean Water Act which was amended in 1987 to specifically address stormwater pollution. There are three parts to the Permit. The Part I Application representing reconnaissance level activities by each municipality was submitted to the San Francisco Bay and Central Valley Regional Water Quality Control Boards on May 18, 1992. The Part II Application represented the development of each municipality's Stormwater Management Plan which was submitted to the Regional Boards on May 17, 1993. The Stormwater Management Plan seeks to reduce or radically eliminate pollutants from entering or reaching the storm sewer system. The third phase of the process is the actual promulgation of the Permit.

The Permit is for five years (1993 to 1998) requiring each municipality to implement their approved Stormwater Management Plan. The Regional Boards have indicated the need for a "restricted" funding source to finance implementation costs. Therefore, Contra Costa County proposed legislation providing a financing option for municipalities to use through the Contra Costa County Flood Control and Water Conservation District. The bill, AB 2768 (Campbell), was passed by the legislature and signed by Governor Pete Wilson on August 30, 1992. The legislation specifically allows a municipality to request formation of a Stormwater Utility Area within their incorporated boundaries and establish an assessment to pay for implementation costs.

The Board of Supervisors, acting as the Contra Costa County Flood Control and Water Conservation District, provided public notice to all affected property owners before considering the establishment of the Stormwater Utility Areas and assessments. The Board of Supervisors acting on behalf of Contra Costa County has also taken specific actions establishing the Stormwater Utility Area and assessment for the unincorporated portion of the County. Should there be a fifty percent (50%) protest against the Stormwater Utility Areas formations and assessments, the Board of Supervisors would have to abandon this form of financing. Due to the inability to create any new assessments for the 1993-94 Fiscal Year, the likely alternative funding source would be the General Fund.

Public notices were sent to approximately 238,234 parcel owners. State legislation (SB1977 - Bergeson) requires at least 45 day notice to parcel owners before the governing board considers any new or increased assessments. This requirement was met and informed parcel owners of two public hearings which were held on June 10 and 15, 1993. Approximately 28,170 recorded protests have been received. This represents approximately 11.8% of the total number of parcel owners who received public notices. The recorded protest includes those legally acceptable and those that appear acceptable but presently are questionable. The reason this figure is used is to provide a "worse case" scenario to the Board of Supervisors regarding the amount of protests per stormwater utility area. A copy of all written protests are retained in the office of the Contra Costa County Clerk of the Board located at 651 Pine Street, Martinez, California. A majority protest by the owners of more than 50% in area of the territories to be included in the stormwater utility area would cause the assessment to be abandoned for that particular area. This has not occurred. The following two charts highlight the total "assessable" and "total" area per stormwater utility area:

Tax Rate Area	Area Protested	Total Assessable Area	Percentage*
01 City of Antioch	806	5,542	14.5
02 City of Concord	1,278	8,235	15.5
03 City of El Cerrito	150	1,801	8.3
04 City of Hercules	165	1,380	12.0
05 City of Martinez	703	3,392	20.7
06 City of Pinole	191	1,570	12.2
07 City of Pittsburg	775	3,964	19.5
09 City of Walnut Creek	785	5,979	13.1
11 City of San Pablo	194	1,408	13.8
12 City of Pleasant Hill	419	2,830	14.8
13 City of Clayton	138	1,307	10.5
14 City of Lafayette	587	4,833	12.1
15 Town of Moraga	599	2,386	25.1
16 Town of Danville	501	4,548	11.0
17 City of San Ramon	577	3,677	15.7
18 City of Orinda	361	3,440	10.5
50 Unincorporated County	5,358	31,050	17.2

Tax Rate Area	Area Protested	Total Area	Percentage*
01 City of Antioch	806	18,000	4.4
02 City of Concord	1,278	14,954	8.5
03 City of El Cerrito	150	2,706	5.5
04 City of Hercules	165	4,115	4.0
05 City of Martinez	703	7,196	9.7
06 City of Pinole	191	3,105	6.1
07 City of Pittsburg	775	10,221	7.5
09 City of Walnut Creek	785	14,511	5.4
11 City of San Pablo	194	1,711	11.3
12 City of Pleasant Hill	419	3,708	11.3
13 City of Clayton	138	3,185	4.3
14 City of Lafayette	587	9,583	6.1
15 Town of Moraga	599	9,579	6.2
16 Town of Danville	501	11,037	4.5
17 City of San Ramon	577	9,351	6.1
18 City of Orinda	361	10,521	3.4
50 Unincorporated County	5,358	417,315	1.2

The "total assessable area" provides the worse case scenario for determining if a majority protest exists. Based on these amounts, a majority protest does not exist for any stormwater utility area.

The process used to record protests included a specific database based on the 1992 equalized tax roll indicating parcel ownership, address, notification address, acreage, land use, proposed assessment, etc. Two "hotlines" were established so the general public could have immediate access to information. During the ten weeks between mailing of the public notices and the June 15th public hearing, approximately 500 telephone call were received. Two trained operators were able to handle the majority of the problems. Questions that were encountered were based primarily on the accuracy of the Land Information and the Public Works Automated Mapping Systems. These included problems dealing with parcel ownership, acreage of the parcel and the appropriate land use. Should the Board of Supervisors approve the Stormwater Utility Areas and Assessments than field inspection activities would immediately commence. All known problems will be reviewed and corrections made prior to the promulgation of the assessments for the 1993-94 Fiscal Year. Specific problems pertaining to reclamation districts, the Oakley-Knightsen area and St. Mary's College will be resolved prior to this promulgation.

IV. Consequences of Negative Action:

The Environmental Protection Agency promulgated the National Pollutant Discharge Elimination Discharge System (NPDES) Permit Application Regulations for stormwater discharges on November 16, 1990 (40 CFR Parts 122, 123 and 124). Contra Costa County and the City of Concord were specifically identified in the Federal Register as needing a Municipal NPDES Permit. The legislation also permitted the State of California to make a finding if stormwater discharge was a "... significant contributor of pollutants to the waters of the United States" then these municipalities would also need to obtain a Municipal NPDES Permit. Such a finding was made requiring all municipalities within the San Francisco Bay Regional Water Quality Control Board's jurisdiction in Contra Costa County to obtain Municipal NPDES Permits.

All affected municipalities excluding the City of Richmond have opted to utilize the financing method contained in Assembly Bill 2768 (Campbell). This means each municipality is specifically requesting the formation of a Stormwater Utility Area within their incorporated boundaries, have established an assessment for Fiscal Year 1993-94 and set a maximum rate of assessment. Should the Board of Supervisors acting as the Contra Costa County Flood Control and Water Conservation District fail to proceed with this assessment, then it would create immediate financial chaos. All participating municipalities are expecting the Board of Supervisors to approve the formation of Stormwater Utility Areas and assessments if a majority protest does not materialize. If the AB 2768 financing mechanism is not implemented, then municipalities would need to resort to general revenue financing. This would further exasperate the financial dilemma all municipalities are facing with cut-backs from the State to local governments.

ORDINANCE NO. 93-47

AN ORDINANCE OF THE CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT IMPOSING STORM WATER UTILITY ASSESSMENTS FOR STORMWATER UTILITY AREAS: 1-(Antioch), 2-(Clayton), 3-(Concord), 4-(Danville), 5-(El Cerrito), 6-(Hercules), 7-(Lafayette), 8-(Martinez), 9-(Moraga), 10-(Orinda), 11-(Pinole), 12-(Pittsburg), 13-(Pleasant Hill), 14-(San Pablo), 15-(San Ramon), 16-(Walnut Creek), and 17-(Unincorporated County)

The Board of Supervisors of Contra Costa County, acting as the governing board of the Contra Costa County Flood Control and Water Conservation District, ordains as follows:

ARTICLE I

Section 1. Title.

This Ordinance shall be known as the "Stormwater Utility Assessment Ordinance" of the Contra Costa County Flood Control and Water Conservation District.

Section 2. Purpose.

The United States Environmental Protection Agency (the "EPA") has, consistent with Section 402 of the Federal Clean Water Act, as amended, promulgated the National Pollutant Discharge Elimination System Regulations (the "NPDES Regulations") pursuant to which the EPA, through the appropriate California Regional Water Quality Control Board (the "CRWQCB"), has required the Contra Costa County Flood Control and Water Conservation District (the "District") and other affected public entities to secure a National Pollutant Discharge Elimination System Stormwater Permit (the "NPDES Permit") and to develop, implement and manage identified programs dealing with stormwater runoff. The parcels of land within the respective watersheds within the District's jurisdiction for which a NPDES Permit is required will benefit from these programs. Further, the local drainage facilities falling under the NPDES program requires routine maintenance if they are to continue to serve the developed areas for which they were installed. Collectively, these two activities, NPDES and general drainage maintenance, represent the city's and County's stormwater management Programs. The Board of Supervisors of the District has determined, pursuant to the Contra Costa County Flood Control and Water Conservation Act (the "District Act"), which is Chapter 63, Section 12.8, as amended, of the California Water Code Appendix, to form certain Stormwater Utility Areas in which the

District will annually levy assessments to pay the cost of these programs required by the NPDES Permit. The Board of Supervisors of the District, consistent with Sections 11 and 12.8 of the District Act and Section 54954.6 of the Government Code, held noticed public hearings at which time all testimony, oral and written, was considered. At the conclusion of the public hearings, the Board of Supervisors of the District adopted resolutions forming the Stormwater Utility Areas. The provisions of this Ordinance confirming the formation of the Stormwater Utility Areas and providing for the annual levy of a Utility Assessment are consistent with the District Act and the reports prepared by the Chief Engineer of the District and accepted by the Board of Supervisors of the District.

The Board of Supervisors of the District finds that the Utility Assessment to be annually levied shall be based on the proportional amount of impervious surface on each lot or Parcel within the Stormwater Utility Area. Revenues derived from the Utility Assessments shall be applied exclusively to pay the District's administrative costs in collecting the assessments and the respective city or County stormwater management Program costs for the Stormwater Utility Area in which they are collected.

ARTICLE II

DEFINITIONS

Unless otherwise specifically provided or required by the context, certain terms or expressions used herein have the meanings set forth below:

a. "Board of Supervisors" means the Board of Supervisors of the Contra Costa County Flood Control and Water Conservation District.

b. "Chief Engineer" means the Chief Engineer of the Contra Costa County Flood Control and Water Conservation District.

c. "County" means the County of Contra Costa, State of California.

d. "CRWQCB" means the California Regional Water Quality Control Board for the region in which the Stormwater Utility Area has been formed.

e. "District" means the Contra Costa County Flood Control and Water Conservation District.

f. "District Act" means the Contra Costa County Flood Control and Water Conservation District Act, which is codified in West's California Water Code Appendix, Chapter 63, as amended from time to time.

g. "EPA" means the United States Environmental Protection Agency, which pursuant to the Clean Water Act of 1972, as amended by the Water Quality Act of 1987, has jurisdiction to establish the National Pollutant Discharge Elimination System (NPDES) and promulgate regulations pursuant thereto.

h. "NPDES Permit" means the permit, issued by the CRWQCB, dealing with stormwater runoff in association with the National Pollutant Discharge Elimination System (NPDES) and the regulations promulgated by the EPA.

i. "NPDES Regulations" means the final regulations dated November 16, 1990, and any subsequent amendments thereto promulgated by the EPA governing the National Pollutant Discharge Elimination System (NPDES).

j. "Ordinance" means this Ordinance No. 93-47 of the Contra Costa County Flood Control and Water Conservation District.

k. "Parcel" means a parcel of property identified by Assessor parcel number as shown on the equalized tax rolls of the County of Contra Costa, State of California.

l. "Program" means all the activities required under or in connection with the NPDES Permit, including without limitation drainage system maintenance and Program administration.

m. "Stormwater Utility Area" means a benefit assessment area formed pursuant to Section 12.8 of the District Act by the Board of Supervisors and identified in Article III of this Ordinance.

n. "Utility Assessment" means the annual assessment to be levied on each Parcel within a Stormwater Utility Area pursuant to Article V of this Ordinance.

ARTICLE III

FORMATION OF STORMWATER UTILITY AREAS

Section 1. Formation of Stormwater Utility Areas.

Pursuant to Sections 11 and 12.8 of the District Act and Section 54954.6 of the Government Code, the Board of Supervisors noticed public hearings to consider the establishment of individual Stormwater Utility Areas for each of the 16 cities and the unincorporated County area to fund Program costs. At the conclusion of the hearings, the Board of Supervisors adopted Resolutions Nos. 93/352, 93/353, 93/354, 93/355, 93/356, 93/357, 93/358, 93/359, 93/360, 93/361, 93/362, 93/363, 93/364, 93/365, 93/366, 93/367, and 93/368, which formed, respectively, Stormwater Utility Areas 1-(Antioch), 2-

(Clayton), 3-(Concord), 4-(Danville), 5-(El Cerrito), 6-(Hercules), 7-(Lafayette), 8-(Martinez), 9-(Moraga), 10-(Orinda), 11-(Pinole), 12-(Pittsburg), 13-(Pleasant Hill), 14-(San Pablo), 15-(San Ramon), 16-(Walnut Creek), and 17-(Unincorporated County). The legal boundary of each Stormwater Utility Area shall be congruent with the legal boundary of the associated city or County entity as of July 1st of each year in which a Utility Assessment is levied.

Section 2. Additional Stormwater Utility Areas.

The District may form additional Stormwater Utility Areas, if requested by resolution of the governing board of the area to be formed. To form an additional Stormwater Utility Area, the District shall comply with provisions of the District Act then governing the formation of a Stormwater Utility Area.

ARTICLE IV

REPORT OF CHIEF ENGINEER; HEARING THEREON; CONFIRMATION OF UTILITY ASSESSMENT BY THE BOARD OF SUPERVISORS

Section 1. Report.

The Chief Engineer shall cause to be prepared annually a written report indicating, for each Stormwater Utility Area, the Utility Assessment to be levied, as requested by the city or County governing board having jurisdiction over the area defined by the Stormwater Utility Area and shall file the report with the Clerk of the Board of Supervisors.

Section 2. Content of the Report.

The report shall contain the District's estimate of its administrative costs and the Program costs for the respective city or County agency for each of the Stormwater Utility Areas for the ensuing fiscal year. Said estimate of costs shall be apportioned to each Parcel on the basis of proportionate impervious surface assignable to each Parcel to be assessed. Only Parcels not otherwise exempted by this Ordinance or the NPDES Regulations shall have a Utility Assessment levied on them. The report shall identify all Parcels by Assessor parcel number on which a Utility Assessment is to be levied and the amount of the assessment.

Section 3. Resolution Accepting Report and Noticing Public Hearing.

Upon the report being filed with the Clerk of the Board of Supervisors, the Board of Supervisors is, by resolution, to accept, if appropriate, the report and to set a date, time

and place for a hearing on said report. Notice of the hearing date shall be given as required by applicable law.

Section 4. Hearing.

The Board of Supervisors shall hear the matter on the date and at the time specified in the notice, or as continued for good cause. At the hearing, the Board of Supervisors shall hear and consider all testimony, oral and written, presented, including all written protests. At the conclusion of the hearing, the Board of Supervisors may revise, change, reduce or modify any Utility Assessment and shall determine an appropriate rate for each Stormwater Utility Area identified in the report. Thereafter, by resolution, it shall confirm the assessments. Such confirming resolutions shall be adopted no later than August 10 of each fiscal year in which the Utility Assessment is to be levied and collected.

Section 5. Enrollment.

The District shall provide certified copies of the confirming resolutions and the roll of confirmed Utility Assessments, in an acceptable format, to the Auditor-Controller of the County on or before August 10 of each fiscal year.

ARTICLE V

LEVY OF UTILITY ASSESSMENT

Section 1. Determination of the Amount to Be Assessed.

The District shall estimate, for the fiscal year in which the Utility Assessment is to be levied, the total number of Equivalent Runoff Units and the administrative costs for each Stormwater Utility Area. The administrative costs shall be combined with the costs of implementing the city or County Program for the various Stormwater Utility Areas. This total cost is to be apportioned among the Parcels within each respective Stormwater Utility Area in direct proportion to the number of Equivalent Runoff Units assigned to each Parcel. The Utility Assessment levied and collected within each Stormwater Utility Area may only be applied toward the costs incurred for Program costs for the Stormwater Utility Area. If, at the conclusion of any fiscal year, there remains in the account for a Stormwater Utility Area unexpended funds, the remaining balance shall be applied toward the estimated costs for the next fiscal year. Utility Assessments levied and collected pursuant to this Ordinance may not be applied toward any other costs or expenses of the District or the city or County receiving funds from the Stormwater Utility Area nor may they be applied to the costs of a Stormwater Utility Area other than the Stormwater Utility Area for which they were levied and collected.

Section 2. Determination of Equivalent Runoff Unit and Amount of Utility Assessment to Be Levied.

a. Equivalent Runoff Unit. The Chief Engineer has submitted a report entitled "Report on Stormwater Utility Assessment" and dated March 1993. The report establishes standard impervious surface amounts for various land uses and Parcel sizes and establishes Equivalent Runoff Units (ERUs) for each type of land use. The report and the standard amounts specified therein are adopted by the Board and are incorporated herein by reference. The standard against which all property is to be measured shall be a single-family residential Parcel of 8,900 square feet in size to which a standard of 3,300 square feet of impervious surface is ascribed and shall be called a Equivalent Runoff Unit (ERU). All other land uses shall be compared to this standard and the number of Equivalent Runoff Units assigned to the Parcel shall be in direct proportion to 3,300 square feet of impervious surface (SFIS). The number of Equivalent Runoff Units per Parcel for each of the classes listed in subsection (b) below are as follows:

Group A	1.0 ERU/unit	Group G	7 ERU/acre
Group B	.7 ERU/unit	Group H	9 ERU/acre
Group C	1.7 ERU/unit	Group I	10 ERU/acre
Group D	.2 ERU/acre	Group J	12 ERU/acre
Group E	1.5 ERU/acre	Group K	1 ERU/3,300 SFIS
Group F	4.5 ERU/acre	Group L	Exempt

b. Classification of Parcels. All Parcels shall be assigned to one of the following classifications based on land use:

Group A: Single family residential on a Parcel having an area between 5,000 square feet and 20,000 square feet.

Group B: Single family residential on a Parcel having an area less than 5,000 square feet and all multiple family residential Parcels.

Group C: Single family residential on a Parcel having an area greater than 20,000 square feet.

Group D: Golf courses and cemeteries.

Group E: Miscellaneous improvements creating less than 25 percent impervious surfaces by Parcel area.

Group F: Miscellaneous improvements creating between 25 percent and 50 percent impervious surfaces by Parcel area.

Group G: Community centers, churches, schools and cultural facilities.

Group H: Office buildings, medical-dental offices, financial buildings, research and development offices, miscellaneous industrial improvements, convalescent hospitals and rest homes, mortuaries, fraternal and service organization buildings, retirement housing complex.

Group I: Hotels, motels, and mobile home parks.

Group J: Mini warehouses, industrial parks, light industrial parks, heavy industry, utility properties (corporation yards), bowling alleys, theaters, restaurants, car lots, hospitals, convenience markets, supermarkets, shopping centers, drive-in restaurants, parking facilities, service stations and car washes.

Group K: Boat marinas, partially developed properties.

Group L: Vacant land, agricultural land, and government-owned properties used for public purposes.

c. Exempted Land Uses. All land uses expressly exempted by the NPDES Regulations will be exempted from the levy of a Utility Assessment pursuant to this Ordinance. Those land uses exempted are:

(1) Agricultural uses, including dairies, poultry, livestock, groves, orchards, row crops, field crops, vines or dry farming.
(2) Vacant, undeveloped Parcels.
(3) Publicly-owned Parcels which are Parcels owned by a federal, state or local public entity or agency and used for public purposes.

d. Determination of Equivalent Runoff Units Per Parcel. Once a Parcel is classified and its acreage or number of units is determined, the appropriate standard Equivalent Runoff Unit amount for the classification will be multiplied by the acreage or the number of units to determine the total Equivalent Runoff Units for the Parcel.

e. Determination of Utility Assessment to Be Levied Per Equivalent Runoff Unit. The aggregate number of Equivalent Runoff Units within a Stormwater Utility Area will be divided into the estimated Program costs for the Stormwater Utility Area to determine the amount of Utility Assessment to be levied per Equivalent Runoff Unit. The Utility Assessment to be levied on a Parcel is determined by the number of Equivalent Runoff Units ascribed to the Parcel and the assessment value of each unit.

f. Maximum Utility Assessment to Be Levied Per Equivalent Runoff Unit. The Board hereby adopts the following maximum amounts of annual Utility Assessment per Equivalent Runoff Unit that can be levied without further individual Parcel owner notification for each of the following Stormwater Utility Areas:

1-(Antioch)	$25.00	10-(Orinda)	$35.00
2-(Clayton)	$29.00	11-(Pinole)	$35.00
3-(Concord)	$35.00	12-(Pittsburg)	$30.00
4-(Danville)	$30.00	13-(Pleasant Hill)	$30.00
5-(El Cerrito)	$38.00	14-(San Pablo)	$45.00
6-(Hercules)	$35.00	15-(San Ramon)	$35.00
7-(Lafayette)	$35.00	16-(Walnut Creek)	$35.00
8-(Martinez)	$30.00	17-(Unincorporated	
9-(Moraga)	$35.00	County)	$30.00

g. Utility Assessment to Be Levied for Fiscal Year 1993-94. The Utility Assessment to be levied per Parcel in Fiscal Year 1993-94 in the various Stormwater Utility Areas shall be based on the assigned dollar amount for a single Equivalent Runoff Unit as indicated below:

1-(Antioch)	$20.00	10-(Orinda)	$23.00
2-(Clayton)	$23.00	11-(Pinole)	$29.40
3-(Concord)	$26.00	12-(Pittsburg)	$24.00
4-(Danville)	$22.00	13-(Pleasant Hill)	$25.00
5-(El Cerrito)	$14.00	14-(San Pablo)	$33.00
6-(Hercules)	$26.00	15-(San Ramon)	$23.00
7-(Lafayette)	$15.00	16-(Walnut Creek)	$27.50
8-(Martinez)	$20.00	17-(Unincorporated	
9-(Moraga)	$25.00	County)	$16.20

ARTICLE VI

COLLECTION OF UTILITY ASSESSMENT

Section 1. Collection by Treasurer/Tax Collector.

The confirmed Utility Assessment for each Parcel shall appear as a separate item on the tax bill issued by the Treasurer/Tax Collector of the County. The Utility Assessment shall be levied and collected at the same time and in the same manner as the general ad valorem property taxes and shall be subject to the same penalties and the same procedures for sale in case of delinquency. If, for the first year the Utility Assessment is levied, the property on which the Utility Assessment is levied has been transferred or conveyed to a bona fide purchaser for value, or if a lien of a bona fide encumbrancer for

value has been created and attached thereon, prior to the date on which the first installment of ad valorem property taxes would become delinquent, the Utility Assessment shall not result in a lien against the real property but shall be transferred to the unsecured roll.

Section 2. Applicable Law.

All laws applicable to the levy, collection and enforcement of ad valorem property taxes shall be applicable to Utility Assessments, except as otherwise provided herein.

Section 3. Validity of Utility Assessment Not Affected by Time Limits.

Failure to meet the time limits set forth in this Ordinance for whatever reason shall not invalidate any Utility Assessment levied hereunder.

ARTICLE VII

CORRECTION OR CHANGE TO THE TAX ROLL

Section 1. Initiation of the Correction or Change.

A correction or change to the tax roll with respect to a Utility Assessment may be made by the Chief Engineer, either on his/her own initiative, or on application by a property owner (the "Assessee").

Section 2. Initiation by Flood Control Engineer.

The Chief Engineer may initiate a correction or change to the tax roll at any time within two (2) years of the date of the resolution or ordinance of the Board of Supervisors confirming Utility Assessments placed upon the tax roll.

Section 3. Initiation by the Assessee.

The Assessee may initiate a correction or change to the tax roll by filing a written application with the Chief Engineer within sixty (60) days following his/her receipt of the tax bill reflecting the Utility Assessment. The application shall contain or include the following information, together with such additional information deemed relevant by the Assessee or requested by the Chief Engineer:

a. Assessor parcel number.
b. Gross acreage.
c. Use of property as of the preceding March 1. lein date
d. Copy of the tax bill containing the benefit assessment.

e. Basis for requested correction or change.

Section 4. Categories of Corrections or Changes.

Upon approval of the Chief Engineer, corrections or changes shall be made with respect to:

a. Ownership of a Parcel;
b. Address of an owner of a Parcel;
c. Subdivision of an existing Parcel;
d. Land use category of all or part of a Parcel;
e. Computation of the area of a Parcel;
f. Erroneous computation of the Utility Assessment.

Corrections to the tax roll shall not be valid unless and until approved by the Board of Supervisors. All corrections or changes must be reported by the Chief Engineer to the Auditor-Controller of the County, who shall (1) refund the amount of the assessment overcharge by check without amendment of the bill if the amount of overcharge is less than one hundred dollars, or (2) prepare an amended billing to correct the overcharge, as the case may be. The Chief Engineer shall give written notice to the Assessee of the action taken on the application.

If the Assessee disagrees with the Chief Engineer's determination, he/she may file an appeal with the Stormwater Utility Assessment Appeal Board within thirty (30) days after receipt of the written notice. The appeal shall be initiated by a written letter submitted to the Stormwater Utility Assessment Appeal Board, c/o the Chief Engineer for refund of ~~all~~ or part of the Stormwater Utility Assessment. The Stormwater Utility Assessment Appeal Board shall contain at least three members and shall be appointed by the Board of Supervisors.

If the Assessee disagrees with the Stormwater Utility Assessment Appeal Board's determination, he/she may file an appeal with the Board of Supervisors within thirty (30) days after receipt of the written notice. The appeal shall be initiated by a written application filed with the Clerk of the Board of Supervisors for refund of all or part of the Utility Assessment. The application shall include payment of a one hundred dollar appeal fee which shall be returned if the Assessee's appeal is upheld by the Board. The decision of the Board of Supervisors shall be final and shall complete the administrative process. Any further action by the Assessee for recovery of any part of the Utility Assessment shall be by complaint for refund filed in the Superior Court.

ARTICLE VIII

EFFECTIVE DATE OF ORDINANCE

This Ordinance shall become effective thirty (30) days after passage, and within fifteen (15) days of passage, shall be published once with the names of the Supervisors voting for and against it in the Contra Costa Times, a newspaper of general circulation published in this County.

PASSED and ADOPTED on June 22, 1993 by the following vote:

AYES: Supervisors Powers, Smith, Bishop, McPeak and Torlakson
NOES: None
ABSENT: None
ABSTAIN: None

Attest: Phil Batchelor, Clerk of the Board
of Supervisors and County Administrator

By: Barbara Sidari
Deputy

Tom Torlakson
Board Chair

MFK:lv:drg
a:npdes\ordinance
(June 22, 1993)

AGENDA BILL

Agenda Item No. 4(G)

Date: April 2, 2019

To: El Cerrito City Council

From: Shannon Collins, Accounting Supervisor
Mark Rasiah, Finance Director
Yvetteh Ortiz, Public Works Director

Subject: Accept Engineer's Report for Fiscal Year 2019-20, Order Improvements, and Set Public Hearing for Landscape and Lighting Assessment District No. 1988-1

ACTION REQUESTED

Approve a resolution accepting the Engineer's Report specifying assessments for the Landscaping and Lighting Assessment District for the Landscaping and Lighting Assessment District No. 1988-1 for Fiscal Year (FY 2019-20), intention to order improvements pursuant to the Landscape and Lighting Act of 1972, and set the time, date, and place of the public hearing as April 16, 2019 at 7:00 p.m.

BACKGROUND

On June 6, 1988, the City Council established Assessment District No. 1988-1 pursuant to the Landscape and Lighting Act of 1972. The purpose of this Landscape and Lighting Assessment District (LLAD) is to raise funds to support improvements and maintenance of the City's park areas, landscaping areas, and street lighting. Every year since 1988, this Assessment District has generated approximately $775,000 to support LLAD activities.

In November 1996, LLAD 1988-1 was approved by the voters and therefore complies with the provisions of Proposition 218. Any increase in the assessment fee level would be subject to Proposition 218's voter approval requirement.

In order to impose this annual assessment, the City Council must annually authorize an Engineer's Report to identify the costs, uses, and general benefits of those parcels within the LLAD. The City Council authorized such a report on March 19, 2019 by Resolution No. 2019-13. The report was prepared by the Engineer of Record, NBS Local Government Solutions.

The City Council must accept the Engineer's Report and conduct a public hearing to hear comments on the imposition of these assessments in order for the assessment to be imposed. The intent of this Agenda Bill and resolution is to accept the Engineer's Report and to schedule the public hearing for April 16, 2019.

ANALYSIS

The Resolution of Intention to Order Improvements describes the work to be performed during the next fiscal year, as outlined in the Engineer's Report. In addition, the attached Resolution sets the time, date, and place of the public hearing. A copy of the Fiscal Year 2019-20 Engineer's Report is on file at City Hall for public review.

The procedures for conducting the public hearing and receiving protests are the same as for forming the District; however, there are no provisions for majority protest.

The funding levels specified in the Engineer's Report include revenue from the assessment. The funding is consistent with the work described in the Engineer's Report and in the Resolution of Intention to Order Improvements. Without the imposition of this assessment, the City would need to identify alternate funding sources for those items proposed to be funded by the LLAD or eliminate those items from the City's work plan in FY 2019-20.

STRATEGIC PLAN CONSIDERATIONS

Approving the attached resolution will allow the City to fulfill Goal A: Deliver exemplary government services and Goal B: Achieve long-term financial sustainability.

FINANCIAL CONSIDERATIONS

The current rate of assessment will generate approximately $775,000 of LLAD revenue, which will be included in the City's FY 2019-20 budget. As the sources and uses of all public works revenues are currently under review, the cost for eligible expenditures in excess of the assessment revenue will be covered by City contributions from other appropriate funding sources or expenses will be reduced to ensure that the LLAD budget for FY 2019-20 is balanced.

LEGAL CONSIDERATIONS

The Resolution of Intention must be adopted in order to collect revenues from the Assessment District in accordance with the provisions of State law.

Reviewed by:

Karen Pinkos
City Manager

Attachments:

1. Resolution
2. LLAD Annual Engineer's Report FY 2019-20
3. LLAD List of Charges FY 2019-20

RESOLUTION NO. 2019–XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ACCEPTING THE ANNUAL ENGINEERING REPORT ON LANDSCAPE AND LIGHTING ASSESSMENT DISTRICT NO. 1988-1 AND RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO TO ORDER IMPROVEMENTS FOR ASSESSMENT DISTRICT NO. 1988-1 AND TO SET THE DATE FOR THE PUBLIC HEARING AS APRIL 16, 2019.

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, the City of El Cerrito, by Resolution No. 2019-XX dated March 19, 2019 directed the filing of the Engineer's Report for Assessment District No. 1988-1; and

WHEREAS, the Engineer of Record, NBS Local Government Solutions, has prepared and, on March 28, 2019, filed said Annual Report; and

WHEREAS, the City Council has reviewed and accepted said Annual Report; and

WHEREAS, the Landscape and Lighting Act of 1972 requires the City Council to adopt a Resolution of Intention to Order Improvements within Assessment District No. 1988-1.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that the City of El Cerrito intends to levy and collect assessments within Assessment District No. 1988-1 during Fiscal Year 2019-20. The area of land to be assessed is located in the City of El Cerrito, Contra Costa County, California.

BE IT FURTHER RESOLVED that the improvements to be made in this Assessment District are generally described as follows: Install, maintain and service public lighting, landscaping, and park and recreational facility improvements located within the incorporated limits of the City of El Cerrito, Contra Costa County, California.

BE IT FURTHER RESOLVED that in accordance with the City Council's resolution directing the filing of an Annual Engineering Report, the firm of NBS Local Government Solutions, Engineer of Work, has filed at City Hall the Report required by the Landscape and Lighting Act of 1972. All interested persons are referred to that Report for a full and detailed description of the improvements, the boundaries of the Assessment District, and the proposed assessments upon assessable lots and parcels of land within the Assessment District.

BE IT FURTHER RESOLVED that on Tuesday, the 16th day of April 2019 at the hour of 7:00 P.M., the City Council will conduct a public hearing on the question of the levy of the proposed annual assessment. The hearing will be held in the City Council Chambers, 10890 San Pablo Avenue, El Cerrito, California 94530.

BE IT FURTHER RESOLVED that the City Clerk is authorized and directed to give the notice of hearing required by the Landscape and Lighting Act of 1972.

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

I CERTIFY that at the regular meeting on April 2, 2019 the El Cerrito City Council passed this resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2019.

_____
Holly M. Charléty, City Clerk

APPROVED:

_____
Rochelle Pardue-Okimoto, Mayor

Agenda Item No. 4(G)
Attachment 2

CITY OF EL CERRITO

Landscape and Lighting District No. 1988-1

Annual Report

Fiscal Year 2019/20

Prepared by:

NBS
helping communities fund tomorrow
nbsgov.com

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Temecula, CA 92592
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CITY OF EL CERRITO
10890 San Pablo Avenue
El Cerrito, California 94530
Phone - (510) 215-4300
Fax - (510) 215-4319

CITY COUNCIL

Rochelle Pardue-Okimoto, Mayor

Greg Lyman, Mayor Pro Tem

Janet Abelson, Councilmember

Paul Fadelli, Councilmember

Gabriel Quinto, Councilmember

CITY STAFF

Karen Pinkos, City Manager

Mark Rasiah, Finance Director / City Treasurer

Yvetteh Ortiz, Public Works Director / City Engineer

Shannon Collins, Accounting Supervisor

NBS

Tim Seufert, Client Services Director

Greg Davidson, Project Manager

Andrew Kraus, Financial Analyst

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Section 1. EXECUTIVE SUMMARY

The City of El Cerrito (the "City") directed NBS to prepare and file a report presenting plans and specifications describing the general nature, location, and extent of the improvements to be maintained, and an estimate of the costs of the maintenance, operations, and servicing of the improvements for the City of El Cerrito Landscape and Lighting Assessment District No. 1988-1 (the "District") for Fiscal Year 2019/20 pursuant to the provisions of the *Landscaping and Lighting Act of 1972, Part 2, Division 15 of the California Streets and Highways Code (commencing with Section 22500)* (the "Act").

The report includes a map of the District, showing the area and properties proposed to be assessed; an assessment of the estimated costs of the maintenance, operations, and servicing of the improvements; and the net amount to be assessed upon all assessable lots and/or parcels within the District in proportion to the special benefit received.

The following tables summarize the annual levy by Zoning for Fiscal Year 2019/20 and Fiscal Year 2018/19:

Fiscal Year 2019/20

Zoning	Number of Parcels	Levy Total (1)
Residential	8,328	$683,248.20
Commercial	470	94,198.60
Total:	**8,798**	**$777,446.80**

(1) Total amount may vary slightly due to rounding adjustments.

Fiscal Year 2018/19

Zoning	Number of Parcels	Levy Total (1)
Residential	8,328	$683,356.20
Commercial	470	94,300.12
Total:	**8,798**	**$777,656.32**

(1) Total amount may vary slightly due to rounding adjustments.

Section 2. OVERVIEW

2.1 Introduction

The District provides for the installation, maintenance, and servicing of public lighting, landscaping, and park and recreational facility improvements located within the incorporated limits of the City.

The costs to acquire and construct major new facilities to be maintained will generally be paid by sources other than District funds. While the District pays for the maintenance costs associated with various park and recreation programs, the costs of the programs themselves are not supported by District funds.

2.2 Plans and Specifications

The services performed are primarily maintenance and generally do not require plans. The plans and specifications to the extent that they exist, include but are not limited to:

- Conceptual plans
- Street lighting maps, detail lists, schedules, and PUC schedules
- Street Tree Planting Master Plan
- Maintenance specifications, programs, and policies for:
    - Landscaping
    - Medians
    - Graffiti abatement
    - Recreation buildings
    - Community and neighborhood park grounds
    - Weed abatement
    - Creeks and trails
    - Litter and debris removal
- Water, gas, and electric company requirements, policies and specifications

These documents are available in the City's Public Works Department and Recreation Department offices, and are included in this report by reference. A diagram indicating the location of the improvements to be serviced and maintained is included in Section 4 of this report.

Section 3. DESCRIPTION OF IMPROVEMENTS

The improvements to be installed, serviced, and maintained generally consist of the following:

Street Lighting

Residential Lighting - The District provides funding for street lighting throughout the City, which is typically located at intersections and at mid-block. Spacing of lights is typically 500 feet, although this distance may vary depending on topographic and right-of-way restraints.

Medium-Intensity Commercial Lighting - Industrial and some commercial districts have closer spacing of street lighting, typically at 250-foot intervals. Commercial districts on San Pablo Avenue and other arterial streets require a higher level of lighting intensity.

Medians and Rights-of-Way

Corresponding numbers on the map in Section 4 depict the location of medians. Landscaped medians are located on the following arterial streets:

1. San Pablo Ave. (entire length)
2. Carlson Blvd. (north City limit to Adams St.)
3. Moeser Lane (San Pablo Ave. to Pomona Ave. and Shevlin Dr. to Arlington Blvd.)
4. Central Ave. (Carlson Blvd. to San Pablo Ave. and Liberty St. to Richmond St.)
5. Ashbury Ave. (south City limit to Fairmount Ave.)
6. Fairmount Ave. (Liberty St. to Richmond St. and Carlson Blvd. to San Pablo Ave.)
7. Potrero Ave. (Eastshore Blvd. to San Pablo Ave.)
8. Hagen Blvd. (6526 to 6712)
9. Elm St. (at Blake St.)
10. Cutting Blvd. (at Elm St.)
11. Behrens St. (at south City limit)
12. Blake St. (at Navellier St.)

Maintained Stairways and Pathways

Corresponding letters on the map in Section 4 depict the location of the stairways and pathways.

A. Alta Vista to north City limit
B. Francisco to Tulare (2 segments)
C. Barrett to Tassajara
D. Alva to Barrett
E. Tapscott to Harper
F. Blake to Manor
G. Madera to Julian to Potrero to Hillside Natural Area (4 segments)
H. Madera to Hillside Natural Area
I. Arlington to Shevlin (3 segments)
J. King to Shevlin (south of Moeser)
K. Bay Tree to Contra Costa
L. Terrace to Huber Park (2 segments)
M. Adams to Creekside Park

Creek and Street Trees

Day-lighted Creek in Public Property - Cerrito Creek, Baxter Gateway, and Poinsett

Street Trees - City-wide

Parks and Structures

Arlington Park and Clubhouse

1120 Arlington; tennis courts, picnic tables, barbecues, playground equipment, pond, basketball court, large grass area

Canyon Trail Park & Art Center

6757 Gatto; tennis courts, picnic tables, barbecue, playground equipment, large grass area, lower play area: creek, walking trails, small pond, and play equipment

Castro Park and Clubhouse

1420 Norvell; large playground and grassy area, field adjacent to Castro School blacktop (basketball courts, kickball diamond), tennis courts, small grassy area behind tennis courts, barbecue, and picnic table

Centennial Park and Clubhouse

715 Lexington; adjacent to the Open House Senior Center, playground equipment, grassy area, and field

Cerrito Vista Park

950 Pomona; Large, well equipped playground area, field, track for jogging, tennis courts, barbecue, and picnic area adjacent to park

Harding Park and Clubhouse

7115 C Street; play equipment, field adjacent to Harding School blacktop area (basketball courts, kickball diamond), tennis courts, and barbeque located on patio

Huber Park

7711 Sea View; lower cement area with basketball court and kickball area, climbing, large cement slide, and picnic area

Poinsett Park

5611 Poinsett; basketball, kickball area, and play equipment

Tassajara Park & Pottery Studio

2575 Tassajara; playground equipment, field, basketball court, tennis courts, and picnic area

Madera Clubhouse

1500 Devonshire; childcare center and clubhouse

Ohlone Greenway

One block east of Kearney, the Ohlone Greenway is a linear park that runs 2.5 miles, the length of El Cerrito, ideal for walking or bicycling. It is the site of the frog habitat and wetland restoration classroom

projects. At the corner of Manila and Kearney, is the Richard Itaya mini-park with its play equipment for younger school age children.

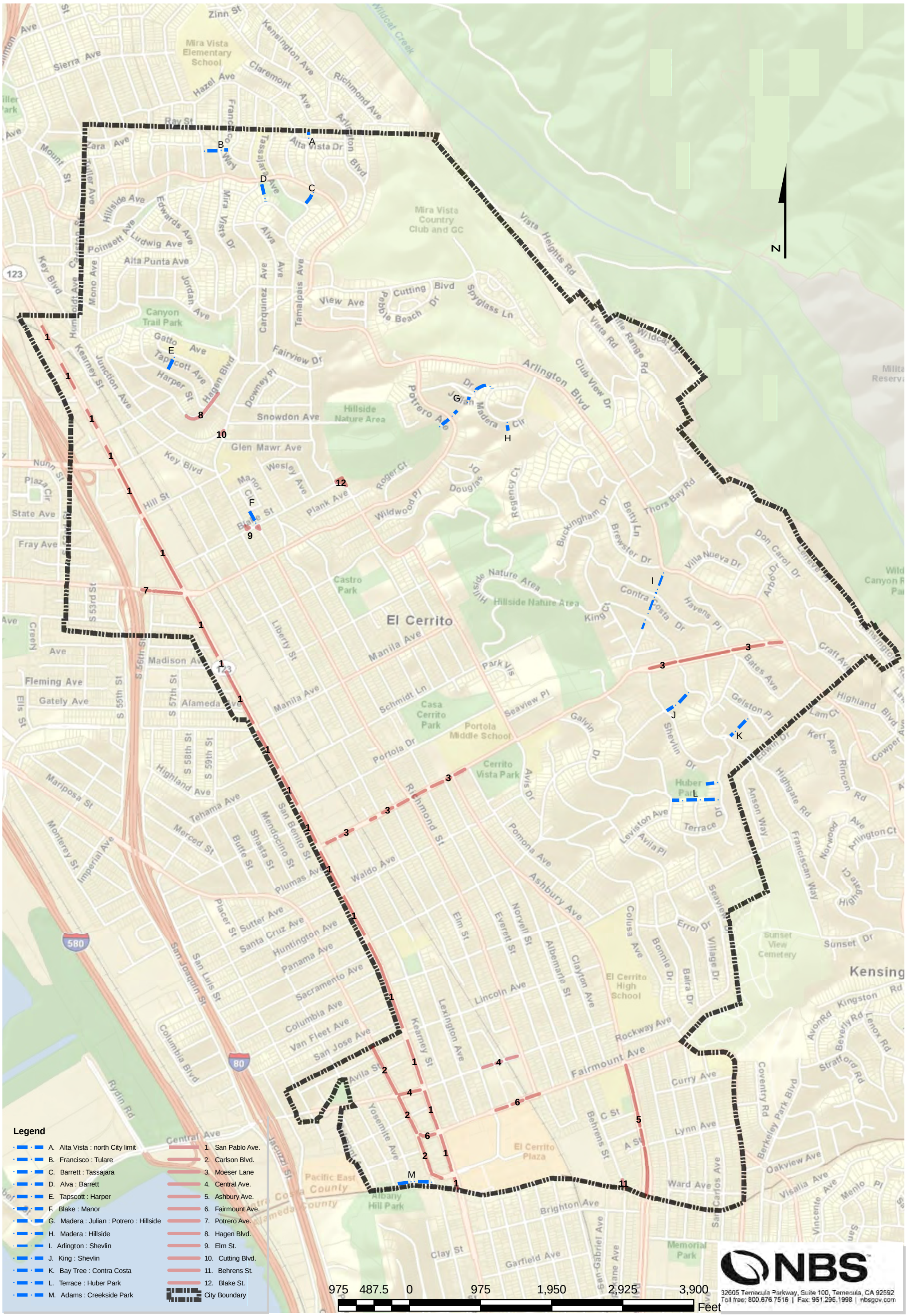
Hillside Natural Area

This natural area of approximately 102 acres can be accessed from the east end of Schmidt Lane, north end of Potrero, and through King Court. Dogs, under their owner's control and on a leash, are allowed.

Section 4. MAP OF DISTRICT

The following page contains a map of the District depicting the locations of medians, rights-of-way, stairways, and pathways. The Assessment Diagram is on file with the City Clerk and incorporated by reference and made part of this report.

CITY OF EL CERRITO
LANDSCAPE AND LIGHTING DISTRICT NO. 1988-1



Section 5. METHOD OF ASSESSMENT

The estimated net cost of the improvements has been divided among the several parcels of land within the District in proportion to the estimated benefits to be received by the parcels, respectively, from the improvements. The method used to apportion the cost among the benefiting properties follows:

1) Residential costs were identified as the total estimated cost to provide landscaping, lighting, and sweeping on residentially zoned streets plus 98% of the net cost to maintain park and recreational facilities, plus a prorated share of the incidental expenses.
2) Commercial costs were identified as the total estimated cost to provide landscaping, lighting, and sweeping to frontage on commercially zoned streets, plus 2% of the net cost to maintain park and recreational facilities, plus a prorated share of the incidental expenses.

The net residential cost was apportioned within residentially zoned areas and the net commercial cost was apportioned within commercially zoned areas as follows:

RESIDENTIALLY ZONED AREAS

Occupied Single Family Residential (SFR) properties were assumed to benefit equally and were assessed the same. Multifamily Residential (MFR) parcels and condominiums were assumed to benefit less, due to increased density and private maintenance costs. MFR units were assessed 75% of the SFR rate for the first twenty units and 50% of the SFR rate for each additional unit over twenty.

Churches and private schools in residentially zoned areas were assessed for direct frontage benefits received. Commercial land uses in residential neighborhoods were assessed at the Zone 3 frontage rate, plus the commercial park assessment rate. One-hundred (100) feet of corner relief, or the side street dimension, whichever was less, was credited to corner parcels. Open space owned by private parties, utilities, and the golf course were assessed for one-half the Zone 3 frontage assessment rates. Public property was not assessed.

Vacant lots were assessed at one-half the amount calculated for a similar occupied parcel. Assessments for common areas were considered to be included in the assessment for the various residential units.

Unusual or exceptional parcels were assessed according to the judgment of the engineer. Assessments for SFR properties that are divided by the City boundary were calculated by multiplying the rate for a SFR by the ratio of land area in the City's boundary.

COMMERCIALLY ZONED PROPERTY

Three zones of commercial street landscaping, lighting, and sweeping service are identified on the assessment diagram. The cost per foot to provide services to frontage on San Pablo Ave. (Zone 1) was estimated to be six times the cost of Commercial Zones 2 & 3 streets. Parcels with San Pablo Ave. frontage were assessed $2.00 per front foot for direct benefit received.

Parcels with frontage in Zones 2 and 3 were assessed $0.33 per foot, or one-sixth the San Pablo Ave. assessment. Corner lots were credited one-hundred feet or the side yard dimensions, whichever was less. Parcels with frontage in more than one zone were assessed for the applicable frontage in each zone.

The remaining costs to provide street landscaping, lighting, and sweeping within the commercially zoned areas, including a prorated share of the incidental expenses, were assessed to the properties located on Zones 1 and 2 streets in proportion to parcel area.

Areas and frontages were calculated using information on file with the County Assessor. Areas and frontages are approximations intended only as indicators of benefit.

The assessments for parcels within the El Cerrito Plaza and the Del Norte Marketplace shopping centers were calculated by totaling the frontage and area assessments and then prorating the total according to area.

SFR residential parcels in commercially zoned areas were presumed not to benefit more from increased levels of lighting and landscaping and were assessed at SFR rates.

MFR parcels in commercially zoned areas were assessed at MFR rates less 20%, representing a credit for the residential street lighting and sweeping benefit not received. MFR parcels in commercially zoned areas were also assessed for direct frontage benefits received. The commercial park and area assessment was not applied to MFR parcels.

Private institutions within the commercially zoned areas were assessed for the applicable frontage benefit, but were not assessed for commercial area or park benefit.

Motels were assessed as commercial properties.

Vacant lots were assessed at one-half the occupied rate.

Public properties were not assessed.

Unusual or exceptional properties were assessed according to the judgment of the engineer.

5.1 Assessment Rates

The following tables provide the assessment rates for Fiscal Year 2019/20.

Residential Zoning

Category	Per Unit	Per Foot
SFR	$72.00	$0.00
MFR 2-20 Units	54.00	0.00
MFR > 20 Units	1,080.00 + 36.00 (over 20)	0.00
PVT Inst	0.00	0.33
Vacant Lot	36.00	0.00
Vacant Land	0.00	0.17

Commercial Zoning

Commercial Street Assessment					Commercial Park Assessment
Category	Zone	Per Unit	Per Foot	Per Acre	Per Acre
Commercial	1	$0.00	$2.00	$121.00	$80.00
	2	0.00	0.33	121.00	80.00
	3	0.00	0.33	0.00	0.00
MFR 2-20 Units	1	43.00	2.00	0.00	0.00
MFR > 20 Units	1	864.00 + 29.00 over 20	2.00	0.00	0.00
MFR 2-20 Units	2	43.00	0.33	0.00	0.00
MFR > 20 Units	2	864.00 + 29.00 over 20	0.33	0.00	0.00
PVT Inst	1	0.00	2.00	0.00	0.00
	2	0.00	0.33	0.00	0.00
Vacant	1	0.00	1.00	61.00	40.00
	2	0.00	0.17	61.00	40.00
	3	0.00	0.17	0.00	0.00

Assessments for parcels not described above were made in proportion to the estimated benefits received as determined by the engineer.

Section 6. ESTIMATE OF COSTS

Revenues	
Special Assessments	$777,446.80
Other Local Reimbursements	10,500.00
Total Revenues	$787,946.80
Expenditures	
Regular Salaries & Wages	$129,339.00
Part-Time Salaries & Wages	16,711.00
Overtime Pay	6,017.00
Special Pay	1,558.00
PARS Contributions	422.00
PERS Contributions	49,993.00
FICA/Medicare	56,461.00
Insurance & Other Benefits	3,309.00
Workers Compensation	10,770.00
Salary Savings	0.00
Collect & Admin Services	10,300.00
Other Technical Services	1,030.00
Utilities	171,496.00
Utilities-Street Lights	30,900.00
Infrastructure Maintenance Services	17,700.00
Building Maintenance Services	0.00
Landscape/Park Maintenance Services	74,719.00
Travel & Training	1,545.00
Dues and Subscriptions	927.00
Building Supplies	0.00
Landscape & Park Supplies	44,000.00
Operating Transfer Out-GEN	160,750.00
Total Expenditures	$787,947.00

Section 7. COUNTY USE CODES

The following pages contain the Contra Costa County use codes and a description of each.

CONTRA COSTA COUNTY USE CODES

Use Code	Description
1	**Residential**
10	Vacant, unbuildable
11	Single family, 1 residential on 1 Site and Duets w/o minor common areas
12	Single family, 1 residential on 2 or more sites
13	Single family, 2 or more residential on 1 or more sites
14	Single family on other than single family land
15	Miscellaneous improvements, 1 or more site, incl. trees and vines
16	Single family attached residence, townhouses, duets
17	Vacant, 1 site (includes PUD sites)
18	Vacant, 2 or more sites
19	Single family detached res. with major common area (pool, tennis, clubhouse, or other amenities), Cluster Homes
2	**Multiple**
20	Vacant
21	Duplex
22	Triplex
23	Fourplex
24	Combinations; e.g., single and a double
25	Apartments, 5-12 units, inclusive
26	Apartments, 13-24 units, inclusive
27	Apartments, 25-59 units, inclusive
28	Apartments, 60 units or more
29	Condos, cooperatives (-1 Single Family) (-2 Rossmoor)
3	**Commercial**
30	Vacant
31	Commercial stores (not supermarkets)
32	Small grocery stores (7-11, mom and pop, quick-stop)
33	Office buildings
34	Medical; dental
35	Service stations; car washes; bulk plants; mini lube
36	Auto repair
37	Community facilities; recreational; swim pool association
38	Golf courses
39	Bowling alleys
4	**Commercial**
40	Boat Harbors
41	Supermarkets (not in shopping centers)
42	Shopping centers (all parcels include vacant for future shopping Center
43	Financial buildings (insurance and title companies, banks, savings And loans)
44	Motels, hotels, and mobile home parks
45	Theaters
46	Drive-in restaurants (hamburger, taco, etc.)
47	Restaurants (not drive-in; inside service only)
48	Multiple and commercial; miscellaneously improved
49	New car auto agencies

This information is courtesy of ParcelQuest and is deemed reliable, but is not guaranteed. For a complete or current list, please contact the appropriate County Assessor's office. Rev. 4/16/13

CONTRA COSTA COUNTY USE CODES

5	**Industrial**
50	Vacant Land
51	Industrial Park (with structures)
52	Research and Development, with or without structures
53	Light industrial
54	Heavy industrial
55	Mini-warehouse (public storage)
56	Miscellaneous improvements, including trees & vines on light or heavy industrial
59	Pipeline rights-of-way
6	**Land**
61	Rural, residential improved; 1 to 10 acres
62	Rural, with or without miscellaneous structures, 1 to 10 acres
63	Urban acreage, 10 to 40 acres
64	Urban acreage, more than 40 acres
65	Orchards, vineyards, row crops, irrigated pastures, 10 to 40 acres
66	Orchards, vineyards, row crops, irrigated pastures, over 40 acres
67	Dry farming, grazing and pasturing, 10 to 40 acres
68	Dry farming, grazing and pasturing, over 40 acres
69	Agricultural preserves
7	**Institutional**
70	Convalescent hospitals and rest homes
71	Churches
72	Schools & colleges, public or private, with or without improvements
73	Hospitals, with or without improvements
74	Cemeteries, mortuaries
75	Fraternal and service organizations, group homes, shelters
76	Retirement housing complex
77	Cultural uses (libraries, museums)
78	Parks and playgrounds
79	Government-owned, with or without buildings (federal, state, city, BART)
8	**Miscellaneous**
80	Mineral rights (productive/nonproductive)
81	Private roads
82	Pipelines and canals
83	State board assessed parcels
84	Utilities, with or without buildings (not assessed by SBE)
85	Public and private parking
86	Taxable municipally-owned property
87	Common area parcels in PUD's (open spaces, recreational facilities)
88	Mobile home
89	Other; split parcels in different Tax Code Areas

This information is courtesy of ParcelQuest and is deemed reliable, but is not guaranteed. For a complete or current list, please contact the appropriate County Assessor's office. Rev. 4/16/13

Section 8. CITY-OWNED PARCELS

The following pages show the parcels owned by the City of El Cerrito.

CITY OF EL CERRITO
Landscape and Lighting Assessment District 1988-1
Fiscal Year 2019/20 City-Owned Parcel Listing

APN	ADDRESS	OWNER	USE CODE	ASSESSMENT
500-220-006	TASSAJARA AVE	EL CERRITO CITY OF	78	$0.00
500-370-017	5611 POINSETT AVE	EL CERRITO CITY OF	78	0.00
501-092-006	CUTTING BLVD	EL CERRITO CITY OF	79	0.00
501-140-012	CUTTING BLVD	EL CERRITO CITY OF	79	0.00
501-241-017	SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
501-360-008	6757 GATTO AVE	EL CERRITO CITY OF	78	0.00
501-370-003	GATTO ST	EL CERRITO CITY OF	79	0.00
501-422-016	GATTO ST	EL CERRITO CITY OF	79	0.00
502-062-003	1925 KEARNEY ST	EL CERRITO CITY OF	79	0.00
502-062-028	11690 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
502-062-029	11600 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
502-124-009	ELM ST	EL CERRITO CITY OF	79	0.00
502-154-014	7315 GANGES CT	EL CERRITO CITY OF	79	0.00
502-411-007	10900 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
502-411-023	10940 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
502-411-029	SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
503-010-013	10890 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
503-142-014	6927 PORTOLA DR	EL CERRITO CITY OF	79	0.00
503-160-029	7550 SCHMIDT LN	EL CERRITO CITY OF	79	0.00
503-170-001		EL CERRITO CITY OF	79	0.00
503-170-003	MOESER LN	EL CERRITO CITY OF	79	0.00
503-182-048	MOESER LN	EL CERRITO CITY OF	79	0.00
503-203-021	7007 MOESER LN	EL CERRITO CITY OF	79	0.00
503-210-018	KEARNEY ST	EL CERRITO CITY OF	79	0.00
503-280-008	MOESER LN	EL CERRITO CITY OF	79	0.00
503-280-009		EL CERRITO CITY OF	79	0.00
503-280-010	951 POMONA AVE	EL CERRITO CITY OF	79	0.00
503-383-002	6500-6510 STOCKTON AVE	EL CERRITO CITY OF	77	0.00
503-383-011	EUREKA AVE	EL CERRITO CITY OF	79	0.00
503-383-012	LEXINGTON AVE	EL CERRITO CITY OF	79	0.00
504-152-030	10066-74 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
504-160-008	SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
504-160-009	SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
504-182-029	6800 FAIRMOUNT AVE	EL CERRITO CITY OF	79	0.00
505-040-004		EL CERRITO CITY OF	79	0.00
505-040-005		EL CERRITO CITY OF	79	0.00
505-050-004		EL CERRITO CITY OF	79	0.00
505-061-024	1625 ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-025	1629 ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-026	1633 ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-027	1637 ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-028	ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-029	ROGER CT	EL CERRITO CITY OF	79	0.00
505-070-035		EL CERRITO CITY OF	79	0.00
505-080-004		EL CERRITO CITY OF	79	0.00

CITY OF EL CERRITO
Landscape and Lighting Assessment District 1988-1
Fiscal Year 2019/20 City-Owned Parcel Listing

APN	ADDRESS	OWNER	USE CODE	ASSESSMENT
505-080-005		EL CERRITO CITY OF	79	0.00
505-080-010		EL CERRITO CITY OF	79	0.00
505-080-013	NAVELLIER ST	EL CERRITO CITY OF	79	0.00
505-080-015	NAVELLIER ST	EL CERRITO CITY OF	79	0.00
505-090-015	7431-7501 SCHMIDT LN	EL CERRITO CITY OF	79	0.00
505-090-016		EL CERRITO CITY OF	79	0.00
505-090-017		EL CERRITO CITY OF	79	0.00
505-110-003		EL CERRITO CITY OF	79	0.00
505-122-025	KENT DR	EL CERRITO CITY OF	79	0.00
505-130-002		EL CERRITO CITY OF	79	0.00
505-142-012	MADERA DR	EL CERRITO CITY OF	79	0.00
505-142-013	MADERA DR	EL CERRITO CITY OF	79	0.00
505-142-014	MADERA DR	EL CERRITO CITY OF	79	0.00
505-171-008	1520 ARLINGTON BLVD	EL CERRITO CITY OF	79	0.00
505-203-030	CONTRA COSTA DR	EL CERRITO CITY OF	79	0.00
505-222-004	928 SHEVLIN DR	EL CERRITO CITY OF	79	0.00
505-222-011	969 KING DR	EL CERRITO CITY OF	79	0.00
505-222-012	961 KING DR	EL CERRITO CITY OF	79	0.00
505-222-013	953 KING DR	EL CERRITO CITY OF	79	0.00
505-222-014	945 KING DR	EL CERRITO CITY OF	79	0.00
505-222-015	KING DR	EL CERRITO CITY OF	79	0.00
505-230-030	TERRACE DR	EL CERRITO CITY OF	78	0.00
505-401-014	POTRERO AVE	EL CERRITO CITY OF	79	0.00
505-403-018	DOUGLAS DR	EL CERRITO CITY OF	79	0.00
505-410-007	1110 ARLINGTON BLVD	EL CERRITO CITY OF	79	0.00
505-410-010	1120 ARLINGTON BLVD	EL CERRITO CITY OF	79	0.00
505-421-020		EL CERRITO CITY OF	79	0.00
510-011-011	BELMONT AVE	EL CERRITO CITY OF	79	0.00
510-012-019	3448 BELMONT AVE	EL CERRITO CITY OF	79	0.00
510-013-021	SANTA CLARA ST	EL CERRITO CITY OF	79	0.00
513-372-015	11335-1341 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
513-372-018	6111 POTRERO AVE	EL CERRITO CITY OF	79	0.00
513-372-032	1718 EASTSHORE BLVD	EL CERRITO CITY OF	79	0.00
78 Parcels				**$0.00**

Section 9. ASSESSMENT ROLL

The parcel listing of assessments is provided as a separate document.

THE CITY OF
EL CERRITO
OFFICE OF THE CITY CLERK

April 2, 2019
Regular City Council Meeting

Agenda Item 4(G)

Attachment 3 LLAD List of Charges FY 2019-20

(agenda packet pages 92-224)

is available for review in hardcopy format at the following locations:

Office of the City Clerk
10890 San Pablo Avenue
El Cerrito
(510) 215-4305

and

The El Cerrito Library
El Cerrito
6510 Stockton Avenue

CITY HALL 10890 San Pablo Avenue, El Cerrito, CA 94523-3034
Telephone (510) 215-4305 Fax (510) 215-4319 http://www.el-cerrito.org

AGENDA BILL

Agenda Item No. 4(H)

Date: April 2, 2019

To: El Cerrito City Council

From: Yvetteh Ortiz, Public Works Director/City Engineer

Subject: Calendar Years 2016 and 2017 Growth Management Program Compliance Checklist

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ACTION REQUESTED

Adopt a resolution approving the Calendar Years 2016 and 2017 Growth Management Program (GMP) Compliance Checklist for allocation of Fiscal Years 2017-18 and 2018-19 Measure J, Local Street Maintenance and Improvement Funds by the Contra Costa Transportation Authority (CCTA).

BACKGROUND

In 1988, voters in Contra Costa County approved Measure C imposing a half-cent sales tax to generate revenue for transportation improvement projects over 20 years. In 2004, the voters approved Measure J extending the sales tax for another 25 years. A portion of the sales tax funds, referred to as the "Local Street Maintenance and Improvement (LSM) program" funds, is allocated by the CCTA to cities on a formula basis. To receive these funds and to be eligible for funds from the Transportation for Livable Communities program, Measure J requires each jurisdiction in Contra Costa to comply with all the components of its Growth Management Program (GMP). The CCTA assesses compliance with the GMP through the review and approval of a jurisdiction's GMP Compliance Checklist. Each jurisdiction must complete and approve the checklist. On April 4, 2017, the City Council adopted Resolution No. 2017-18 approving the Calendar Years 2014 and 2015 GMP Compliance Checklist for allocation of Fiscal Years 2015-16 and 2016-17 Measure J Funds.

ANALYSIS

The current GMP Compliance Checklist, attached as Exhibit A, is for the reporting period of Calendar Years 2016 and 2017, and allocation period of Fiscal Years 2017-18 and 2018-19. This GMP Compliance Checklist must be submitted to the CCTA prior to June 30, 2019. The Measure J GMP currently requires compliance in the following areas:

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

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

Since the last reporting period, there have been no changes and/or required actions related to the TSM Ordinance, Growth Management Element, or Urban Limit Line. The City has satisfied the requirements of Measure J in all other areas.

During this reporting period, the City actively participated in the West Contra Costa Transportation Advisory Committee (WCCTAC) and the implementation of the West County Action Plan for Routes of Regional Significance and was closely involved on various multi-jurisdictional planning efforts as described in detail in Attachment 1 to the GMP Compliance. The City also continued to implement the Subregional Transportation Mitigation Program, as part of our adopted Master Fee Schedule, and began participating in an update to the program in late 2016. The City has an adopted ten-year Capital Improvement Program, which is updated every two years as part of the City's biennial budget process. The City continued to make progress in achieving the objectives of the Housing Element. Development projects approved during this reporting period were previously evaluated under the San Pablo Avenue Specific Plan, which complied with the West County Action Plan and CCTA traffic impact study requirements, and therefore did not require additional traffic impact studies. The City posted Measure J funding signs for the Ohlone Greenway Pedestrian & Bicycle Wayfinding and Amenities Project, which was the sole City project partially funded by Measure J funds and for which the total construction cost exceeded $250,000. Finally, due to the passage of the City's own half-cent sales tax (Measure A) in 2008, the City provided funding of street improvement projects, specifically pavement resurfacing, using non-Measure J funds thereby exceeding the Maintenance of Effort required by Measure J.

The City Council is required to review and approve the GMP Compliance Checklist for submittal to the CCTA. The GMP Compliance Checklist will then be reviewed by the CCTA's Citizens Advisory Committee and Planning Committee. After review by these two committees, the GMP Compliance Checklist is considered for final approval by the CCTA Board.

STRATEGIC PLAN CONSIDERATIONS

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

- Goal A – Deliver exemplary government services by continuing to strengthen relationships with public partners, including other Contra Costa County jurisdictions and regional transportation agencies;

- Goal B – Achieve long-term financial sustainability by supporting programs that ensure future residential, business, and commercial development pay for the transportation facilities required to meet the demands resulting from that growth, while sales tax revenues be used to alleviate existing congestion; and

- Goal F – Foster environmental sustainability citywide by supporting programs, plans and projects that encourage alternative modes of transportation to the single occupancy vehicle.

FINANCIAL CONSIDERATIONS

If the CCTA finds the City in compliance with requirements of Measure J for Calendar Years 2016 and 2017, the CCTA will allocate an estimated $452,404 in Fiscal Year 2017-18 funds and a similar amount in Fiscal Year 2018-19 funds. The amounts are subject to change based on actual sales tax receipts. The payment of Fiscal Year 2018-19 funds will occur automatically on the one-year anniversary of the Fiscal Year 2017-18 payment date.

Reviewed by:

Karen Pinkos
City Manager

Attachments:

1. Resolution
2. Exhibit A – GMP Compliance Checklist

RESOLUTION 2019-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO APPROVING THE CALENDAR YEARS 2016 AND 2017 GROWTH MANAGEMENT PROGRAM COMPLIANCE CHECKLIST FOR ALLOCATION OF FISCAL YEARS 2017-18 AND 2018-19 MEASURE J, LOCAL STREET MAINTENANCE AND IMPROVEMENT FUNDS BY THE CONTRA COSTA TRANSPORTATION AUTHORITY

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

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

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

WHEREAS, the City has satisfied all requirements necessary to be in compliance with Measure J including those involving implementation of the West County Action Plan for Regional Routes of Regional Significance (2017), continued development mitigation programs; housing options; traffic impact studies; cooperative, multi-jurisdictional planning; minimum five-year Capital Improvement Program; Transportation Systems Management (TSM) Ordinance; Growth Management Element of General Plan; posting signs; Maintenance of Effort; Urban Limit Line; and submittal of required LSM forms.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby finds the actions, policies and programs of the City to be in conformance with the provisions of the Measure J Contra Costa Growth Management Program and hereby approves the Calendar Years 2016 and 2017 GMP Compliance Checklist, attached and incorporated herein by reference as Exhibit A, for allocation of Fiscal Years 2017-18 and 2018-19 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 02, 2019 the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2019.

_____
Holly M. Charléty, City Clerk

APPROVED:

_____
Rochelle Pardue-Okimoto, Mayor

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

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 *Implementation Guide* 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 *Implementation Guide*?	☐	☐	☒

2. Development Mitigation Program	YES	NO
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	☒	☐
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	☒	☐

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

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

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

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 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

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

6. Five-Year Capital Improvement Program	YES	NO
Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)	☒	☐

7. Transportation Systems Management Program	YES	NO
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?	☒	☐

8. Adoption of a voter-approved Urban Limit Line	YES	NO	N/A
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	☒	☐	☐

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

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?	☐	☐	☒

9. 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?	☒	☐	☐

10. 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?	☒	☐	☐

11. 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.)	☒	☐

12. Submittal of LSM Reporting and Audit Forms	YES	NO
Has the local jurisdiction submitted a Local Street Maintenance and Improvement Reporting Form and Audit Reporting Form for eligible expenditures of 18 percent funds covering FY 2015-16 and FY 2016-17?	☒	☐

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

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

14. Review and Approval of Checklist

This checklist was prepared by:

Signature _____ Date _____

Yvetteh Ortiz, Public Works Director
Name & Title (print)

(510) 215-4345
Phone

yortiz@ci.el-cerrito.ca.us
Email

The City Council 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 _____

Rochelle Pardue-Okimoto, Mayor
Name & Title (print)

Attest Signature (City Clerk) _____ Date _____

Holly M. Charléty
Name (print)

Compliance Checklist Attachments

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

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 numerous actions to implement the West County Action Plan for Routes of Regional Significance. Refer to **Attachment 1**.

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 this reporting period.

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

Not applicable

2. Development Mitigation Program

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

The City adopted a revised West County Subregional Transportation Mitigation Program (STMP) ordinance in 2006. Corresponding fees are part of the City's adopted Master Fee Schedule, and are collected at the issuance of building permits. Also, in late 2016, City staff began participating in WCCTAC's update of the STMP.

Compliance Checklist Attachments

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

3. Address Housing Options

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

Refer to **Attachment 2** for copies for the 2016 and 2017 General Plan Annual Progress Report including information on housing for all income levels.

c. 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.

Please see attached **Attachment 2.**

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.

Development projects approved during this reporting period were previously evaluated under the San Pablo Avenue Specific Plan, which complied with the West County Action Plan and CCTA traffic impact study requirements, and therefore did not require additional traffic impact studies.

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. Otherwise, list the resolution number and date of adoption of the most recent five-year CIP.

Refer to **Attachment 3** for the latest CIP adopted by El Cerrito City Council during the CY 2016 and 2017 period under Resolution 2016-49, dated June 21, 2016.

Compliance Checklist Attachments

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

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.

Refer to **Attachment 4** for City of El Cerrito Ordinance 98-2 dated May 4, 1998.

8. Adoption of a voter-approved Urban Limit Line

The local jurisdiction's adopted ULL is on file at the Authority offices. Please specify any actions that were taken during the reporting period 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.

9. Adoption of the Measure J Growth Management Element

Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan.

Refer to **Attachment 5** for the Growth Management Element, adopted by City Council Resolution 2013-06, and the San Pablo Avenue Specific Plan-related changes, adopted by City Council Resolution 2014-15.

10. Posting of Signs

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

In 2017, the City had the following projects exceeding $250,000 that were under construction and partially funded with Measure J funds:

Ohlone Greenway Pedestrian & Bicycle Wayfinding and Amenities Project

Compliance Checklist Attachments

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2017-18 and 2018-19
Reporting Period: Calendar Years 2016 & 2017

Total Project Budget - $422,565
Measure J TLC Funding - $118,200
Other Funding Sources - an Affordable Housing & Sustainable Communities (AHSC) Grant
Construction Began - September 2017

The project was signed according to the Authority's specifications.

11. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2015-16 and FY 2016-17). See the Instructions to identify the MoE requirements.

The MoE Requirement for the City of El Cerrito, which is based on average annual amount of transportation expenditures under amendments made in 1997, is $464,912. The following are the MoE expenditures during the reporting period:

- $904,685 in FY 2015-16
- $614,543 in FY2016-17

12. Submittal of LSM Reporting Form and Audit Reporting Form

Please see **Attachment 6** for the LSM Reporting Forms for FY 2015-16 and 2016-17

13. Other Considerations

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

None.

Attachment 1 – West County Action Plan Implementation

City of El Cerrito
Measure J Growth Management Program Checklist
for FY 2017-18 and 2018-19
Reporting Period
CY 2016 and 2017

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

Action #	Action	City Implementation
1	Work with local transit providers and regional funding agencies to identify funding for and provide bus-oriented improvements and better bus stop amenities along local routes, and to improve headways and expand bus service along important corridors in West County.	In 2016 and 2017, City staff provided input on various planning and design efforts related to bus-oriented improvements including the WCCTAC High-Capacity Transit Study, AC Transit Major Corridors Study, AC Transit Multimodal Corridor Guidelines study and the El Cerrito del Norte Transit Oriented Development (TOD) Complete Streets Improvements Project. Most notably, City staff actively participated in WCCTAC's West County High Capacity Transit Study, which evaluated options for major transit investments in key corridors based on where people want to go now and are expected to go in the future. The Study focused on rapid and direct services that can attract new riders among the 250,000 residents of West County and can be a competitive alternative to driving. In 2017, City Council received a presentation form WCCTAC on the Study findings and alternatives including bus rapid transit (BRT) improvements. City staff assisted WCCTAC in review of technical information and reports, and in notifying residents of El Cerrito of the West County High-Capacity Transit Study by providing information on the city's website and on the city's social media pages. WCCTAC produced a Final Report in May 2017 (https://www.wcctac.org/app_pages/view/473).

Attachment 1 – West County Action Plan Implementation

		Also, notably in 2016 and 2017, the City successfully applied for and secured competitive grant funding from the Metropolitan Transportation Commissions (MTC) OBAG 2 Competitive Program and Measure J Transportation for Livable Communities Program of approximately $7.2 million for the El Cerrito del Norte TOD Complete Streets Improvements Project. The Project would implement multimodal transportation improvements identified in the San Pablo Avenue Specific Plan and Active Transportation Plan to catalyze transit-oriented development in the San Pablo Avenue del Norte Area. Improvements would include new and enhanced bicycle and pedestrian facilities connecting to the El Cerrito del Norte BART Station and TOD, bus and automobile circulation improvements, and streetscape elements including bus stop enhancements. The project design development process is scheduled to start in Fall 2019. In 2016, City staff participated in the AC Transit Major Corridors study specifically serving on the Technical Advisory Committee. The study consisted of a review of AC Transit service, infrastructure, and policies to create a near and long-term vision for investment. San Pablo Avenue was one of the corridors on which the study focused. AC Transit produced a Final Report in August 2016 (http://www.actransit.org/majorcorridors/). In 2017, City staff also participated in the development of the AC Transit Multimodal Corridor Guidelines, serving on a similar Technical Advisory Committee. The Guidelines were being developed to provide clear design standards for a range of typical roadway conditions to help ensure efficient transit operations, accommodate the needs of bicyclists, and facilitate safe access to and from bus stops for AC Transit passengers. AC Transit subsequently produced a Final Report in April 2018 (http://www.actransit.org/ac-transit-multimodal-corridor-design-guidelines/).

Attachment 1 – West County Action Plan Implementation

		Over these two years, the City also continued to participate in the construction and operations of I-80 Integrated Corridor Mobility Project, a multiagency effort to ease congestion on Interstate 80 and parallel and connecting arterials. This project is an effort of Caltrans in cooperation with ten municipalities, two transit agencies and four regional agencies. It provided several HOV lanes at the newly installed ramp meters and traffic signal priority upgrades to enhance bus service along the corridor. The project was activated in 2016 after many years in development. Since then, City staff has served on a Technical Advisory Committee to review implementation and operations issues.
2	Implement transit-oriented development in the designated Pedestrian-Bicycle-Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access.	In 2016 and 2017, the City continued to implement the San Pablo Avenue Specific Plan (adopted in 2014), which promotes high-quality transit-oriented development (TOD) and complete streets improvements along San Pablo Avenue. This corridor is a PBT Zone. The Plan articulates a vision for the future of San Pablo Avenue, identifies improvements, and contains context-sensitive regulations that are being applied along its length and to adjacent areas. The Plan created a framework for transforming the Avenue into a multimodal corridor that functions, not just as a thoroughfare, but as a place that provides a multitude of opportunities for living, working and community life. The Plan's key principles are to deepen a sense of place and community identity, attract private investment, strengthen partnerships, enhance the public realm, promote the everyday use of transit, walking, and biking, and foster environmental sustainability. The Form-Based Code is one of the essential elements of the Specific Plan. The Code regulates development to achieve a specific urban form, including a form that supports walking, biking and taking transit on both AC Transit buses and BART trains. The other essential element of the Specific Plan is the Complete Streets Plan, which works with the Form-Based Code to provide direction for the redesign and development of the street right-of-way (ROW) in the Plan

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		Area. The Complete Streets Plan regulates the space between the face of sidewalk curbs, namely travelled way (travel lanes, turn lanes, intersections, etc.), bicycle facilities (bicycle lanes, etc.), crosswalks and medians, while also providing guidance for the pedestrian ROW (amenity zone, pedestrian zone and activity zone) located behind the face of the sidewalk curb. The overall streetscape improvements are being achieved through coordinated implementation by the City, private developers, and regional partners. Design standards and guidelines are also provided to transform San Pablo Avenue to provide high-quality bus, pedestrian and bicycle facilities. The City continued identifying sources of funding for the Complete Streets component of the Plan, specifically for the El Cerrito del Norte TOD Complete Streets Improvements Project as described under Action Item No. 1. In 2016 and 2017, the City saw a significant amount of TOD activity in the Plan Area. In 2016, the City entered into an Exclusive Negotiating Rights Agreement with Holliday Development and BRIDGE Housing on a property near the El Cerrito del Norte BART station (for the "Mayfair project", the City's northern gateway. Development of this property is expected to add activity near this important transit hub, creating a vibrant urban fabric and fostering a sense of community. Subsequently in 2017, the Planning Commission and Design Review Board approved the plans for the Mayfair project. Three other condominium projects were also approved along San Pablo Avenue, which will enhance the sense of place along San Pablo Avenue and add activity to the City's major corridor.
3	Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas.	As noted under Action No. 2, in 2016 and 2017, the City continued to implement the San Pablo Avenue Specific Plan (adopted in 2014), which is intended to promote high-quality transit-oriented development and complete streets improvements along San Pablo Avenue. This corridor is a Priority Development Area (PDA). In addition, as noted under Action No. 1, the City successfully applied for competitive grant funding from the Metropolitan Transportation Commissions (MTC) OBAG 2 Competitive

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		Program and Measure J Transportation for Livable Communities Program of approximately $7.2 million for the El Cerrito del Norte TOD Complete Streets Improvements Project. In 2016, the City completed the design for the Ohlone Greenway BART Station Access, Safety and Placemaking Improvements Project. The goals of the Project are to: improve bicycle and pedestrian routes leading to transit, commercial nodes and housing; bring new vibrancy to the areas around the BART stations to encourage housing development specifically within regionally-designated San Pablo Avenue PDA; increase safety and accessibility for BART riders and Greenway users; and improve the integration of the El Cerrito Plaza and El Cerrito del Norte BART Stations with the surrounding community. The Project will improve and widen the mixed-use Ohlone Greenway path; upgrade and expand existing crosswalks on adjacent streets to create high visibility pedestrian zones with new striping, special pavement, improved signage, curb bulb-outs, upgraded curb ramps and flashing lights; enhance landscaping, lighting, seating, and other amenities. In 2016 and 2017, the City also secured additional Measure J and West County Subregional Transportation Mitigation Program funding in the total amount of $800K to cover much higher than anticipated bid prices for construction and rebid the Project. Original project funding of approximately $3.9 million was from competitive federal OBAG, Measure J BART Project, and developer contributions. Subsequently, in November 2017, City Council awarded a construction contract for the Project. In 2016 and 2017, the City developed the design and awarded construction contract for the Ohlone Greenway Pedestrian & Bicycle Wayfinding and Amenities Project. The project will improve the well-used Ohlone Greenway, which runs along the eastern edge of the San Pablo Avenue corridor and serves the San Pablo Avenue PDA. The project scope includes installation of comprehensive bicycle and pedestrian signage and

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		amenities along the entire length of the Ohlone Greenway, a 2.7-mile multi-use trail that traverses the City of El Cerrito, underneath the elevated BART tracks, from the south to the north City limits. The project cost-effectively enhances the access, safety, security and convenience for pedestrians and bicyclists by providing clear information and direction to and from key destinations - two BART stations, AC Transit bus stops, schools and community facilities, and directly serves the San Pablo Avenue Priority Development Area. The project also consists of installation of amenities including bicycle racks, benches and trash/recycling containers. The project is funded by Measure J Transportation for Livable Communities and a State's Affordable Housing & Sustainable Communities Program grant. In 2016 and 2017, the City of El Cerrito supported the City of Richmond's bidding and construction of the Richmond-Ohlone Greenway Gap Closure Project. The project is the third phase of the Richmond Greenway Project, which provides a continuous bicycle and pedestrian pathway from South Garrard Boulevard and the Richmond Parkway in Richmond to San Pablo Avenue in El Cerrito. The project results in connecting the San Francisco Bay Trail at the west with the Ohlone Greenway in El Cerrito at the east. The project improvements include installation of the new multi-use trail, a new crosswalk and traffic signal on San Pablo Avenue, and a new bridge over the realigned Baxter Creek as well as associated improvements and landscaping. Construction began in Spring 2017.
4	Encourage development of new or expanded park-n-ride lots along freeway corridors and at major activity centers.	As noted under Action No. 1, in 2016 and 2017, City staff actively participated in WCCTAC's West County High Capacity Transit Study, which evaluated options for major transit investments in key corridors. Among the alternatives studied were park-n-ride improvements. City staff assisted WCCTAC in review of technical information and reports, notifying residents of El Cerrito of the West County High-Capacity Transit Study by providing information on the city's website and on the city's social media pages, presenting the information to City Council and reviewing and

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		finalizing the final report (May 2017).
6	Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor.	See implementation under Action Nos. 1 and 4. WCCTAC's West County High Capacity Transit Study included evaluation of alternatives for passenger rail improvements.
7	Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects.	See implementation under Action No. 1.
8	Support projects and programs that improve the passenger experience, upgrade systems and expand the capacity of BART stations in West County.	The City coordinated with BART on its El Cerrito del Norte BART Station Modernization Plan. The Plan envisions improvements to upgrade and modernize the station's function, safety, capacity, sustainability, and appearance, and improve the customer and employee experience. In 2016, the City worked with BART to coordinate the design of BART's Modernization Project with the City's Ohlone Greenway Access, Safety & Placemaking Improvements Project. Subsequently, the City and BART supported efforts by each agency to secure additional funding for construction for both projects. In 2017, BART began construction of the following package of improvements to relieve crowding, improve accessibility, reduce fare evasion, and enhance the customer experience: • Expansion of the paid area of the station, including a new station agent booth and new fare gates • Two new elevators and stairwells within the paid area providing access to the platform • New passenger restrooms • New public art installations • New LED energy-efficient lighting throughout the station • Accessibility (ADA) improvements throughout the station • New pedestrian promenade east of the Ohlone Greenway. Additionally, in 2017, City staff worked with BART on the BART Walk and

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		Bicycle Gap Study (Multimodal Study). El Cerrito staff was invited on a site visit of the El Cerrito Plaza BART station and surrounding area. This event was an important part of BART's effort to work with local partners to identify and implement opportunities to improve walk and bike access to BART stations. The El Cerrito Plaza station was selected to be among the first ten "Focus Stations" for this effort. These stations were chosen using a process that looked at stations with the largest increase in walk and bike access to which BART aspires; the highest number of fatal, severe and other collisions between motor vehicles and people walking and biking in the vicinity of each station per walk and bike access passenger; and other metrics. The site visit involved walking on BART property and the streets along and that intersect the station perimeter, focusing on designated and actual walking and biking routes leading to/from the fare gates and bicycle parking.
9	Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities where they do not currently exist.	In 2016, the City adopted the Active Transportation Plan (ATP) with funding from the Metropolitan Transportation Commission's Transportation Development Act Article 3 Pedestrian and Bicycle Project program. The Plan serves as a comprehensive update to the City's 2007 Circulation Plan for Bicyclists and Pedestrians reflecting current best practices, building off the City's 2009 ADA Transition Plan and 2013 Climate Action Plan, and considers the City of Richmond's Bicycle Master Plan and the City of Albany's Active Transportation Plan. The ATP includes nine detailed projects, revised bicycle and pedestrian networks, a policy toolkit and program framework to make walking and biking easier in El Cerrito. The nine detailed projects are: 1. BART to Bay Trail Access Improvements at Central Avenue, Carlson Boulevard, and Cerrito Creek Connections between Plaza BART and the Bay Trail 2. Ohlone Greenway Crossing Improvements - Citywide 3. Citywide Wayfinding at Key Walking and Biking Routes 4. Arlington Boulevard Pedestrian Improvements

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		5. East Side Bicycle Boulevard – Blake Street, Norvell Street, Schmidt Lane, Richmond Street, Moeser Lane, Norvell Street, Lincoln Avenue, Albemarle Street, Behrens Street 6. East Side Bicycle Boulevard Wayfinding 7. Key Boulevard Improvements – between Humboldt Street and Hill Street 8. Fairmount Avenue Improvements – between Carlson Boulevard and Colusa Avenue 9. Potrero Avenue Improvements – between western City limit and Ohlone Greenway These projects will help create a highly connected active transportation network within El Cerrito and will connect to neighboring cities and amenities. Also, in 2016 and 2017, City staff participated in the update to the Contra Costa Countywide Bicycle and Pedestrian Plan. City staff reviewed technical information and reports, and notified residents of El Cerrito about opportunities for public input. CCTA Board adopted the final plan in July 2018 (http://keepcontracostamoving.net/documents/).
10	Support the WCCTAC TDM program in promoting commute methods and modes that reduce single-occupant vehicle travel at peak times.	In 2016 and 2017, City staff continued to work with WCCTAC staff to support TDM in West County.
11	Participate in the countywide Safe Routes to School needs assessment, and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas.	In 2014, City staff participated in the needs and resource assessment portions of CCTA's SR2S Master Plan by providing project descriptions and cost information, and reviewing various reports. In 2015, the City successfully applied for technical assistance from the CCTA's consultant for a Safe Routes to School assessment for Korematsu Middle School's new campus. The City of El Cerrito sought to encourage walking and biking as a mode of transportation to the new middle school campus in order to reduce typical automobile congestion around middle schools, as well as, to fulfill various goals of the City's Strategic Plan, Climate Action

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		Plan, and Active Transportation Plan, which all support biking and walking as being practical, healthy, and environmentally-sustainable modes of transportation. Based on this assessment, in 2016, the City secured TDA, Article 3 grant funding for implementation of crosswalk improvements and a portion of the East Side Bicycle Boulevard leading to the school (Korematsu Safe Routes to School Improvements Phase 1).
12	Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools.	In 2016 and 2017, the City continued to work with Contra Costa County Health Division to support Safe Routes to School Programs in El Cerrito. The Health Division worked with Korematsu Middle School during this time.
13	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas.	See implementation under Action Item Nos. 2, 3, and 9. As noted, in 2016 and 2017, the City continued implementation of the San Pablo Avenue Specific Plan – the City's PDA; developed design, awarded contracts and completed construction on various projects that included pedestrian and bicycle improvements within or near the PDA; and adopted the Active Transportation Plan, which includes several projects in and directly serving the PDA.
14	Require new development projects to provide bike racks, lockers and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County.	Bicycle parking facilities are located at all parks and schools in the City in addition to each bus stop on San Pablo Avenue. The San Pablo Avenue Specific Plan, adopted in 2014, requires short- and long-term bicycle parking for all projects within the Specific Plan area. The Plan includes design guidelines and sitting requirements to maximize access and ease of use. The City has installed bike parking at each bus stop on San Pablo Avenue. The City strives to provide additional bicycle parking facilities at all parks, public facilities, and key commercial areas. The City has encouraged the school district to provide on-site bike parking which is more secure than current facilities. We also participate with WCCTAC to install additional bike racks through their program. In 2016, the Active Transportation Plan was adopted and includes the following recommended actions: • Update the bicycle parking requirements of the City's Municipal Code

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		to reflect national best practice in the form of the Association of Bicycle and Pedestrian Professional's (APBP's) Bicycle Parking Guidelines, 2nd Edition. • Outreach to and coordinate with businesses, business districts, and residents to create an on-street bicycle corral program. • Place bicycle parking in bulb outs or bus bulbs. The plan also includes proposed bicycle parking locations throughout the city. The City will use this document to seek additional funding. In 2017, as part of the Ohlone Greenway Pedestrian & Bicycle Wayfinding and Amenities Project described under Action Item No. 3, the City installed 11 bicycle racks along the Ohlone Greenway between Potrero Avenue and Moeser Lane. The bike racks were funded by an Affordable Housing & Sustainable Communities (AHSC) Grant which was secured in partnership with Eden Housing for the construction of the affordable, senior housing development now known as Hana Gardens and leveraged Measure J Transportation for Livable Communities (TLC) funds. The bike racks serve the Mid-town district of the El Cerrito's San Pablo Avenue Specific Plan and Priority Development Area (PDA).
15	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.	In 2016 and 2017, the City continued to work with Contra Costa County Health Division to support Safe Routes to School Programs in El Cerrito. The program provides public education about pedestrian and bicycle safety to school age children. The Active Transportation Plan, adopted in 2016, includes the following goal and objectives: Goal 4: Support infrastructure investments with targeted bicycle and pedestrian education, encouragement, enforcement, and evaluation programs Policy 4-1: Coordinate with the El Cerrito Police Department, Bike East Bay, and Contra Costa Health Services Safe Routes to School Program to

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		provide funding and support for the expansion of education, encouragement, enforcement, and evaluation programs recommended in this Plan. Policy 4-2: Identify funding gaps, volunteer support needs, and community champions within bicycle and pedestrian outreach programs. Policy 4-3: Conduct bicycle and pedestrian counts and surveys whenever vehicle counts are conducted to gauge the effectiveness of various improvements and programs and to develop a monitoring program. Store the count data in City-maintained databases. Since 2016, when the West Contra Costa Unified School District opened Korematsu Middle School at its new location, the El Cerrito Public Works Department has been working with the School District and the El Cerrito Police Department to improve the safety and circulation on the streets surrounding the school. See implementation under Action Item No. 11.
17	Improve pedestrian and bicycle access through freeway interchange areas.	One of the goals of the Active Transportation Plan, adopted in 2016, is to enhance access through and across key barriers, such as freeway interchanges and to achieve goals such as improved Bay Trail access, pursue multi-jurisdictional funding applications with neighboring cities and other potential partners, including BART, East Bay Regional Park District, City of Richmond, City of Albany, Contra Costa County, AC Transit, and Caltrans. The plan's recommended actions are the following: • Establish a policy for pedestrian crossings at barrier locations, such as safe crossing every ¼ or ½ mile • Implement the San Pablo Avenue Specific Plan to addresses San Pablo Avenue as a barrier • Collaborate with the City of Richmond and Caltrans to address I-80 barriers Under the Active Transportation Plan, one of the detail project concepts developed was a connection to the Bay Trail via Central Avenue as well as several other streets and paths. The project concept includes various

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		improvements including a Class I trail underneath the freeway overpass. In addition, the El Cerrito del Norte TOD Complete Streets Improvements Project described under Action No. 1 and for which the City secured funding for design and construction in 2017, includes pedestrian and bicycle improvements on Cutting Boulevard approaching and under the I-80 Overcrossing.
19	Plan and implement enhanced railroad crossings to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, train-traffic signal preemption systems, or other measures.	The City continues to work through WCCTAC on these efforts, which are typically led by Contra Costa County and the City of Richmond.
21	Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project.	As noted under Action Item No. 1, the City continued participation in the construction and operations efforts for the I-80 Integrated Corridor Mobility (ICM). The ICM was activated in 2016 representing the most comprehensive Intelligent Transportation Systems in the State. The City previously entered into the I-80 Integrated Corridor Mobility Project, Memorandum of Understanding (MOU) between all project stakeholders to support the implementation of active traffic management measures including ramp metering and lane use control on the freeway and trailblazer signs, signal coordination and intersection operational improvements along and near San Pablo Avenue and Central Avenue to improve overall corridor mobility and minimize impacts on local streets. The City has also previously entered into I-80 Integrated Corridor Mobility Project Operations and Maintenance Cooperative Agreement No. 07W.04 between the CCTA and local jurisdictions along the corridor for funding the operations and maintenance (O&M) of project components. In 2016 and 2017, City staff has served on a Technical Advisory Committee to review implementation and operations issues.
26	Complete the improvements associated with the I-80/Central Avenue interchange.	CCTA initiated work on a Project Study Report in late 2006 to analyze access improvements from/to I-80 at Central Avenue. Sixteen alternatives were examined but were later dropped due to public input, limited

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		benefits, significant community impacts and high cost. Instead, two smaller projects were recommended that would provide near term congestion relief and improved traffic operations: A near-term "Operational Improvements Project" and a longer-term "Local Roads Realignment Project". In 2016 and 2017, the City of El Cerrito continued to partner with the CCTA and City of Richmond to bid and award the construction contract for the "Operational Improvements Project" (also known as Phase 1). This includes, in late 2017, amending the Cooperative Agreement No. 07W.02 between the CCTA, the City of El Cerrito, and the City of Richmond to complete Plans, Specifications and Estimate (final design), perform a before and after traffic study, and perform design services during construction for the I-80/Central Avenue Operational Improvements Project (Phase 1). This "Operational Improvements Project" aims 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 using 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. Construction began in Summer 2017.
27	Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions.	In 2016 and 2017, the City of El Cerrito supported the City of Richmond's bidding and construction of the Richmond-Ohlone Greenway Gap Closure Project as described under Action No. 3. Also, as part of the Active Transportation Plan, adopted in 2016, one of the detail project concepts developed was a connection to the Bay Trail via Central Avenue as well as several other streets and paths.
28	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance.	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 comprehensive street

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		pavement repair and maintenance program for City streets. Prior to 2008, the City faced a backlog of street maintenance and repairs. The Measure A accelerated work plan was a multi-year, intensive program designed to improve El Cerrito's street system and to complete the repairs in the most efficient and quickest way possible. The Measure A accelerated work plan involved repairing or resurfacing at least 70% of local streets in El Cerrito within four years. The City uses the standard Pavement Condition Index (PCI) to rate streets on a 100-point scale, with failed streets rated at 0 and excellent streets at 100. A goal of the Measure A program was to raise the City's average PCI rating from about 52 in 2007 to about 70 by 2012. This goal was surpassed in 2010 when the City achieved a score of 85. As of 2017, the City of El Cerrito continues to be among the top three cities in Bay Area for pavement conditions. In 2016 and 2017, the City continued to provide on-going street maintenance and rehabilitation program to ensure the streets remain in good pavement condition and to address a handful of streets that remain in the poor category. More specifically, the City completed the 2016 Microsurfacing and Curb Ramp Program and the 2017 Patch Paving Project. Also, as part of the passage of SB 1 - Road Repair and Accountability Act, City staff worked with other municipal and CCTA staff, to ensure that municipalities in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation (self-help agencies) were eligible for additional funding from the Local Partnership Program to support our pavement management program. CCTA subsequently committed $100K annually to El Cerrito through 2019.
29	Complete a West County goods movement study,	The City regularly participates in WCCTAC discussions regarding various

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	focused on ensuring efficient movement of goods while reducing impacts (environmental, health, quality-of-life) on West County residents.	issues including goods movement.
30	Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions.	City Public Works and Community Development Departments work closely together to review and process development proposals and General Plan amendments, and to ensure compliance with the CCTA Growth Management Program.
31	Explore ways to increase revenue to maintain roads, transit facilities, trails, and all associated infrastructure.	The City regularly participates in WCCTAC discussions regarding various issues including opportunities to increase revenue to maintain transportation facilities. In 2016 and 2017, the City supported the passage of Senate Bill 1 - Road Repair and Accountability Act funding effort and implementation. This included evaluating existing transportation funding shortfalls and developing a funding plan to continue providing essential street maintenance services, to begin addressing deferred transportation infrastructure repair and safety projects, and to implement active transportation (pedestrian and bicycle) improvement projects that would not have otherwise been possible without Senate Bill 1. In February 2017, the City sent legislators letters demonstrating support of Assembly Bill 1 (Frazier)/Senate Bill 1 (Beall) Transportation Funding and Reform Package for much-needed new statewide investment to maintain and improve the local street, road, and state highway systems.
32	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies.	As noted under Action Item Nos. 1 and 21, the City continued participation in the construction and operations efforts for the I-80 Integrated Corridor Mobility (ICM). The ICM was activated in 2016 representing the Intelligent Transportation Systems in the State. The ICM includes technologies such as transit priority at ramp meters that assist bus transit and technologies such as lane use control on the freeway and trailblazer signs to use existing transportation system capacity more efficiently.
33	Support and implement the West County Subregional Transportation Mitigation Program, which generates funds to support specific capital improvements	In 2016, City staff began participating in WCCTAC's update of the West County Subregional Transportation Mitigation Program (STMP), which requires new development to pay its share of the costs of regional

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	throughout West County.	transportation improvements. City staff participated in the selection of the consultant team to perform the nexus study and evaluating the 2005/2006 STMP. The City participates in the evaluation of projects to receive STMP funding and collects these fees from development projects for transmittal to WCCTAC.
34	Improve the reliability and efficiency of bus service along San Pablo Avenue.	See implementation under Action Nos. 1 and 54.
35	Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue.	Since the San Pablo Avenue Specific Plan including the Complete Streets Plan was under development, City staff has been seeking out opportunities to implement the anticipated San Pablo Avenue Complete Streets improvements including applying for and securing funding and developing designs for projects in several segments of the Plan area. In 2014, staff successfully applied for a Safe Routes to Transit grant from the Metropolitan Transportation Commission. The City was awarded $100,000 to conduct further analyses, engineering and stakeholder engagement to develop a Complete Streets design plan for pedestrian improvements, a new bikeway, and bus islands in the Midtown (Potrero Avenue to Lincoln Avenue) segment of San Pablo Avenue. The preliminary design plan includes elements to make it safer and more comfortable for people walking, biking, and taking transit along San Pablo Avenue and to increase access to businesses, residences, and transit. The preliminary design plan will then enable the City to prepare competitive grant applications for detailed design and construction of the improvements. In 2016, City staff and consultants further evaluated design concepts. In 2016 and 2017, the City developed the design and secured additional construction funding for Ohlone Greenway BART Station Access, Safety and Placemaking Improvements Project as noted under action Item 3. In addition, as noted under Action Item No. 1, the City worked to secure funding for the El Cerrito del Norte TOD Complete Streets Improvements

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		Project in 2016 and 2017. The project limits span several streets around the BART Station including San Pablo Avenue, Eastshore Boulevard, Hill Street, Cutting Boulevard, and Knott Avenue. Project elements include new signalized crossings for pedestrians, new bicycle lanes, conversion of one-way to two-way streets and corresponding reduction in turning lanes for improved vehicle flow, signalization changes, and signing, landscaping and lighting enhancements. Staff anticipates beginning the Caltrans project development process in Fall 2019, with design, public outreach and permitting occurring through 2021 and construction beginning in 2022.
40	Participate in studies and implement the plans related to the Lawrence Berkeley National Lab Second Campus.	The City regularly participates in WCCTAC discussions regarding various issues including studies and plan related to this campus.
41	Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers.	The City participated on a WCCTAC-led Transit Wayfinding Sign Project funded by Regional Measure 2/Safe Routes to Transit. The project developed a concept 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. In 2016 and 2017, the City developed the design and awarded construction contract for the installation of signage along the Ohlone Greenway that conforms to the prototype developed with the Baxter Creek Gateway Park, Ohlone Greenway Master Plan and West County Transit Enhancement & Wayfinding Plan. The city applied for and was awarded $118,200 from the Measure J TLC grant for sign installation. The City augmented this funding with a State's Affordable Housing & Sustainable Communities Program grant to install additional gateway signs and other amenities.
43	Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP).	The City regularly participates in WCCTAC discussions regarding various issues including the I-80 corridor.
45	Continue to evaluate long-term solutions to congestion around the El Cerrito del Norte BART station, with particular attention to methods that could improve local and regional transit and auto	See response to Action Nos. 1, 3 and 8, specifically related to the El Cerrito del Norte TOD Complete Streets Improvement Project.

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	access to the station, along with improving multimodal access and circulation for transit-oriented development and businesses in the area.	
49	Support the investigation and development of innovative transportation-related technologies that could improve air quality and public health; examples include fueling/charging stations for alternative-fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities.	The City regularly participates in WCCTAC and CCTA discussions regarding innovative transportation-related technologies that could improve air quality and public health. The City has an EV charging station at City Hall and has installed some of the needed infrastructure at the Recycling + Environmental Resources Center, and continued to explore opportunities to install additional EV charging stations. In addition, the City continues to be a member of several JPAs that provide Property Assessed Clean Energy (PACE) Financing Programs to El Cerrito property owners. These programs help with financing or refinancing of the acquisition, installation, and improvement of energy efficiency, water conservation, renewable energy and electric vehicle charging infrastructure improvements permanently affixed to private or publicly-owned real property. The City's Environmental Quality Committee also co-sponsored a National Electric Vehicle day event with Richmond in 2016 and Berkeley in 2017.
50	Implement the Express Bus recommendations from the West County High Capacity Transit Study	As noted under Action No. 1, in 2016 and 2017, City staff actively participated in WCCTAC's West County High Capacity Transit Study, which evaluated options for major transit investments in key corridors. To build off this effort as described under Action No. 54, the City and other West Contra Costa agencies are now participating in the San Pablo Avenue Corridor Project as timely and a useful next step given the West County High Capacity Transit Study was completed in 2017 and identified Express Bus as a possible improvement in this corridor.
51	Implement the San Pablo/MacDonald Avenues Bus Rapid Transit recommendations from the West County High Capacity Transit Study	As noted under Action No. 1, in 2016 and 2017, City staff actively participated in WCCTAC's West County High Capacity Transit Study, which evaluated options for major transit investments in key corridors. To build off this effort as described under Action No. 54, the City and other West Contra Costa agencies are now participating in the San Pablo Avenue Corridor Project as timely and a useful next step given the West County

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		High Capacity Transit Study was completed in 2017 and identified bus rapid transit as a possible improvement in this corridor.
52	Implement the 23rd Street Bus Rapid Transit recommendations from the West County High Capacity Transit Study	As noted under Action No. 1, in 2016 and 2017, City staff actively participated in WCCTAC's West County High Capacity Transit Study, which evaluated options for major transit investments in key corridors. The City continues to participate in WCCTAC including discussions to implement this project.
54	Participate in San Pablo Avenue Multimodal Corridor Project	In 2018, the Alameda County Transportation Commission (ACTC) began the San Pablo Avenue Corridor Project (Project), a multiagency effort to improve transit performance, implement complete streets, accommodate anticipated growth and address competing demands along this critical regional corridor. The Project will identify a set of implementable near and long-term multimodal improvements to increase the corridor's ability to move people and goods, improve access to businesses, and serve residents, with a focus on benefits to the safety, reliability, comfort, and connectivity of the corridor's transit, bicycle, and pedestrian facilities. Potential improvements could include transit priority treatments, signal modernization, enhanced bus stops or stations, bus rapid transit including bus only lanes, as well as, various pedestrian and bicycle improvements for improved connection to BART. Because multiple public agencies are responsible for ownership, operations and maintenance of the Project area, ACTC asked each participating agency to approve a Project Charter to memorialize commitments to work cooperatively. In March 2018, the City Council authorized the City Manager to execute a Project Charter with ACTC, as the sponsoring agency, and Caltrans, Contra Costa Transportation Authority (CCTA), West Contra Costa Transportation Advisory Committee (WCCTAC), Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit District (BART), and the cities of Richmond, San Pablo, El Cerrito, Albany, Berkeley, and Oakland. Since that time, City staff have been actively participating in the Technical Advisory Committee (TAC) and stakeholder outreach efforts.

THE CITY OF
EL CERRITO

Annual Progress Report on the General Plan 2016

April 2017

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

INTRODUCTION

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

This General Plan Annual Progress Report covers the period from January 1, 2016 to December 31, 2016.

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 uses the Plan on a day-to-day basis to administer and regulate land use and development activity. Citizens can use the Plan to understand the City's approach to regulating development, protecting resources, and upholding community values.

GENERAL PLAN ADOPTION AND AMENDMENTS

1. Adoption Dates of Mandatory General Plan Elements

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

Safety	1999
Noise	1999

2. List of General Plan Amendments

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

GENERAL PLAN UPDATES

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.

The City continued to implement the 2008 Zoning Ordinance which maintains residentially zoned areas in El Cerrito and promotes a high-quality of development. In fiscal year 2015/2016, the City issued 1164 building permits and conducted 8824 inspections. It also reviewed 163 planning entitlements.

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

The City continued to implement the San Pablo Avenue Specific Plan and processed several land use applications in the Specific Plan area that represented a range of land uses. This included six Tier I applications that improved the façade of six new businesses and six new Tier II and IV application for new multi-story projects that represented a major increase in mixed use development in the City.

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

Implementation of the San Pablo Avenue Specific plan continued to move forward. In July 2016, the City Council entered into an Exclusive Negotiating Rights Agreement with Holliday Development and BRIDGE Housing on a property near the El Cerrito del Norte BART station, the City's northern gateway. Development of this property is expected to add activity near this important transit hub, creating a vibrant urban fabric and fostering a sense of community.

The City 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 City 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 1/1/2016 - 12/31/2016

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 ► ►											
(10) Total by income Table A/A3 ► ►			0	0	0	0					
(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 1/1/2016 - 12/31/2016

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 it its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA whichmeet 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**	3			4		7	7

* Note: This field is voluntary

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

Jurisdiction City of El Cerrito

Reporting Period 2015-2023

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.			2015	2016	2017	2018	2019	2020	2021	2022	2023	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	Year 9		
Very Low	Deed Restricted	100											100
	Non-deed restricted												
Low	Deed Restricted	63	6									6	57
	Non-deed restricted												
Moderate	Deed Restricted	69	13									13	56
	Non-deed restricted												
Above Moderate		166	120	7								127	39
Total RHNA by COG. Enter allocation number:		398											
Total Units ► ► ►			139	7								146	252
Remaining Need for RHNA Period ► ► ► ► ►													

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction: El Cerrito
Reporting Period: 2016

Table C
Program Implementation Status - Certified HE 2015

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	Ongoing
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	Ongoing	Information available to the public at the front counter
Program 1.4 - Evaluate displacement, as appriopriate in studies of regional housing needs and displacement	2016, then Annual	The City is beginning the preparation of an Affordable Housing Strategy which will analyze this topic.
Program 1.5 - Continue to regularly monitor assisted housing units to help preserve existing stock of affordable housing	Annual	
Program 1.6 - Vet and consider adopting a Good Cause for Eviction Ordinance	2016	The City is beginning the preparation of an Affordable Housing Strategy which will analyze this topic.
Program 1.7 - Annual review of the City Capital Improvements Program (CIP)	Annual	
Program 1.8 - Consider enacting additional incentive programs and requirements to encourage retrofitting of seismically unsafe buildings, such as soft-story buildings.	2017	
Program 2.1 - Conduct an annual evaluation of the City's inventory of available sites	Ongoing	The City prepared an Opportunity Sites Analysis as part of the CCTA Grant funded San Pablo Avenue PDA Implementation Plan.
Program 2.2 - Promote development of mixed-use and high-density residential housing in development nodes of the city	Ongoing	Allowed for by San Pablo Ave Specific Plan
Program 2.3 - Continue to fast track processing for second units meeting established City standards	Ongoing	Allowed for by Zoning Ordinance
Program 2.4 - During the annual Master Fee Schedule revision, evaluate development fees.	Annual	Fees were updated with Master Fee Schedule as part of 2016 Budget
Program 2.5 - Streamline the application process by continuing to offer interdepartmental team meetings for applicants	Ongoing	Conducted several such meetings in the reporting period
Program 2.6 - Assist developers in obtaining state and federal funding available to develop affordable housing	Ongoing	Assisted Eden Housing in securing avliable finacing for 62 affordable units
Program 2.7 - Look for opportunities with non-profits and other agencies to expand supply of affordable housing	Ongoing	Assisted Eden Housing in securing avliable finacing for 62 affordable units
Program 2.8 - Study the feasibility of an inclusionary housing ordinance	2016	The City is beginning the preparation of an Affordable Housing Strategy which will analyze this topic.
Program 2.9 - Investigate potential local financing sources that could be used to develop affordable housing	2016	The City is beginning the preparation of an Affordable Housing Strategy which will analyze this topic.
Program 2.10 - Use existing zoning regulations to allow innovative approaches to increasing affordable housing.	Ongoing	Ongoing
Program 2.11 - Pursue funding for infrastructure improvements to accommodate future transitoriented development development	Ongoing	The City is working with the Stege Sanitary District to identify funding. The City is pursueing grants for the Complete Streets component of the SPASP
Program 3.1 - Pursue funding for special needs housing	Onging	Ongoing
Program 3.2 - Continue to fast track inspection processes for large family and special needs housing.	Ongoing	Ongoing
Program 3.3 - Continue to encourage and support development of senior housing	Ongoing	Ongoing

Attachment 2 - Excerpts from Annual General Plan Progress Reports
Including Housing Reports

Table C
Program Implementation Status - Certified HE 2015

Program Description (By Housing Element Program Names)		
Name of Program	**Deadline in HE**	**Status of Implementation**
Program 3.4 - Participate in the biannual homeless census count	Ongoing	Ongoing
Program 3.5 - Continue to coordinate with the County and cities to develop the Five-Year Consolidated Plan to adress housing and social services	2015, 2020	
Program 3.6 - Implement reasonable accommodation procedures to provide a streamlined permit review process	Ongoing	Ongoing
Program 3.7 - Encourage development of housing for persons with disabilities, including developmental disabilities	Annual	Ongoing
Program 3.8 - Implement an outreach program informing residents of the housing and services available for persons with developmental disabilities	Annual	Ongoing
Program 4.1 - Continue to provide non-discrimination clauses in rental agreements and deed restrictions	Ongoing	Ongoing
Program 4.2 - Continue the City's participation in the Contra Costa Urban County CDBG Consortium	Ongoing	Ongoing
Program 5.1 - Consider ways incentivize energy efficiency, clean energy, and water conservation improvements throught building permit fees	2016-17	
Program 5.2 - Continue to develop partnerships for energy and water efficiency technical assistance and incentives	Ongoing	Ongoing
Program 5.3 - Continmue to encourage resident participation in energy and water efficiency programs	Ongoing	Ongoing
Program 5.4 - apply for appropriate grants for marketing, outreach, and incentive programs dedicated to energy and water efficiency	Ongoing	Ongoing
Program 5.5 - Adopt residential PACE financing if it becomes available in California	2016	Completed
Program 5.6 - Encourage home energy performance reports at time of sale	Ongoing	Ongoing

Attachment 2 - Excerpts from Annual General Plan Progress Reports
Including Housing Reports

Table C

Program Implementation Status - Certified HE 2015

Program Description (By Housing Element Program Names)		
Name of Program	**Deadline in HE**	**Status of Implementation**

THE CITY OF
EL CERRITO

Annual Progress Report on the General Plan 2017

April 2018

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

INTRODUCTION

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

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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.
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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 uses the Plan on a day-to-day basis to administer and regulate land use and development activity. Citizens can use the Plan to understand the City's approach to regulating development, protecting resources, and upholding community values.

GENERAL PLAN ADOPTION AND AMENDMENTS

1. Adoption Dates of Mandatory General Plan Elements

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

Safety	1999
Noise	1999

2. List of General Plan Amendments

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

GENERAL PLAN UPDATES

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.

The City continued to implement the 2008 Zoning Ordinance which maintains residentially zoned areas in El Cerrito and promotes a high-quality of development. In 2017, the City issued 1,406 building permits and conducted 9,296 inspections. It also reviewed 183 planning entitlements.

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

The City continued to implement the San Pablo Avenue Specific Plan and processed several land use applications in the Specific Plan area that represented a range of land uses. This included fifteen Tier I applications that improved the façades, added signs and generally improved storefronts of many new and existing businesses. In addition, six new multifamily development projects were submitted to the City for a total of 604 new dwelling units. Under the San Pablo Avenue Specific Plan, these are called Tier II and Tier IV Design Review Projects. Three of these projects are proposed to be located on what are now vacant lots and/or closed businesses.

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

Implementation of the San Pablo Avenue Specific plan continued to move forward. The Planning Commission and Design Review Board approved the Mayfair project near the El Cerrito del Norte BART Station. Development of this property is expected to add activity near this important transit hub, creating a vibrant urban fabric and fostering a sense of

Preparedness, Basic Firefighting, Light Search and Rescue, Damage Assessment, and How to Turn Off Utilities.

The City 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 1/1/2017 - 12/31/2017

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	
Hana Gardens	5+	R	62				63	63	TCAC, AHSC Grant, AHSC Loan, IIG, County HOME & CDBG, HUD Section 8, City LTF	62	
(9) Total of **Moderate and Above Moderate** from Table A3 ► ►											
(10) Total by income Table A/A3 ► ►			62	0	0	0	63	63			
(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 1/1/2017 - 12/31/2017

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 it its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA whichmeet 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**	5			2		7	7

* Note: This field is voluntary

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

Jurisdiction City of El Cerrito

Reporting Period 2015-2023

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.			2015	2016	2017	2018	2019	2020	2021	2022	2023	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	Year 9		
Very Low	Deed Restricted	100			62							62	38
	Non-deed restricted												
Low	Deed Restricted	63	6									6	57
	Non-deed restricted												
Moderate	Deed Restricted	69	13									13	56
	Non-deed restricted												
Above Moderate		166	120	7	7							134	32
Total RHNA by COG. Enter allocation number:		398											
Total Units ► ► ►			139	7	69							215	183
Remaining Need for RHNA Period ► ► ► ► ►													

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction: El Cerrito
Reporting Period: 2017

Table C
Program Implementation Status - Certified HE 2015

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	The Residential Rental Inspection Program (RRIP) continued in 2017. 177 RRIP inspections were conducted in 2017.
Program 1.2 - Continue to investigate complaints and take action about rental housing code violations	Ongoing	The City continued investigations in 2017.
Program 1.3 - Continue to encourage the rehabilitation of existing housing units by providing program information	Ongoing	Information available to the public at the front counter
Program 1.4 - Evaluate displacement, as appriopriate in studies of regional housing needs and displacement	2016, then Annual	The City Council adopted an Affordable Housing Strategy which identified tactics to address displacement and ranked the priority for such actions.
Program 1.5 - Continue to regularly monitor assisted housing units to help preserve existing stock of affordable housing	Annual	The City continues to work with other regulatory agencies to monitor assisted housing units.
Program 1.6 - Vet and consider adopting a Good Cause for Eviction Ordinance	2016	The City Council adopted an Affordable Housing Strategy which evaluated and ranked the priority for such an ordinance.
Program 1.7 - Annual review of the City Capital Improvements Program (CIP)	Annual	The CIP Program was reviewed in 2017.
Program 1.8 - Consider enacting additional incentive programs and requirements to encourage retrofitting of seismically unsafe buildings, such as soft-story buildings.	2017	The City began preparing for a Bolt and Brace workshop, to be held in 2018, to provide information to residents about siesmic retrofits. The Affordable Housing Strategy, adopted in 2017, also identified strategies for encouraging siesmic retrofit of soft-story multi-family units. In 2018, the City will explore funding opportunites available through the CA Governor's Office of Emergency Management Hazard Mitigation Grant Program.
Program 2.1 - Conduct an annual evaluation of the City's inventory of available sites	Ongoing	The City prepared an Opportunity Sites Analysis as part of the CCTA Grant funded San Pablo Avenue PDA Implementation Plan.
Program 2.2 - Promote development of mixed-use and high-density residential housing in development nodes of the city	Ongoing	Allowed for by San Pablo Ave Specific Plan
Program 2.3 - Continue to fast track processing for second units meeting established City standards	Ongoing	The City Council adopted new standards for Accessory Dwelling Units to further streamline this process.
Program 2.4 - During the annual Master Fee Schedule revision, evaluate development fees.	Annual	Fees were updated with Master Fee Schedule as part of 2017 budget. The City began a fee study to evaluate all development fees.
Program 2.5 - Streamline the application process by continuing to offer interdepartmental team meetings for applicants	Ongoing	The City conducted several such meetings in the reporting period
Program 2.6 - Assist developers in obtaining state and federal funding available to develop affordable housing	Ongoing	Assisted Eden Housing in securing avliable finacing for 62 affordable units
Program 2.7 - Look for opportunities with non-profits and other agencies to expand supply of affordable housing	Ongoing	Assisted Eden Housing in securing avliable finacing for 62 affordable units
Program 2.8 - Study the feasibility of an inclusionary housing ordinance	2016	The City is beginning the preparation of an Affordable Housing Strategy which will analyze this topic.

Attachment 2 - Excerpts from Annual General Plan Progress Reports

Table C

Program Implementation Status - Certified HE 2015

Program Description (By Housing Element Program Names)		
Name of Program	**Deadline in HE**	**Status of Implementation**
Program 2.9 - Investigate potential local financing sources that could be used to develop affordable housing	2016	The City is beginning the preparation of an Affordable Housing Strategy which will analyze this topic.
Program 2.10 - Use existing zoning regulations to allow innovative approaches to increasing affordable housing.	Ongoing	Ongoing
Program 2.11 - Pursue funding for infrastructure improvements to accommodate future transitoriented development development	Ongoing	The City coodinated with the Stege Sanitary District to develop a fee program to fund sewer improvements necessary to support future development.
Program 3.1 - Pursue funding for special needs housing	Ongong	Ongoing
Program 3.2 - Continue to fast track inspection processes for large family and special needs housing.	Ongoing	The City contracted with additional inspectors to provide needed inspections in a timely manner.
Program 3.3 - Continue to encourage and support development of senior housing	Ongoing	The City issued building permits and conducted inspections for the Hana Gardens project including 62 units of affordable senior housing.
Program 3.4 - Participate in the biannual homeless census count	Ongoing	Ongoing
Program 3.5 - Continue to coordinate with the County and cities to develop the Five-Year Consolidated Plan to adress housing and social services	2015, 2020	The City continues fo participate in the Five-Year Consolidated Plan.
Program 3.6 - Implement reasonable accommodation procedures to provide a streamlined permit review process	Ongoing	Ongoing
Program 3.7 - Encourage development of housing for persons with disabilities, including developmental disabilities	Annual	Ongoing
Program 3.8 - Implement an outreach program informing residents of the housing and services available for persons with developmental disabilities	Annual	The City assisted with outrach and hosted workshops for the avaliability of affordable units at Metro 510 and at Hana Gardens.
Program 4.1 - Continue to provide non-discrimination clauses in rental agreements and deed restrictions	Ongoing	Ongoing
Program 4.2 - Continue the City's participation in the Contra Costa Urban County CDBG Consortium	Ongoing	Ongoing
Program 5.1 - Consider ways incentivize energy efficiency, clean energy, and water conservation improvements through building permit fees	2016-17	The City implemented a streamlined permitting process for solar installations. The City began a fee study to evaluate all development fees.
Program 5.2 - Continue to develop partnerships for energy and water efficiency technical assistance and incentives	Ongoing	Ongoing
Program 5.3 - Continmue to encourage resident participation in energy and water efficiency programs	Ongoing	Ongoing
Program 5.4 - Apply for appropriate grants for marketing, outreach, and incentive programs dedicated to energy and water efficiency	Ongoing	Ongoing
Program 5.5 - Adopt residential PACE financing if it becomes available in California	2016	Completed
Program 5.6 - Encourage home energy performance reports at time of sale	Ongoing	Ongoing

RESOLUTION NO. 2016–49

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ADOPTING THE BIENNIAL BUDGET FOR FISCAL YEAR 2016-17 AND FISCAL YEAR 2017-18 AND SPENDING AUTHORITY FROM ALL FUNDS OF THE CITY OF EL CERRITO FOR FISCAL YEAR 2016-17

WHEREAS, City staff have prepared, transmitted, and presented the proposed biennial FY 2016-17 and FY 2017-18 Budget to the City Council of the City of El Cerrito for its consideration, and it has been reviewed and analyzed in public review sessions; and

WHEREAS, the City prepares and adopts a budget with the intent of providing a planned program for City services and a financial system to carry out the program of services; 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 spending authority from tax proceeds are within the City's Fiscal Year 2016-17 Gann Appropriations Limit, as defined the California State Constitution Article XIIIB.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of El Cerrito hereby adopts the Fiscal Year 2016-17 and Fiscal Year 2017-18 Budget with Fiscal Year 2016-17 spending limits across funds as follows:

General Fund	$ 33,670,211
Gas Tax	$ 582,865
National Pollution Discharge Eliminatior	$ 302,412
Landscape and Lighting Assessment	$ 754,442
Measure J Return to Source	$ 523,328
Paratransit	$ 113,651
Measure J Storm Drain	$ 768,102
Measure A Parcel Tax	$ 875,379
Asset Seizure	$ 25,000
Vehicle Abatement	$ 36,000
Street Improvements	$ 1,528,096
Public Art	$ 15,000
Federal, State and Local Grants	$ 314,500
C.O.P.S. Grant	$ 30,000
LMI Housing	$ 190,420
Capital Improvements	$ 4,592,998
Integrated Waste Management	$ 2,453,724
Vehicle /Equipment Replacement	$ 138,533
Employees' Pension Trust	$ 128,509
Financing Authority Measure A	$ 365,467
Financing Authority Civic Center	$ 598,240
Financing Authority Street Improvement	$ 738,078
Total	**$ 48,744,954**

BE IT FURTHER RESOLVED that the City Council of the City of El Cerrito hereby authorizes the City Manager or his/her designee to:

1. 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.
2. Apply correct 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.
3. 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).
4. Shift expenditure authority within funds among departments, as may be necessary to meet the City's operational needs.

I CERTIFY that at the regular meeting on June 21, 2016, the El Cerrito City Council passed this resolution by the following vote:

AYES:	Councilmembers Abelson, Bridges, Friedman, Quinto and Mayor Lyman
NOES:	None
ABSENT:	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, 2016.

Cheryl Morse, City Clerk

APPROVED:

Gregory B. Lyman, Mayor

Attachment 3 - CIP Resolution and Projects

CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway Improvements between Hill and Blake	**Proponent:**	Community Development & Public Works
Project Number:	C3069	**Project Mgr:**	Public Works - Engineering Division
Funding Sources:	Park-in-Lieu Fund	**User Dept:**	General Public
	210	**Location:**	Ohlone Greenway

	Capital Costs				Other Costs		
Fiscal Year	**Park-in-Lieu Fund**				**Operating**	**Energy**	**Misc**
Prior Years	41,306	-	-	-	-	-	-
2016-17	100,000	-	-	-	-	-	-
2017-18	100,000	-	-	-	-	-	-
2018-19	95,694	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	337,000	-	-	-	-	-	-

Total Capital Costs: 337,000 Total Other Costs: -

TOTAL ALL COSTS: 337,000

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. First phase is installation of side path between Hill Street and Safeway entrance.

General Plan & Strategic Plan Goals: The project implements elements and design goals within both the General Plan and the Ohlone Greenway Master Plan. In addition, it meets Strategic Plan Goal D-Develop & Rehabilitate Public Facilities As Community Focal Points and Goal F-Foster Environmental Sustainability Citywide.

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: Funding was provided by Safeway as their Park-in-Lieu contribution. A portion of the funds ($150,000) have been transferred to the Ohlone BART Station Area Access, Safety, and Placemaking Improvements Project, C3076 as a local match and given that significant improvements are planned at the Hill Street crossings. Additional funding contribution may be requested for C3076 depending on bids received for construction. Improvements have been and will be coordinated with Safeway development improvements, work on Greenway as part of the BART Seismic Retrofit Project, and other City-led improvements

Status: In additional to projects under C3076, the most significant element will be a pedestrian path along the eastern boundary of Safeway to carry pedestrians from the BART crosswalk at Hill St up to the store's entrance. This will be designed in a manner such that it can ultimately connect to the BART path with full ADA accessibility near the Safeway outdoor cafe area.

Cost Estimate:

Admin.	20,000	Design:	43,000	Constr Mgt:	25,800
Equipment:		Constr:	215,000	Other:	
Contingency:	33,200			**TOTAL:**	**$ 337,000**

Attachment 3 - CIP Resolution and Projects

CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone-BART Station Access, Safety &	**Proponent:**	Community Develop & Public Works
Project Number:	C3076	**Project Mgr:**	Public Works Dept
Funding Sources:	OBAG, Measure J,/BART Park In-Lieu A, 210	**User Dept:**	General Public
		Location:	Ohlone at Del Norte & Plaza BART Stations

	Capital Costs				Other Costs		
Fiscal Year	**BART/ Measure J**	**OBAG Federal Grant**	**Park In-Lieu**	**STMP**	**Operating**	**Energy**	**Misc**
Prior Years	54,907	442,650	15,696	-	-	-	-
2016-17	245,093	3,025,350	133,691	300,000	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	300,000	3,468,000	149,387	300,000	-	-	-
	Total Capital Costs:		4,217,387		Total Other Costs:		-
TOTAL ALL COSTS	**$ 4,217,387**						

Statement of Need, Service Level, and Other Considerations:

Project Description: Following the Ohlone Greenway Master Plan, the City has been implementing projects along the Greenway to enhance its usability and contribute to reduced vehicle-miles travelled and a healthier, more connected community. However, there remains a strong need for improvements at the two BART Stations. The Ohlone ASP Project will improve and widen the mixed-use path; upgrade and expand existing crosswalks on adjacent streets to create high visibility pedestrian zones with new striping, special pavement, improved signage, curb bulb-outs, upgraded curb ramps and flashing lights; enhance landscaping, lighting, seating, gateway features and other amenities; and upgrade and expand the existing camera surveillance system to three key nodes next to the Greenway.

General Plan & Strategic Plan Goals: 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. In addition, it meets Strategic Plan Goal D-Develop & Rehabilitate Public Facilities As Community Focal Points and Goal F-Foster Environmental Sustainability Citywide.

Need/Service Level: Currently, in the two BART Station areas, the Ohlone Greenway becomes narrower than other segments of the Greenway and has an irregular alignment at street crossings, and at the same time it has higher pedestrian, bicycle, automobile and bus traffic that contribute to increased conflicts between all modes of travel. The goals of the project are to improve bicycle and pedestrian routes leading to transit, commercial nodes and housing; bring new vibrancy to the areas around the BART Stations to encourage housing development specifically within a regionally-designated Priority Development Area; increase safety and accessibility for BART riders and Greenway users; and improve the integration of the BART Stations with the surrounding community.

Pertinent Issue: City staff submitted a request to the West County Transportation Advisory Committee (WCCTAC) for $300,000 in Subregional Transportation Mitigation Program (STMP) funding to cover additional estimated costs for the construction phase. The WCCTAC Board approved the request at its March 25, 2016 meeting. The funding agreement is still pending.

Status: The design was completed and submitted to Caltrans in early 2015. Caltrans approval to proceed with construction is anticipated in Spring /Summer 2016, and bidding of the project is anticipated in Summer/Fall 2016.

Capital Cost Estimate:

Admin:	47,287	Design:	485,100	Constr Mgt:	465,000
Equipment:		Constr:	2,800,000	Other:	
Contingency:	420,000	Land:		**TOTAL:**	**$ 4,217,387**

CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway Wayfinding Improvements	**Proponent:**	Public Works Department
Project Number:	C5034	**Project Mgr:**	Public Works Department
Funding Sources:	Measure J TLC, AHSC	**User Dept:**	General Public
	A	**Location:**	Ohlone Greenway

	Capital Costs				Other Costs		
Fiscal Year	**Meas J TLC Grant**	**AHSC Grant**			**Operating**	**Energy**	**Misc**
Prior Years	-	-	-	-	-	-	-
2016-17	18,000	61,060	-	-	-	-	-
2017-18	100,200	302,236	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	118,200	363,296	-	-	-	-	-
			Total Capital Costs:	481,496		Total Other Costs:	-
TOTAL ALL COSTS:	**481,496**						

Statement of Need, Service Level, and Other Considerations:

Project Description: The project will improve the well-used Ohlone Greenway by providing comprehensive wayfinding signage, /trail entry signage and other amenities to serve pedestrians and bicyclists, including bike racks, benches and trash/recycling receptacles.

General Plan & Strategic Plan Goals: The project implements elements and design goals within both the General Plan and the Ohlone Greenway Master Plan. In addition, it meets Strategic Plan Goal D-Develop & Rehabilitate Public Facilities As Community Focal Points and Goal F-Foster Environmental Sustainability Citywide

Need/Service Level: The El Cerrito Ohlone Greenway is a 2.7-mile multi-use trail that traverses the City, underneath the elevated BART tracks. This Class I pedestrian and bicycle path connects the two El Cerrito BART stations to the existing and planned network of pedestrian and bicycle facilities within El Cerrito, Richmond, Albany and Berkeley. It is a key regional transportation route. The Greenway also serves as a valued linear open space that promotes a variety of recreational uses. A comprehensive signage and amenities improvement project will provide better wayfinding, including distances for cyclers and walkers, and bring a unique and uniform appearance to the Ohlone Greenway. Current signage and amenities are sporadic and not consistent in their look.

Pertinent Issues: The project will be consistent with the guidelines and prototypes developed with the Ohlone Greenway Natural Area & Rain Garden Project, Ohlone Greenway Master Plan and West County Transit Enhancement & Wayfinding Plan. In partnership with the Eden Housing Development, in 2015, the City applied for an Affordable Housing & Sustainable Communities Grant to leverage previously secured Measure J TLC funds, also from a competitive grant.

Status: Project will begin design in late 2016.

Capital Cost Estimate:

Admin.	10,000	Design:	69,060	Constr Mgt:	58,435
Equipment:		Constr:	298,900	Other:	-
Contingency:	45,101			**TOTAL:**	**$481,496**

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway Master Plan Imp	**Proponent:**	Community Development & Public Works
Project Number:	tbd	**Project Mgr:**	Community Development & Public Works
Funding Sources:	Park-in-Lieu Fund (210), Developer Fees	**User Dept:**	General Public
	RDA Capital (2003 Bonds) (811), BART A, B	**Location:**	Ohlone Greenway

	Capital Costs				Other Costs		
Fiscal Year	Park-in-Lieu Fund/Dev Fee	**RDA Capital ('03 Bonds)**	**BART**	**Unidentified**	**Operating**	**Energy**	**Misc**
Prior Years	20,500	127,500	603,292	-	-	-	-
2016-17	237,000	-	-	-	-	-	-
2017-18	-	-		-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	-	-		2,707,508	-	-	-
Subtotal	257,500	127,500	603,292	2,707,508	-	-	-
			Total Capital Costs:	3,695,800		Total Other Costs:	-
TOTAL ALL COSTS:	**$3,695,800**						

Statement of Need, Service Level, and Other Considerations:

Project Description: The project has been divided into phases including BART-related upgrades and future Master Plan improvements. The BART-related improvements are now complete. Future improvements are outlined in the Master Plan, many have or are being implemented as part of various projects but others have not been funded at this point. These additional improvements include additional lighting, security, enhanced landscaping, additional crossing improvements, community or native gardens, benches, drinking fountains, restrooms, renovated play areas, gathering spaces and plazas, path connections to adjacent uses, interpretive exhibits and artistic elements.

General Plan & Strategic Plan Goals: 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. In addition, the project meets Strategic Plan Goal D-Develop & Rehabilitate Public Facilities As Community Focal Points and Goal F-Foster Environmental Sustainability Citywide

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 provided 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: BART-related improvements were completed in early 2014. Other related projects are the Ohlone Natural Area south of Fairmount Avenue (funded through a Prop 84 grant), Hill-to-Blake section (funded pursuant to the Safeway development agreement), Wayfinding Program (funded by Measure J TLC), and Ohlone BART Station Area Access, Safety and Placemaking Improvements.

Status: The Ohlone Greenway Master Plan is helping staff in searching for additional outside funding. In FY16-17, the project also includes expansion of camera security systems near the Creekside Development using development fees.

Capital Cost Estimate:

Admin:	$66,120	Design:	$264,480	Constr Mgt:	$220,400
Equipment:	$500,000	Constr:	$2,204,000	Other:	$0
Contingency:	$440,800			**TOTAL:**	**$3,695,800**

Attachment 3 - CIP Resolution and Projects

City of El Cerrito

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Annual Street Improvement Program	**Proponent:**	Public Works Department
Project Number:	C3027	**Project Mgr:**	Public Works Department
Funding Sources:		**User Dept:**	General Public
	Grants (STP, Prop 1B, OBAG, SLPP)		
	Sales Tax - Street Impr (211)	**Location:**	City-wide
	211		

	Project Budget/Capital Costs						Other Costs	
Fiscal Year	**Measure A Sales Tax**	**Grants**	**General Fund**				**Revenues**	**Cost Savings**
Prior Years	13,299,283	3,050,670	-	-	-	-	-	-
2016-17	595,000	-	-	-	-	-	-	-
2017-18	595,000	-	-	-	-	-	-	-
2018-19	595,000	-	-	-	-	-	-	-
2019-20	595,000	-	-	-	-	-	-	-
2020-21	595,000	-	-	-	-	-	-	-
2021-22	595,000	-	-	-	-	-	-	-
2022-23	595,000	-	-	-	-	-	-	-
2023-24	595,000	-	-	-	-	-	-	-
2024-25	595,000	-	-	-	-	-	-	-
2025-26	595,000	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-	
Subtotal	19,249,283	3,050,670	-	-	-	-	-	-

Total Capital Costs: 22,299,953 Total Other Costs: -

TOTAL ALL COSTS: **$22,299,953**

Statement of Need, Service Level, and Other Considerations:

Project Desc: Project includes the design of a variety of roadway treatments including slurry seal, microsurface, micropave, cape seal, asphalt inlay & 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 any treatment within a crosswalk area, curb, gutter, and sidewalk upgrades as needed, upgrades to traffic control and safety systems that pertain to pavement work (striping, crosswalks, bike facilities, and associated signage), and upgrades to road-related storm drainage facilities. 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: The Measure A Street Improvement Program 2008 - 2010 invested approximately $15 million into street improvements bringing the Pavement Condition Index up from 52 to 85. The Measure A Sales Tax continues to fund this program to maintain the street system serviceable condition.

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 maintain the overall system condition in the good category.

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

Capital Cost Estimate:

Admin:	$445,999	Design	$1,114,998	Constr Mgt:	$1,560,997
Equipment:	$0	Construction	$16,724,965	Other:	$223,000
Contingency:	$2,229,995			**TOTAL:**	**$22,299,953**

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, Grant	**User Dept:**	General Public
	204	**Location:**	Citywide

	Capital Costs				Other Costs		
Fiscal Year	**Measure C/J (204)**	**Grant**	**Unidentified**		**Operating**	**Energy**	**Misc**
Prior Years	ongoing	-	-	-	-	-	-
2016-17	70,000	-	-	-	-	-	-
2017-18	70,000	-	-	-	-	-	-
2018-19	71,400	-	-	-	-	-	-
2019-20	73,600	-	-	-	-	-	-
2020-21	75,900	-	-	-	-	-	-
2021-22	78,200	-	-	-	-	-	-
2022-23	80,600	-	-	-	-	-	-
2023-24	83,100	-	-	-	-	-	-
2024-25	85,600	-	-	-	-	-	-
2025-26	88,200	-	-	-	-	-	-
Unidentified	5,460,000	-	-	-	-	-	-
Subtotal	6,236,600	-	-	-	-	-	-
			Total Capital Costs:	6,236,600		Total Other Costs:	-
TOTAL ALL COSTS:	**$6,236,600**						

Statement of Need, Service Level, and Other Considerations:

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 Working 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 Improvement/Paving 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 Working 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: City staff anticipates constructing about 15 curb ramps with these funding.

Status: This is an ongoing program.

Capital Cost Estimate:						
	Admin:	$124,732	Design:	$623,660	Constr Mgt:	$498,928
	Equipment:	$0	Constr:	$4,053,790	Other:	$0
	Contingency:	$935,490			**TOTAL:**	**$6,236,600**

Attachment 3 - CIP Resolution and Projects
CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Arlington Curve at Brewster Drive Safety	**Proponent:**	Public Works and Police Departments
Project Number:	C3071	**Project Mgr:**	Public Works - Engineering Division
Funding Sources:	Highway Safety Imprvmnt Program Grant 211, A	**User Dept:**	General Public
		Location:	Arlington Boulevard near Brewster Drive

	Capital Costs				Other Costs		
Fiscal Year	**HSIP (secure)**	**Measure A**			**Operating**	**Energy**	**Misc**
Prior Years	25,700	20,115	-	-	-	-	-
2016-17	212,100	29,885	-	-	-	-	-
2017-18			-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	237,800	50,000	-	-	-	-	-
	Total Capital Costs:		287,800		Total Other Costs:		-
TOTAL ALL COSTS	**$ 287,800**						

Statement of Need, Service Level, and Other Considerations:

Project Description: The project is located at the Intersection of Arlington Blvd and Brewster Dr (south) about 350 feet in both directions from the intersection. It includes installation of long-term improvements to upgrade interim improvements completed in Fall 2012. Specifically includes construction of curb, gutter, sidewalk, curb ramps, & curb extensions; installation of electronic speed feedback signs to include Arlington Park, and curve, pedestrian, & advisory speed signs; installation of enhanced striping for crosswalks, shoulders, and shared roadway markings; installation of additional botts dots and pavement markers; and restriping of existing pavement markings as necessary.

Need/Service Level: Arlington Blvd is a minor arterial that carries regional traffic through the El Cerrito, Kensington, and Berkeley hills. It is also an important north-south connection for bicyclists and pedestrians and is designated as a pedestrian and bicycle route in the Circulation Plan for Bicyclists and Pedestrian (2007). The crosswalk at the intersection serves the existing community staircase/path through the neighborhood. The City has previously installed various improvements in this area over the years in response to community concerns at the intersection and along the Arlington Blvd corridor.

General Plan & Strategic Plan Goals: General Plan 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. Strategic Plan Goal E – Ensure the public's health and safety by improving safety on existing roadways, sidewalks and travelways.

Pertinent Issue: In July 2012, following a fatal pedestrian-bicycle collision at the intersection, the City again met with community representatives. The City and Police Department conducted speed surveys to determine the appropriate advisory speed for the corridor, and retained a consultant to conduct a safety analysis of the intersection. The project improvements are the recommendations that resulted from that analysis, which received community support at a public meeting in July 2012, and at a final meeting to review the

Status: The project was bid for construction in March 2016. The sole bid received was significantly over the project budget. The project design will be value engineered, and the project will be rebid later in 2016. Additional funding may be necessary.

Capital Cost Estimate:

Admin:	12,300	Design:	28,500	Constr Mgt:	28,500
Equipment:		Constr:	190,000	Other:	
Contingency:	28,500	Land:		**TOTAL:**	**$ 287,800**

Attachment 3 - CIP Resolution and Projects

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	**User Dept:**	General Public
	B	**Location:**	various

	Capital Costs				Other Costs		
Fiscal Year	**General Fund**	**Unidentified**			**Operating**	**Energy**	**Misc**
Prior Years	50,000	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	-	200,000	-	-	-	-	-
Subtotal	50,000	200,000	-	-	-	-	-
			Total Capital Costs:	250,000		Total Other Costs:	-

TOTAL ALL COSTS: **$250,000**

Statement of Need, Service Level, and Other Considerations:

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, the WCCTAC Wayfinding Program, and the El Cerrito Trails Signage Plan.

Need: Current wayfinding and identification signage throughout town in 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 in needed.

Pertinent Issue: This project will expand that signage program outside of the San Pablo Ave 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 participated in a WCCTAC-led Transit Wayfinding Sign Project funded by Regional Measure 2/Safe Routes to Transit that provided design guidelines for signs guiding pedestrians and bicyclists to and from major transit facilities and major sites in West County and Albany. Most recently in 2015-16, the El Cerrito Trails Signage Plan was developed as a collaborative effort between the El Cerrito Trail Trekkers, National Park Service, and City of El Cerrito. Refer to the HNA Trail Entry & Signage Improvement Project for additional details and for coordination.

Status: Pending Funding

Capital Cost Estimate:

Admin:	$10,000	Design:	$30,000	Constr Mgt:	$20,000
Equipment:	$0	Constr:	$190,000	Other:	$0
Contingency:	$0			**TOTAL:**	**$250,000**

Attachment 3 - CIP Resolution and Projects

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	**User Dept:**	General Public
	A, B	**Location:**	Del Norte area

	Capital Costs				Other Costs		
Fiscal Year	**STMP**	**Unidentified**			**Operating**	**Energy**	**Misc**
Prior Years		-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18		-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
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 Other Considerations:

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; auto and bus circulation improvements; bicycle, pedestrian, and 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 Ohlone Greenway improvements. A package of complete streets improvements for this area was identified in the San Pablo Avenue Specific Plan & Complete Streets Plan, adopted in 2014. Refer to it for more details.

General Plan & Strategic Plan Goals: 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. In addition, it meets Strategic Plan Goal C-Deepen a sense of place and community identity and Goal F-Foster Environmental Sustainability Citywide.

Need: Given the project's key location within two blocks of the El Cerrito del Norte BART Station and the Ohlone Greenway, improving circulation and safety at these intersections for all users is a high priority. Currently, the San Pablo Avenue at Cutting Boulevard and Hill Street intersections are large, major intersections with complex turning movements and high volumes of people moving through them. Many of the intersection's pedestrian crossings are wide or unavailable, and there are no bicycle facilities through the area, making bicycle travel difficult. Pedestrian and bicycle facilities under the I-80 freeway are minimal, and congestion and conflicting movements near the BART Station and Ohlone Greenway crossing are problems. Traffic congestion can be poor at certain periods of the day. Improvements will be coordinated closely with the City of Richmond, Caltrans, and BART.

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 its 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.

Environmental Considerations: The project received CEQA clearance as part of the San Pablo Avenue Specific Plan & Complete Streets Plan FEIR adopted by the City of El Cerrito in September 2014.

Pertinent Issue: Future efforts will build on the San Pablo Ave Specific Plan & Complete Streets Plan and Multimodal CIP, and the BART Station Modernization Plan. 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 and as a regional transportation hub.

Status: The project is pending additional funding. Upcoming funding sources include the One Bay Area Grant Program, STIP funding, and other collaborations with BART.

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**

Attachment 3 - CIP Resolution and Projects

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	**User Dept:**	General Public
	B	**Location:**	779 block of Balra Drive

	Capital Costs				Other Costs		
Fiscal Year	**General Fund**	**Unidentified**			**Operating**	**Energy**	**Misc**
Prior Years		10,400	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	-	345,000	-	-	-	-	-
Subtotal	-	355,400	-	-	-	-	-
			Total Capital Costs:	355,400		Total Other Costs:	-
TOTAL ALL COSTS:	**$355,400**						

Statement of Need, Service Level, and Other Considerations:

Project Description: Repair or replace the retaining w all in front of 779 Balra Drive, and repair street and sidew alk damage above w all.

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

Service Level: The gradual failure of this w all is causing subsidence of the street and sidew alk above, and has created some uneven surfaces in the w alking and driving paths.

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

Status: Planning Phase: Implementation pending funding.

Capital Cost Estimate:

Admin:	$7,108	Design:	$35,540	Constr Mgt:	$35,540
Equipment:	$0	Constr:	$241,672	Other:	$0
Contingency:	$35,540			**TOTAL:**	**$355,400**

CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Traffic Safety & Management Program	**Proponent:**	Public Works
Project Number:	C3070	**Project Mgr:**	PW - Engineering Division
Funding Sources:	Measure A (211), Unidentified	**User Dept:**	General Public
	211, B	**Location:**	various

	Capital Costs				Other Costs		
Fiscal Year	**Measure A (211)**	**Unidentified**			**Operating**	**Energy**	**Misc**
Prior Years	200,000	-	-	-	-	-	-
2016-17	60,000	-	-	-	-	-	-
2017-18	60,000	-	-	-	-	-	-
2018-19	60,000	275,000	-	-	-	-	-
2019-20	60,000	275,000	-	-	-	-	-
2020-21	60,000	275,000	-	-	-	-	-
2021-22	60,000	275,000	-	-	-	-	-
2022-23	60,000	275,000	-	-	-	-	-
2023-24	60,000	275,000	-	-	-	-	-
2024-25	60,000	275,000	-	-	-	-	-
2025-26	60,000	275,000	-	-	-	-	-
Unidentified		-	-	-	-	-	-
Subtotal	800,000	2,200,000	-	-	-	-	-
			Total Capital Costs:	3,000,000		Total Other Costs:	-
TOTAL ALL COSTS:	**$3,000,000**						

Statement of Need, Service Level, and Other Considerations:

Project Description: This program funds various capital projects to improve safety for motorists, pedestrians and bicyclists traveling on city streets as well as implement various improvements under the Neighborhood Traffic Management Program consisting of educational, engineering and enforcement measures to address speeding, high traffic volumes, pedestrian and bicycle access and livability on residential streets.

Strategic Plan Goals:
- Goal A – Deliver exemplary government services, by working with the community through the design process to develop and strengthen relationships with public partners, residents and community groups; and
- Goal C – Deepen a sense of place and community identity by encouraging civic involvement and by promoting and developing vehicular, pedestrian and bicycle safety for all; and
- Goal E – Ensure the public's health and safety by improving safety on existing roadways, sidewalks and travelways.

Need/Service Level: 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. In response to this problem, City Council adopted the Neighborhood Traffic Management Program in September 2010, to establish citywide guidelines and procedures for responding to citizen's requests for traffic management.

Pertinent Issue: Funding has been secured and improvements implemented for several neighborhoods. 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. As needed, the funding in this program may be used to leverage external funding sources.

Status: On-going planning, design and construction.

Capital Cost Estimate:

Admin:	40,000	Design:	300,000	Constr Mgt:	300,000
Equipment:	-	Constr:	2,000,000	Other:	
Contingency:	360,000			**TOTAL:**	**$3,000,000**

CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

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

	Capital Costs				Other Costs		
Fiscal Year	**Unidentified**				**Operating**	**Energy**	**Misc**
Prior Years	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21		-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23		-	-	-	-	-	-
Unidentified	3,164,000	-	-	-	-	-	-
Subtotal	3,164,000	-	-	-	-	-	-
		Total Capital Costs:		3,164,000		Total Other Costs:	-
TOTAL ALL COSTS:	**$3,164,000**						

Statement of Need, Service Level, and Other Considerations:

Project Description: This project w ould restore Wildcat Drive to its original w idth.

Strategic Plan Goals: Goal E – Ensure the public's health and safety by improving safety on existing roadw ays, sidew alks and travelw ays.

Need: The last in a series of landslides removed a section of Wildcat Drive (approximately 100 feet long and 10 feet w ide) and the abutting valley gutter and embankment. Emergency w ork w as performed that stabilized the remaining roadw ay.

Service Level: In its current configuration, the road serves the primary public need of access and utility pathw ays. How ever, the emergency repair w ork requires traffic to constrict to a one-lane path, and the sheet pile retaining w all is considered to be adverse in appearance.

Pertinent Issue: Conceptual design w as completed in the late 1990s for a retaining w all that w ould enable restoration of the original roadw ay w idth. This remedy is costly and currently unfunded. Other possible remedies that include restoring the stability of the abutting private land could be considered along w ith a funding partnership w ith the affected property ow ners.

Status: Planning Phase: Implementation pending funding.

Capital Cost Estimate:						
	Admin:	43,000	Design:	319,000	Constr Mgt:	255,000
	Equipment:	-	Constr:	2,122,000	Other:	-
	Contingency:	425,000			**TOTAL:**	**$3,164,000**

Attachment 3 - CIP Resolution and Projects

CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	San Pablo Avenue Complete Streets	**Proponent:**	Public Works Department
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	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
Unidentified	-	9,120,000	-	-	-	-	-
Subtotal	-	9,120,000	-	-	-	-	-
			Total Capital Costs:	9,120,000		Total Other Costs:	-
TOTAL ALL COSTS:	**$9,120,000**						

Statement of Need, Service Level, and Other Considerations:

Project Description: This project is an update to the former PDA Streetscape Improvements Project to reflect the adoption of the San Pablo Avenue Specific Plan and Complete Streets Plan in September 2014. The project consists of complete streets improvements within and around the San Pablo Avenue Specific Plan area which includes all of San Pablo Avenue and crossing arterials leading to the El Cerrito Plaza and Del Norte BART Stations. The scope of the project improvements includes sidewalk replacement, pedestrian level lighting, crosswalks improvements (curb bulb-outs, pedestrian refuge islands, flashing lights, and enhanced signing & striping), new mid-block crosswalks, bike facility (route, lanes, and cycletrack) implementation; bus islands, street trees, landscaping and street furniture. Refer to the San Pablo Avenue Complete Streets Plan for more details.

General Plan & Strategic Plan Goals: 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. In addition, it meets Strategic Plan Goal C-Deepen a sense of place and community identity and Goal F-Foster Environmental Sustainability Citywide.

Need/Service Level: The project will provide a comfortable, direct, and safe pedestrian and bicycle route to destinations along the corridor such as schools, grocery stores, county library, U.S. Post Office, City Hall, regional shopping center and other small businesses as well as nearby transit destinations, such as the El Cerrito Del Norte and El Cerrito Plaza BART Stations and AC Transit 72 Rapid Bus stops. For pedestrians, it will reduce San Pablo Avenue (SR 123) as a barrier to walking, as crosswalks will be enhanced to increase accessibility across this state route. The proposed bicycle and pedestrian improvements will create a safe first-mile/last-mile connection for those traveling to and from the area via transit. The San Pablo Avenue (SR 123) corridor is its own barrier to mobility today. The cross-section is wide with five lanes of traffic plus parking, wide lanes, 30 to 35 MPH speeds, and long crossing distances at intersections. Though San Pablo Avenue is the commercial and transit center of El Cerrito, its auto-orientation limits accessibility across it and along it.

Environmental Considerations: The project received CEQA clearance as part of the San Pablo Avenue Specific Plan & Complete Streets Plan FEIR adopted by the City of El Cerrito in September 2014.

Pertinent Issue: The project is pending additional funding. Upcoming funding sources include the Active Transportation Program and One Bay Area Grant Program.

Status: Planning Phase: Implementation pending funding.

Capital Cost Estimate:						
	Admin:	120,000	Design:	900,000	Constr Mgt:	900,000
	Equipment:	-	Constr:	6,000,000	Other:	-
	Contingency:	1,200,000			**TOTAL:**	**$9,120,000**

Attachment 3 - CIP Resolution and Projects

CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Active Transportation Program	**Proponent:**	Public Works Department
Project Number:	tbd	**Project Mgr:**	Public Works Department
Funding Sources:	Unidentified	**User Dept:**	General Public
		Location:	Citywide

	Capital Costs				Other Costs		
Fiscal Year	**Unidentified**				**Operating**	**Energy**	**Misc**
Prior Years	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	37,000,000	-	-	-	-	-	-
Subtotal	37,000,000	-	-	-	-	-	-
		Total Capital Costs:		37,000,000		Total Other Costs:	-
TOTAL ALL COSTS:	**$37,000,000**						

Statement of Need, Service Level, and Other Considerations:

Project Description: The Active Transportation Program is the implementation of the Active Transportation Plan, adopted by the City Council in April 2016. The Plan updated the City's Circulation Plan for Bicyclists and Pedestrians, which was adopted by the City Council in 2007 as the City's first master plan for pedestrian and bicycle networks and improvements. The update is intended to reflect constructed projects to date, new and innovative best practices, changing demands, the State of California Active Transportation Program guidelines, and recent City plans as well as those of neighboring jurisdictions. Detailed project concepts were developed for nine areas of the City to help secure external funding sources. This program includes both the former Safe Routes to School Program and Citywide Paths/Stairways/Boardwalk Projects, which were incorporated into the ATP.

General Plan & Strategic Plan Goals: 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. In addition, it meets Strategic Plan Goal E-Ensure the public's health and safety and Goal F-Foster Environmental Sustainability Citywide.

Need/Service Level: The Plan is intended to update and enhance the 2007 bicycle and pedestrian networks and projects to serve the needs of users of all ages and abilities; focus on 2007 routes that required additional valuation; incorporate recent design best practices; develop several grant-ready project concepts; support the City's Climate Action Plan (2013); and coordinate with various other City planning efforts.

Public Outreach/Input Process: Extensive public outreach was conducted as part of development of the Active Transportation Plan and will continue into future phases. A summary of the Community Engagement process is described in the Plan.

Environmental Considerations: The City Council approved the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in April 2016.

Other Pertinent Issues: Implementation of the Plan will require funding over many years as the total cost of improvements identified is estimated to be approximately $37 million including about $13 million for the detailed projects and includes some overlap with the Blue-to-Green Connections project identified in the Urban Greening Plan. The City will need to utilize a combination of federal, state and local funds, as well as, work with developers to contribute to improvements associated with their projects. Some project costs may be integrated into other project costs, such as bike lane striping during a paving project, installation of bike racks during construction or improvement of a facility, or the inclusion of pedestrian improvements during a streetscape beautification project.

Status: Implementation pending funding.

Capital Cost Estimate:

Admin:	500,000	Design:	3,700,000	Constr Mgt:	3,700,000
Equipment:	-	Constr:	24,200,000	Other:	-
Contingency:	4,900,000			**TOTAL:**	**$37,000,000**

Attachment 3 - CIP Resolution and Projects

CITY OF EL CERRITO

CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Korematsu Safe Routes to School Improvements, Phase 1	**Proponent:**	Public Works Department
Project Number:	C5040	**Project Mgr:**	Public Works Department
Funding Sources:	TDA Grant	**User Dept:**	General Public
	A	**Location:**	Various near Korematsu Middle School

	Capital Costs				Other Costs		
Fiscal Year	**TDA Grant**				**Operating**	**Energy**	**Misc**
Prior Years	-	-	-	-	-	-	-
2016-17	80,000	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19		-	-	-	-	-	-
2019-20		-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
2021-22	-	-	-	-	-	-	-
2022-23	-	-	-	-	-	-	-
2023-24	-	-	-	-	-	-	-
2024-25	-	-	-	-	-	-	-
2025-26	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	80,000	-	-	-	-	-	-
			Total Capital Costs:	80,000		Total Other Costs:	-
TOTAL ALL COSTS:	**$80,000**						

Statement of Need, Service Level, and Other Considerations:

Project Description: This project implements an initial set of improvements identified by the CCTA Safe Routes to School technical assistance that identified areas for enhanced school area traffic control and other improvements for biking and walking routes to school based on the Active Transportation Plan. More specifically, this project would implement pedestrian crosswalk improvements and portions of the East Side Bicycle Boulevard in the vicinity of the school to benefit the safety of students and encourage new walking and biking trips to the school.

Strategic Plan Goals: Strategic Plan Goal E-Ensure the public's health and safety by improving pedestrian and bicycle safety; and Goal F-Foster environmental sustainability citywide by encouraging alternative modes of transportation to the single occupancy vehicle.

Need to be Addressed/Service Level to be Achieved: Korematsu Middle School opened a new campus on Donal Avenue, next to Castro Park in March 2016. Given the new middle school, the amount of walking and biking trips in this area has increased as a matter of course. In addition, walking and biking is being encouraged as a mode of transportation to the new middle school campus in order to reduce typical automobile congestion around middle schools, as well as, to fulfill various goals of the City's Strategic Plan, Climate Action Plan, and Active Transportation Plan. These various City plans all support biking and walking as being practical, healthy, and environmentally-sustainable modes of transportation.

Public Outreach/Input Process: Public outreach was conducted as part of the Active Transportation Plan, as well as, a community meeting in September 2015 to discuss the school opening at its new location. Additional outreach will be conducted during the design phase of the project.

Environmental Considerations: The project is categorically exempt from review under the California Environmental Quality Act (CEQA).

Financial Consideration The City successfully applied for a FY 2016/2017 TDA Article 3 grant in the amount of $80,000. The value of the following elements of the project are shown as local matching funds in the total amount of $33,458: the technical assistance provided by the CCTA (approximately $15,000), preliminary engineering services including project improvement concepts provided by our on-call transportation engineers ($5,000) as part of the City's operating budget, some minor signing and striping work (approx $7,000) completed in FY 2015-16 under C3070, and City staff time as in-kind services next year ($6,458) also part of the operating budget.

Status: Design and construction anticipated in FY16-17

Admin:	-	Design:	10,000	Constr Mgt:	-
Equipment:	-	Constr:	60,000	Other:	-
Contingency:	10,000			**TOTAL:**	**$ 80,000**

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

Jane A. Bartke, Mayor

ATTEST:

Linda Giddings

Linda Giddings, City Clerk

E97B-228

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 modem 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.

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.	• Public Facilities Fee
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 (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.	• Development Review • CEQA Review

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.	• Capital Improvements Program • Intergovernmental Coordination
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.	• Public Facilities Fee • CEQA Review

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

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: 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	• Development Regulations (zoning)

	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)	
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)	• Development Regulations (zoning)
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)	• Capital Improvements Program
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)	• Transportation Demand Management
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	• 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.

2013 *GROWTH MANAGEMENT ELEMENT UPDATE*

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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; in the San Pablo Avenue Specific Plan area, this includes a multi-modal level of service (MMLOS). 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.

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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. San Pablo Avenue serves as the primary transit spine of the region, traveling through all of the West County cities where in many cases it functions as "Main Street", and is the alternative primary reliever route to the I-80, providing a variety of transportation options during periods of heavy freeway congestion.

From its southern extent to Cutting Boulevard, the Avenue is part of State Route (SR) 123 and is operated and maintained by the California Department of Transportation (Caltrans). 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.

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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 update to the West County Action Plan, which has been transmitted to the Contra Costa Transportation Authority for incorporation into the 2014 Countywide Comprehensive Transportation Plan. It is anticipated that the updated West County Action Plan will be formally adopted by WCCTAC at the end of 2014. Both the current (adopted in 2009) Action Plan and the updated Action Plan call for cooperation between partner agencies to improve traffic congestion on San Pablo Avenue, and emphasize the importance of better serving all corridor users by enhancing transit services, including the Rapid Bus, and improving bicycle and pedestrian facilities. Both the current and the updated Action Plans specify that the multi-modal transportation service objective (MTSO) for San Pablo Avenue is to maintain

LOS E or better at all signalized intersections. In addition, the updated Action Plan specifies that this LOS MTSO will not be applied within ½-mile of a BART station, and instead the performance measures in the relevant specific plan(s) for the area will be followed.
Additional objectives from the updated Action Plan include:

- Enhance local and regional transit service, particularly in terms of connections to BART.
- Increase the use of active transportation modes.
- Implement Complete Streets enhancements identified in local plans.
- Actively manage growth to support regional land use and transportation goals.

Basic Routes
All roads not indicated on the map of Routes of Regional Significance are Basic Routes. Although Measure J no longer requires the adoption of Level of Service standards for Basic Routes (non-regional routes), the City is maintaining LOS standards for Basic Routes in this chapter until alternative performance measures for correlating the circulation element with the land use element of the General Plan are developed.

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Amend text to Growth Management Goals and Policies

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 on Basic Routes 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. Refer to Transportation and Circulation Element for other standards related to the San Pablo Avenue Specific Plan area.	• 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	• Development Regulations (zoning) • Capital Improvements Program • San Pablo Avenue Specific Plan.

	physical construction and improvements. Refer to Transportation and Circulation Element for other standards related to the San Pablo Avenue Specific Plan area.	
Goal GM6:	**Support land use patterns that make more efficient use of the transportation system**	
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)	• Development Regulations (zoning) • San Pablo Avenue Specific Plan
GM6.3	**Pedestrians, Bicycles, and Access.** Ensure that business areas have adequate and attractive pedestrian and bicycle facilities and accessibility for persons with disabilities, and that easy connections to transit are available wherever possible. (LU5.5)	• Capital Improvements Program • San Pablo Avenue Specific Plan
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. On San Pablo Avenue, in many constrained right-of-ways, it is not possible to provide optimum facilities for all user groups and in the event that trade-offs are necessary, transit users and pedestrians are the highest priority. (LU6.2)	• Transportation Demand Management • San Pablo Avenue Specific Plan
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 compatible. (CD2.4)	• Capital Improvements Program • San Pablo Avenue Specific Plan
GM6.6	**Balanced Transportation System.** Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes, including on regionally significant arterials such as San Pablo Avenue. In many constrained right-of-ways, it is not possible to provide optimum facilities for all user groups	• Capital Improvements Program • San Pablo Avenue Specific Plan

	and in the event that trade-offs are necessary, transit and pedestrians are the highest priority for San Pablo Avenue. (T1.1)	
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. On San Pablo Avenue, provide transit shelters with benches, lighting, bike racks and crosswalks (on San Pablo Avenue) such that transit amenities represent a 'High' Built Environment Factors (BEF) throughout the corridor. Facilitate transit flow along San Pablo Avenue such that transit corridor travel time is reduced by 5 percent relative to current conditions. Where possible, provide far-side transit stops at signalized intersections with bus bulbs such that transit vehicles stop in-lane, thereby reducing transit delay associated with re-entry into traffic. (T1.2)	• Capital Improvements Program • Intergovernmental Coordination • San Pablo Avenue Specific Plan
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. On San Pablo Avenue, improve local bicycle access, including access on San Pablo Avenue and adjacent roadways. Provide a 'Medium' to 'High' BEF for bicyclists on San Pablo Avenue. Through transit and pedestrian MMLOS is the main priority, bicycle facilities should not be allow to remain 'Low' if measures to improve them to 'Medium' are available. Emphasize the placemaking qualities of bikeways, particularly separated bikeways/cycletracks. Though no delay-based bicycle LOS metric is identified, seek to reduce bicycle delay at signalized intersections and when considering changes to intersections, consider bicycle delay. (T1.3)	• Capital Improvements Program • San Pablo Avenue Specific Plan
GM6.9	**Pedestrian Circulation.** Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools. Improve crossing opportunities, enhance crosswalks, and improve sidewalks to maintain a consistent 'High' Pedestrian BEF on San Pablo Avenue. Emphasize the placemaking qualities of the streetscape, including sidewalk and curb extensions. Though no delay-based pedestrian LOS metric is identified, seek to reduce pedestrian delay at signalized intersections and when considering changes to intersections, consider pedestrian	• Capital Improvements Program • San Pablo Avenue Specific Plan

delay. (T1.4)

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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. Use the multi-modal level of service calculation sheets for developers to determine the existing and proposed level of service for pedestrians, transit users, and bicyclists in the vicinity of the development parcel.

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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.

> *San Pablo Avenue Specific Plan:* The purpose of the San Pablo Avenue Specific Plan, including a Form-Based Code, Complete Streets Plan and Infrastructure Analysis, is to articulate a vision for the future of San Pablo Avenue from the southern entrance to the northern entrance of the City, east to the El Cerrito Plaza BART Station and west along Central Avenue to Interstate 80. The Plan identifies public improvements and context-sensitive regulations to create a multimodal corridor that provides a multitude of opportunities for living, working and community life.

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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. Require new developments along San Pablo Avenue to provide basic TDM measures for residents and businesses as appropriate; additional TDM measures may be required where adjustments to the parking requirements are proposed to incentivize alternative modes of travel.

RESOLUTION 2014–51

A RESOLUTION OF THE CITY OF EL CERRITO CITY COUNCIL APPROVING OF A GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE DESIGNATION FOR PROPERTY LOCATED IN SAN PABLO AVENUE SPECIFIC PLAN AREA

WHEREAS, in Resolution PC 14-12, Exhibit 1, the Planning Commission considered the Environmental Impact Report (EIR) for the San Pablo Avenue Specific Plan (SPASP) project and recommended that the City Council certify the EIR; and

WHEREAS, in Resolution PC 14-12 the Planning Commission considered the SPASP and recommended that the City Council adopt the SPASP; and

WHEREAS, in furtherance of the SPASP, the Planning Commission of the City of El Cerrito recommended that the City Council adopt an amendment to the General Plan to add the land use designation of the SPASP to provide for a vision for the future of San Pablo Avenue that adopts context-sensitive regulations to be applied throughout the Plan area. The Plan's key principles are to deepen a sense of place and community identity, attract private investment, strengthen partnerships, enhance the public realm, promote the everyday use of transit, walking, and biking, and foster environmental sustainability through a streamlined, tiered review process, increased development intensity thresholds, and supportive design guidelines; and

WHEREAS, the Planning Commission of the City of El Cerrito recommended that the City Council adopt an amendment to the General Plan to change the land use designation for certain property currently zoned/described as the 174 acres of the Plan that exist within the City of El Cerrito's jurisdiction. The Plan area extends for approximately 2.5 miles from El Cerrito Plaza and El Cerrito's border with the City of Albany on the south to the Ohlone Greenway near the BART tracks and Baxter Creek on the north. At the south end of the Plan area, the project boundary extends east to include the El Cerrito Plaza BART Station and west along Central Avenue to I-80. Generally, the Plan area includes the San Pablo Avenue roadway and the parcels fronting on the avenue; and

WHEREAS, the provisions of the Government Code, 65350, et. seq. have been complied with, including that the City has not previously adopted four amendments to the mandatory elements of the General Plan in calendar year 2014; and

WHEREAS, on September 22, 2014, the City Council held a duly noticed public hearing to consider the appeal; and

WHEREAS, at the September 22, 2014 meeting the City Council adopted Resolution 2014-50 certifying the Environmental Impact Report, adopting a Statement of Overriding Considerations, and Adopting a Mitigation Monitoring and Reporting Program for the SPASP; and

WHEREAS, based upon the evidence presented in the record on this matter, including the staff report and oral and written testimony and the proceedings before the Planning Commission, the Council has considered the General Plan Amendment.

NOW THEREFORE, BE IT RESOLVED:

The City Council of the City of El Cerrito finds that:

1. *The proposed amendment is deemed to be in the public interest.*

The SPASP is in the public interest because it adopts context-sensitive regulations to be applied throughout the Plan area. The Plan's key principles are to strengthen a sense of place, ensure return on investment, encourage practical and market friendly development, enhance and humanize the public realm and catalyze mode shift.

2. *The proposed amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.*

The SPASP is consistent in all significant respects with the General Plan; in that supports the spirit and intent of all of the existing goals and policies listed in the General Plan related to the San Pablo Avenue corridor. It will greatly enhance the Del Norte, Midtown and El Cerrito Plaza areas of the city by establishing context based development parameters. In particular, the goals and policies listed in the Strategic Framework, The Community Development and Design, and the Transportation and Circulation Chapters.

3. *The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare.*

The SPASP shall be implemented in compliance with all appropriate sections of the El Cerrito Municipal Code, including the Building and Fire Codes as well as in concert with its Programmatic Environmental Impact Report, ensuring that it will not be detrimental to the public's health, safety or welfare.

4. *The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).*

A Programmatic Environmental Impact Report was prepared for the San Pablo Specific Plan in full compliance with applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA) and the Planning Commission recommended that the City Council certify the EIR as set forth in Resolution 2014-50 and the City Council certified the EIR, adopted a Statement of Overriding Considerations, and adopted a Mitigation Monitoring and Reporting Program.

I CERTIFY that at a regular meeting on September 22, 2014, the El Cerrito City Council passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on September 24, 2014.

Cheryl Morse, City Clerk

APPROVED:

Janet Abelson, Mayor

Exhibit A – General Plan Text

Exhibit B – General Plan Map

Resolution 2014-51
Exhibit A

2013 *GROWTH MANAGEMENT ELEMENT UPDATE*

Page 4-51

Amend text to:

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; in the San Pablo Avenue Specific Plan area, this includes a multi-modal level of service (MMLOS). 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.

Page 4-55

Amend text to:

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. San Pablo Avenue serves as the primary transit spine of the region, traveling through all of the West County cities where in many cases it functions as "Main Street", and is the alternative primary reliever route to the I-80, providing a variety of transportation options during periods of heavy freeway congestion.

From its southern extent to Cutting Boulevard, the Avenue is part of State Route (SR) 123 and is operated and maintained by the California Department of Transportation (Caltrans). 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.

Page 4-56

Amend text to:

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 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.~~ to update to the West County Action Plan, which has been transmitted to the Contra Costa

Transportation Authority for incorporation into the 2014 Countywide Comprehensive Transportation Plan. It is anticipated that the updated West County Action Plan will be formally adopted by WCCTAC at the end of 2014. Both the current (adopted in 2009) Action Plan and the updated Action Plan call for cooperation between partner agencies to improve traffic congestion on San Pablo Avenue, and emphasize the importance of better serving all corridor users by enhancing transit services, including the Rapid Bus, and improving bicycle and pedestrian facilities. Both the current and the updated Action Plans specify that the multi-modal transportation service objective (MTSO) for San Pablo Avenue is to maintain LOS E or better at all signalized intersections. In addition, the updated Action Plan specifies that this LOS MTSO will not be applied within ½-mile of a BART station, and instead the performance measures in the relevant specific plan(s) for the area will be followed.

Additional objectives from the updated Action Plan include:

- Enhance local and regional transit service, particularly in terms of connections to BART.
- Increase the use of active transportation modes.
- Implement Complete Streets enhancements identified in local plans.
- Actively manage growth to support regional land use and transportation goals.

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.~~ Although Measure J no longer requires the adoption of Level of Service standards for Basic Routes (non-regional routes), the City is maintaining LOS standards for Basic Routes in this chapter until alternative performance measures for correlating the circulation element with the land use element of the General Plan are developed.

Pages 4-61 – 4-70

Amend text to Growth Management Goals and Policies

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 on Basic Routes 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. Refer to Transportation and Circulation Element for other standards related to the San Pablo Avenue Specific Plan area.	• Capital Improvements Program • Development Regulations (zoning)
GM2.2	**Achieving Level of Service Standards.** Consider	• Development

	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. Refer to Transportation and Circulation Element for other standards related to the San Pablo Avenue Specific Plan area.	Regulations (zoning) • Capital Improvements Program • San Pablo Avenue Specific Plan.

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

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)	• Development Regulations (zoning) • San Pablo Avenue Specific Plan
GM6.3	**Pedestrians, Bicycles, and Access.** Ensure that business areas have adequate and attractive pedestrian and bicycle facilities and accessibility for persons with disabilities, and that easy connections to transit are available wherever possible. (LU5.5)	• Capital Improvements Program • San Pablo Avenue Specific Plan
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. On San Pablo Avenue, in many constrained right-of-ways, it is not possible to provide optimum facilities for all user groups and in the event that trade-offs are necessary, transit users and pedestrians are the highest priority. (LU6.2)	• Transportation Demand Management • San Pablo Avenue Specific Plan
GM6.5	**Multi-Modal Transportation Network.** Ensure that streets, paths, and bikeways contribute to the system of a	• Capital Improvements

	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 compatible. (CD2.4)	Program • San Pablo Avenue Specific Plan
GM6.6	**Balanced Transportation System.** Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes, including on regionally significant arterials such as San Pablo Avenue. In many constrained right-of-ways, it is not possible to provide optimum facilities for all user groups and in the event that trade-offs are necessary, transit and pedestrians are the highest priority for San Pablo Avenue. (T1.1)	• Capital Improvements Program • San Pablo Avenue Specific Plan
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. On San Pablo Avenue, provide transit shelters with benches, lighting, bike racks and crosswalks (on San Pablo Avenue) such that transit amenities represent a 'High' Built Environment Factors (BEF) throughout the corridor. Facilitate transit flow along San Pablo Avenue such that transit corridor travel time is reduced by 5 percent relative to current conditions. Where possible, provide far-side transit stops at signalized intersections with bus bulbs such that transit vehicles stop in-lane, thereby reducing transit delay associated with re-entry into traffic. (T1.2)	• Capital Improvements Program • Intergovernmental Coordination • San Pablo Avenue Specific Plan
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. On San Pablo Avenue, improve local bicycle access, including access on San Pablo Avenue and adjacent roadways. Provide a 'Medium' to 'High' BEF for bicyclists on San Pablo Avenue. Through transit and pedestrian MMLOS is the main priority, bicycle facilities should not be allow to remain 'Low' if measures to improve them to 'Medium' are available. Emphasize the placemaking qualities of bikeways, particularly separated bikeways/cycletracks. Though no delay-based bicycle LOS metric is identified, seek to reduce bicycle delay at signalized intersections and	• Capital Improvements Program • San Pablo Avenue Specific Plan

Resolution 2014-51
Exhibit A

	when considering changes to intersections, consider bicycle delay. (T1.3)	
GM6.9	**Pedestrian Circulation.** Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools. Improve crossing opportunities, enhance crosswalks, and improve sidewalks to maintain a consistent 'High' Pedestrian BEF on San Pablo Avenue. Emphasize the placemaking qualities of the streetscape, including sidewalk and curb extensions. Though no delay-based pedestrian LOS metric is identified, seek to reduce pedestrian delay at signalized intersections and when considering changes to intersections, consider pedestrian delay. (T1.4)	• Capital Improvements Program • San Pablo Avenue Specific Plan

Page 4-72

Amend text of Implementation Measure 10. Development Review to:

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. Use the multi-modal level of service calculation sheets for developers to determine the existing and proposed level of service for pedestrians, transit users, and bicyclists in the vicinity of the development parcel.

Page 4-75

Amend text of Implementation Measure 24. Specific Plans to:

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.~~

Resolution 2014-51
Exhibit A

San Pablo Avenue Specific Plan: The purpose of the San Pablo Avenue Specific Plan, including a Form-Based Code, Complete Streets Plan and Infrastructure Analysis, is to articulate a vision for the future of San Pablo Avenue from the southern entrance to the northern entrance of the City, east to the El Cerrito Plaza BART Station and west along Central Avenue to Interstate 80. The Plan identifies public improvements and context-sensitive regulations to create a multimodal corridor that provides a multitude of opportunities for living, working and community life.

Page 4-76

Amend text of Implementation Measure 28. Travel Demand Management (TDM) to:

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. Require new developments along San Pablo Avenue to provide basic TDM measures for residents and businesses as appropriate; additional TDM measures may be required where adjustments to the parking requirements are proposed to incentivize alternative modes of travel.

THE CITY OF
EL CERRITO

December 21, 2016

Mr. Martin Englemann
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Measure C & J Local Street Maintenance and Improvement (LSM) Funds
Eligible Expenditures (FY 2015-16)

Dear Mr. Englemann,

Enclosed please find the Local Street Maintenance and Improvement Funds (18%) expenditure annual report for FY 2015-16 for the City of El Cerrito.

Please let us know if you have any questions or need additional information.

Sincerely,

Shannon L Collins
Accounting Supervisor

Enclosure

Cc: Yvetteh Ortiz, Public Works Director
Mark Rasiah, Finance Director/Treasurer

CONTRA COSTA
transportation
authority

LOCAL STREET MAINTENANCE AND IMPROVEMENTS FUNDS (18% LSM FUNDS & 2.09% ADDITIONAL FUNDS) ANNUAL REPORTING FORM (SUMMARY)

FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2015-16

Jurisdiction: El Cerrito

(If you have any questions regarding this form, please contact Matt Kelly at CCTA, 256-4730.
Please return the form to CCTA, along with the project detail spreadsheet, Attention: Diane Bodon, at the address below

	Total for FY 2015-16
Balance as of July 1, 2015	-151,979.58
18% + 2.09% Funds Received during FY 2015-16 (actual, not accrued)	421,840.00
Eligible Expenditures *(Please describe all expenditures in excess of $10,000 on the LSM Audit Reporting spreadsheet.)* Local Street and Roads	311,995.65
Growth Management Planning and Compliance	36,675.00
Transit Capital and Operations	-32,805.44
Trails	
Parking Facilities	
TDM/TSM	
Total Expenditures during FY 2015-16	315,865.21
Funds Remaining	-46,004.79
Interest Earned	0.00
Balance as of June 30, 2016	-46,004.79

Form prepared by: Shannon Collins Phone: 510-215-4323

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

Title: Accounting Supervisor

Date: 12/21/2016

Jurisdiction: EL CERRITO Reporting Period: FY 2015-2016	CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of $10,000 or more)			
Project Type	**Project Name**	**Project Description (Location, Limits)**	**Measure J Funds Expended ($)**	**Reporting Metric (see instructions)**
Local Streets and Roads	On-going Street Engineering & Maintenance	Public Works personnel	$ 123,163	NA
Local Streets and Roads	On-going Street Maintenance	Infrastructure Supplies	$ 22,295	NA
Local Streets and Roads	On-going Street Maintenance	Sign & Signal Maintenance Services	$ 15,082	NA
Local Streets and Roads	On-going Street Utility	Street Lighting	$ 87,363	NA
Local Streets and Roads	On-going Street Administration	City administration	$ 60,699	NA
Other	Growth Management & Compliance	WCCTAC Dues	$ 36,675	NA
Transit Capital and Operations	City Easy Ride Paratransit Program	Paratransit service for seniors and disabled residents	$ (32,805)	500 registered riders
				$127,896.56 in Paratransit Program related expenditures, offset by $14,923 in receipts from citizen sales and $145,779 in County receipts.

THE CITY OF
EL CERRITO

December 19, 2017

Mr. Martin Englemann
Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Measure C & J Local Street Maintenance and Improvement (LSM) Funds
Eligible Expenditures (FY 2016-17)

Dear Mr. Englemann,

Enclosed please find the Local Street Maintenance and Improvement Funds (18%) expenditure annual report for FY 2016-17 for the City of El Cerrito.

Please let us know if you have any questions or need additional information.

Sincerely,

Shannon L Collins
Accounting Supervisor

Enclosure

Cc: Yvetteh Ortiz, Public Works Director
Mark Rasiah, Finance Director/Treasurer

CONTRA COSTA transportation authority

LOCAL STREET MAINTENANCE AND IMPROVEMENTS FUNDS (18% LSM FUNDS & 2.09% ADDITIONAL FUNDS) ANNUAL REPORTING FORM (SUMMARY)

FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2016-17

Jurisdiction: El Cerrito

(If you have any questions regarding this form, please contact Matt Kelly at CCTA, 256-4730.
Please return the form to CCTA, along with the project detail spreadsheet, Attention: Lillian Arvisu, at the address below

	Total for FY 2016-17
Balance as of July 1, 2016	-46,004.79
18% + 2.09% Funds Received during FY 2016-17 (actual, not accrued)	449,257.00
Eligible Expenditures *(Please describe all expenditures in excess of $10,000 on the LSM Audit Reporting spreadsheet.)*	
Local Street and Roads	368,973.28
Growth Management Planning and Compliance	39,675.00
Transit Capital and Operations	54,301.00
Trails	
Parking Facilities	
TDM/TSM	
Total Expenditures during FY 2016-17	462,949.28
Funds Remaining	-59,697.07
Interest Earned	0.00
Balance as of June 30, 2017	-59,697.07

Form prepared by: SHANNON COLLINS

Phone: 510-215-4323

Email: SCOLLINS@CI.EL-CERRITO.CA.US

Title: ACCOUNTING SUPERVISOR

Date: 12/19/17

Jurisdiction: EL CERRITO Reporting Period: FY 2016-2017	CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of $10,000 or more)			
Project Type	**Project Name**	**Project Description (Location, Limits)**	**Measure J Funds Expended ($)**	**Reporting Metric (see instructions)**
Local Streets and Roads	On-going Street Engineering & Maintenance	Engineering & Maintenance personnel	$ 120,386	NA
Local Streets and Roads	On-going Street Maintenance	Infrastructure Supplies	$ 28,697	NA
Local Streets and Roads	On-going Street Maintenance	Sign & Signal Maintenance Contract Services	$ 26,407	NA
Local Streets and Roads	On-going Street Utility	Street Lighting Energy Costs	$ 91,782	NA
Local Streets and Roads	On-going Street Administration	City administration	$ 62,520	NA
Local Streets and Roads	Various Capital Improvement Projects	Project Management & Engineering personnel	$ 20,000	NA
Other	Growth Management & Compliance	WCCTAC Dues	$ 39,675	NA
Transit Capital and Operations	City Easy Ride Paratransit Program	Paratransit service for seniors and disabled residents	$ 54,301	535 registered riders
				$142,031 in Paratransit Program related expenditures, offset by $25,245 in receipts from rider sales and $62,485 in County receipts.

AGENDA BILL

Agenda Item No. 4(I)

Date: April 2, 2019

To: El Cerrito City Council

From: Julian Bobilev, Consulting Planner

Sean Moss, Acting Planning Manager

Subject: Final Parcel Map for one-lot subdivision at 10300 San Pablo Avenue

---

ACTION REQUESTED

Adopt a resolution approving the Final Parcel Map for a one-lot subdivision consisting of 32 condominiums in the Transit-Oriented Mid-Intensity Mixed-Use (TOMIMU) district at 10300 San Pablo Avenue.

BACKGROUND

The California Government Code and the El Cerrito Municipal Code include relevant sections regarding the requirements of Tentative and Final Maps and the role of the City Council regarding purview of a Final Map. California Government Code Sections 66444-66450 contain requirements for the preparation and filing of tentative and final parcel maps. Chapter 18.16 of the El Cerrito Municipal Code (ECMC) identifies the procedure for processing Final Subdivision Maps in the City of El Cerrito. The role of the City Council in this action is to verify that the Final Map is in compliance with the Tentative Map.

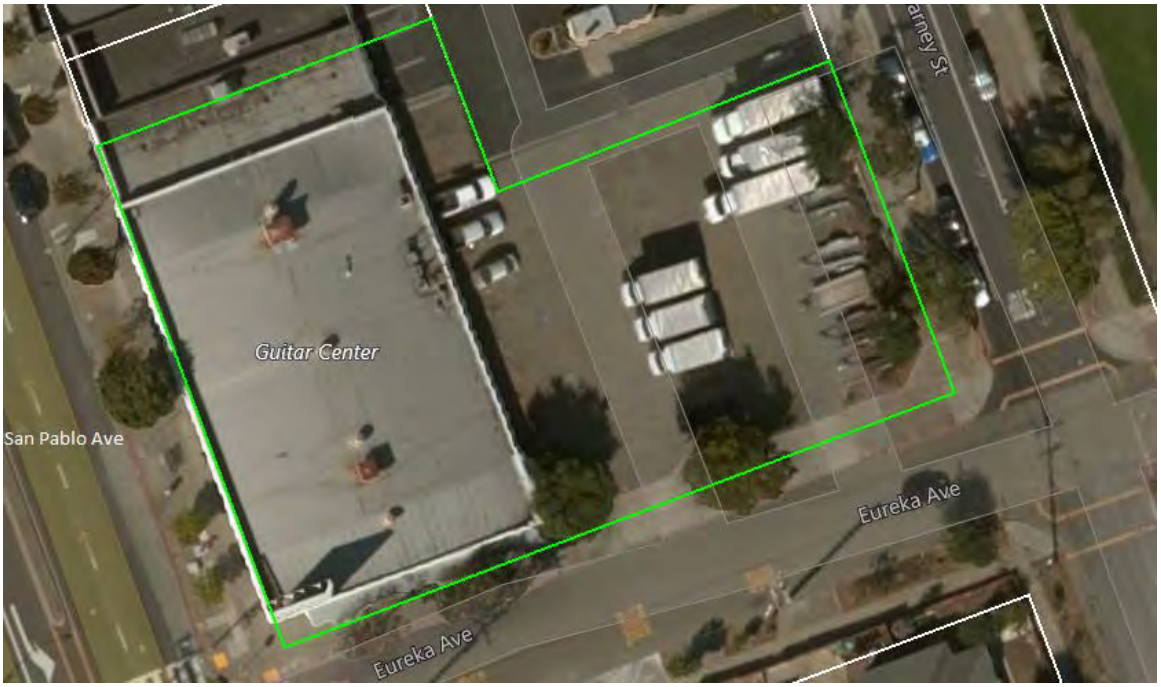
On October 17, 2016, Little Hill, LLC submitted an application for a Tentative Parcel Map. On October 18, 2017, the Planning Commission adopted Resolution 17-14, approving the Tentative Parcel Map along with Conditions of Approval (Attachment 4). On March 20, 2019, the Planning Commission reviewed the Final Parcel Map and recommended its approval to the City Council (Resolution PC19-02) as included in Attachment 5.

ANALYSIS

The subdivision would allow the creation of 32 new condominiums, consisting of 30 residential units and 2 new live-work units, on the proposed parcel.

Staff members, including the City Surveyor and the City Engineer, have reviewed the proposed Final Map (Attachment 2) and have found it conforms with the approved Tentative Parcel Map and that the applicable conditions listed in Planning Commission Resolution 17-14 have been met.

VICINITY MAP



STRATEGIC PLAN CONSIDERATIONS

Approval of the Final Map will allow the project to move forward and will further Goal C of the El Cerrito Strategic Plan by "developing a vision for underdeveloped and underutilized properties…that encourage[s] investment and/or new development."

ENVIRONMENTAL CONSIDERATIONS

Approval of final subdivision maps is a ministerial action and is statutorily exempt from review under the California Environmental Quality Act pursuant to Section 15268(b)(3).

FINANCIAL CONSIDERATIONS

There are no costs to the City associated with this action.

LEGAL CONSIDERATIONS

The resolution has been reviewed and approved by the City Attorney.

Reviewed by:

Karen Pinkos
City Manager

Attachments:

1. Resolution
2. Final Map
3. Easement Agreement and Plot Map
4. Planning Commission Resolution 17-14 Approving Tentative Parcel Map
5. Planning Commission Resolution 19-02 Recommending City Council Approval of the Final Map

RESOLUTION 2019-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO APPROVING A FINAL PARCEL MAP FOR A ONE-LOT SUBDIVISION CONSISTING OF 32 CONDOMINIUMS AT 10300 SAN PABLO AVENUE

WHEREAS, on October 17, 2016, Little Hill LLC (the "Applicant") submitted a Tentative Parcel Map to subdivide a parcel of 25,000 square feet into 32 condominiums (the "Project"); and

WHEREAS, the existing address of the site of the Project is 10300 San Pablo Avenue; and

WHEREAS, the existing Assessor's Parcel Number of the site of the Project is 503-392-028-0; and

WHEREAS, the title of the Final Parcel Map is "Parcel Map MS 452-18"; and

WHEREAS, the General Plan land use designation of the site of the Project is TOMIMU (Transit-Oriented Mid-Intensity Mixed Use); and

WHEREAS, the zoning district of the site of the Project is TOMIMU (Transit-Oriented Mid-Intensity Mixed Use); and

WHEREAS, the Project is statutorily exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15268(b)(3); and

WHEREAS, on October 18, 2017, the El Cerrito Planning Commission adopted Resolution PC17-14, approving the Tentative Parcel Map for the Project; and

WHEREAS, the Applicant has submitted an application for a Final Parcel Map for the Project. Approval of the Final Parcel Map is governed by Sections 66444 - 66450 of the State of California Government Code (Subdivision Map Act) and Title 18 Divisions of Land of the El Cerrito Municipal Code; and

WHEREAS, the Project includes realignment of an existing public storm drain main line, including conveyance by the Applicant to the City of El Cerrito of a new 35-foot-long, 5-foot-wide subsurface storm drain easement for the realigned storm drain mainline; and

WHEREAS, on March 20, 2019 the Planning Commission adopted Resolution PC19-012, finding that the Final Parcel Map is in conformity with the requirements of Chapter 18 of the El Cerrito Municipal Code, in that it conforms with the requirements of the approved Tentative Parcel Map including all changes permitted and all requirements imposed as a condition to its acceptance. Based on its findings, the Planning Commission recommended approval of the Final Map to the City Council; and

WHEREAS, the administrative record, including the Agenda Bill prepared in support of this Resolution and submitted to the City Council at its April 2, 2019, meeting, establishes that the Final Map is in conformity with the requirements of Chapter 18 of the El Cerrito Municipal Code, and that it conforms with the requirements of the Tentative Parcel Map including all changes permitted and all requirements imposed as a condition to its acceptance.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that, based on the foregoing recitals and information presented related to the Final Parcel Map at its April 2, 2019 meeting, it hereby approves the Final Parcel Map for a one-lot subdivision for 32 condominiums at 10300 San Pablo Avenue with Assessor's Parcel Number 503-392-028-0.

I CERTIFY that at a regular meeting on April 2, 2019, the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2019.

_____
Holly M. Charléty, City Clerk

APPROVED:

_____
Rochelle Pardue-Okimoto, Mayor

PARCEL MAP
MS NO. 452-18
10300 SAN PABLO AVENUE

BEING A ONE LOT SUBDIVISION FOR CONDOMINIUM PURPOSES
CONSISTING OF 32 RESIDENTIAL UNITS, OF ALL OF LOT B
AS DESIGNATED ON THE MAP SUBDIVISION 5826,
FILED DECEMBER 15, 1981 IN BOOK 261 OF MAPS, PAGE 30
CONTRA COSTA COUNTY RECORDS
CITY OF EL CERRITO, COUNTY OF CONTRA COSTA, CALIFORNIA

Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS • SURVEYORS • PLANNERS
SAN RAMON • WEST SACRAMENTO

MARCH 2019

OWNER'S STATEMENT

THE UNDERSIGNED, BEING THE ONLY PARTY HAVING A RECORD TITLE INTEREST IN THE LANDS DELINEATED AND EMBRACED WITHIN THE HEAVY BLACK LINES UPON THIS MAP, DOES HEREBY JOIN IN AND CONSENT TO THE MAKING AND RECORDATION OF SAME.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES:

(1) THOSE AREAS DESIGNATED HEREON AS "STORM DRAIN EASEMENT" (SDE) FOR THE PURPOSE OF CONSTRUCTION AND MAINTENANCE OF APPLICABLE STORM DRAINAGE STRUCTURES AND APPURTENANCES THERETO; SAID AREAS OR STRIPS OF LAND ARE TO BE KEPT OPEN AND FREE FROM BUILDINGS, LAWFUL FENCES AND ALL LAWFUL UNSUPPORTED OVERHANGS.

(2) THOSE AREAS DESIGNATED HEREON AS "PUBLIC ACCESS EASEMENT" (PAE) ARE FOR PUBLIC ACCESS OVER, UPON AND ACROSS THOSE AREAS OF LAND,

THE LITTLE HILL LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____

NAME: _____

TITLE: _____

DATE: _____

OWNER'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF _____ } SS.
COUNTY OF _____ }

ON _____, BEFORE ME, _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

SIGNATURE: _____

NAME (PRINT): _____

PRINCIPAL COUNTY OF BUSINESS: _____

MY COMMISSION NUMBER: _____

MY COMMISSION EXPIRES: _____

SOILS REPORT

A SOILS REPORT ON WAS PREPARED BY FRIAR ASSOCIATES, INCORPORATED , DATED NOVEMBER, 2016, PROJECT NO. 1741-23B, SIGNED BY JOHN H. FRIAR AND HAS BEEN FILED AT THE OFFICE OF THE CITY ENGINEER.

TRUSTEE'S STATEMENT

THE UNDERSIGNED CORPORATION, AS TRUSTEE UNDER THE DEED OF TRUST RECORDED ON AUGUST 31, 2018, DOCUMENT NUMBER 2018-0140635 OF OFFICIAL RECORDS, CONTRA COSTA COUNTY, CALIFORNIA; DOES HEREBY JOIN IN AND CONSENT TO THE FOREGOING OWNERS STATEMENT AND ALL DEDICATIONS SHOWN HEREIN.

BY: _____

NAME: _____

TITLE: _____

DATE: _____

TRUSTEE'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF _____ } SS.
COUNTY OF _____ }

ON _____, BEFORE ME, _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

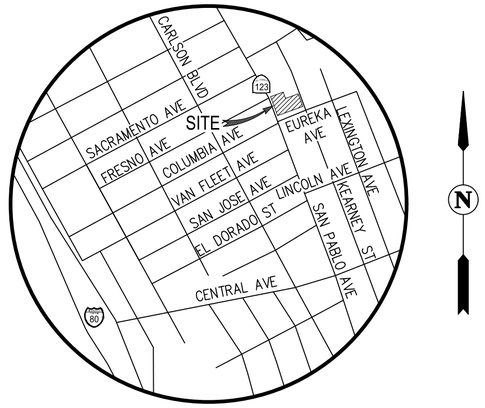
SIGNATURE: _____

NAME (PRINT): _____

PRINCIPAL COUNTY OF BUSINESS: _____

MY COMMISSION NUMBER: _____

MY COMMISSION EXPIRES: _____



VICINITY MAP

NOT TO SCALE

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF WINFIELD DEVELOPMENT, LLC ON FEBRUARY 18, 2016. I HEREBY STATE THAT ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR THAT THEY WILL BE SET IN THOSE POSITIONS BEFORE DECEMBER 31, 2020 , AND THAT THE MONUMENTS ARE, OR WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

_____
DATE

LICENSED LAND SURVEYOR
MARK H. WEHBER
7960
STATE OF CALIFORNIA

_____
MARK H. WEHBER, P.L.S.
L.S. NO. 7960

RECORDER'S STATEMENT

THIS MAP, ENTITLED "PARCEL MAP MS NO. 452-18, 10300 SAN PABLO AVENUE", IS HEREBY ACCEPTED FOR RECORDATION, SHOWING A CLEAR TITLE AS PER LETTER OF TITLE WRITTEN BY NORTH AMERICAN TITLE COMPANY, DATED _____, 20 _____ , AND AFTER EXAMINING THE SAME, I DEEM THAT SAID MAP COMPLIES IN ALL RESPECTS WITH THE PROVISIONS OF STATE LAWS AND LOCAL ORDINANCES GOVERNING THE FILING OF SUBDIVISION MAPS.

RECORDED AT THE REQUEST OF NORTH AMERICAN TITLE COMPANY AT_____.M., ON THE_ _____ DAY OF_____, 20_____, IN BOOK_____ OF MAPS, AT PAGE_____ _____, IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

JOSEPH E. CANCIAMILLA
COUNTY RECORDER
COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA

BY: _____
DEPUTY COUNTY RECORDER

2642-000

SHEET 1 OF 3

PARCEL MAP
MS NO. 452-18
10300 SAN PABLO AVENUE

BEING A ONE LOT SUBDIVISION FOR CONDOMINIUM PURPOSES
CONSISTING OF 32 RESIDENTIAL UNITS, OF ALL OF LOT B
AS DESIGNATED ON THE MAP SUBDIVISION 5826,
FILED DECEMBER 15, 1981 IN BOOK 261 OF MAPS, PAGE 30
CONTRA COSTA COUNTY RECORDS
CITY OF EL CERRITO, COUNTY OF CONTRA COSTA, CALIFORNIA

Carlson, Barbee & Gibson, Inc.
CIVIL ENGINEERS • SURVEYORS • PLANNERS
SAN RAMON • WEST SACRAMENTO

MARCH 2019

CITY CLERK'S STATEMENT

I, CHERYL MORSE, CLERK OF THE CITY COUNCIL OF THE CITY OF EL CERRITO, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, DO HEREBY STATE THAT THE ABOVE AND FOREGOING MAP ENTITLED "PARCEL MAP MS NO. 452–18, 10300 SAN PABLO AVENUE" WAS PRESENTED TO THE SAID CITY COUNCIL, AS PROVIDED BY LAW, AT A REGULAR MEETING THEREOF HELP OF THE _____ DAY OF _____, 201_ AND THAT THE SAID CITY COUNCIL DID THEREUPON, BY RESOLUTION DULY PASSED AND ADOPTED AT SAID REGULAR MEETING, APPROVE SAID MAP.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED THE SEAL OF SAID CITY THIS _____ DAY OF _____, 201_.

_____
CHERYL MORSE
CITY CLERK
CITY OF EL CERRITO
STATE OF CALIFORNIA

SUBDIVISION COMMITTEE STATEMENT

THIS MAP HAS BEEN APPROVED BY THE SUBDIVISION COMMITTEE OF THE CITY OF EL CERRITO BY RESOLUTION _____ AT THEIR MEETING OF _____. CONDITIONS REQUIRED BY THE RESOLUTION PRIOR TO THE RECORDING OF THE MAP HAVE BEEN MET. WHEN RECORDED THIS MAP BECOMES THE OFFICIAL MAP OF THIS LAND DIVISION.

_____
MELANIE MINTZ
COMMUNITY DEVELOPMENT DIRECTOR
CITY OF EL CERRITO
STATE OF CALIFORNIA

CLERK OF THE BOARD OF SUPERVISORS' STATEMENT

I HEREBY STATE, AS CHECKED BELOW, THAT:

[ ] A TAX BOND ASSURING PAYMENT OF ALL TAXES WHICH ARE NOW A LIEN, BUT ARE NOT YET PAYABLE, HAS BEEN RECEIVED AND FILED WITH THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

[ ] ALL TAXES DUE HAVE BEEN PAID, AS CERTIFIED BY THE COUNTY REDEMPTION OFFICER.

DATED: _____

DAVID TWA
CLERK OF THE BOARD OF SUPERVISORS
AND COUNTY ADMINISTRATOR
CONTRA COSTA COUNTY
STATE OF CALIFORNIA

BY: _____
DEPUTY CLERK

CITY ENGINEER'S STATEMENT

I, YVETTEH ORTIZ, CITY ENGINEER OF THE CITY OF EL CERRITO, HEREBY STATE THAT I HAVE EXAMINED THE HEREON EMBODIED SUBDIVISION MAP ENTITLED "PARCEL MAP MS NO. 452–18, 10300 SAN PABLO AVENUE", THAT THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS THAT APPEARING ON THE TENTATIVE, IF REQUIRED, MAP AND ANY APPROVED ALTERATIONS THEREOF; AND THAT ALL PROVISIONS OF CHAPTER TWO OF THE SUBDIVISION MAP ACT AND OF ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE VESTING TENTATIVE MAP, IF REQUIRED, HAVE BEEN COMPLIED WITH.

_____ _____
YVETTEH ORTIZ, RCE 62368 DATE
CITY ENGINEER/PUBLIC WORKS DIRECTOR
CITY OF EL CERRITO , CALIFORNIA

CITY SURVEYOR'S STATEMENT

I, PATRICK M. REI, ACTING CITY SURVEYOR OF THE CITY OF EL CERRITO, HEREBY STATE THAT I HAVE EXAMINED THIS MAP ENTITLED "PARCEL MAP MS NO. 452–18, 10300 SAN PABLO AVENUE", I AM SATISFIED THAT THE WITHIN TRACT MAP IS TECHNICALLY CORRECT.

_____ _____
PATRICK M. REI, P.L.S. 8178 DATE
ACTING CITY SURVEYOR
CITY OF EL CERRITO

PARCEL MAP

MS NO. 452-18

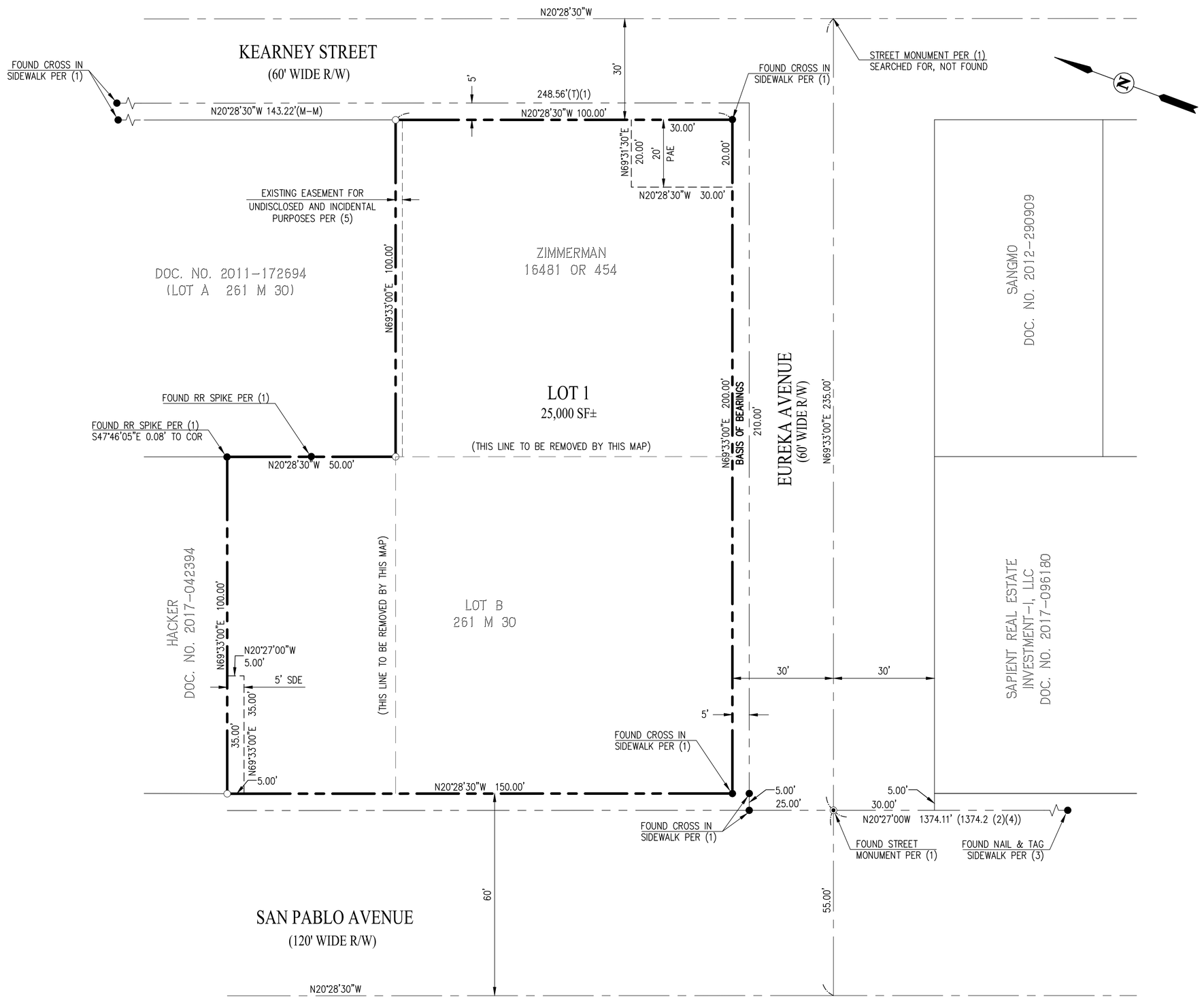
10300 SAN PABLO AVENUE

BEING A ONE LOT SUBDIVISION FOR CONDOMINIUM PURPOSES
CONSISTING OF 32 RESIDENTIAL UNITS, OF ALL OF LOT B
AS DESIGNATED ON THE MAP SUBDIVISION 5826,
FILED DECEMBER 15, 1981 IN BOOK 261 OF MAPS, PAGE 30
CONTRA COSTA COUNTY RECORDS
CITY OF EL CERRITO, COUNTY OF CONTRA COSTA, CALIFORNIA

Carlson, Barbee & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
SAN RAMON • WEST SACRAMENTO

SCALE: 1" = 20' MARCH 2019



20' 0' 10' 20' 40' 80'
GRAPHIC SCALE

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS BETWEEN FOUND CROSSES ON THE NORTHWESTERN LINE OF EUREKA AVENUE, BEING N69°33'E, PER 261 MAPS 30.

LEGEND

	SUBDIVISION BOUNDARY LINE
	ADJACENT PROPERTY LINE
	LOT LINE
	MONUMENT LINE
	CENTERLINE
	EASEMENT LINE
(T)	TOTAL
◉	FOUND STANDARD STREET MONUMENT
●	FOUND MONUMENT AS NOTED
○	SET 5/8" REBAR AND CAP OR NAIL AND TAG, LS 7960
SDE	STORM DRAIN EASEMENT
PAE	PUBLIC ACCESS EASEMENT

REFERENCES:

(#) INDICATES REFERENCE NUMBER
(1) 261 MAPS 30
(2) 1 MAPS 11
(3) 184 PM 27
(4) 1 M 1
(5) 12378 OR 929

2642-000

SHEET 3 OF 3

Recording Requested by
and when recorded, return to:

City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530

Attention: City Manager

FOR RECORDER'S USE ONLY

Free Recording Pursuant to
Government Code §27383

EASEMENT AGREEMENT
(Storm Drain Improvements)

For and in consideration of the acceptance by the Grantee of the hereinafter described easement for public use and to enable relocation of storm drain facilities by The Little Hill LLC, a California Limited Liability Company("Owner"), Owner hereby grants to CITY OF EL CERRITO ("Grantee"), an easement (the "Easement") for the operation, inspection, maintenance, repair, replacement and removal of a storm drain pipe and associated storm drain structures under and through the real property described in Exhibit A and depicted on Exhibit B (the "Easement Area"), subject to the conditions stated in this Agreement.

1. Terms of Easement. The Easement shall burden the Easement Area, shall be non-exclusive, perpetual in duration (unless terminated by the written agreement of the Owner and the Grantee), and shall run with the land.

2. Non-Exclusive Use. The Owner may use the Easement Area, including the surface of the Easement Area, for any purpose which is not inconsistent with the Grantee's permitted use of the Easement Area. However, neither party shall place or permit any temporary or permanent improvement of any nature on the Easement Area which might impair the parties' respective rights to use the Easement Area. Moreover, Owner shall not erect any structure beyond that which is currently located or approved to be located within the Easement Area without obtaining the prior written approval of the Grantee

3. Grantee's Obligations. In exercising its rights hereunder, the Grantee shall comply with the following conditions:

(a) The Grantee shall notify the Owner at least two (2) business days prior to accessing the Easement Area for any purpose, except in the event of an emergency, in which case the Grantee shall give notice to the Owner as reasonable under the circumstances.

(b) In performing activities under this Agreement, the Grantee shall not unreasonably impair the Owner's use of the Easement Area. In the event Grantee anticipates activities that could materially affect access to the Owner's property or improvements thereon, the Grantee shall provide at least five (5) business days' prior notice to the Owner to allow the Owner to inform its tenants and/or provide alternative means of access.

(c) The Grantee shall take all reasonable steps necessary to secure that portion of the Easement Area in which the Grantee is performing any activities.

(d) The Grantee shall be solely responsible for the cost of any activities permitted under this Agreement.

(e) Following the completion of any activities, the Grantee shall restore the Easement Area, including any surface improvements, to the condition existing prior to the commencement of such activities, reasonable wear and tear excepted, except for any improvements beyond those approved under Section 2 or otherwise approved in writing by the Grantee or that impair the Grantee's rights to use the Easement Area.

(f) The Grantee shall defend, indemnify and hold the Owner harmless from and against losses, actions, demands, damages, claims, costs and expenses (including, but not limited to, experts fees and attorneys' fees and costs) and liabilities of whatever kind or nature that arise out of or are in any way connected with the activities of the Grantee or any entity or individual acting under the Grantee's direction or control under this Agreement, except and to the extent resulting from any gross negligence or willful misconduct of the Owner.

(g) The provisions of this Section 3 shall survive expiration or termination of this Agreement.

4. Default. The failure by a party to perform any covenant or obligation of such party hereunder and to cure such non-performance within twenty (20) business days after written notice by the other party shall constitute a default hereunder. Upon a default the aggrieved party shall be entitled to all remedies, legal and equitable, allowed by law, except termination of the Easement herein granted.

5. Amendments. This Agreement may be amended or otherwise modified only by a writing signed and recorded by the parties hereto.

6. No Third Party Beneficiaries. The provisions of this Agreement are for the exclusive benefit of the parties and their successors and assigns, subject to the provisions hereof. This Agreement shall not be deemed to confer any rights upon any person except the parties and their successors and assigns.

7. Attorneys' Fees. If either party brings an action or proceeding against the other by reason of a default, or otherwise arising out of this Agreement, the prevailing party in such action or proceeding shall be entitled to its costs and expenses of suit, including but not limited to reasonable attorneys' fees, which shall be payable whether or not such action is prosecuted to judgment.

8. Notices. All notices required shall be in writing and shall be deemed to have been given (1) when hand delivered to the other party; or (2) three business days after the same have been deposited in a United States post office with first-class or certified mail, return receipt requested, postage prepaid; or (3) the next business day after same have been deposited with an overnight delivery service, provided that the sending party receives a confirmation of delivery from delivery service provider.. All notices shall be addressed as follows:

To the Owner: The Little Hill LLC
3800 Mt. Diablo Blvd. Suite 200
Lafayette, CA 94549

To the City: The City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530
Attn: Public Works Director/City Engineer

9. Recording: Easements to Run with the Land. This Agreement shall be recorded by the parties, and it is hereby agreed that the terms and conditions set forth in this Agreement shall be considered covenants running with the land.

10. Governing Law. This Agreement shall be governed and construed in accordance with the laws of the State of California.

11. Miscellaneous Provisions.

(a) If any provision hereof shall be held invalid or unenforceable, the remainder hereof shall not be affected thereby, and each provision hereof shall be valid and enforceable to the fullest extent permitted by law.

(b) Time is of the essence with respect to the performance of every provision of this Agreement in which time of performance is a factor.

(c) This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall constitute one document.

Signatures on Following Pages

The parties have executed this Agreement as of the latest date indicated below.

CITY:
The City of El Cerrito

By: _____

Title: City Manager

Date: _____

OWNER:
The Little Hill LLC

By: _____

Title: _____

Date: _____

SIGNATURES MUST BE NOTARIZED

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF)
_____

On _____, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Notary Public (SEAL)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA)
)
COUNTY OF)
_____

On _____, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument, and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Notary Public (SEAL)

MARCH 13, 2019
JOB NO: 2642-000

EXHIBIT A
LEGAL DESCRIPTION
STORM DRAIN EASEMENT
LANDS OF THE LITTLE HILL LLC (PORTION)- DOCUMENT NO. 2018-078493
LOT B, SUBDIVISION 5826 (261 M 30)
EL CERRITO, CALIFORNIA

REAL PROPERTY IN THE CITY OF EL CERRITO, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE GRANT DEED TO THE LITTLE HILL LLC, RECORDED MAY 18, 2018, AS DOCUMENT NO. 2018-078493, ALSO A PORTION OF LOT B, AS SAID LOT B IS SHOWN AND SO DESIGNATED ON THE MAP OF SUBDIVISION 5826, FILED FOR RECORD DECEMBER 15, 1981, IN BOOK 261 OF MAPS AT PAGE 30, BOTH IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE MOST WESTERLY CORNER OF SAID PARCEL (DN 2018-078493);

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE NORTHWESTERLY LINE OF SAID LOT B, NORTH 69°33'00" EAST 35.00 FEET;

THENCE, LEAVING SAID NORTHWESTERLY LINE, SOUTH 20°27'00" EAST, 5.00 FEET;

THENCE, ALONG A LINE PARALLEL TO AND 5.00 FEET SOUTHEASTERLY OF, MEASURED AT RIGHT ANGLES TO, SAID NORTHWESTERLY LINE, SOUTH 69°33'00" WEST 35.00 FEET, TO THE SOUTHWESTERLY LINE OF SAID PARCEL B;

THENCE, ALONG SAID SOUTHWESTERLY LINE, NORTH 20°28'30" WEST 5.00 FEET TO SAID **POINT OF BEGINNING**.

CONTAINING 175 SQUARE FEET OF LAND, MORE OR LESS.

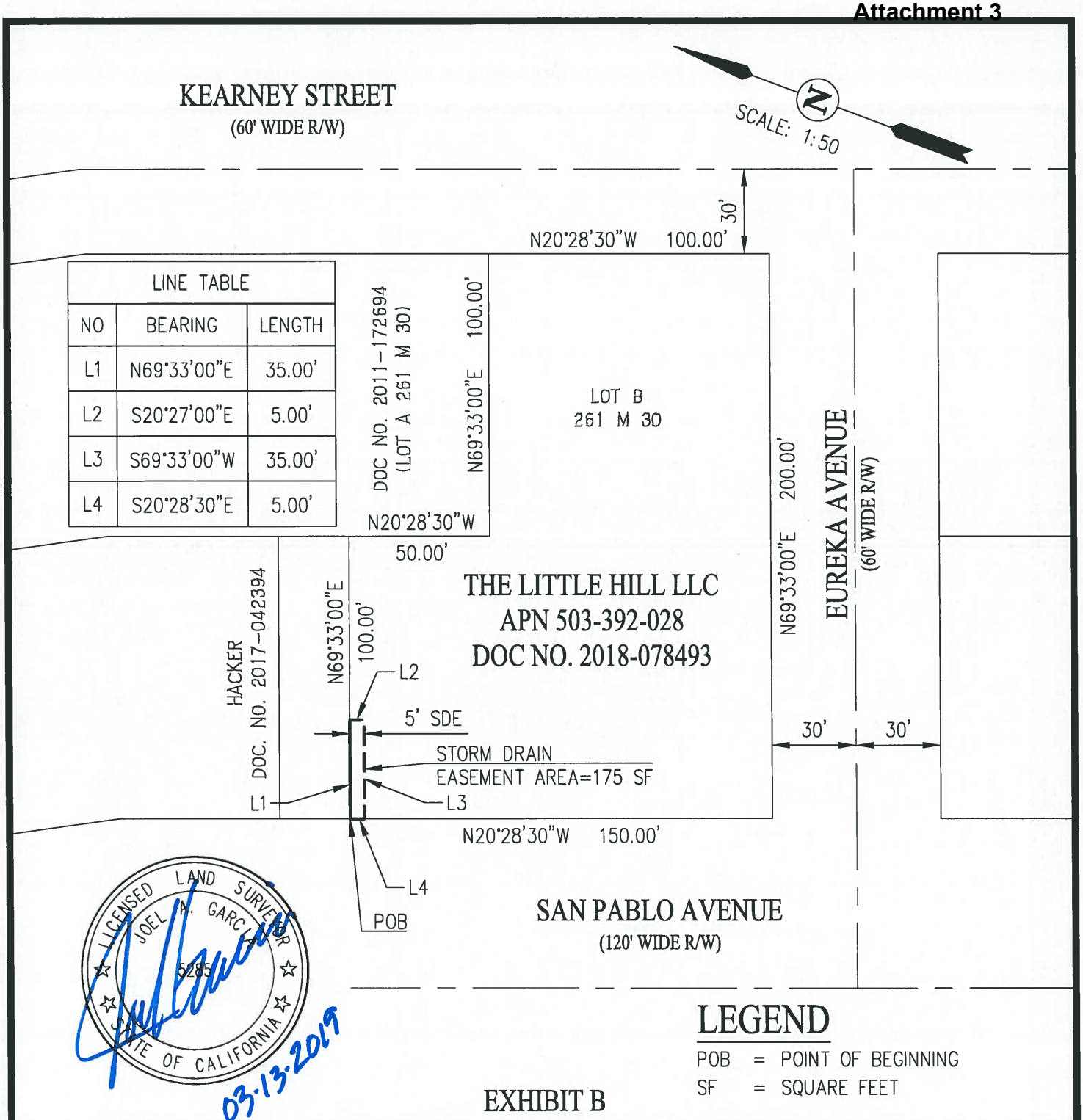
ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, EXHIBIT B, AND BY THIS REFERENCE MADE A PART HEREOF.

LICENSED LAND SURVEYOR
JOEL A. GARCIA
No. 5285
Exp. 12/31/19
STATE OF CALIFORNIA

END OF DESCRIPTION

JOEL GARCIA, P.L.S.
L.S. NO. 5285
03-13-2013

F:\2642-000\ACAD\SURVEY\LEGALS\LG 001 SDE(261 M 30).DOCX



LEGEND

POB = POINT OF BEGINNING
SF = SQUARE FEET

EXHIBIT B

PLAT TO ACCOMPANY LEGAL DESCRIPTION

STORM DRAIN EASEMENT
LANDS OF THE LITTLE HILL, LLC, DN 2018-078493 (PORTION)
CITY OF EL CERRITO, CONTRA COSTA COUNTY, CALIFORNIA

MARCH 13, 2019

SHEET 1 OF 1

cbg
SAN RAMON ▪ (925) 866-0322
SACRAMENTO ▪ (916) 375-1877
WWW.CBANDG.COM
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

3/13/2019 2:27 PM

Parcel Map Check Report

Date: 3/13/2019 2:38:06 PM

Parcel Name: SDE - BNDRY : 1
Description:
Process segment order counterclockwise: False
Enable mapcheck across chord: False

North:333,576.8745' East:602,432.3574'

Segment# 1: Line
Course: N20° 28' 30"W Length: 5.00'
North: 333,581.5586' East: 602,430.6084'

Segment# 2: Line
Course: N69° 33' 00"E Length: 35.00'
North: 333,593.7873' East: 602,463.4026'

Segment# 3: Line
Course: S20° 27' 00"E Length: 5.00'
North: 333,589.1024' East: 602,465.1496'

Segment# 4: Line
Course: S69° 33' 00"W Length: 35.00'
North: 333,576.8737' East: 602,432.3554'

Perimeter: 80.00' Area: 174.99Sq.Ft.
Error Closure: 0.0022 Course: S69° 32' 15"W
Error North : -0.00076 East: -0.00204

Precision 1: 36,363.64

Planning Commission Resolution PC17-14

APPLICATION NO. PL16-0139

A RESOLUTION OF THE CITY OF EL CERRITO PLANNING COMMISSION APPROVING A TENTATIVE PARCEL MAP (FOR CONDOMINIUM PURPOSES) FOR A PROJECT CONTAINING 30 RESIDENTIAL UNITS AND 2 LIVE-WORK UNITS AT 10300 SAN PABLO AVENUE.

WHEREAS, the site is located within the San Pablo Avenue Specific Plan Area;

WHEREAS, the General Plan land use classification of the site is Transit-Oriented Mid-Intensity Mixed Use;

WHEREAS, the zoning district of the site is Transit-Oriented Mid-Intensity Mixed Use and the project is located on San Pablo Avenue Commercial Street and Neighborhood Street designations;

WHEREAS, the site is located at 10300 San Pablo Avenue;

WHEREAS, the existing Assessor's Parcel Number of the site is 503-392-028;

WHEREAS, on October 17, 2016, the applicant submitted an application for Tier IV Design Review and a Tentative Parcel Map;

WHEREAS, on August 16, 2017, the El Cerrito Planning Commission, granted Tier IV Site Plan and Design Review approval to the project;

WHEREAS, on September 6, 2017, the Design Review Board, granted Tier IV Design Review approval to the project; and

WHEREAS, on October 18, 2017, the Planning Commission, after due consideration of all evidence and reports offered for review does find and determine the following:

As determined by the Planning Commission in its August 16, 2017 approval of Tier IV Design Review for the project, the project is consistent with the El Cerrito General Plan and the San Pablo Avenue Specific Plan. The project will implement the following standards of the General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue, LU4.1: Mixture of Uses, LU6.2: Circulation Alternatives, CD1.9: Building Design, CD2.1: Street Frontages, CD2.3: Streetscape Improvements, CD3.2: Usable Open Space, CD3.3: Site Landscaping, CD3.12: Landscape Species, CD4.2: Building Articulation, CD5.1: Design Review Process, T2.1: Land Use Patterns, T2.2: Project Design, and Policies H2.2, H2.3 of Housing Element Goal H2: New Housing Development. Approval of this Tentative Parcel Map will permit the creation of condominium housing units consistent with the prior approvals for the project and is therefore consistent with the El Cerrito General Plan and the San Pablo Avenue Specific Plan.

NOW, THEREFORE, BE IT RESOLVED, that after careful consideration of maps, facts, exhibits, correspondence, and testimony, and other evidence submitted in this matter, and, in consideration of the findings, the El Cerrito Planning Commission hereby approves Application No. PL16-0139, subject to the following conditions:

Planning Division:

1. Any and all Final Maps shall be developed and recorded consistent with the plans dated August 24, 2017. Minor changes may be approved by the Zoning Administrator. All improvements shall be installed in accordance with these approvals. Once constructed or installed, all improvements shall be maintained as approved.

2. If Applicant constructs buildings or makes improvements in accordance with these approvals, but fails to comply with any of the Conditions of Approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of El Cerrito, then such failure shall be cause for nonissuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.

3. These Conditions of Approval shall apply to any successor in interest in the property and Applicant shall be responsible for assuring that the successor in interest is informed of the terms and conditions of this approval.

4. If not used, this Tentative Parcel Map approval shall expire two years from the date of this action.

5. All conditions of approval of Resolution DRB17-02 remain in effect and remain applicable to the project.

6. If any units in the project are rented prior to being offered for sale, prior to the conversion of rental units to for-sale units, the then-owner of the property shall comply with all provisions of Chapter 19.45 of the El Cerrito Municipal Code (Condominium Conversions), except that a use permit and tentative and final map shall not be required. For the purposes of this condition, "conversion of rental units to for-sale units" means the sale of the first rental unit as a condominium. This condition of approval shall be documented in a manner satisfactory to the City Attorney to ensure that any future owner of the property receives notice of the requirement.

CERTIFICATION

I certify that this resolution was adopted by the El Cerrito Design Review Board at a regular meeting held on October 18, 2017, upon motion of Commissioner Mendez, second by Commissioner Bloom:

AYES: Bloom, Hansen, Iswalt, Lucas, Mendez, Motoyama
NOES: None
ABSTAIN: None
ABSENT: Colin

Sean Moss, AICP
Senior Planner

Planning Commission Resolution 19-02

APPLICATION NO. PL18-0098

A RESOLUTION OF THE CITY OF EL CERRITO PLANNING COMMISSION VERIFYING COMPLIANCE OF AND RECOMMENDING APPROVAL FOR A FINAL PARCEL MAP FOR A ONE-LOT SUBDIVSION CONSISTING OF 32 CONDOMINIUMS ON A SITE LOCATED AT 10300 SAN PABLO AVENUE WITH ASSESSOR'S PARCEL NUMBER 503-392-028-0

WHEREAS, the existing address of the site is 10300 San Pablo Avenue; and

WHEREAS, the existing Assessor's Parcel Number of the site is 503-392-028; and

WHEREAS, on August 23, 2017, the applicant submitted a Tentative Parcel Map to create 32 condominiums on a parcel of 25,000 square feet, consisting of 30 residential units and 2 live-work units; and

WHEREAS, the Tentative Parcel Map for the project was approved by the El Cerrito Planning Commission on October 18, 2017; and

WHEREAS, the General Plan land use classification of the site is TOMIMU (Transit-Oriented Mid-Intensity Mixed Use); and

WHEREAS, the zoning district of the site is TOMIMU (Transit-Oriented Mid-Intensity Mixed Use); and

WHEREAS, the project is statutorily exempt from review under the California Environmental Quality Act pursuant to Section 15268(b)(3); and

WHEREAS, approval of the Final Parcel Map is governed by Sections 66444 – 66450 of the State of California Government Code (Subdivision Map Act) and Title 18, Divisions of Land, of the El Cerrito Municipal Code; and

WHEREAS, the project is realigning the existing public storm drain main line so the Grantor, Little Hill LLC, is granting to the Grantee, City of El Cerrito, an exclusive 35-foot-long, 5-foot-wide subsurface storm drain easement located on the northwest corner of the property for the right to construct, alter, operate, maintain and repair such storm drain mainline and appurtenances thereto in such sizes and configurations as the Grantee deems necessary, along with free right of ingress and egress over and across the remaining portion of the Grantor's property insofar such right of ingress and egress is necessary to the proper use of the easement rights; and

WHEREAS, the staff report includes facts determining that the Final Map is in conformity with the requirements of Title 18 of the El Cerrito Municipal Code; further, it conforms with the Tentative Parcel Map, including all changes permitted and all requirements imposed as a condition to its acceptance; and

WHEREAS, the Final Parcel Map is consistent with the Zoning Ordinance, General Plan, and San Pablo Avenue Specific Plan of the City of El Cerrito; and

WHEREAS, on March 20, 2019, the Planning Commission of El Cerrito, after due consideration of all evidence and reports offered for review, does find and determine the following:

1. The Final Map and its attachments are found to be in conformance with the Tentative Map along with all requirements imposed as conditions of acceptance listed in the Planning Commission Resolution PC17-14.

2. The project is consistent with the San Pablo Avenue Specific Plan and will implement the following policies of the Specific Plan: Strategy A.4, Strategy B.1, Strategy B.2, and Strategy E.1.

3. The project is consistent with the El Cerrito General Plan and will implement the following policies of the General Plan: LU1.5, LU2.1, CD2.1, CD3.2, and H2.2.

4. Approval of the Final Map would allow the creation of 32 condominiums on the subject parcel, consisting of 30 residential units and 2 live-work units. The proposal is consistent with the purposes of the TOMIMU district where it is located and conforms in all significant respects with the El Cerrito General Plan.

NOW, THEREFORE, BE IT RESOLVED, that after careful consideration of maps, facts, exhibits, correspondence, and testimony, and other evidence submitted in this matter, and, in consideration of the findings, the El Cerrito Planning Commission hereby finds the Final Map is in conformity with the requirements of Title 18 of the El Cerrito Municipal Code in that it conforms with the Tentative Map including all changes permitted and all requirements imposed as a condition to its acceptance and hereby recommends approval of the Final Map to the City Council.

CERTIFICATION

I CERTIFY that this resolution was adopted by the El Cerrito Planning Commission at a regular meeting held on March 20, 2019 upon motion of Commissioner Lucas, second by Commissioner Bloom:

AYES: Lucas, Bloom, Crump, Gillett, Hansen, Mendez, Navarrete
NOES: None
ABSTAIN: None
ABSENT: None

Sean Moss, AICP
Acting Planning Manager

AGENDA BILL

Agenda Item No. 6(A)

Date: April 2, 2019

To: El Cerrito City Council

From: Christopher Jones, Recreation Director
Yvetteh Ortiz, Public Works Director/City Engineer

Subject: Adopt El Cerrito Parks and Recreation Facilities Master Plan and Adopt Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

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ACTION REQUESTED

Conduct a public hearing and upon conclusion, approve a resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and adopting the Parks and Recreation Facilities Master Plan.

BACKGROUND & ANALYSIS

The Parks and Recreation Facilities Master Plan (Master Plan, Attachment 2) is the culmination of several City planning efforts and initiatives documenting the needs of El Cerrito's aging parks and recreation facilities and the results of extensive public engagement. The Master Plan implements specific strategies in these plans. Most recently, in April of 2013, the City Council adopted the City's Strategic Plan with a primary goal being to "develop and rehabilitate public facilities as community focal points" including two strategies to: "develop a plan to address ongoing and deferred maintenance of facilities and infrastructure" and "revisit and update the Structural Facilities Management Plan". Additionally, the Urban Greening Plan, adopted by the City Council on December 15, 2015, calls for the creation of a Parks and Recreation Master Plan to "analyze access to a variety of recreation opportunities and to identify policies and programs to address these needs".

On November 30, 2016, the Park and Recreation Commission recommended that the City pursue the hiring of a consultant to produce the El Cerrito Parks and Recreation Facilities Master Plan. On May 2, 2017, the City Council authorized the City Manager to execute a professional services agreement with RHAA to develop the Parks and Recreation Facilities Master Plan.

El Cerrito's park and recreation system encompasses 16 City parks, one greenway, two special-use open spaces, and 15 recreation buildings. The City maintains and operates 175 acres of parkland, of which 102 acres remain dedicated open space. The City owns 155 acres of parkland and maintains 20 acres of parkland that is owned by the West Contra Costa Unified School District (WCCUSD) (6.5 acres), the City of Richmond (1.5 acres), and BART (12 acres).

The Master Plan inventories and assesses the existing conditions of the City's parks and recreations facilities, identifies the community's recreation needs both current and emerging, identifies and prioritizes maintenance measures and improvements, and generates a plan for the long-term maintenance and enhancement of the City's parks and recreation facilities. The Master Plan also incorporates and, where appropriate, updates several related City planning efforts most notably the General Plan, Strategic Plan, Urban Greening Plan, Landscape Management Plan, Structural Facilities Management Plan, Active Transportation Plan, San Pablo Avenue Specific Plan, ADA Transition Plan, Climate Action Plan and the El Cerrito-Kensington Community Wildfire Protection Plan. The Master Plan documents:

1. Current recreation, park, and open space assets
2. Current recreation services provided by the City
3. Current and future recreation opportunities
4. Current and future maintenance needs
5. Prioritized project recommendations for the maintenance, rehabilitation, and improvement of El Cerrito's parks and recreation facilities
6. A Conceptual Funding Strategy for implementation of the Master Plan.

The Master Plan was developed through an extensive public engagement process including three community meetings, an online survey that was taken by 1,114 people, stakeholder interviews, and three Park and Recreation Commission meetings. Additionally, a Community Advisory Group was established at the beginning of the planning process to serve as the public advisory board in planning key elements of community outreach and the framework for the Master Plan. A summary of the Community Engagement process is provided in Appendix A of the Master Plan.

This Master Plan effort verified that the City's parks and recreation network is highly valued and receives active community use. However, aging amenities, significant deferred maintenance, and limited opportunity for program expansion will negatively impact the City's provision of recreation services to the community in the near and long term. Additional funding is needed to address these deficiencies and to provide relevant recreation services for youth, teens, and adults, which emerged as part of the community engagement and recreation assessment.

The Master Plan establishes a number of goals, policies and actions to guide its recommendations and to address present and future needs. The overarching goals are:

- Goal A: Enhance El Cerrito's Park Network
- Goal B: Enhance El Cerrito's Recreation Facilities
- Goal C: Support Recreation Programs
- Goal D: Improve Pathways and Trails
- Goal E: Improve Natural Areas

The Master Plan identified a total of 180 projects and implementation activities to meet community expectations for the City's park and recreational facilities. These were prioritized based on several factors as follows: their standing as a high priority of the community; their ability to address unmet needs; the extent of their service area; their potential to generate revenue for maintenance and recreational programming; their inclusion in previous planning efforts; and their role in regulation and code compliance.

The Master Plan estimated the following costs:

1. Over $38 million dollars is required to correct park and recreation facility deficiencies and to implement recommended projects
2. Annual Recreation Facility Maintenance Funding should be increased by $250,000 over current budget allocations
3. Annual Park Maintenance Funding should be increased by $550,000 over current budget allocations

The Master Plan also described several potential funding sources and provides a conceptual financing strategy, including phasing the project recommendations over a 20-year time frame to correspond with revenue potential and the availability of bond funding.

After public review, comments and revision, the Master Plan was presented to the Park and Recreation Commission on September 12, 2018, which unanimously recommended its adoption by the City Council with conditions. The ten conditions (Attachment 3) were aimed at improving the readability of the Master Plan and ensuring accuracy.

El Cerrito Swim Center

Appendix J: Swim Center Assessment was added to the Master Plan after the Park and Recreation Commission's review. This appendix contains detailed information about the capital needs of the El Cerrito Swim Center over the next 20 years. The draft version of the Master Plan that was initially reviewed by the Park and Recreation Commission briefly mentioned how much revenue would be needed to replace capital equipment, but it did not include the likely need to address deficient plumbing in the locker rooms and pool equipment room or the flat roofs on the Swim Center building that will need to be replaced in the next 10 to 15 years. With the addition of this appendix and the information it contains, the Public Draft of the Master Plan now includes a more complete and detailed analysis of the Swim Center's needs and how they can be funded, potentially through the extension of the current Measure A (2000) tax rate which expires on June 30, 2020. An additional action item was added to the Master Plan after this work was completed to seek the renewal of Measure A.

The Park and Recreation Commission reviewed the addition of Appendix J and language changes in the Master Plan that resulted from the more detailed information presented in Appendix J at their meeting on March 27, 2019.

Initial Study and Mitigated Negative Declaration

The California Environmental Quality Act ("CEQA"), including its guidelines, require preparation of an Initial Study to identify whether a plan or project will have a significant effect on the environment. For projects with potentially significant impacts, proposed mitigations may be included as part of the environmental review process to ensure that such impacts are mitigated to a less than significant level where possible. Additional environmental actions were included in the Master Plan after the Park and Recreation Commission's initial review to provide more detailed information regarding program and project implementation. The Park and Recreation Commission reviewed the additions at their meeting on March 27, 2019.

The City prepared an Initial Study and Mitigated Negative Declaration (IS/MND – Attachment 1, Exhibit A) for the Master Plan to evaluate the impacts of the proposed programs and projects and to facilitate streamlined implementation in the future. The Master Plan did not require an Environmental Impact Report as no impacts were identified which could not be mitigated to a less than significant level as part of the project. A Mitigation Monitoring & Reporting Program (Attachment 1, Exhibit B) has been prepared that summarizes the mitigations required during implementation of this Master Plan.

The Draft IS/MND was filed with the State Clearinghouse for a public review period of March 1 to March 30, 2019. The Notice of Intent to Adopt a Mitigated Negative Declaration was filed with the Contra Costa County Clerk and posted on March 14, 2019. Notice of the intent, and date of the public hearing was published in the West County Times on March 16, 2019. The City received no comments as of the publishing of this staff report. Any comments received in the meantime will be distributed at the City Council Meeting and addressed in the presentation.

Conclusion

Built largely due to a successful voter measure in the early 1960's, El Cerrito's parks and recreation facilities are highly valued and heavily utilized. To fulfill the City's mission of providing programs, services, and facilities that enhance the quality of life of residents of all ages, new investment is needed to address deferred maintenance and meet present and future community needs and expectations. With thoughtful, community based, planning and consideration of new revenue sources, the Master Plan will guide the future enhancement and development of El Cerrito's parks and recreation facilities and will help ensure that El Cerrito remains an incredible place to live, work, and play.

For ease of review, the Executive Summary is included as Attachment 4 to this staff report.

STRATEGIC PLAN CONSIDERATIONS

To varying degrees, the Parks and Recreation Facilities Master Plan will help further every goal in El Cerrito's Strategic Plan and several identified strategies:

Goal A: Deliver exemplary government services

Strategy*:* Increase productivity and efficiency by utilizing data-driven analysis to ensure appropriate resource allocation.

Goal B: Achieve long-term financial sustainability

Strategies: Develop a financial plan to address ongoing and deferred maintenance of facilities and infrastructure & Continue to pursue and support opportunities for new funding, including outside grants and ballot measures.

Goal C: Deepen a sense of place and community identity

Strategies: Promote strong neighborhoods & Identify, promote, and/or develop entertainment, recreational, and leisure activities for people of all ages and demographics.

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 & Revisit and update the Structural Facilities Management Plan.

Goal E: Ensure the public's health and safety

Strategies*:* Utilize environmental design techniques to deter and prevent crimes & Explore innovative and best practices for promoting public health.

Goal F: **Foster environmental sustainability citywide**

Strategies*:* Be a leader in setting policies and providing innovative programs that promote environmental sustainability; Promote environmental education to facilitate behavioral changes by working with the school district and other community groups & Encourage alternative modes of transportation to the single occupancy vehicle.

ENVIRONMENTAL CONSIDERATIONS

In accordance with CEQA, as described above, the City prepared an Initial Study and Mitigated Negative Declaration (IS/MND) for the Master Plan to evaluate the impacts of the proposed programs and projects to allow for streamlined implementation in the future.

The Master Plan did not require an Environmental Impact Report as no impacts were identified which could not be mitigated to a less than significant level as part of the project. The CEQA actions before the City Council tonight include adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Parks and Recreation Facilities Master Plan.

FINANCIAL CONSIDERATIONS

There are no immediate costs associated with the recommended action. Projects marked as Immediate Work Priorities (IWP) will begin to be addressed to the extent possible in the City's current budget and additional funding for the IWP projects will be explored as part of the Fiscal Year 2019-20 budget process. Full implementation of the Master Plan will require additional revenue sources as described in the Master Plan. City staff will further explore funding options and will return to City Council for direction as appropriate.

The Master Plan may help the City leverage outside resources for ongoing parks and recreation facilities efforts.

LEGAL CONSIDERATIONS

The City Attorney has reviewed the Parks and Recreation Facilities Master Plan, the Initial Study/Mitigated Negative Declaration and the proposed action and there are no legal issues.

Reviewed by:

Karen Pinkos
City Manager

Attachments:

1. Resolution
   Exhibit A: Mitigated Negative Declaration
   Exhibit B: Mitigation Monitoring and Reporting Program
2. Parks and Recreation Facilities Master Plan
3. Park & Recreation Commission Conditions and Corresponding Changes
4. Parks and Recreation Facilities Master Plan Executive Summary

RESOLUTION 2019-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ADOPTING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR AND ADOPTING THE PARKS AND RECREATION FACILITIES MASTER PLAN

WHEREAS, on April 2, 2013, the City Council adopted the City's Strategic Plan with a primary goal to develop and rehabilitate public facilities as community focal points and an identified strategy to develop a plan to address ongoing and deferred maintenance of facilities and infrastructure; and

WHEREAS, on December 15, 2015 the City Council adopted the Urban Greening Plan that called for the creation of a Parks and Recreation Master Plan to analyze access to a variety of recreation opportunities and to identify policies and programs to address these needs; and

WHEREAS, preparation of the El Cerrito Parks and Recreation Facilities Master Plan ("Master Plan") was recommended by the Park and Recreation Commission on November 30, 2016. The Park and Recreation Commission reviewed subsequent additions to the Master Plan on March 27, 2019; and

WHEREAS, preparation of the Master Plan was undertaken to continue to coordinate the City's ongoing efforts to improve quality of life for current and future residents by identifying strategies to sustain and enhance the City's parks, recreation facilities, open space, paths and trails; and

WHEREAS, the Master Plan was developed through extensive document review of existing City plans and policies and a robust community engagement through public meetings, input from the Community Advisory Group, a community survey, stakeholder group meetings, consultation with the Park and Recreation Commission and interdepartmental communication and coordination, as documented in the Master Plan; and

WHEREAS, the Master Plan was reviewed and recommended for adoption by the Park and Recreation Commission on September 12, 2018, with proposed changes that have been incorporated into the final version of the Master Plan; and

WHEREAS, an Initial Study/Mitigated Negative Declaration ("IS/MND") was prepared and circulated beginning March 1, 2019 for 30 days pursuant to the California Environmental Quality Act ("CEQA"); and

WHEREAS, no comments were received on the IS/MND and a Mitigation and Monitoring Reporting Program ("MMRP") was developed.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that the foregoing recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the record before the Council in adopting this Resolution includes all written comments received; all reports, documents, minutes, and written and oral public testimony submitted part of the City Council's duly noticed meeting on April 2, 2019; and any other evidence received and considered by the City Council at its April 2, 2019 meeting. The record also includes the IS/MND, including all technical studies; the MMRP; and the Master Plan. The documents and other material constituting the record for these proceedings are located at El Cerrito City Hall, 10890 San Pablo Avenue, El Cerrito, CA 94530, and in the custody of the Public Works Director.

BE IT FURTHER RESOLVED that the IS/MND, including all technical studies; the MMRP; and the Master Plan were all attached to the staff report presented to the City Council for its meeting on April 2, 2019.

BE IT FURTHER RESOLVED that the City Council hereby finds that there is no substantial evidence in light of the whole record before the City supporting a fair argument that the Parks and Recreation Facilities Master Plan, as designed and mitigated in the IS/MND and MMRP, will have a significant effect on the environment, and that the IS/MND reflects the City's independent judgment and analysis as to the potential environmental effects of the Parks and Recreation Facilities Master Plan.

BE IT FURTHER RESOLVED that the City Council hereby adopts the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and the City of El Cerrito Parks and Recreation Facilities Master Plan.

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, 2019 the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April 2, 2019.

_____
Holly M. Charléty, City Clerk

APPROVED:

_____
Rochelle Pardue-Okimoto, Mayor

2019039010

INITIAL STUDY CHECKLIST

CITY OF EL CERRITO PARKS AND RECREATION FACILITIES
MASTER PLAN

February 28, 2019

City of El Cerrito
Recreation Department
7007 Moeser Lane
El Cerrito, CA 94530

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PROJECT DESCRIPTION

Project Title

Parks and Recreation Facilities Master Plan

Lead Agency/Project Sponsor Name and Address

City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530

Contact Person and Phone Number

Chris Jones, Recreation Director
(510) 559-7005, CJones@ci.el-cerrito.ca.us

Project Location

The Planning Area encompasses the entire 3.7-square mile City of El Cerrito. The City and project boundaries are shown in Figure 1.

Figure 1: City of El Cerrito in the Context of California and Contra Costa County

General Plan Designations

Varies

Zoning Districts

Varies

Project Overview

The Parks and Recreation Facilities Master Plan (Master Plan) assesses El Cerrito's parks and recreation needs, identifies maintenance measures and new improvements to meet these needs, and establishes a plan for long-term maintenance and development of parks and recreation facilities.

Project Objectives

The California Environmental Quality Act (CEQA) necessitates evaluation of any project that requires discretionary approval by a government agency which may cause an indirect or direct physical change in the environment. The following objectives set the framework for the policies and programs that represent the key components of the Parks and Recreation Facilities Master Plan evaluated under CEQA.

The objective of the Master Plan is to assess current parks, open space, and recreation facilities to understand deficiencies and necessary enhancements, and identify a plan for long-term maintenance and development of parks and recreation facilities to satisfy existing and future needs. The Master Plan seeks to enhance the park network and recreation facilities, support recreation programs, and improve trails and natural areas.

Program vs. Project Level Analyses

The environmental analysis conducted in this Initial Study evaluates project components to varying degrees, depending on the specificity of the improvement and its potential to create an adverse physical impact. In addition to being evaluated herein, the majority of projects and improvements identified in the Master Plan would be eligible for categorical exemptions under CEQA, including the following classes of exemptions:

- Class 1: Existing Facilities – repair, maintenance, minor alterations, or additions that do not increase floor area more than 50% or 2,500 sq. ft. (whichever is less) or 10,000 sq. ft. if the project is already served by public services consistent with the level of development permitted by the General Plan.
- Class 3: New Construction or Conversion of Small Structures – including new, small facilities or structures, or the conversion of small structures from one use to another.

- Class 4: Minor Alterations to Land - minor alterations in the condition of land, water, and/or vegetation. Examples include, grading on land with a slope of less than 10%; new landscaping, including the replacement of landscaping with water efficient or fire-resistant landscaping; alterations on existing officially designated wildlife management areas which result in improvement of habitat for fish and wildlife resources. This class also exempts the creation of bicycle lanes on existing rights-of-way.
- Class 32: In-Fill Development Projects – infill projects that are consistent with the applicable general plan designation and policies, and zoning designation and regulations, on site that have no value as habitat for endangered, rare or threatened species, and the approval of which would not result in significant effects relating to traffic, noise, air quality, or water quality.
- Class 33: Small Habitat Restoration Projects – including revegetation of disturbed areas with native plant species, stream or river bank revegetation or stabilization to improve habitat for amphibians or native fish and/or to reduce or eliminate erosion and sedimentation.

On the other hand, there are some projects identified in the Master Plan which may require additional analysis in the future once the project is further designed, engineered or detailed. Such projects may be subject to supplemental environmental review if potentially adverse project specific impacts could occur that would not be mitigated to a less-than-significant level through the mitigation measures contained in this Initial Study, and/or where additional site specific/project-specific measures are needed. These instances are highlighted within the individual environmental topics of the Environmental Checklist section of this Initial Study.

Key Components

Cross-Referenced Policies and Relationship to Adopted Plans

While many of the Master Plan policies and programs are conceptual and may be implemented citywide as appropriate and as funding allows, other improvements are specific to certain locations. Moreover, many of the policies and programs in the Master Plan are existing City policies, having already been adopted as part of the General Plan, Climate Action Plan, San Pablo Avenue Specific Plan, Active Transportation Plan, Urban Greening Plan, Ohlone Greenway Master Plan, or other citywide or area plans. The Plan

cross-references and encourages implementation of policies and programs from these other plans. The City has already conducted environmental review on each of these adopted plans to evaluate potential impacts of their policies, programs, and projects.

This Initial Study does not repeat the environmental analysis for previously adopted policies, but does incorporate by reference the Initial Study/Mitigated Negative Declarations prepared for the Climate Action Plan, Ohlone Greenway Master Plan, Active Transportation Plan, and Urban Greening Plan, as well as the San Pablo Avenue Specific Plan Final EIR.

Key components of the Parks and Recreation Facilities Master Plan are summarized as follows, in the categories of: goals, policies, and projects.

Key Goals and Policies

Chapter 5 of the Plan includes a range of goals, policies and actions that address maintenance, enhancement of existing facilities, development of new facilities, and programming designed to meet the objectives outlined above. Plan implementation is anticipated over a 20-year period (approximately 2018-2038). Key policies that could affect the physical environment are summarized below and evaluated in the environmental topic sections that follow.

Goal A: Enhance El Cerrito's park network:

- Park enhancements, including acquisition of right-of-way or private parcels, or incorporation of underutilized spaces (Policy A.1, Action A1.1; cross-referenced with the Urban Greening Plan)
- Develop and implement the San Pablo Avenue Specific Plan public open space program, including the in-lieu program to create green, multi-purpose open spaces, such as pocket parks and plazas, playgrounds, and urban agriculture in high density neighborhoods (Policy A.1, Action A1.2 and A1.3; cross-referenced with the Urban Greening Plan)
- Rehabilitate existing parks to meet operational and safety standards (Policy A.2, cross-referenced with the General Plan)
- Ensure park amenities are accessible to all users by correcting site deficiencies and bringing facilities into compliance with ADA requirements. (Policy A.2, Action 2.1)

- Improve park and facility maintenance and ensure that maintenance practices are environmentally sustainable, through updates to water efficient irrigation systems and sustainable landscape practices (Policy A.3, Action A3.2; cross-referenced with Urban Greening Plan)

Goal B: Enhance El Cerrito's recreation facilities:

- Support new or expanded recreation facilities to meet community demands in recreation services, including acquisition of property to build a facility to accommodate multi-generational and recreational programming (Policy B.1, Action B1.1)
- Rehabilitate recreation facilities to meet operational and safety standards and reduce energy and water consumption (Policy B.2, Action B2.1; cross-referenced with the Climate Action Plan)
- Maintain community facilities to ensure their continued usability and prevent deferred maintenance (Policy B.3, cross-referenced with the General Plan)
- Create additional recreation facility access through partnerships, including with the West Contra Costa County School District (Policy B.4, Action B4.1, cross-referenced with the General Plan)

Goal C: Support recreation programs:

- Expand existing recreation programs (Policy C.1, cross-referenced with the General Plan)

Goal D: Improve pathways and trails:

- Develop a Master Plan for Trails to specify design criteria and standards for trail improvement projects, specify type(s) of usage, and identify where new trails are needed (Policy D.2, Action D2.2, cross-referenced with the Urban Greening Plan)

Goal E: Improve natural areas:

- Restore natural areas in existing open spaces to support wildlife habitat, biodiversity, and ecological resilience; preserve creek corridors, diverse plant and animal communities, forests, and grasslands (Policy E.1, Action E1.1)

- Develop a Hillside Natural Area Management Plan to improve the City's largest open space (Policy E.1, Action E1.2, cross-referenced with the Urban Greening Plan)

Projects

Chapter 5 also outlines projects that would be undertaken as part of implementation of the Master Plan. The first three projects are described generally for a range of locations; the remaining projects represent specific components of projects that are analyzed for potential environmental impacts in this Initial Study.

1. General Improvements: Across many existing parks and facilities, the Master Plan calls for maintenance; upgrades to and installation of restrooms, play structures, signage, lighting, camera surveillance, and ADA access; community gardens, bike and/or pedestrian trails and Blue-to-Green Connections,[1] and other existing facility features amenities; installation of irrigation, drainage, and stormwater improvements per the Urban Greening Plan; and improvements to riparian corridors.
2. Maintenance: A target annual increase in maintenance funding would be used for:
    a. Increased service in buildings, parks, fields and playgrounds
    b. Improved trash and litter management in parks and open space areas
    c. Increased urban forest and vegetation management, including removal of invasive plants
    d. Phased implementation of deferred maintenance projects
    e. Maintenance of recent additions and new amenities to the City's park system such as Madera Open Space, Centennial Park, Dorothy Rosenberg Memorial Park, and the BART Stations/Ohlone Greenway Access, Safety and Placemaking (ASP) projects
3. Funding: Funding sources for Master Plan projects and policies are identified, but most sources would still need to be authorized by City Council or otherwise secured.

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[1] Blue-to-Green Connections are intended to enhance pedestrian and bicycle connections between major natural assets including the Bay Trail and Wildcat Canyon Trail.

Elements of specific projects that may have physical implications are further described below:

4. Adult/Multi-Generation Programming Space: Potential new building(s) to create a permanent space for programming for adults of all ages, where temporary modular facilities are currently in use. The center would be at least 6,000 square feet to replace the existing portables up to a maximum of 43,000 square feet, with additional area needed for parking, landscaping, hardscape or other site requirements. Potential site locations include Casa Cerrito Preschool, Cerrito Vista Park, or the Community Center.
5. Baxter Creek Gateway Park: Potential acquisition of adjacent parcels and excess street right-of-way for a pocket park/play area (per Urban Greening Plan, Focus Area 9)
6. Canyon Trail Park and Clubhouse: Redevelopment of a grass sports field into turf and upgrades to irrigation; redevelopment of the play area within the vicinity of a known petroglyph boulder, potential relocation of arts center.
7. Castro Park and Clubhouse: Expansion and/or renovation of clubhouse to accommodate additional programming for adults and teens.
8. Cerrito Creek at El Cerrito Plaza: Addition of a mid-block crossing at San Pablo Avenue to connect the east and west segments of the Cerrito Creek pedestrian trail; daylighting of additional creek segments per Urban Greening Plan.
9. Cerrito Vista Park and Recreation Facility: Potential installation of artificial turf sport facility with lights; potential multi-use facility including gymnasium and activity classrooms; potential replacement of recreation facility to accommodate restrooms and storage and/or parcourse equipment.
10. Creekside Park: Widening of the existing trail to a Class I shared-use path; address future sea level rise and flood potential given park location in a FEMA flood zone.
11. Dorothy Rosenberg Memorial Park and Facility: Creation of a multi-use rental facility and environmental education space.
12. Hillside Natural Area:
    a. Addition of a dedicated bike park, which may include dirt trails, ramps and mounds, a pump track, and obstacle elements. This project could include removal of trees and hazardous rocks, and would include erosion

maintenance, weed abatement, and installation of stormwater management measures;

b. Development of a Hillside Natural Area Master Plan, including a Hillside Environmental Management Plan, per the Urban Greening Plan Pilot Project;
c. Integration of the recently-purchased Madera property and potential acquisition of privately-owned, in-holdings;
d. Potential access, recreation and/or conservation easements on adjacent properties.

13. Madera Playground and Clubhouse: Extension of retaining wall over culvert for safety reasons.
14. Ohlone Greenway: Potential basketball court(s) or multi-use "sportcourt" in a location to be determined; potential location for linear/community park at Schmidt Lane to Manila Avenue; creek enhancements between Portola Drive and Schmidt Lane; addition of activity nodes for bike and skate features, parcourses, community garden, and gathering areas.
15. Poinsett Park and Clubhouse: Improvements to creek maintenance and additional creek daylighting to open up creek for viewing.

Construction

Construction activities may include grading related to park and trail projects; excavation for building improvements, restrooms, or new buildings and as well as installation of posts and piers for signage, benches, and related park improvements.

Engineering/design for new facilities, such as a new multigenerational center, could include test borings. The borings would be drilled to anticipated depths of 30 to 60 feet. Drive samples of the subsurface material would be collected from the borings at selected intervals for detailed visual evaluation and laboratory testing. Prior to drilling, the project sponsor (City) would mark the drilling locations and contact Underground Service Alert (USA) for utility clearance and retain the services of a private utility contractor to further evaluate potential underground utilities in the proposed borings areas. The project sponsor (City) would obtain the required Contra Costa County drilling permit for the project. Upon completion of drilling, the borings would be grouted closed in accordance with permit requirements. Soil/rock cuttings from the borings would be left on site.

Depending on geotechnical investigations and test boring results, pile driving may be required as part of the construction of new facilities.

Surrounding Land Uses and Setting

The City of El Cerrito is located in the East Bay region of the San Francisco Bay Area. It is the southernmost jurisdiction in Contra Costa County, surrounded by the City of Richmond to the west, unincorporated Contra Costa County to the north and east, and the City of Albany (in Alameda County) to the south. I-80 runs north-south near the western edge of the city. The East Bay Regional Park District's Wildcat Canyon Regional Park is located east of the city.

Requested Applications and Other Participating Agencies

Lead Agency	
City of El Cerrito	City Council would be responsible for adoption of the Parks and Recreation Facilities Master Plan, funding approvals, and development of new financing strategies
Responsible Agencies	
Caltrans	Would be a responsible party for any projects that necessitate an encroachment permit for work on San Pablo Avenue within the State Route 123 section.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement) for projects that affect creeks, waterways, or other transportation facilities:

- California Department of Fish and Wildlife
- San Francisco Bay Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- Bay Area Rapid Transit (BART)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist below.

☐Aesthetics	☐Greenhouse Gas Emissions	☐Population/Housing
☒Air Quality	☒Hazards & Hazardous Materials	☐Public Services
☐Agriculture and Forestry	☐Hydrology/Water Quality	☐Recreation
☒Biological Resources	☐Land Use/Planning	☐Transportation/Traffic☐
☒Cultural Resources	☐Mineral Resources	☐Utilities/Service Systems
☒Geology/Soils	☒Noise	☐Mandatory Findings

Determination. (To be completed by the Lead Agency.)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature

2-28-19
Date

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
A. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	❒	❒	■	❒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	❒	❒	❒	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	❒	❒	■	❒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❒	❒	■	❒

Affected Environment

The Project would primarily be implemented in public locations, including open spaces, parks, trails, and pathways that are already surrounded with urban uses—primarily residential neighborhoods and commercial retail development.

Discussion

a) *Have a substantial adverse effect on a scenic vista?*

Less Than Significant. The El Cerrito General Plan identifies the following scenic resources in the city: views to the west—of San Francisco and San Pablo Bays, Marin County, San Francisco, and Albany Hill; and views to the east—of the East Bay Hills and ridgelines of Wildcat Canyon Park.[2] The following General Plan policy addresses vistas:

[2] City of El Cerrito, 1999. General Plan Community Development and Design Element: 4-28.

> Policy CD1.7: Views and Vistas. Preserve and enhance major views and vistas along major streets and open spaces, providing areas to stroll and benches to rest and enjoy views.

The Project helps to implement this policy by calling for improvements to existing parks and trails, including Baxter Creek Gateway Park, Poinsett Park and the Hillside Natural Area, which could expand the use of these facilities. New or improved walking and biking routes would expand locations where views can be seen. New mid-block crossings at Cerrito Creek at San Pablo Avenue, creek daylighting projects, and trail widening at Creekside Park would provide beneficial impacts by adding public viewpoints of scenic vistas.

The Project includes some limited new construction, namely the potential multi-generation and Dorothy Rosenberg facilities, as well as modest new restroom facilities within existing parks and potential expansion of the Castro Park Clubhouse. These facilities are not anticipated to block views or otherwise affect scenic vistas as they would be required to be consistent with Policy CD1.7, defined above. Street trees, creek and park landscaping, and trail improvements that would be installed and/or improved as part of the Project would be pedestrian-scaled and therefore are not anticipated to be tall enough to obstruct views or to create an adverse effect on scenic vistas such as views of the Bay or of the hillsides. As a result, the potential for the Project to have a substantial adverse effect on a scenic vista is less than significant.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?*

No Impact. The portions of I-80 visible from the Planning Area are not designated as Scenic Highways, according to California Scenic Highway mapping system. As a result, the Project would not substantially damage scenic resources within a State Scenic Highway and no impact would occur.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant. The Project would change the appearance of parks, open spaces, creeks, trails, and public rights-of-way with new landscaping, pedestrian paths and trails, and daylighting of creek areas. The Project would also add new amenities and structures such as benches, picnic tables, restrooms, and play structures, and renovated or new clubhouse or other recreation facilities. The General Plan includes the following policies

regarding visual character and quality related to public rights-of-way and parks and open spaces. The Project would contribute to implementation of these policies:

- Policy CD1.8: Edges. Preserve and enhance El Cerrito's well-defined edges along the hillside open spaces, the eastern border along the regional park, and the I-80 freeway.
- Policy CD3.5: Creek Preservation. Where possible, preserve and restore natural drainage ways as parts of the storm drainage system, coordinating with recreational and trail use.
- Policy CD3.6: Cerrito Creek. Where possible, open the Cerrito Creek channel, providing access and recreational opportunities along the creek in conjunction with its flood control function.
- PR3.2: Open Space Improvements. Design any improvements in open space areas to minimize adverse impacts to habitats, view, and other open space resources.[3]

Additionally, the General Plan identifies and seeks to protect "sacred places" including the large rock outcropping at the top of Cutting Boulevard, Cerrito Creek, landmark businesses and historic resources.[4] The Project may enhance access to some of these "sacred places," but is not expected to adversely impact these resources.

Project improvements described above would modestly change the character of parks and open spaces by renovating existing structure facilities in disrepair, adding new structures and amenities, adding pedestrian and bicycle trails, reducing the amount of paved area, increasing the amount of landscaping and green infrastructure related to stormwater management, and enhancing creeks through daylighting, restoration and riparian landscape improvements. As a result, the Project would change the existing visual character, which may have a beneficial impact due to the repair and restoration of facilities and features in disrepair. It would not substantially degrade it, or the quality of the city. Therefore, the impact would be less than significant.

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[3] City of El Cerrito, 1999. General Plan Public Facilities and Services Element: 6-17.

[4] City of El Cerrito, 1999. General Plan Community Development and Design Element: 4-28.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant. As part of implementation of the Project, the City would add street and parking lighting to improve safety and visibility in park and trail areas and potentially to allow for evening sport facility/field use at Cerrito Vista Park and Recreation Facility. The Master Plan assumes lighting levels of 30 footcandles across 6 to 8 poles, and approximately 36 fixtures. Each energy efficient fixture is assumed to have a kW consumption of 1.564 kW per hour.

The Master Plan also includes dark sky guidelines for outdoor sports lighting in the following policy measure:

- Action A1.1 (excerpt): Lighted outdoor recreation facilities and playing fields, located adjacent to residences, may have field lights on until 10pm. Outdoor lighting will follow the International Dark Sky Association guidance and certification process to the extent feasible. Downward lighting and full cutoff fixtures shall be used to the extent feasible. A photometric diagram shall be reviewed and approved by the Public Works Director prior to installation of lighting.

As part of the City's standard practices, whenever possible, lighting will be directed down onto the facility itself and would not spill over onto adjacent land uses. New street and path lighting is not expected to create new source of substantial light or glare which would adversely affect day or nighttime views in the area and therefore would have a less-than-significant impact.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
B. AGRICULTURAL AND FOREST RESOURCES				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significantly environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in forest protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	❒	❒	❒	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❒	❒	❒	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Governmental Code section 51104(g))?	❒	❒	❒	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	❒	❒	❒	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	❒	❒	❒	■

No Impact. The Project is located in an urbanized area and is not shown as agricultural land on the State of California Department of Conservation, Farmland Mapping and Monitoring Program Map 2010.[5] There is no land under Williamson Act contract or forest zoned land in the City of El Cerrito. The Project would not cause or induce the conversion of forest land and agricultural land because the City is already urbanized. Large open space areas, namely the Hillside Natural Area, is not proposed to undergo any substantial change in use. Therefore, the Project would have no impact on agricultural and forest resources.

[5] State of California Department of Conservation, Farmland Mapping and Monitoring Program Map 2010 ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/ala10.pdf. Accessed October 4, 2018.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
C. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	❒	❒	■	❒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❒	❒	■	❒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	❒	❒	■	❒
d) Expose sensitive receptors to substantial pollutant concentrations?	❒	■	❒	❒
e) Create objectionable odors affecting a substantial number of people?	❒	❒	■	❒

Affected Environment

The Project is located in the San Francisco Bay Area Air Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD) and the Bay Area 2017 Clean Air Plan—the most recent clean air plan adopted by BAAQMD in April 2017. The plan outlines measures by which both stationary and mobile sources of pollutants can be controlled in order to achieve federal and State ambient air quality standards, and identifies levels at which emissions of ozone precursors, particulate matter, carbon monoxide, toxic air contaminants, and odors could cause significant air quality impacts. The control measures are organized into nine categories: stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste

management, water, and super-GHG pollutants (e.g., methane, black carbon, and fluorinated gases).[6]

Discussion

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Less Than Significant. The Project would not affect population or employment growth. As a result, it would not result in growth that exceeds growth estimates of the Bay Area 2017 Clean Air Plan and would not generate emissions beyond what have been accounted for in the Clean Air Plan.

If new facilities require generators, they would be subject to BAAQMD permitting requirements and therefore consistent with the Clean Air Plan. Potential impacts during construction may include emissions resulting from construction vehicles and diesel-powered equipment; however, these impacts would be regulated by existing BAAQMD requirements and are expected to be temporary and short-term in nature. New construction, repairs, and rehabilitation may be expected to improve energy efficiency and reduce potable water consumption.

The Project would contribute to fulfillment of the objectives of the Clean Air Plan by encouraging tree planting and landscaping, stormwater management, urban heat island reduction measures, and biking and walking trips. The Project may increase access and use of park and recreation facilities, but the increase in vehicle miles traveled is expected to be incremental and the impacts negligible, as the Project also includes improvements to pedestrian and bicycle facilities to improve access to and within parks by alternative modes.

As a result, the Project's potential to conflict with or obstruct implementation of the Clean Air Plan would be less than significant.

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[6] Bay Area Air Quality Management District, 2017. *Bay Area 2017 Clean Air Plan.*

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant. Ambient air quality standards have been established at both the State and federal level. The Bay Area Air Basin is considered a non-attainment area for ground-level ozone and fine particulate matter (PM2.5) under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulate matter (PM10) under California standards, but not national standards.[7]

Construction and operation of new facilities associated with the Project would generate criteria pollutant emissions that could potentially affect regional air quality through activities such as grading and construction of paths and parks. Project construction would generate emissions from the exhaust of off-road construction equipment and on-road construction vehicles (worker vehicles, vendor trucks, and haul trucks). In addition, fugitive dust emissions may be generated by soil disturbance activities.

Operation of the project is not anticipated to generate a substantial amount of emissions. The Project may increase access and use of park and recreation facilities, but the increase in vehicle miles traveled is expected to be incremental and the impacts negligible, as described above. Trail and access improvements would potentially increase walking and biking trips.

As a result, implementation of the Project is not anticipated to have a substantial effect on vehicle miles and associated greenhouse gas emissions, in particular air pollutants associated with motor vehicle use (ground level ozone and PM10). It would not generate additional population or jobs following construction of the Project. Planting of additional trees and landscaping would help to reduce greenhouse gas emissions through carbon capture. Therefore, the Project would not exceed BAAQMD thresholds.

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[7] Bay Area Air Quality Management District, 2018. "Air Quality Standards and Attainment Status." http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status. Accessed October 4, 2018.

Substantive effects on air quality would be limited to temporary construction impacts. However, these impacts would not be of such quantity or duration to exceed BAAQMD thresholds. Therefore, implementation of the Project would have would result in a less-than-significant impact on violation of air quality standards.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant. As described in the response in *Section C.b*, above, the Project would not have a measurable impact on air quality compared to existing conditions and therefore would not result in a cumulatively considerable net increase of any criteria pollutant with non-attainment status (i.e., ozone, PM2.5, and PM10).

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Unless Mitigation Incorporation. Sensitive receptors in the Planning Area include children, students, and seniors in such locations as local schools, day cares, and the senior center. Potential impacts during construction and operation phases on the Project are analyzed below.

During operation of the Project, pedestrians and bicyclists in close proximity to locations where truck traffic is plentiful—namely, I-80 and to a lesser extent San Pablo Avenue—would be temporarily exposed to outdoor toxic air contaminants, particularly fine particulate matter from diesel truck exhaust. Implementation of the Blue to Green Connections, related to the Urban Greening Plan, creates pedestrian facilities under the I-80 freeway in order to connect to destinations, including the Bay Trail. (While only a small portion of the City's boundary extends across and along I-80, the Urban Greening Plan connects the Project's improvements to the City of Richmond's planned improvements which lie closer to the I-80.)

Cancer risk and PM2.5 exposure are based on chronic or long-term exposures. Since bicyclists and pedestrians would be short-term users through affected areas, these impacts do not apply; they would not be exposed to these emissions long enough to be adversely exposed. For example, the cancer risk impacts are based on nearly continuous lifetime exposures (i.e., 70 years), while PM2.5 impacts are based on annual exposures.

However, construction activities could temporarily expose nearby sensitive receptors to pollutant concentrations, principally PM10 and PM2.5, from fugitive dust sources. The relatively short construction period and limited scale of construction for the project components is not expected to result in any health risks to residents or sensitive receptors. The greatest impact from construction activities are those related to the emissions of diesel particulate matter from construction equipment and truck traffic. This is a potentially significant impact. However, implementation of Mitigation Measure AQ-1 would ensure compliance with BAAQMD best management practices for fugitive dust control, and would reduce the impact to a less-than-significant level.

Mitigation Measure AQ-1 – Air Quality Best Management Practices: The construction contractor shall institute a dust control program, which shall be submitted to the City's Public Works Department and approved prior to any construction activity. Elements of the dust and emissions control program shall include, but not be limited to, the following measures:

- During construction, all exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at least two times per day to control dust particulates.
- Cover all hauling trucks or maintain at least two feet of freeboard.
- Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more).
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.
- Limit traffic speeds on any unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Suspend construction activities that cause visible dust plumes to extend beyond the construction site.

- Post a publicly visible sign(s) with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- The contractor shall provide a plan for approval by the Public Works Department or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average.
- Clear signage at all construction sites shall be posted indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site or adjacent to the construction site.
- The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).
- Properly tune and maintain equipment for low emissions.

Implementation of Mitigation Measure AQ-1 would represent Best Management Practices recommended by BAAQMD, and therefore, reduce construction period emissions and the potential impact of construction period fugitive dust to a less-than-significant level.

e) *Create objectionable odors affecting a substantial number of people?*

Less Than Significant. No odors are anticipated during operation of the Project. Odors resulting from the combustion of diesel fuel during construction activities could create localized objectionable odors. The odors would be temporary and localized to the construction site. Therefore, the Project would not create objectionable odors that would affect a substantial number of people and the impact would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
D. BIOLOGICAL RESOURCES				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	■	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	■	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?	☐	☐	■	☐

Affected Environment

The Planning Area is a developed urban area. Scattered trees, such as eucalyptus, redwood junipers, palms, cypress, coast live oak, and planted pines and redwoods, and shrubs exist in the city, most of which are introduced species planted as urban landscaping, providing some minor value to wildlife. There are several above-ground creek segments running through the city and in City parks, such as within Baxter Creek Gateway Park, the Ohlone Greenway, Canyon Trail, Poinsett, Creekside, and Huber Parks, Hillside Natural Area and along El Cerrito Plaza. The Hillside Natural Area, the City's special-use open space, supports hiking, native habitat, and a variety of opportunities for open space activities.

Discussion

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant. A review of the California Natural Diversity Database, as part of the San Pablo Avenue Specific Plan environmental analysis, identified one special-status species that has the potential to occur in the Parks and Recreation Facilities Master Plan Planning Area: the Alameda whipsnake (*Masticophis lateralis euryxanthus*), a federal and State threatened species. However, based on the primarily urban conditions in the Planning Area, suitable habitat for the Alameda whipsnake does not currently exist in the urban portions of the city where many of project improvements would take place. Trail improvements and the bike park proposed in the Hillside Natural Areas would not substantially increase paved areas and effects are not anticipated beyond noise and ground disturbance impacts during construction, which would be temporary. Moreover, the General Plan requires replacement of any lost habitat through the following policies:[8]

> Policy R1.1: Habitat Protection. Preserve oak/woodland, riparian vegetation, creeks, native grasslands, wildlife corridors and other important wildlife habitats. Loss of these habitats should be fully offset through creation of habitat of equal value. Compensation rate for habitat re-creation shall be determined by a qualified biologist.

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[8] City of El Cerrito, 1999. General Plan Resources and Hazards Element: 7-5.

Policy R1.2: Rare and Endangered Species. Limit development in areas that support rare and endangered species. If development of these areas must occur, any loss of habitat should be fully compensated on-site. If off-site mitigation is necessary, it should occur within the El Cerrito planning area whenever possible, and must be accompanied by plans and a monitoring program prepared by a qualified biologist.

Following development of the Master Plan for Trails, outlined in Action D2.2 of the Project, the City will need to analyze the potential impacts of more detailed trail projects and policies, as noted in the following policy language.

- Action D2.2 (excerpt): Trail locations shall be selected and design standards identified to minimize erosion and loss of healthy trees, vegetation, and habitat; and facilitate drainage, while accommodating access and connectivity for visitors. Trail construction shall be timed to avoid grading activities during the rainy season and avoid impacts on habitat.

Similarly, the bike park proposed in the Hillside Natural Areas will be mitigated through the project design process to reduce potential drainage and erosion impacts.

- Action D2.2 (excerpt): The bike park location shall be selected and features designed to minimize erosion and facilitate drainage. Construction shall be timed to avoid grading activities during the rainy season and avoid impacts on habitat.

Given the scope of the Project and existing regulations, the Project is not anticipated to have a substantial adverse effect on the Alameda whipsnake's habitat. As a result, the Project would have a less-than-significant impact on plant or animal species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

Less Than Significant. As described in the San Pablo Avenue Specific Plan EIR, the only known and identified riparian habitat or other sensitive natural community in the City of El Cerrito is the riparian habitat adjacent to Cerrito Creek and Baxter Creek,

including a grove of willows along Baxter Creek which is under the regulatory jurisdiction of the CDFW under section 1601 of the California Fish and Game Code. Any improvements to open water channels (e.g., Cerrito Creek, Poinsett Park, Creekside Park) as part of the Project would be subject to the Joint Aquatic Resource Permit Application (JARPA) process, which consolidates individual applications for state, federal and some regional agencies to make the permitting process more clear and consistent. The Parks and Recreation Facilities Master Plan proposes landscaping, daylighting, trails, and riparian improvements at creek locations and therefore would be subject to these regulations.

Additionally, the Project includes policy measures, including Policy E.1 and Action E1.1to restore natural areas in existing open spaces to support wildlife habitat, biodiversity, and ecological resilience; diverse plant and animal communities, forests, and grasslands.

Lastly, Municipal Code Chapter 19.12 (Creek Protection Overlay District), which applies city-wide, specifies permitted uses and development standards for improvements adjacent to creeks to control flood and erosion damages and preserve natural watercourses as an important public asset. Project improvements would improve opportunities for riparian habitat and sensitive natural communities to thrive. As a result of the Project's policies and programs, and existing City and State regulations described above, the Project's impact is anticipated to be less than significant.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The Parks and Recreation Facilities Master Plan refers to an implementation project from the Urban Greening Plan (Focus Area #6: Creekside Park) which proposes creation of functional wetlands, but the City of El Cerrito does not contain any federally protected wetlands. Therefore, the Project would have no impact on protected wetlands.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites*

Less Than Significant. The primary wildlife corridors in El Cerrito are within the city's Hillside Natural Area and to a lesser extent along open reaches of the creeks. As analyzed

in the San Pablo Avenue Specific Plan EIR, the City of El Cerrito does not contain native resident or migratory fish. Creek maintenance and restoration of natural areas in existing open spaces, such as transitioning channelized creeks into daylit creek areas may restore their natural function while potentially increasing wildlife habitat and biodiversity. As described in *Section D.b*, any improvements within creek areas would be subject to State and local regulations to protect these resources.

Maintenance and rehabilitation activities, minor additions, access and trail improvements in open spaces and parks are not anticipated to have impacts during operation of the Project since improvements are limited in scope and scale. Noise impacts during construction would be temporary and therefore are not anticipated to interfere substantially with the movement of wildlife spaces. In sum, the Project would have a less-than-significant impact on fish or wildlife species.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Potentially Significant Unless Mitigation Incorporation. Construction of pedestrian and park improvements may result in the trimming or removal of trees, shrubs or weedy vegetation, which could provide habitat for nesting birds. The City is in the process of preparing a Tree Preservation Ordinance, but it is not yet completed or adopted. Therefore, while the Project would not conflict with local policies or ordinances protecting biological resources, there are mitigation measures that can be implemented to reduce potential impacts on these resources. Implementation of Mitigation Measures BIO-1, BIO-2 BIO-3, and BIO-4 would reduce the potential impacts to a less-than-significant level:

> Mitigation Measure BIO-1 – Nesting Birds: The removal of trees, shrubs, or weedy vegetation shall be avoided during the February 1 through August 31 bird nesting period to the extent possible, except for in the case of an emergency. If no vegetation or tree removal is proposed during the nesting period, no further action is required. If it is not feasible to avoid the nesting period, the project applicant shall conduct a survey for nesting birds no sooner than 14 days prior to the start of removal of trees, shrubs, grassland vegetation, buildings, grading, or other construction activity. Survey results shall be valid for 21 days following the survey; therefore, if vegetation or building removal is not started within 21 days of the survey, another survey shall be

required. The area surveyed shall include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist.

In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction shall be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

Mitigation Measure BIO-2 – Pre-Construction Survey for Bats: A qualified biologist shall conduct pre-construction surveys for bats and suitable bat roosting habitat at work sites where culverts, structures and/or trees would be removed prior to the initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.

Mitigation Measure BIO-3 – Tree Replacement: A certified arborist approved by the Public Works Department shall perform fieldwork that includes detailing the number of trees to be removed or affected and preserved within each project site. The results of this fieldwork shall form the basis for the appropriate tree replacement ratio. The findings of the field work and associated recommendations shall be reviewed by the Public Works Director for approval and implementation.

Mitigation Measure BIO-4 – Tree Roots: If trimming of roots greater than two inches in diameter is necessary during construction of the Project, a certified arborist approved by the Public Works Department shall be required to review and approve excavation plans and, if determined to be necessary by the arborist, shall be on site during construction to ensure that trimming does not cause an adverse impact to the trees.

Implementation of Mitigation Measure BIO-1, BIO-2, BIO-3, and BIO-4 would reduce and/or avoid potential impacts on nesting birds, bats, and trees, and therefore, reduce the potential impact of construction of the Project to a less-than-significant level.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?*

Less Than Significant. Plan Bay Area is a long-range, integrated transportation and land-use/housing strategy for the nine Bay Area counties developed by the Association of Bay Area Governments and the Metropolitan Transportation Commission. The plan includes parallel designations—Priority Development Areas (PDAs) Priority Conservation Areas (PCAs)—to concentrate development and limit urban sprawl. In El Cerrito, the Hillside Natural Area, Cerrito Creek and Ohlone Greenway are designated as PCAs. The PCA program prioritizes:

- Natural landscape, including functioning of wildlife and plant habitats, aquatic ecosystems and the region's water supply and quality;
- Urban greening to increase habitat connectivity, improve community health, capture carbon emissions, and address stormwater; and
- Regional recreation and trail facilities.

The Project supports the PCA designation by maintaining and enhancing these features, including naturalizing creek segments, creating recreation facilities, managing stormwater, and preserving open space. As a result, the Project would not conflict with an adopted conservation plan and the potential impact would be less than significant.

E. CULTURAL RESOURCES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	❒	❒	■	❒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	❒	■	❒	❒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❒	■	❒	❒
d) Disturb any human remains, including those interred outside of formal cemeteries?	❒	■	❒	❒

Affected Environment

As described in the General Plan, prehistoric archaeological sites in Western Contra Costa County are typically located near historical marsh margins, on terraces along watercourses, and at the base of hills near watercourses. Common prehistoric archaeological resources found at such sites include shell middens and bedrock milling stations. The City of El Cerrito is situated to the east of the general zone where shellmounds have been found. Further from the shoreline and upslope, the likelihood of encountering a classic deposit diminishes. Still, there are five recorded prehistoric archaeological sites within El Cerrito's boundaries.[9] Additionally, a known petroglyph boulder is located within Canyon Trail Park; three other petroglyph rocks may be located in the near vicinity of the park, but their specific locations are unknown.

[9] Ibid: 7-2.

Discussion

a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less Than Significant. Park improvements proposed as part of the Master Plan and landscaping and stormwater improvements consistent with Urban Greening Plan policies would take place along existing parks, streets, creek beds and primarily within disturbed areas, and would not affect existing structures. However, historic resources can also come in the form of sites as opposed to structures. Two historic sites have been identified in publicly-accessible locations in the Contra Costa County Historic Resources Inventory: [10]

- Joaquin Murietta Rock, near Arlington and Cutting Boulevards: An outcropping of rock covering about an acre. Legend has it that it was a hiding place for bandits who robbed the stagecoaches on the flat lands below. The rock outcropping is of the Franciscan type, and is over 150 million years old.
- Victor Castro Adobe at 1 El Cerrito Plaza: Don Victor Ramon Castro, one of thirteen children of Don Francisco Castro, chose the edge of his father's 17,938 acre Rancho San Pablo for his adobe hacienda in 1839. The adobe extended into a U-shape Spanish style home with two wings and a patio. The adobe was destroyed by fire in 1956. The adobe site is a California Historical Landmark #356 and is now identified by a sign on-site.

The Project does not propose improvements at the Murietta Rock site. However, the Project (and related Urban Greening Plan) does propose to create a mid-block crossing in El Cerrito Plaza (now occupied by a shopping center) to connect the east and west segments of the Cerrito Creek pedestrian trail and provide opportunities for improved trails and an enhanced creek experience at Creekside Park. These project improvements would not constitute a substantial adverse change in the significance of a historic resource and the potential impact would be less than significant.

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[10] Contra Costa County, 2010. *Historic Resources Inventory*: 19.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Potentially Significant Unless Mitigation Incorporation. Within Canyon Trail Park, the Project proposes updates or replacement of the play area, which is in proximity to a known petroglyph boulder. Native people are believed to have visited the site of the current Canyon Trail Park and completed the rock art there for religious and spiritual purposes, perhaps given expansive views of Mt. Tamalpais, the Golden Gate, and Angel Island. The boulder has been substantially deteriorated as a result of abrasion from sand in the play area sand and children playing on the boulder.[11] To prevent potential impacts to this resource, the master plan includes the following policy measure:

- Action A1.1 (excerpt): Redevelopment of the Canyon Trail Park play area shall avoid any disturbance to the known petroglyph boulder. Limits of work shall exclude the boulder site and the boulder shall be fenced off during demolition, grading, and construction activities. Redevelopment plans shall be subject to review and approval by the Public Works Director to ensure compliance with this policy.

In areas where improvements are proposed along existing streets and within disturbed and developed areas, there would be no impact on historical or archaeological resources. During construction, improvement projects along creeks or that involve park and open space expansions would require grading or ground disturbance that may have an impact on unknown, but potentially present archaeological resources. Further, it is noted that Creekside Park is in close proximity to Albany Hill, which is identified as a resource in the California Archaeological Inventory. The Project would not directly affect Albany Hill and therefore would not cause a substantial adverse change. No impact is anticipated during operation of the Project.

In order to reduce potential impacts to archaeological resources during construction to a less-than-significant level, Mitigation Measure CUL-1 shall be implemented.

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[11] O'Brien Kathy, Donna Gillette, and Roger Kelly, 2004. Excavation at a Petroglyph Boulder: Canyon Trail Park, CA-CCo-152. Department of Anthropology, California State University, Hayward.

Mitigation Measure CUL-1 – Archaeological Resources: If a previously unknown, but potentially significant cultural resource is encountered during clearing, grading and subsurface earthwork activities for any project component, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the uncovered resource requires further study. The project proponent shall immediately notify the Public Works Director. The project applicant shall include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites.

If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center (Sonoma State University), and provide for the permanent curation of the recovered materials.

Implementation of Mitigation Measure CUL-1 would reduce and/or avoid potential impacts on archeological resources, and therefore, reduce the potential impact of construction to a less-than-significant level.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Potentially Significant Unless Mitigation Incorporation. The Project does not involve construction which would impact known unique paleontological resources or sites or unique geological features. No impact is anticipated during operation of the Project. Although unlikely, in some areas, the proposed trail, park, channel/creek, and open space improvement projects would require grading or ground disturbance and therefore may have an impact on paleontological resources. The following mitigation measure shall be applied to the Project to reduce the potential impact during construction:

Mitigation Measure CUL-2 – Paleontological Resources: In the event a fossil is discovered during any earthwork activities for the project components (including those occurring at depths of less than 10 feet), all excavations within 100 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The project applicant shall include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Public Works Director or designee to determine procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.

Implementation of Mitigation Measure CUL-2 would reduce and/or avoid potential impacts on paleontological resources, and therefore, reduce the potential impact of construction of the Project to a less-than-significant level.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Potentially Significant Unless Mitigation Incorporation. The potential to uncover Native American human remains exists in locations throughout California. Although not anticipated, in some areas improvement projects that involve grading or ground disturbance could disturb human remains. The following mitigation measure shall be applied to the Project to reduce the potential impact:

Mitigation Measure CUL-3 – Human Remains: If human remains are encountered during earth-disturbing activities for the Project, all work in the adjacent area shall stop immediately and the Contra Costa County Coroner's office shall be notified immediately. This requirement shall be included in all project construction documents. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.

Implementation of Mitigation Measure CUL-3 would reduce and/or avoid potential impacts on paleontological resources, and therefore, reduce potential adverse impacts to human remains during construction to a less-than-significant level.

F. GEOLOGY AND SOILS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	❒	❒	■	❒
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❒	■	❒	❒
ii. Strong seismic ground shaking?	❒	■	❒	❒
iii. Seismic-related ground failure, including liquefaction?	❒	■	❒	❒
iv. Landslides?	❒	■	❒	❒
b) Result in substantial soil erosion or the loss of topsoil?	❒	❒	■	❒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	❒	■	❒	❒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	❒	■	❒	❒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	❒	❒	❒	■

Affected Environment

The City of El Cerrito is in the northern portion of the Coast Range geomorphic province of California, which is characterized by northwest-trending mountain ranges and valleys that generally parallel the major geologic structures, such as the San Andreas and Hayward faults. The Hayward fault is the active fault nearest to the east end of the city

limits. It is a northwest-trending zone, about 51 miles long, which extends from southeastern San Jose through the East Bay communities into San Pablo Bay.

Discussion

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Unless Mitigation Incorporation. According to the Alquist-Priolo Earthquake Fault Zone Maps published by the California Department of Conservation, Division of Mines and Geology (1982), most of the city is not located within the Alquist-Priolo Earthquake Fault Zone for the Hayward fault. The exception to this is the eastern edge of the city along the hilltop which is located in the fault zone.[12] Most Project improvements do not involve substantial structures that could be damaged or could injure people directly from fault off-set during a strong earthquake. The multi-generational center, Dorothy Rosenberg facility, and minor additions and rehabilitation projects represent more substantive structures. Although details about the Dorothy Rosenberg Memorial facility are unknown at this time, the site is located approximately 800 feet from the fault zone. In order to reduce potential impacts of future of known earthquake faults to less-than-significant levels, Mitigation Measure GEO-1 shall be implemented:

Mitigation Measure GEO-1 – Geotechnical Investigation: Prior to final design of improvements that involve significant ground disturbance, including but not limited to the multi-generational center and Dorothy Rosenberg Memorial facility, the project sponsor shall complete a geotechnical investigation, consistent with City of El Cerrito requirements, to identify design measures to mitigate impacts associated with poor soil

[12] California Geological Survey, 2003. Earthquake Zones of Required Investigation: Richmond Quadrangle.

conditions, unstable slopes, landslides, and earthquake related events such as groundshaking and ground failure, and implement those measures in the respective park, open space, and pedestrian improvements.

ii. Strong seismic ground shaking?

Potentially Significant Unless Mitigation Incorporation. The entire San Francisco Bay Area is subject to periodic earthquake ground shaking. The potential for strong seismic shaking at the project site is high. Due to their close proximity and historical seismic activity, the Hayward, San Andreas, and Concord/Green Valley faults present the highest potential for severe ground shaking. For example, the Working Group on California Earthquake Probabilities in conjunction with the United States Geological Survey estimates that there is a 14% probability that a magnitude 6.7 or greater earthquake will occur on the Hayward fault system in the next 30 years, a 6% probability that a magnitude 6.7 or greater earthquake will occur on the San Andreas fault, but a cumulative 72% probability that a magnitude 6.7 or greater earthquake will occur in the San Francisco Region in the next 30 years.[13]

Unless structures are specifically designed to withstand strong ground motion, proposed facilities, stairs and trails in hillside areas, daylighting of creeks out of existing culverts, and other creek and creek bank improvements could be damaged. In order to reduce these impacts to a less than significant level, Mitigation Measures GEO-1 shall be implemented.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Unless Mitigation Incorporation. Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by a seismic event, potentially resulting in a loss of soil strength and settling or subsidence. In some instances, lateral movements of the ground surface can also occur as a result of liquefaction through a phenomenon known as lateral spreading. Liquefaction and lateral spreading can constitute a significant geologic hazard, causing damage to pedestrian

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[13] U.S. Geological Survey, 2015. "UCERF3: A New Earthquake Forecast for California's Complex Fault System" Fact Sheet 2015–3009.

bridges or walkways and other site improvements. In order to reduce these impacts to a less than significant level, Mitigation Measures GEO-1 shall be implemented.

iv. Landslides?

Potentially Significant Unless Mitigation Incorporated. The hillsides in the north and east of El Cerrito are prone to landslides. The City's General Plan discourages development from these areas. According to the California Geological Survey, the site location at 945 King Ave. proposed for development of the Dorothy Rosenberg Memorial facility, is located in one of these areas of slope instability.[14] Additionally, grading related to new trails and the bike park in Hillside Natural could contribute to the risk of landslides. Implementation of Mitigation Measure GEO-1 would reduce potential landslide impacts to these types of project improvements to less-than-significant levels.

b) *Result in substantial soil erosion or the loss of topsoil?*

Less Than Significant. Exposed soils, particularly on steep portions of project sites could be subject to erosion during construction and grading activities. The potential for soil erosion exists during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established or hardscape is installed. Once projects are operational and landscaping and trails have been installed, the Project is anticipated to have a beneficial impact on reducing and avoiding erosion.

As described further in Section I: Hydrology and Water Quality, the City of El Cerrito requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) for projects of a certain scale that would generate stormwater impacts in order to prevent erosion and sedimentation during and following construction. The requirements include implementation of Best Management Practices (BMPs) during construction and the use of Integrated Management Practices (IMPs) for permanent, post-construction controls to reduce erosion (and pollutants discharged from the sites). Implementation of existing regulations would reduce erosion impacts to a less-than-significant level.

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[14] California Geological Survey, 1973. Relative Slope Stability Map: Plate 1: El Cerrito, Richmond, San Pablo. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/pr/PR_19/PR_19_Plate1.pdf. Accessed October 8, 2018.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Potentially Significant Unless Mitigation Incorporation. Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the project site. The Project—specifically through implementation of the Urban Greening Plan—would have a beneficial impact on groundwater recharge by increasing the amount of stormwater captured. The Urban Greening Plan (Appendix F) anticipates that additional trees planted as part of that project would reduce surface water runoff by over 30,000 gallons per year (133 gallons annually per tree planted). Therefore, subsidence or collapse of site soils is not likely. However, soils may be subject to liquefaction following an earthquake and landslides, as described above. In order to reduce these potential impacts to a less-than-significant level, Mitigation Measure GEO-1 shall be implemented.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Potentially Significant Unless Mitigation Incorporation. In areas underlain by expansive soils and compacted, engineered fill high shrink-swell soil activity can disrupt or damage paved surfaces as well as the foundations of public access facility structures. In order to reduce these potential impacts to a less-than-significant level, Mitigation Measure GEO-1 shall be implemented.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. No septic tanks or alternative wastewater disposal systems would be utilized as part of the Project. The City uses a municipal sewer system.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
G. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❒	❒	■	❒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	❒	❒	■	❒

Affected Environment

The City of El Cerrito adopted a Climate Action Plan in 2013 to provide guidance for reducing greenhouse gas emissions. The Climate Action Plan identifies an emissions reduction target of 15 percent below 2005 levels by 2020 and 30 percent below 2005 emissions' levels by 2035. The transportation sector (i.e., vehicle emissions) represents just over half (51%) of all emissions in the city according to the 2005 baseline inventory, followed by residential energy use (28%) and commercial energy use (15%). Water consumption has a minimal contribution to greenhouse gas emissions, at 0.3%.

Discussion

a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less Than Significant. Construction activities (i.e., the use of vehicles and other equipment) related to the project improvements would increase greenhouse gas emissions (e.g., carbon dioxide) temporarily during construction. This impact is not considered to be significant given the limited scope and duration of construction for each project component.

During operation, the Project would encourage additional pedestrian and bicycle trips, as the Project proposes to add and improve pedestrian and bicycle connections which may enhance access to neighborhood parks that are easily reached on foot. Overall improvements to and augmentation of park facilities and recreation programs and

services may increase the use of these facilities, which could generate additional vehicle trips as well. As described further in Section P: Transportation/Traffic, any increase in vehicle miles traveled is expected to be negligible. Additionally tree planting and landscaping related to the Project, and by extension the urban greening/stormwater management policies within the Project, could help reduce urban heat island effects and sequester carbon. Therefore, the Project would have a less-than-significant impact on directly or indirectly generating greenhouse gas emissions.

b) *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less Than Significant. The Project helps to implement the following key goals and objectives in the City's Climate Action Plan related to park and open space improvements, walking and biking infrastructure and connections, stormwater management, and landscaping:

> Goal SC-3: Continue to invest in infrastructure that invites people to walk, bike, and take transit more in El Cerrito.
>
> Objective SC-3.3: Continue implementation of the *Ohlone Greenway Master Plan* and create greater connections between the Greenway, San Pablo Avenue and other regional trail networks.
>
> Goal SC-4: Increase and enhance urban green and open spaces to protect biodiversity, conserve natural resources, conserve water, foster walking and bicycling, and improve the health and quality of life for residents and people who work in El Cerrito.
>
> Objective SC-4.1: Develop a comprehensive *Urban Greening Plan* to guide the development, programming, and maintenance of the City's public open spaces and green infrastructure and to identify additional or different types of green spaces needed to support urban infill development.
>
> Objective SC-4.2: Promote Bay-Friendly tree planting and landscaping, and the creation of green and open space that is attractive and helps restore natural processes, sequester carbon, clean storm water, conserve resources, and connect citizens to El Cerrito's natural environment.[15]

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[15] City of El Cerrito, 2013. *Climate Action Plan.*

The Project would help to implement these Climate Action Plan objectives by augmenting open spaces for recreation and to expand biodiversity, creating and improving trails and bicycle facilities, calling for mid-block and other pedestrian connections; providing more opportunities for local food production through a community garden; and mitigating the impacts of heavy rain events and flooding by reducing impervious paving (primarily through related policies in the Urban Greening Plan). Through creek restoration and daylighting initiatives, the Project would also enhance biodiversity by protecting habitats and wildlife corridors to increase the likelihood that native ecosystems will be able to adapt to the impacts of climate change.

As a result, the Project would have a beneficial impact on the City's greenhouse gas emissions' reduction goals. Therefore, the potential to conflict with applicable emissions reductions plans and policies would be less than significant.

H. HAZARDS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❒	❒	■	❒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❒	❒	■	❒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❒	❒	■	❒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	❒	■	❒	❒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	❒	❒	❒	■
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	❒	❒	❒	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❒	❒	■	❒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❒	❒	■	❒

Affected Environment

There are a number of automobile service stations and other commercial uses (e.g., dry cleaners) within the Planning Area that store, use and dispose of hazardous materials. The majority of hazardous materials sites within the city are leaking underground storage tank (LUST) cleanup sites associated with gasoline stations and automobile service uses, as well as activities that use onsite underground storage tanks, based on information from the Department of Toxic Substance's (DTSC) EnviroStor database[16] and the State Water Resources Control Board's (SWRCB) Geotracker database.[17] A review of the Environmental Protection Agency's (EPA) CERCLIS database indicated no active sites in the city.

Discussion

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant. The Master Plan references Urban Greening Plan policies and programs that include development of a Sustainable Landscape Program to educate residents on sustainable landscape and maintenance practices, including but not limited to programs related to pesticide-free and integrated pest management gardening, Bay Friendly Landscaping, street tree protection and proper maintenance, and water conservation practices.

Routine use of hazardous materials as part of the Project would be limited to small amounts of maintenance and custodial supplies to clean infrastructure in parks and other public facilities. Additionally, the City would continue to implement its Integrated Pest Management (IPM) Policy, which specifies the use of low risk pesticides only after City thresholds have been crossed and alternative strategies exhausted. These normal activities would be subject to applicable local, State, and federal regulations. No additional mitigation is required.

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[16] Department of Toxic Substances, 2018. Envirostor Mapping Tool. Accessed October 4, 2018.
[17] State Water Resources Control Board, 2018. GeoTracker Mapping Tool. Accessed October 4, 2018.

Depending on the scale of the project improvement, preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), discussed further in Section I: Hydrology and Water Quality, may be required. The SWPPP is designed to reduce the risk of spills or leaks from the reaching the environment, including procedures to address minor spills of hazardous materials.

The Project would not involve the routine transport, use, storage, or disposal of hazardous materials to the extent that a significant public or environmental hazard would occur. Therefore, development and operation of the Project would therefore have a less-than-significant impact.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant. As described in *Section H.a* above, the Project does not involve or affect significant hazardous materials and would not create conditions which could lead to the accidental release of hazardous substances. Most Project improvements would likely require minimal groundbreaking and the amount of soil excavation for trail and open space improvements is not expected to be substantial. Demolition and site preparation related to new construction and rehabilitation projects would be subject to California Building Code requirements for handling and removal of hazardous materials, such as asbestos. No additional mitigation is warranted. Therefore, the potential impact is less than significant.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant. Although the Project would be implemented within one-quarter mile of several schools, as described above, its components would not emit hazardous emissions or handle hazardous materials, substances, or waste. Therefore, the potential impact of the Project would be less than significant.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Potentially Significant Unless Mitigation Incorporation. According to databases maintained by the California Department of Toxic Substances Control and the California

State Water Resources Control Board, there are several sites in the City of El Cerrito that are on the Cortese list of hazardous materials sites. Most of these sites are gas stations and commercial uses that use and dispose of hazardous materials, and are located along San Pablo Avenue. These uses would not be affected by the surface improvements to parks and open spaces. Improvements that involve the disturbance of soil at or near these hazardous materials could potentially expose people and the environment to hazardous substances.

> Mitigation Measure HAZ-1 - Phase I and II Investigations. Prior to construction of any improvements that require ground disturbance, lists of hazardous materials sites maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be consulted. Where a proposed facility is located on an identified site, follow up Phase I and as appropriate Phase II hazardous waste site investigations shall be completed if not already available. No disturbance of contaminated soil shall be permitted unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste site(s).

The Project proposes upgrading the existing community garden in Centennial Park to become a key feature of Centennial Park. To ensure that soil in community gardens is safe for gardeners and consumers, the following mitigation measure shall be implemented.

> Mitigation Measure HAZ-2 – Community Garden Soil Evaluation. Prior to approval of a permanent community garden on public property, the applicant shall prepare and provide documentation of the following U.S. Environmental Protection Agency recommendations[18] for developing community gardens, to the satisfaction of the Public Works Director:
>
> - Research and submit the history of the property, which may include consultation of resources from the Department of Toxic Substances, State Water Resources

[18] U.S. Environmental Protection Agency, 2015. "Brownfields and Urban Agriculture: Interim Guidelines for Safe Gardening Practices." https://www.epa.gov/sites/production/files/2015-09/documents/bf_urban_ag.pdf. Accessed October 4, 2018.

Control Board resources, Sanborn or fire insurance maps, and City directories, in order to identify potential risks and contaminants for testing.

- Test soil at a laboratory to consider likely environmental contaminants, as well as macronutrients (nitrogen, phosphorus, potassium), micronutrients (magnesium, calcium, manganese, iron, etc.), Soil pH, and organic matter needed for healthy plant growth.
- If contaminants are at a level that need cleanup, applicant shall discuss with the City to determine whether an alternative site should be pursued, whether cleanup funds are available or can be attained, or whether above-ground rather than in-ground gardening should be pursued to reduce exposure to unsafe soils. In the latter instance, a water permeable fabric cover or geotextile may be utilized, or topsoil or clean fill added from certified soil sources (i.e., clean of any hazardous materials and safe for food production) to reduce exposures to soils of concern.

In order to mitigate potential impacts to a less-than-significant level, Mitigation Measure HAZ-1 and HAZ-2 shall be implemented.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The Project is not located within an airport land use plan nor within 2 miles of a public or public use airport.

f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The Project is not located within the vicinity of a private airstrip.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant. The project improvements are located in a predominantly urban setting mostly within existing public parks and open spaces, including the more rural Hillside Natural Areas. The Project is not expected to affect the roadway area where emergency vehicles and evacuation routes are located.

Any on-street improvements that would affect the roadway area, such as the Blue to Green Connections, would undergo review by the Police and Fire departments to ensure the necessary road widths, turning radii, emergency vehicle apparatus, and clearance distances are maintained for all emergency vehicles. As a result, the Project would not physically interfere with an adopted emergency response or evacuation plan and the Project's impact is expected to be less than significant.

h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Less Than Significant. The potential for grassland or woodland fires is found in the El Cerrito hills. In 2017, the City adopted a Wildfire Action Plan to prevent and reduce the threat of wildfire, including at the wildland-urban interface.[19] The plan includes policies and programs to enhance suppression capability, emergency preparedness, and fuel reduction treatments on public lands.

The Project does not propose improvements that would substantially affect water lines available for fire suppression, defensible space or emergency access. Rather, the plan identifies both policies and funding for vegetation management (weed abatement, managing dead or diseased trees, removal of invasive species and fire prevention) in the Hillsdale Open Space, including the Motorcycle Hill and Madera property areas identified in the Wildfire Action Plan as locations for fuel reduction. Therefore, the potential impact of the Project on wildland fires as they relate to the Project is considered less than significant.

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[19] Diablo Fire Safe Council, 2017. El Cerrito – Kensington Wildfire Action Plan: An Appendix to the Contra Costa Countywide Community Wildfire Protection Plan (CWPP), Contra Costa County.

I. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	❒	❒	■	❒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	❒	❒	■	❒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❒	❒	■	❒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	❒	❒	■	❒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	❒	❒	■	❒
f) Otherwise substantially degrade water quality?	❒	❒	■	❒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❒	❒	❒	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❒	❒	■	❒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	❒	❒	❒	■
j) Inundation by seiche, tsunami, or mudflow?	❒	❒	❒	■

Affected Environment

The City of El Cerrito is located in the San Francisco Bay Hydrologic Region, in the East Bay Plain Subbasin of the Santa Clara Valley Groundwater Basin. This subbasin is a northwest trending alluvial plain bounded on the north by San Pablo Bay, on the east by the contact with Franciscan Basement rock, and on the south by the Niles Cone Groundwater Basin. The East Bay Plain Subbasin extends beneath San Francisco Bay to the west. Several creek reaches pass through El Cerrito.

The State Water Resources Control Board and nine Regional Water Boards regulate water quality of surface water and groundwater bodies throughout California. In the Bay Area, including the project site, the San Francisco Bay Regional Water Board is responsible for implementation the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region. Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program, established through the federal Clean Water Act. Compliance with NPDES permits is mandated by State and federal statutes and regulations. The Contra Costa Countywide Clean Water Program assists cities, towns, and unincorporated areas with coordination and consistency of approaches across the County in implementing the Regional Water Board requirements.

Discussion

a) *Violate any water quality standards or waste discharge requirements?*

Less Than Significant. Potential stormwater impacts in improvements associated with the Project may occur during construction phases, while operation of the Project is expected to improve water quality and benefit waste discharge by maintaining and expanding pervious surfaces and stormwater infrastructure. Pursuant to Section 402 of the Clean Water Act and the Porter-Cologne Water Quality Control Act, municipal stormwater discharges in the City of El Cerrito are regulated under the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, Order No. R2-2015-0049, NPDES Permit No. CAS612008, adopted November 18, 2015 (MRP).

MRP Provision C.3 addresses post-construction stormwater management requirements and requires certain projects to incorporate site design, source control, and stormwater treatment measures into development projects, to minimize the discharge of pollutants in stormwater runoff and non-stormwater discharges. Construction of the multi-generational center and Dorothy Rosenberg facilities would be subject to C.3 regulations and related mitigations depending on how much impervious surface is created and/or replaced. Minor additions and structures, such as new restroom facilities, are unlikely to trigger C.3 requirements. Under provision C.3.b.ii.(4)(d), trails that are not hydraulically connected to other impervious surface or the stormwater conveyance system and drain to vegetated areas are exempt from water quality treatment requirements. Since most project components relate to open space and park improvements that would not create new impervious surfaces, much of the Project improvements would not trigger C.3 requirements.

Still, compliance with State and federal standards to maintain water quality is required, consistent with the following General Plan policy:

> Policy R1.6: Runoff Water Quality. Maintain, at a minimum, the water quality levels established by the Environmental Protection Agency (EPA), implement Clean Water Program and NPDES requirements, and achieve the highest possible level of water quality reasonable for an urban environment in City creeks.

The regional NPDES permit requires that the City and permit applicants address storm water pollution issues in development of private and public projects. Any construction

activities, including grading, that would result in the disturbance of one acre or more would be required to comply with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). Under the Construction General Permit, preparation of a SWPPP for a site would be required to address construction-related impacts.

As part of its standard practice, the City would review improvement projects prior to construction and determine if the project component requires preparation of a SWPPP. Based on this review, the City or applicant would prepare a project SWPPP that includes Best Management Practices (BMPs) to prevent, or minimize stormwater pollution during construction activities and reduce water quality impacts. All projects proposed along creek channels would require the preparation of an Erosion Control and Revegetation Plan, and a Spill Control and Counter Measures Plan, regardless of whether a SWPPP is technically required or not, as well as a Joint Aquatic Resource Permit (JARPA).

Therefore, existing regulations would mitigate any potential impacts of construction of the Project and operation of the Project is anticipated to have beneficial impacts on water quality. As a result, potential impacts of the Project on water quality would be less than significant.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less Than Significant. The Project is anticipated to increase groundwater recharge by reducing the amount of impervious surfaces as a result of Urban Greening Plan policies and programs—namely removing pavement along sidewalks and streets, and increasing the area devoted to stormwater capture and treatment. Implementation of the Project would include installation of new trees and landscaping, efficient irrigation systems, and water-saving fixtures as part of new construction projects that would indirectly contribute to increasing or maintaining groundwater supplies. As a result, the Project's impact on groundwater supplies would be less than significant.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant. The Project includes naturalizing and daylighting former creeks that are currently channelized within Poinsett Park and along portions of Cerrito Creek near El Cerrito Plaza and the Creekside Apartments project. Daylit and restored creeks would be engineered consistent with federal, State, and local regulations to reduce erosion and siltation, as they return creek areas to a more natural state. These regulations include compliance with the JARPA requirements discussed in *Section D.b.*

Existing storm drainage systems would be retained, but impervious areas are expected to be reduced as a result of the Project. Grading of project sites and installation of stormwater management infrastructure (primarily related to implementation of the Urban Greening Plan) would affect local drainage patterns in terms of the amount of flow and areas for drainage. As part of implementation of the Urban Greening Plan components of the Project, the City would develop Creek Maintenance Plans and a Watershed Management Plan, which would include riparian management guidelines to manage plantings, and reduce erosion in advance of development of creek restoration and watershed enhancement projects. Additionally, as described in *Section I.a* above, BMPs and preparation of SWPPP would be required on larger projects to address erosion and sedimentation.

While ground disturbance for projects outside existing paved rights-of-way associated could cause erosion and sedimentation into waterways, Urban Greening Plan policies incorporated into the Project, along existing local and regional regulations described above, would reduce potential impacts on existing draining patterns that would result in erosion to less-than-significant levels.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less Than Significant. As described in *Section I.d* above, as part of implementation of the Project and related Urban Greening Plan policies and programs, green infrastructure, stormwater management measures, and riparian management guidelines would be implemented to reduce flood impacts. Impervious surfaces would be reduced as a result

of the Project, thereby further reducing potential flood impacts. The Project also calls generally for improvements to Creekside Park to address future sea level rise and flood potential given park location in a FEMA flood zone.

As described in Appendix F of the Urban Greening Plan, the additional trees planted as part of the Urban Greening Plan, and by extension the Project, would reduce surface water runoff by over 30,000 gallons per year. Therefore, the Project would reduce the rate and amount of surface runoff which would have a beneficial impact on flooding and the potential impact would be less-than-significant.

e) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less than Significant. The Project is anticipated to reduce stormwater runoff by reducing the amount of impervious surfaces (removing portions of paved areas along sidewalks and streets) and increasing the area devoted to stormwater capture and treatment. Implementation of related Urban Greening Plan policies and programs would include installation of biofiltration gardens, constructed wetlands, and new street trees and landscaping that would contribute to reducing runoff and removing pollutants from the water.

Drainage at the bike park proposed in the Hillside Natural Areas will be mitigated through the project design process to reduce potential drainage and stormwater impacts.

- Action D2.2 (excerpt): The bike park location shall be selected and features designed to minimize erosion and facilitate drainage. Construction shall be timed to avoid grading activities during the rainy season and avoid impacts on habitat.

The Project would not significantly alter the existing stormwater drainage system (some drains may be rebuilt as a result of street improvement projects in the Urban Greening Plan), but this is expected to reduce reliance on the storm drain system and therefore increase its capacity. As a result, the Project would have a less-than-significant impact on runoff and the capacity of drainage systems.

f) *Otherwise substantially degrade water quality?*

Less Than Significant. As described in Appendix F of the Urban Greening Plan, policies and programs related to the Project would expand the amount of runoff treated and remove pollutants—namely, total suspended solids (TSS), total phosphorus (TP), Nitrate and Nitrite, Lead, total Kjeldahl nitrogen (TKN), Copper and Zinc—from stormwater runoff resulting in a beneficial impact on water quality. Furthermore, as part of implementation of the Urban Greening Plan, the City would develop a Watershed Management Plan to establish performance metrics to improve water quality and monitoring. Erosion and sedimentation from construction related disturbance of pedestrian facilities and trails could impact water quality temporarily.

Where required, for larger projects, such as construction of the multi-generational center and Dorothy Rosenberg Memorial facility, a SWPPP may be required to mitigate the impacts of erosion and sedimentation associated with construction-related disturbance. Therefore, the potential impact on water quality would be less than significant.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The Project does not place housing within a 100-year floodplain; therefore the Project would have no impact with respect to this criterion.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Less than Significant. The Project does not propose to add significant structures within a 100-year floodplain. Therefore, the Project would have a less-than-significant impact on flood flows.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?*

No Impact. None of the proposed project components are located in the vicinity of a levee or dam that could fail and cause loss, injury or death. Therefore, the Project would have no impact with regard to flooding as a result of a levee or dam failure.

j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. None of the proposed projects are located in the vicinity of areas subject to seiche, tsunami, or mudflow. Therefore, the Project would have no impact with regard to inundation.

J. LAND USE AND PLANNING	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	❒	❒	■	❒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❒	❒	■	❒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❒	❒	❒	■

Affected Environment

The Project would be implemented in various locations within the City of El Cerrito, primarily in urban areas, but also including the Hillside Natural Area. While the Project would be constructed in public parks and open spaces, it would include project components developed adjacent to a range of land uses, including residential, commercial, and community facility uses.

Discussion

a) *Physically divide an established community?*

Less Than Significant. The Project does not propose to add structures, walls, or reduce connections that would physically divide an established community. Project improvements such as new trails, mid-block crossings, and pedestrian connections would have a beneficial impact by improving connections between destinations within the community. As a result, the Project would have a less-than-significant impact on physically dividing an established community.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant. The Project would not conflict with any applicable land use plan, policy or regulation. Private property identified for potential open space development as part of the improvements to Baxter Creek Gateway Park and the Hillside Natural Area would be dependent on the private property owner's interest and consent, and subsequently the City Council's determination if a land use change were necessary.

As identified in the environmental topics throughout this Initial Study, the Master Plan would facilitate implementation of policies and programs in El Cerrito's General Plan, Climate Action Plan, and Urban Greening Plan, in particular those related to expanding parks and open spaces, improving the pedestrian and bicycle network, and managing stormwater runoff to improve water quality and reduce flood impacts. The implementation of mitigation measures in this environmental document and adherence to the requirements in the City's General Plan and Municipal Code would ensure conformance with plans, policies and regulations to avoid or mitigate potential environmental effects.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. There are no habitat conservation plans or natural community conservation plans that apply in the Planning Area. Therefore, the Project does not conflict with any applicable habitat conservation plan and would have no impact.

K. MINERAL RESOURCES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

No Impact. The El Cerrito General Plan does not identify any mineral resources within the city. The proposed Parks and Recreation Facilities Master Plan improvements would be located primarily in an already urbanized area and would not result in the loss of availability of a known mineral resource or in the loss of a locally important mineral resource recovery site. Improvements within the Hillside Natural Area, Creekside Park, and other open space areas are proposed to maintain and enhance the historic natural setting of these resources by daylighting creek sections and installing trails to manage erosion. Therefore, implementation of the Project would not have an impact on mineral resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
L. NOISE				
Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	❒	■	❒	❒
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	❒	❒	■	❒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■

Affected Environment

The Project is located within an already urbanized environment. According to the City's General Plan, the predominant noise sources in the city are from vehicle and rail traffic, specifically vehicles on I-80 and San Pablo Avenue, and along the BART rail line. Long-term measurements that were taken over a 24-hour period in March 2014 to analyze another project—the San Pablo Avenue Specific Plan—corroborate the General Plan's findings regarding existing noise levels at these locations.

Discussion

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Potentially Significant Unless Mitigation Incorporation. Operation of the Project would not create substantial new noise sources since the primary new noise sources would be additional human voices as a result of increased visitors to parks and open spaces. Additional trees and landscaping may have some noise reduction benefits. However, construction of the Project would temporarily increase noise sources due to the use of construction vehicles and equipment, and during test borings—and pile driving, if required for construction of the new multi-generational and Dorothy Rosenberg recreation facilities. Noise-generating activities would include removal of existing pavement, grading, excavation, maintenance/repairs, vertical construction activities, and trail building. Although construction noise would be localized to specific project site locations, businesses and residences would be intermittently exposed to noise throughout the plan horizon as individual projects are constructed.

The City's General Plan and Zoning Ordinance include standards and regulations to analyze and reduce potential noise impacts, respectively. Additionally, Mitigation Measure NS-1 is included to further reduce potential impacts. Given the temporary and intermittent nature of the construction activities, and with implementation of these regulations and mitigations, the Project is not anticipated to have a significant impact on noise exposure in excess of established standards.

Performance Standards

El Cerrito's General Plan identifies standards for maximum outdoor noise levels and encourages noise reducing technology in the development of infrastructure:

> Policy H3.2: Outdoor Noise Levels. The goal for maximum outdoor noise levels in residential areas is an Ldn [Day-Night Level] of 60 dB [decibels]. This level is a requirement to guide the design and location of future development and is a goal for the reduction of noise in existing development. However, 60 Ldn is a goal that cannot necessarily be reached in all residential areas within the realm of economic or aesthetic feasibility. This goal will be applied where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). The outdoor standard

will not normally be applied to the small decks associated with apartments and condominiums but these will be evaluated on a case-by-case basis. Where the city determines that providing an Ldn of 60 dB or lower outdoors is not feasible, the outdoor goal may be increased to an Ldn of 65 dB at the discretion of the Planning Commission.

Policy H3.5: Impacts of BART Noise. If the noise source is BART, then the outdoor noise exposure criterion should be 70 Ldn for future development, recognizing that BART noise is characterized by relatively few loud events.

Chapter 19.21.050 of the Zoning Ordinance requires preparation of a noise study if uses would produce outdoor noise levels in the conditionally permitted range or above. The Zoning Ordinance also describes performance standards to manage and reduce potential noise impacts. Normally acceptable noise levels are up to 60 dB in residential, commercial, and public facilities, and up to 65 dB in parks and open space areas; conditionally acceptable levels generally range from 75 to 80 dB in these use locations. The Zoning Ordinance requires evaluation of mitigation measures for projects in residential areas under the following circumstances:

- The project would cause the Ldn to increase 3 dBA or more.
- Any increase would result in an Ldn greater than 60 dBA.
- The Ldn already exceeds 60 dBA.
- The project has the potential to generate significant adverse community response.

Existing Noise Reduction Regulations

The General Plan includes the following policy to reduce potential noise impacts:

Policy H3.12: New Noise Reducing Technologies. Support and employ new noise reducing technologies in the development and maintenance of local and regional infrastructure.

Additionally, Chapter 16.03.060 of the Zoning Ordinance regulates construction hours to 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. It requires that construction work be controlled to prevent causing a public nuisance such as noise and vibration.

While the Project is not anticipated to cause an increase in dBA or generate significant adverse community response, it would be implemented in locations where the Ldn already exceeds 60 dBA, according to the measurements conducted for the San Pablo

Avenue Specific Plan Draft EIR in March 2014. As a result, in addition to the regulations described above, mitigation measures were evaluated and one mitigation measure is applied to the Project to reduce noise levels during construction.

Mitigation Measure

Implementation of Mitigation Measure NS-1 would further reduce potential noise impacts:

> Mitigation Measure NS-1 – Noise Control Best Management Practices: The construction contractor shall institute a noise control program, which shall be submitted to the Public Works Department and approved prior to any construction activity. Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures, when applicable, are recommended as part of the noise control program to reduce noise from construction activities:
>
> - Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
> - Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
> - Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
> - Prohibit unnecessary idling of internal combustion engines.
> - A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
> - Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
> - Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours specified in the Zoning Ordinance or determined in consultation with the Recreation Director.
> - Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a "construction liaison" who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to

correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

Compliance with existing policies and regulations, and implementation of Mitigation Measure NS-1 would reduce the exposure of persons to or generation of noise levels in excess of established standards and result in a less-than-significant impact.

b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

Less Than Significant. Community members would be exposed to additional noise and vibration sources temporarily during construction. The City of El Cerrito does not have quantifiable vibration limits that can be used to evaluate the compatibility of land uses with respect to ground-borne vibration. The Project assumes that test borings would be necessary prior to construction of new recreation facilities, and pile driving may be required, but these impacts are expected to be temporary and limited in scope and scale given the size of the proposed improvements. In general, given the limited nature of construction proposed as part of the Project, vibration impacts are expected to be limited and not substantial. Noise impacts would be regulated by the policies and regulations described in *Section L.a* above.

Parks and open space visitors would be temporarily exposed to existing noise and vibration sources in certain locations adjacent to BART and near vehicles on roadways, as a result of the Project. These impacts would affect users of the Blue to Green Connections in locations that cross under I-80, Ohlone Greenway improvements under the BART line, and pedestrian improvements adjacent to vehicle traffic on San Pablo Avenue.

Pedestrian would only be temporarily exposed to noise and vibration sources while passing under I-80 or San Pablo Avenue as part of proposed improvements. Improvements to the Ohlone Greenway may increase the number of visitors to this linear park and likewise temporarily expose community members to noise and vibration intermittently as a BART train passes overhead. In conclusion, the potential impact of exposure of persons to or generation of excessive ground borne vibration or noise levels would be less than significant.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant. As described in *Section L.a* and *Section L.b* above, the Project would not generate increased noise levels during operation of the Project. Therefore, the Project would not result in a substantial permanent increase in ambient noise levels and the potential impact would be less than significant.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Less Than Significant. As described in *Section L.a* and *Section L.b* above, the Project would temporarily generate construction noise impacts. Construction would include demolition, grading, excavation, and vertical construction; the highest noise levels would be generated when heavy equipment in used. Following common noise impact assessment practice, a substantial permanent noise increase would occur if the noise level increase resulting from the Project is 3 dBA Ldn or greater. A substantial temporary noise level increase would occur where noise from construction activities exceeds 60 dBA Leq and the ambient noise environment by at least 5 dBA Leq at noise-sensitive uses in the project vicinity for a period greater than one year. A substantial permanent cumulative noise increase would occur if the project contributed a minimum noise increase of 1 dBA Ldn where cumulative noise levels are anticipated to increase by 3 dBA Ldn or more.

Hourly average noise levels generated by the highest noise-producing construction activities could range from 75 dBA to 85 dBA Leq measured at a distance of 50 feet from the center of the active construction area. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. According to the San Pablo Avenue Specific Plan Draft EIR, typical existing noise levels around San Pablo Avenue (one of the nosiest parts of the Planning Area) range from 63 to 79 dBA Leq during the day. Although at times the construction of the Project may exceed the dBA Leq threshold, since construction related to individual project components would occur for a duration of less than 18 months, the potential impact would be less than significant. Moreover, potential impacts would be mitigated through the regulations, Mitigation Measure NS-1, and policies described in *Section L.a.* As a result, the Project would not result in a substantial temporary or periodic increase in ambient noise levels and the potential impact would be less than significant.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The Project is not located within an airport land use plan nor is it located within 2 miles of a public airport or public use airport. As a result, there would be no impact regarding this significance criterion.

f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The Project is not located within the vicinity of a private airstrip. As a result, there would be no impact regarding this significance criterion.

M. POPULATION AND HOUSING	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	❒	❒	❒	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■

No Impact. The Project does not involve the construction of any new vehicular roads, sewer and water lines or other utilities which could induce population growth in the City. The proposed park and open space improvements would serve the existing population and would not directly add housing to the City that could have a growth inducing effect. Additional temporary jobs would be generated during construction, and an incremental increase in permanent recreation jobs may be created as a result of the new facilities. However, job creation would be minimal and is not expected to necessitate construction of new housing or lead to population growth. The Project would not displace any existing housing units or substantial numbers of people, requiring replacement housing elsewhere.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
N. PUBLIC SERVICES				
Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	■	☐
Police protection?	☐	☐	■	☐
Schools?	☐	☐	☐	■
Parks?	☐	☐	■	☐
Other public facilities?	☐	☐	■	☐

Affected Environment

The Project is located within an urban area which is currently served by existing public fire, police, schools, parks, and related public services.

Discussion

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other public facilities?*

Fire Protection - Less Than Significant. Fire protection for the Project would be provided by the El Cerrito Fire Department. As of 2018, the Fire Department had 37 authorized personnel, including 19 paramedics who provide advanced life support services during emergency medical responses. The El Cerrito General Plan states a goal to maintain an average emergency response time for the first fire engine of less than 6 minutes for 95 percent of all emergency calls for service, provided adequate financial

resources are available.[20] Additionally, the El Cerrito Fire Department has automatic aid response agreements with the City of Richmond Fire Department, City of Albany Fire Department, City of Berkeley Fire Department, and Contra Costa County Fire Protection District.

The Project is not anticipated to affect fire protection services substantially, since it would not increase the population of residents or employees nor the amount of development. Vegetation management measures and related funding in the Hillside Natural Areas could reduce calls for service related to wildfire. As a result, implementation of the Project would not necessitate new Fire Department facilities and therefore would not create substantial adverse physical impacts related to the provision of new or altered Fire facilities and the resulting impact is less than significant.

Police Protection - Less Than Significant. Police protection for the Project would be provided by the El Cerrito Police Department. The Police Department has a response time standard of 5 minutes for Priority 1 and 2 calls (these are calls for service considered emergencies, with the potential for serious injury and/or death) and a staffing service level standard of 1.26 officers per 1,000 residents, according to the General Plan.[21]

The Project would not increase the population of residents or employees nor the amount of development and therefore is not anticipated to have a substantial effect on police protection. As a result, implementation of the Project would not necessitate new Police Department facilities and therefore would not create substantial adverse physical impacts related to the provision of new or altered Police facilities. The resulting impact is less than significant.

Schools – No Impact. The Project would not generate new students. As a result, the Project would not have an effect on the need for new or physically altered governmental facilities to maintain acceptable service ratios.

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[20] City of El Cerrito, 1999. General Plan Public Facilities and Services Element: 6-29.
[21] Ibid: 6-25.

Parks – Less Than Significant. Service ratios, maintenance, construction and operation impacts related to parks and open space are analyzed below.

Service Ratios

As noted in the Master Plan, El Cerrito has nearly 6 acres of parkland per 1,000 individuals, thereby exceeding the level of service standard of 5 acres of publicly owned parkland per 1,000 people established in the City's 1999 General Plan. The Project may increase the amount of park areas through amenities to through potential expansion of acreage and facilities through private land acquisition. Depending on changes to the population, unrelated to implementation of the Project, these improvements are likely to either maintain or increase in the overall service ratio. Future planning projects, such as updates to the General Plan or San Pablo Avenue Specific Plan will need to evaluate how future population growth will impact service ratios.

Maintenance

The Project supports a range of policies and programs to support maintenance of existing and planned improvements through: completion of deferred maintenance; compliance with ADA, operational and safety standards; improved trash management and general services in existing buildings and parks; removal of invasive species and planting appropriate species; and dedication of revenue streams for maintenance. As a result, although the Project would increase the provision of park facilities and the use of existing facilities, policies, programs, and potential new funding streams would prevent the physical deterioration of these facilities.

Measure A is a special tax approved by the voters of El Cerrito in March 2000 for the express purpose of funding the renovation and reconstruction of the Swim Center, the rehabilitation of the Canyon Trail Clubhouse, and the performance of access and restroom renovations to the Harding, Huber and Poinsett Park Clubhouses. The tax measure was approved for 20 years and is set to expire in June 2020. The City may elect to try to renew this measure. Although the City does not currently have a parks impact fee, the Active Transportation Plan, a parallel planning effort, recommends preparation of a nexus study in order to analyze the opportunity for a funding mechanism (such as impact fees) to pay for acquisition and maintenance of open space. The San Pablo Avenue Specific Plan also provides incentives for public open space by allowing it to satisfy private/common open space requirements on a 2:1 basis. It also allows applicants

to apply to pay in-lieu fees in lieu of provision of public open space in order to fund future public open space projects. These policies and programs would further reduce the potential impact of increased usage and the provision of new facilities.

Conclusion

In summary, the Project would have a beneficial impact on the provision of parks in the city and would also provide for the maintenance of both existing and new facilities to avoid any potential deterioration due to increased use. The Project would not be expected to result in substantial adverse physical impacts due to temporary construction activities or operation of the Project. As a result, construction of the Project would result in a less-than-significant environmental impact.

Other Public Facilities – Less Than Significant. Redevelopment of the existing Canyon Trail Park and Clubhouse may require relocation of the arts center to an existing structure. Potential impacts would need to be considered once a project is determined. However, potential construction of a new arts center is not anticipated to cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. Therefore, the potential impact is less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
O. RECREATION				
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❒	❒	■	❒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❒	❒	■	❒

Affected Environment

The City of El Cerrito Recreation and Public Works departments manage facilities and activities in the City's parks, recreational facilities, and open spaces. The West Contra Costa Unified School District operates parks and recreation facilities on school sites. The City also maintains parks and owns buildings and facilities on school district property, including: Harding Park, Play Field, Clubhouse and Tennis Courts; Fairmont Play Field and Clubhouse; and Castro Park, Play Field and Tennis Courts. The East Bay Regional Parks District manages the 2,427-acre Wildcat Canyon Regional Park adjacent to the city's eastern border. The Bay Trail, which runs along the waterfront west of the city, is operated by various cities, counties, park districts and other agencies.

The El Cerrito park system encompasses 16 city parks, one greenway, and two special-use open spaces. Maintenance of parks, sports fields, playgrounds, recreation facilities and open space include turf maintenance, reseeding, aeration, and fertilization, irrigation repair, litter removal, vegetation management including pruning and weed control, playground safety inspection and repair, building maintenance and repair, graffiti abatement, and special event support.

Discussion

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Less Than Significant. The Project would enhance facilities, plantings, and accessibility of existing neighborhood and regional parks and therefore could increase usage of these facilities. The Project identifies maintenance measures to prevent deterioration of these facilities, including funding for both capital improvements and maintenance. As described in *Section N.a (Parks)* above, implementation of the Project would not be expected to increase the use of existing neighborhood and regional parks and recreation facilities to such extent that these facilities would be physically degraded or that substantial physical deterioration would be accelerated. Therefore, the Project would have a less-than-significant impact on the deterioration of existing facilities.

Artificial turf and lighting at Cerrito Vista Park would allow for all-weather playing conditions and expanded hours of use for soccer and baseball fields. All-weather fields can substantially increase the hours that fields are available for use by extending daily hours of play and increasing the number of days that fields can be used throughout the year. Typically, all-weather turf does not require the care and maintenance needs of traditional seeding nor the irrigation. The Master Plan estimates that the replacement of artificial turf would allow existing users to expand their programs, new programs to be offered, reduce annual maintenance cost, reduce water usage, and generate additional revenue to partially offset operating costs. Operating hours are assumed Monday through Thursday 8am to 8pm and Friday through Sunday, 8am to 10pm.

Current conditions require continuous, labor intensive attention from the Department of Public Works, diverting human and financial resources from long-term repair and remediation. Funding for and efforts for ongoing maintenance would help to alleviate long-term deferred maintenance challenges that would require larger capital investments. Upgrades to irrigation systems, drainage, paving, play structures and other amenities, use of graffiti-resistant materials, paint, and signage, and improved lighting are expected to reduce water and energy use, maintenance costs, and staff time on a daily basis.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Less Than Significant. As described in *Section N.a (Parks)* and *Section O.a* above, the Project would create new recreation opportunities in the form of enhanced facilities, such as new trails, recreation facilities, programming, landscaping, and park amenities. Construction of these facilities would include development of new structures, amenities (e.g., restrooms, seating, play structures), paths, and removal of some existing impervious surfaces in order to install plantings and stormwater infrastructure. As part of implementation of the Project, the City would develop a Master Plan for Trails to identify trail improvement projects and maintenance strategies. The Project could include expansion of parks and open spaces through the acquisition of private property at Baxter Creek Gateway Park and the Hillside Natural Area.

These facilities would help implement the goals of the General Plan and the Climate Action Plan by providing pedestrian facilities and improving access to parks and open space areas. These new and improved facilities would not have an adverse physical effect on the environment; therefore the potential impact is less than significant.

P. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	■	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	■	☐
e) Result in inadequate emergency access?	☐	☐	■	☐
f) Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	■	☐

Affected Environment

Project policies support pedestrian and bicycle improvements, such as mid-block crossings, new and enhanced trails the Urban Greening Plan's Blue to Green Connections, and upgrades to the Ohlone Greenway multi-use path. The Project also includes other Active Transportation Plan improvements, such as park trails connectors,

hillside pathways and stairs, public trails (existing impassable trails), and Cerrito Creek Trail/BART to Bay Trail projects. The Project would not affect travel on highways and freeways; therefore such travel is not discussed further except as it relates to local street intersections with freeway on- and off-ramps.

Discussion

a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less Than Significant. The Project would have a less-than-significant impact on vehicles/streets, transit, bicycle and pedestrian performance standards, and applicable plans and policies as described below.

Streets/Vehicles

Vehicle level of service (LOS) is defined in terms of a letter grade ranging from A to F. LOS A is the best level of operation, representing free flowing conditions, and LOS F is the worst level of operation, representing excessive delays, long vehicle queues, and generally intolerable conditions. The City of El Cerrito's policy calls for achievement of LOS D or better.[22] Within the San Pablo Avenue Specific Plan area, the automobile goal is LOS E/80 seconds of delay or better.[23]

There are no substantial increases in the number or sizes of recreation facilities or in the total acreage of parkland that would generate substantial increases to vehicle miles traveled. The Project may incrementally increase vehicle trips on city streets compared to existing conditions, given improvements to open space, and facilities, programming, but not at levels that would affect the performance of the circulation system or exceed

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[22] City of El Cerrito, 1999. General Plan Transportation Element: 5-4.

[23] City of El Cerrito, 2014. Draft Environmental Impact Report: San Pablo Avenue Specific Plan. June: 16-8.

existing levels of service. Moreover, pedestrian and bicycle improvements may increase the use of alternative modes of travel.

Transit, Bicycles, and Pedestrians

The City of El Cerrito has taken a step toward making AC Transit more efficient by adopting a Transit First Policy. According to the General Plan, it is the official policy of the City of El Cerrito to encourage public transit among El Cerrito residents and visitors, and expedite the movement of transit vehicles.[24] The Project does not propose to directly affect transit performance or operations.

While the City does not have adopted standards for bicycle and pedestrian facility performance citywide, it does express support for bicycle and pedestrian facilities through the goals and policies of the General Plan and Climate Action Plan. The San Pablo Avenue Specific Plan also established new multi-modal level of service standards for the San Pablo Avenue corridor. The standard for the transit and pedestrian modes is a 'High' rating, and the standard for the bicycle mode is a 'Medium' to 'High' rating.

Improvements to paths, including within linear parks such as Creekside Park and Baxter Gateway Park, stairs, Blue to Green Connections, Cerrito Creek Trail/BART to Bay Trail projects would enhance pedestrian and bicycle mobility by expanding connections between destinations. The Project is not anticipated to exceed existing multi-modal levels of service.

Construction Impacts

Construction of on-street pedestrian improvements related to the Blue to Green Connections and green infrastructure may involve sidewalk and curb replacement that could result in temporary partial street closures, primarily to parking lanes, but potentially to travel lanes as well. Trail improvements within off-street open space areas may also create short-term closures to park trails and staircases. As these impacts would be temporary, they are not expected to create significant impacts.

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[24] Ibid: 5-10.

As a result, the potential impact of the Project to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Less Than Significant. The Contra Costa Transportation Authority (CCTA) serves as the Congestion Management Agency for the County, responsible for preparing the County's Congestion Management Program (CMP), most recently in 2017. Within the city, the CMP analyzes conditions on I-80 and San Pablo Avenue, and sets specific intersection LOS standards for both of these facilities: LOS F for I-80 between Cutting Boulevard and the Alameda County line; and LOS E for the portion of San Pablo Avenue within El Cerrito.[25]

According to the CMP and the Measure J Contra Costa Growth Management Program, only projects that expect to generate more than 100 peak hour vehicle trips are required to prepare a traffic impact analysis that assesses impacts of the proposed development on the regional transportation system. As described in *Section P.a* above, the Project would not substantially increase the size or amount of recreation facilities or parkland acreage. The number of vehicle trips on city streets created by the project is expected to be negligible compared to existing conditions, and therefore would not generate more than 100 peak hour trips. As a result, an impact analysis does not need to be prepared. Additionally, the Project would not have a direct impact on vehicle trips on I-80. Therefore, the Project is not expected to conflict with the CCTA's CMP and the resulting impact on the CMP and related travel demand measures and standards would be less than significant.

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[25] Contra Costa County Transit Authority, 2017. *Contra Costa Congestion Management Program:* D-3, D-4.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. No airports are located in the vicinity of the Planning Area. Therefore, the Project would have no impact on air traffic patterns.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant. While the majority of project improvements do not substantially alter street design, the Project—primarily through support of the Urban Greening Plan's Blue to Green Connections—includes pedestrian and bicycle infrastructure projects that are intended to make intersections safer for pedestrians, bicyclists, and drivers. Moreover, the Project is consistent with and helps to further implement projects identified in the Active Transportation Plan and complete streets policies of the San Pablo Avenue Specific Plan. The Project does not propose new street design features that would create substantial hazards. As a result, the potential impact on increasing hazards or incompatible uses would be less than significant.

e) *Result in inadequate emergency access?*

Less Than Significant. As described in *Section P.d*, certain project components would alter street design, specifically some restriping related to the Blue to Green Connections, as specified in the Urban Greening Plan. As part of the City's standard project review process, the Fire and Police departments would review street redesign proposals for emergency access considerations. None of the proposed improvements to parks, open space, and recreation facilities are expected to impact emergency access. As a result, the Project would be consistent with the City's emergency access standards and would not be expected to adversely affect emergency response. Therefore, the Project's impact to emergency access is expected to be less than significant.

f) *Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

Less Than Significant. The Project includes improvements to bicycle and pedestrian facilities through parks and open spaces, as well as through support for the Blue to Green Connections, as planned in the Urban Greening Plan. In this way, the Project supports the following transportation policies in the General Plan:

T1.4: Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools.

The Project also helps to implement the following Climate Action Plan alternative transportation policies:

Goal SC-3: Continue to invest in infrastructure that invites people to walk, bike, and take transit more in El Cerrito.

Objective SC-3.3: Continue implementation of the *Ohlone Greenway Master Plan* and create greater connections between the Greenway, San Pablo Avenue and other regional trail networks.

Therefore, the Project would have a beneficial impact on policies, plans and programs regarding public transit, bicycle, and pedestrian facilities, and would not affect the performance of these facilities, resulting in a less-than-significant impact.

Q. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❒	❒	■	❒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❒	❒	■	❒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❒	❒	■	❒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❒	❒	■	❒
g) Comply with federal, State, and local statutes and regulations related to solid waste?	❒	❒	■	❒

Affected Environment

The following sub-sections provide an overview of existing conditions related to wastewater, water supply, stormwater runoff, and solid waste and the potential impacts of the Project on these utility and service systems.

Discussion

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant. The City of El Cerrito is located within the jurisdiction boundaries of the San Francisco Bay Regional Water Quality Control Board. The Regional Water Board provides groundwater protection, wastewater discharge regulation, stormwater basin planning, water quality information, and enforcement. Under the Regional Water Board NPDES permit system, all existing and future municipal and industrial discharges to surface waters within the city would be subject to regulation. The Project would not generate substantial additional wastewater and therefore would have a less-than-significant impact on wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board.

b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant. The Project would not directly generate new residents or employees. Therefore, the Project would not have a substantial effect on wastewater demand and would have a less-than-significant impact on water or wastewater treatment facilities or the need for expansion.

c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant. One of the primary improvements of the Urban Greening Plan—a key implementation feature of the Master Plan—is the installation of green infrastructure to manage and treat stormwater before it enters the groundwater or San Francisco Bay. All of these proposed stormwater drainage facilities are natural systems, which utilize bioretention gardens and facilities comprised of plants, dirt, rocks or similar natural materials. These improvements would include removal of some impervious surfaces and the addition of trees, landscaping strips, and other plant material to reduce stormwater runoff flows during wet weather into the storm drainage system and into the Bay. Implementation of the Urban Greening Plan includes consideration of a Designated Green Infrastructure Standard to ensure that sufficient land area has protected vegetated

surfaces to reduce urban heat island effects, manage stormwater, and provide recreation opportunities. The Project does not propose to expand the existing storm drainage infrastructure and does not propose substantial excavation, which could result in erosion or other environmental effects.

Although the Project would not substantially increase stormwater or lead to the need for storm drain facilities, it is possible that during construction of new structures (e.g., the multi-generational center), storm drains would be altered. The City would review and inspect all plans for any alterations to existing storm drains. The Project would not require or result in the construction of new or expansion of existing stormwater drainage facilities and the impact on stormwater drainage would be beneficial and less than significant.

d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant. The East Bay Municipal Utility District (EBMUD) owns, operates and maintains the water distribution system in the City. Both supply and demand vary seasonally and become critical during drought periods which can last several years. EBMUD has water rights and contracts for up to 325 million gallons a day from the Mokelumne River watershed, which provides 90 percent of the water used by EBMUD.[26] For planning purposes and looking to the year 2050, EBMUD's current water supply is sufficient to meet customer needs during normal years, but insufficient to meet demand during single- and multi-year droughts. EBMUD is pursuing a range of strategies to reduce demand and increase supply, including through public outreach, leak fixes, water storage, infrastructure improvements and water conservation measures.

The Project is not anticipated to substantially increase demand for water supplies. New and renovated structures would include water-efficient fixtures and new landscaping may generate a small increase in irrigation temporarily as plants are installed and to help them establish. However, since the Project supports both efficient irrigation systems and low-water use plantings, no significant water needs are anticipated as part of implementation

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[26] East Bay Municipal Utility District, 2016. *Urban Water Management Plan 2015*: 8.

of the Project. As a result, no new water delivery would be required to serve the Project and therefore the impact would be less than significant.

e) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant. The Project would add restroom facilities, but would not directly generate new residents or employees. Therefore, it would not have a substantial effect on wastewater demand and would have a less-than-significant impact on water or wastewater treatment facilities or the need for expansion.

f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant. El Cerrito's solid waste is disposed of at Keller Canyon Landfill in Contra Costa County which has adequate capacity through a scheduled closing date of 2050.[27] The Project would only generate solid waste temporarily during demolition and construction. There would be no substantial solid waste associated with operation of the Project. As a result, the solid waste associated with the Project's construction would be minimal and would not substantially affect the projected life of the landfill and the potential impact regarding solid waste would be less than significant.

g) *Would the project comply with federal, State, and local statutes and regulations related to solid waste?*

Less Than Significant. The Project would be required to meet federal, state and local solid waste regulations. Therefore, the potential impact is less than significant.

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[27] California Department of Resources Recycling and Recovery, 2009. Keller Canyon Landfill Solid Waste Facility Permit.

R. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	❒	❒	■	❒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	❒	❒	■	❒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❒	❒	■	❒

Discussion

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

Less Than Significant. The above analysis identifies potentially significant impacts to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Noise which could degrade the quality of the natural environment. However, each potential impact would be mitigated to a less-than-

significant level through implementation of mitigation measures identified within each section.

As described in Section B: Biological Resources, the Project is not anticipated to have an impact on special status plant or wildlife species. Mitigation Measures BIO-1 and BIO-2 reduce the potential impacts to wildlife species to a less-than-significant level by avoiding and/or surveying for any nesting birds and bats before and/or during construction and responding accordingly.

As described in Section E: Cultural Resources, the Project would not have a substantive impact on historic resources. Therefore, the Project would not eliminate important examples of major periods of California history or prehistory.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less Than Significant. The Project would result in a physical change to the Planning Area by improving and expanding parks, open spaces, the pedestrian and bicycle network, and stormwater infrastructure. The Project would be consistent with the City's General Plan and Zoning Ordinance, which include goals, policies and standards for preservation of these resources and development of these amenities.

Cumulatively, the Project combined with other past, present, and reasonably foreseeable future projects, as projected in the San Pablo Avenue Specific Plan, Urban Greening Plan, Active Transportation Plan, Climate Action Plan, and General Plan, would have an incremental impact on the environment. Specifically, the Project could result in an increase in the use of parks and recreation facilities. However, the Project proposes to increase the overall amount of parks, open space, and trails, but does not directly increase the residential or employee population of park users. Moreover, existing policy measures in adopted plans and mitigation measures in this Initial Study reduce potential cumulative impacts through design and maintenance measures to less-than-significant levels. Although the Project may incrementally contribute to potential cumulative impacts, the Project would not result in significant cumulative impacts.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant. The Project would be generally consistent with local land use and zoning requirements, as well as State and federal requirements, as described in the preceding sections. The Project would not create adverse neighborhood impacts, as the majority of the Project's potential impacts described in the preceding sections would only be present temporarily and intermittently during construction. Operation of the project is not anticipated to create adverse impacts.

Furthermore, the following mitigation measures have been incorporated into the Project to reduce direct and indirect adverse effects on human beings:

- Mitigation Measure AQ-1 reduces air quality impacts through dust abatement measures and construction exhaust.
- Mitigation Measure CULT-3 provides a process to follow in the event that human remains were to be discovered during construction of the Project.
- Mitigation Measure GEO-1 requires a geotechnical assessment to protect users of structural facilities during seismic events or due to other geotechnical hazards.
- Mitigation Measure HAZ-1 requires site investigations to determine the presence of hazardous materials and the actions for remediation or avoidance.
- Mitigation Measure HAZ-2 provides procedures for developing community gardens in order to protect humans from soil contamination.
- Mitigation Measure NS-1 requires implementation of noise control best management practices to reduce noise impacts during construction.

As a result, the Project would not cause substantial adverse effects on human beings and the potential impact is less than significant.

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City of El Cerrito

Parks and Recreation Facilities Master Plan
Mitigation Monitoring & Reporting Program

April 2, 2019

This Mitigation Monitoring and Reporting Program (MMRP) has been developed based on the Initial Study Checklist/Mitigated Negative Declaration (IS/MND) prepared for the City of El Cerrito's Parks and Recreation Facilities Master Plan. This MMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." The MMRP table on the following pages lists mitigation measures identified in the Initial Study as necessary to mitigate potentially significant impacts evaluated in the IS/MND.

The first column of the table identifies the mitigation measure. The second column specifies the monitoring timing, responsible party (i.e., City department), and procedure for monitoring. The final set of columns provide spaces for comments, dates, and initials to be completed by the responsible party during construction and/or operation of the project, and to be used by the City to ensure that mitigation measures have been monitored.

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
Air Quality					
AQ-1 – Air Quality Best Management Practices: The construction contractor shall institute a dust control program, which shall be submitted to the City's Public Works Department and approved prior to any construction activity. Elements of the dust and emissions control program shall include, but not be limited to, the following measures: ▪ During construction, all exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at least two times per day to control dust particulates. ▪ Cover all hauling trucks or maintain at least two feet of freeboard. ▪ Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas. ▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. ▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more). ▪ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. ▪ Limit traffic speeds on any unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible.	Prepare program prior to commencement of work and implement ongoing during grading and construction	Public Works Department	Review and approval of dust control program and heavy-duty off-road vehicle reduced emissions proposal. Periodic inspections during construction.		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
▪ Suspend construction activities that cause visible dust plumes to extend beyond the construction site. ▪ Post a publicly visible sign(s) with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. ▪ The contractor shall provide a plan for approval by the Public Works Department or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. ▪ Clear signage at all construction sites shall be posted indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site or adjacent to the construction site. ▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors). ▪ Properly tune and maintain equipment for low emissions.					

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
Biological Resources					
Mitigation Measure BIO-1 – Nesting Birds: The removal of trees, shrubs, or weedy vegetation shall be avoided during the February 1 through August 31 bird nesting period to the extent possible, except for in the case of an emergency. If no vegetation or tree removal is proposed during the nesting period, no further action is required. If it is not feasible to avoid the nesting period, the project applicant shall conduct a survey for nesting birds no sooner than 14 days prior to the start of removal of trees, shrubs, grassland vegetation, buildings, grading, or other construction activity. Survey results shall be valid for 21 days following the survey; therefore, if vegetation or building removal is not started within 21 days of the survey, another survey shall be required. The area surveyed shall include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist.	Prior to commencement of work and removal of any vegetation (depending on timing of construction)	Public Works Department	Review biologist's findings and conduct site visit		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction shall be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.					
BIO-2 – Pre-Construction Survey for Bats: A qualified biologist shall conduct pre-construction surveys for bats and suitable bat roosting habitat at work sites where culverts, structures and/or trees would be removed prior to the initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.	Prior to commencement of work	Public Works Department	Review biologist's findings and CDFW's determination		
BIO-3 – Tree Replacement: A certified arborist approved by the Public Works Department shall perform fieldwork that includes detailing the number of trees to be removed or affected and preserved within each project site. The results of this fieldwork shall form the basis for the appropriate tree replacement ratio. The findings of the field work and associated recommendations shall be reviewed by the Public Works Director for approval and implementation.	During project design phase	Public Works Department	Review and approval of arborist's findings, determine tree replacement ratio		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
BIO-4 – Tree Roots: If trimming of roots greater than two inches in diameter is necessary during construction of the Project, a certified arborist approved by the Public Works Department shall be required to review and approve excavation plans and, if determined to be necessary by the arborist, shall be on site during construction to ensure that trimming does not cause an adverse impact to the trees.	During construction activities that affect mature trees	Public Works Department	Review and approval arborist's findings and approval of excavation plans		
Cultural Resources					
CUL-1 – Archaeological Resources: If a previously unknown, but potentially significant cultural resource is encountered during clearing, grading and subsurface earthwork activities for any project component, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the uncovered resource requires further study. The project proponent shall immediately notify the Public Works Director. The project applicant shall include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites.	During construction activities	Public Works Department	Periodic inspections during construction		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center (Sonoma State University), and provide for the permanent curation of the recovered materials.					
CUL-2 – Paleontological Resources: In the event a fossil is discovered during any earthwork activities for the project components (including those occurring at depths of less than 10 feet), all excavations within 100 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The project applicant shall include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Public Works Director or designee to determine procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.	During construction activities	Public Works Department,	Periodic inspections during construction		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
CUL-3 – Human Remains: If human remains are encountered during earth-disturbing activities for the Project, all work in the adjacent area shall stop immediately and the Contra Costa County Coroner's office shall be notified immediately. This requirement shall be included in all project construction documents. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.	During construction activities	Public Works Department	Periodic inspections during construction		
Geology and Soils					
GEO-1 – Geotechnical Investigation: Prior to final design of improvements that involve significant ground disturbance, including but not limited to the multi-generational center and Dorothy Rosenberg Memorial facility, the project sponsor shall complete a geotechnical investigation, consistent with City of El Cerrito requirements, to identify design measures to mitigate impacts associated with poor soil conditions, unstable slopes, landslides, and earthquake related events such as groundshaking and ground failure, and implement those measures in the respective park, open space, and pedestrian improvements.	During project design phase	Public Works Department	Review and approval of geotechnical investigation		
Hazards and Hazardous Materials					
HAZ-1 - Phase I and II Investigations: Prior to construction of any improvements that require ground disturbance, lists of hazardous materials sites maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be consulted. Where a proposed facility is located on an identified site, follow up Phase I and as appropriate Phase II hazardous	During project design phase	Public Works Department	Review and approval of Phase I and/or II investigations		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
waste site investigations shall be completed if not already available. No disturbance of contaminated soil shall be permitted unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste site(s).					
HAZ-2 – Community Garden Soil Evaluation: Prior to approval of a permanent community garden on public property, the applicant shall prepare and provide documentation of the following U.S. Environmental Protection Agency recommendations for developing community gardens, to the satisfaction of the Public Works Director: ▪ Research and submit the history of the property, which may include consultation of resources from the Department of Toxic Substances, State Water Resources Control Board resources, Sanborn or fire insurance maps, and City directories, in order to identify potential risks and contaminants for testing. ▪ Test soil at a laboratory to consider likely environmental contaminants, as well as macronutrients (nitrogen, phosphorus, potassium), micronutrients (magnesium, calcium, manganese, iron, etc.), Soil pH, and organic matter needed for healthy plant growth. ▪ If contaminants are at a level that need cleanup, applicant shall discuss with the City to determine whether an alternative site should be pursued, whether cleanup funds are available or can be attained, or whether above-ground rather than in-ground gardening should be pursued to reduce exposure to unsafe soils. In the latter instance, a water permeable fabric cover or geotextile may be utilized, or topsoil or clean fill added from certified soil sources (i.e., clean of any	During site selection phase and prior to project approval	Public Works Department	Review and approval of due diligence/site investigation documentation, and cleanup measures, as relevant		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
hazardous materials and safe for food production) to reduce exposures to soils of concern.					
Noise					
NS-1 – Noise Control Best Management Practices: The construction contractor shall institute a noise control program, which shall be submitted to the Public Works Department and approved prior to any construction activity. Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures, when applicable, are recommended as part of the noise control program to reduce noise from construction activities: ▪ Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment. ▪ Utilize "quiet" models of air compressors and other stationary noise sources where technology exists. ▪ Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area. ▪ Prohibit unnecessary idling of internal combustion engines. ▪ A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. ▪ Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.	Prior to commencement of work	Public Works Department, Recreation Department	Review and approval of noise control program. Periodic inspections during construction.		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
▪ Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours specified in the Zoning Ordinance or determined in consultation with the Recreation Director. ▪ Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a "construction liaison" who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.					

April 2, 2019
City Council Meeting

Parks and Recreation Facilities Master Plan

The Public Draft of the Parks and Recreation Facilities Master Plan, including appendices, is available for review at http://www.el-cerrito.org/ParksMP

Below are direct links to the document, which has been divided for easier downloading:

- Public Draft Plan: http://www.el-cerrito.org/DocumentCenter/View/11086/2018-11-19-El-Cerrito-PRFMP_Master-Plan
- Appendix A: Community Engagement Summary - http://el-cerrito.org/DocumentCenter/View/10485/2018-09-07-A_Community-Engagement-Summary
- Appendix B: Document Review - http://el-cerrito.org/DocumentCenter/View/10486/2018-09-07-B_Document-Review
- Appendix C: Recreation Programs Assessment - http://el-cerrito.org/DocumentCenter/View/10487/2018-09-07-C_Recreation-Programs-Assessment
- Appendix D: Inventory and Deficiencies Assessment - http://el-cerrito.org/DocumentCenter/View/10488/2018-09-07-D_Inventory-and-Deficiencies-Assessment

- Appendix E: Recommendations by Factor for Consideration - http://el-cerrito.org/DocumentCenter/View/10489/2018-09-07-E_Recommendations-by-Factor-for-Consideration
- Appendix F: Opinion of Probable Costs - http://el-cerrito.org/DocumentCenter/View/10491/2018-09-07-F_Opinion-of-Probable-Cost-1
- Appendix G: Schematic Recreation Facility - http://el-cerrito.org/DocumentCenter/View/10492/2018-09-07-G_Schematic-Recreation-Facility
- Appendix H: Additional Grant Funding - http://el-cerrito.org/DocumentCenter/View/10493/2018-09-07-H_Additional-Grant-Funding
- Appendix I: Schematic Phasing - http://el-cerrito.org/DocumentCenter/View/10494/2018-09-07-I_Schematic-Phasing
- Appendix J: Technical Appendix Swim Center Assessment - http://el-cerrito.org/DocumentCenter/View/11330/Initial-Study-Checklist---ECPRFMP

Hardcopies are also available for review at:

City Hall, 1st Floor Counter – 10890 San Pablo Avenue, El Cerrito

The El Cerrito Community Center – 7007 Moeser Lane, El Cerrito

and

The El Cerrito Library, 6510 Stockton Ave, El Cerrito

Park & Recreation Commission Recommendation Conditions and Corresponding Changes

After public review, comments and revision, the Master Plan was presented to the Park and Recreation Commission on September 12, 2018, which unanimously recommended its adoption by the City Council, assuming the following conditions were met.

1) ***Resolve how the information in Table Three is presented with how it is described on page 24***: The consultant team has provided text, and updated tables to make sure information is presented correctly. All documents have been updated to absorb these changes.

2) ***Make sure Table 2 in Appendix D is accurate and correctly references the details that they are supposed to represent and include all of the same categories***: Table and references have been double-checked and corrected, where needed.

3) ***Change Community Garden information on pages 118-119 to reflect actual arrangement with El Cerrito Garden Network or remove as a project type***: Text was updated after consultation with Community Garden Network.

4) ***Clarify Appendix I scoring relative to Appendix E***: Language was been added at the introduction of Appendix I and E to clarify purpose of each appendix.

5) ***Cross reference park section in 5.3 [Chapter 5, Section 3] to priorities in Appendices E & I***: Flow charts were added to Chapter 5 and the Executive Summary to show relationship between Appendices and Recommendations. Each recommendation has been numbered, so that reference to recommendations will be consistent throughout all documents.

6) ***Include a flow chart of the relationship between Appendices D, E & I at the beginning of Chapter 5***: Flow charts were added to Chapter 5 and the Executive Summary to show relationship between Appendices and recommendations.

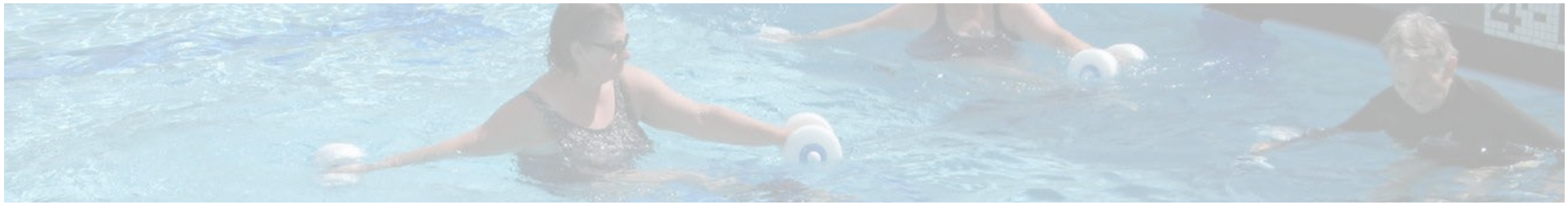
7) ***Incorporate clarifying and supporting text and graphics where appropriate to make the document more readable and user friendly***: Additional graphics have been added to Chapter 6; Flow charts were added and in Executive Summary and Chapter 5 for clarification; Introductory language has been added to all Appendix documents; Appendices E, F, G, and I have been formatted to be more readable and consistent with other Master Plan documents.

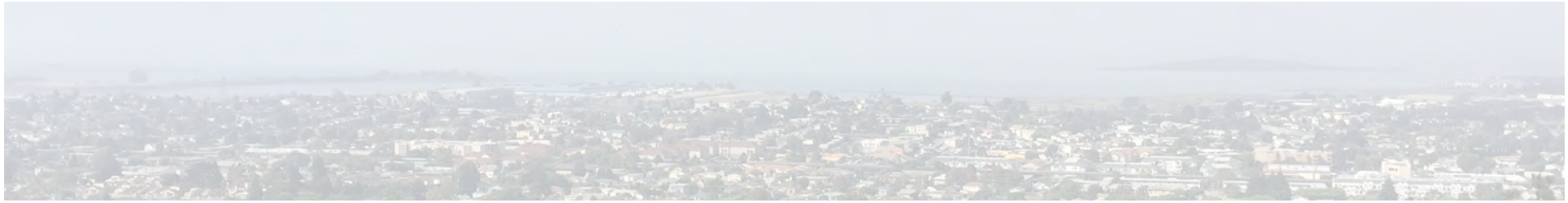
8) ***Cross check and revaluate all tables and references, Page 79 – missing Enhancements in the graph at the bottom***: Tables and references were cross checked; Graphs in Chapter 5 (at the bottom of each site/asset sheet) only include known costs. If costs were not shown in the chart for a recommendation, then there is not a known cost for that recommendation. Under 'Estimate of Cost' title, text clarifies what is not included in graph and why.

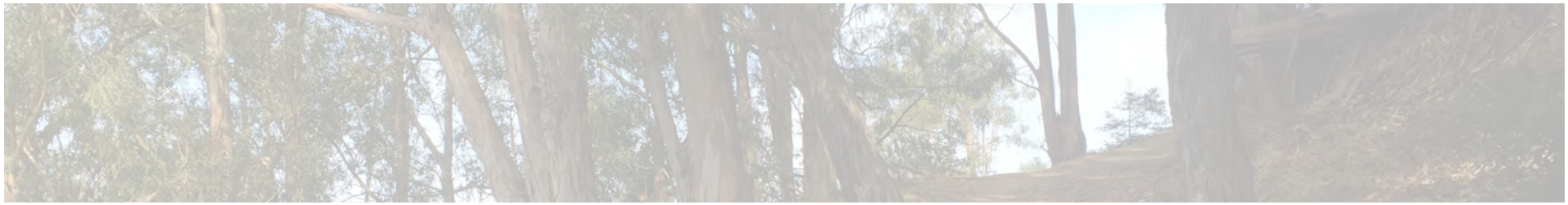
9) ***In chapter 5, clarify that each bullet point has its own budget, but graphs below are cumulative***: Each recommendation was numbered, so that reference to recommendations will be consistent throughout all documents; Numbering recommendations clarifies that each recommendation has its own cost.

10) ***Have someone who has not been involved in preparation of the document to proofread it***: Resource Principal, Cordy Hill, proofread all documents.

EXECUTIVE SUMMARY







EXECUTIVE SUMMARY

1.1 Purpose
1.2 Scope

1.1 PURPOSE

El Cerrito's *Parks and Recreation Facilities Master Plan* will shape the future of the City's parks, open spaces, and recreation facilities, creating a framework for the services in El Cerrito's recreation network. **The Master Plan assesses the City's existing conditions, identifies the community's recreation needs, prioritizes recommendations, and generates a plan for the long-term maintenance and enhancement of the City's parks and facilities.**

This plan includes:

- El Cerrito's recreation, park, and open space assets
- The recreation services provided by the City
- Current and future recreation opportunities for the El Cerrito community
- Current and future maintenance needs of the City's parks and recreation facilities
- Prioritized project recommendations for the maintenance, rehabilitation, and improvement of El Cerrito's parks and recreation facilities

1.2 SCOPE

The scope of El Cerrito's *Parks and Recreation Facilities Master Plan* includes an inventory and assessment of the community's existing recreation system, community input gathering, exploration of potential enhancement and expansion projects, and priority setting. The *Master Plan* looks at the significant maintenance and rehabilitation needs of the City's aging parks and recreation facilities with the intent to identify the necessary repairs and upgrades so that facilities will be sustainably maintained in the future. To help set priorities for improvements, the *Plan* also assesses community needs in recreation and enhancement opportunities.

INVENTORY AND NEEDS ASSESSMENT

The inventory and needs assessment of the *Master Plan* surveys the City's existing park and recreation facilities, reviews previous planning efforts, and analyzes the community's demographic and recreational profile. From this, the inventory and needs assessment identifies where community demand is not met by the City's supply of recreation services.

El Cerrito's park and recreation system encompasses 16 City parks, one greenway, two special-use open spaces, and 15 recreation buildings. The City maintains and operates 175 acres of parkland, of which 102 acres remain dedicated open space. The City owns 155 acres of parkland and maintains 20 acres of parkland that is owned by the West Contra Costa Unified School District (WCCUSD) (6.5 acres), the City of Richmond (1.5 acres), and BART (12 acres).

Overall, the City's recreation network receives active community use. However, aging amenities, significant deferred maintenance, and limited opportunity for program expansion negatively impact the City's provision of recreation services to the community. Additional funding is needed to provide recreation services for youth, teens, and adults which are a priority for the community.

COMMUNITY OUTREACH

Extensive community outreach was utilized throughout the master planning process. This outreach included the establishment of a guiding Community Advisory Group (CAG), interviews with parks and recreation Stakeholders, three community workshops, an online survey, and two public study sessions with the El Cerrito Park and Recreation Commission.

The following are strong themes from the community outreach process:

- **Overall, the community is satisfied with the City's existing supply of and access to parks and recreation facilities and programs**
- **Many community members view the Hillside Natural Area and Ohlone Greenway as valued recreation amenities that are unique to El Cerrito**
- **There is a desire to update and improve the City's existing recreation facilities and programs, to modernize and to meet demands in use**
- **There is a strong desire for improved general maintenance in the City's parks – restrooms, waste removal, etc.**
- **The community is interested in pedestrian access throughout the City's recreation network – walking and biking**
- **The community is interested in supporting youth recreational programming – toddler amenities, teen programming, and youth enrichment opportunities**

PROJECT IDENTIFICATION AND REFINEMENT

The El Cerrito parks and recreation network has significant deferred maintenance and rehabilitation projects requiring an assessment and systematic prioritization for these projects, while also addressing potential improvements to serve identified recreational need in the community. The Consultant worked with the CAG, City staff, and community input to assess and refine improvements for El Cerrito's parks and recreation facilities.

The City is faced with high demand and insufficient space to meet the community's existing recreation needs. The space that is available to the community for recreation programming requires extensive renovation and updates to meet current and future recreation programming. To fulfill its mission of providing the opportunities, resources, and services that will enhance quality of life and create community connections, the Recreation Department's recreational, educational, and cultural offerings will require expansion.

GOAL AND PRIORITY SETTING

To establish priorities for El Cerrito's recreation enhancements, the *Master Plan* is guided by the following overarching goals:

Goal A: Enhance El Cerrito's Park Network
Goal B: Enhance El Cerrito's Recreation Facilities
Goal C: Support Recreation Programs
Goal D: Improve Pathways and Trails
Goal E: Improve Natural Areas

In addition to these goals, prioritizing criteria were created through the input of the CAG, City staff, and the community. Combined with a detailed financial analysis of potential park projects, and the identified prioritizing criteria, the overarching goals support the selection of priority projects that will serve the community's existing and future recreational needs.

IMPLEMENTATION

The *Master Plan* identifies $9.7 million in existing parks and recreation building deficiencies. This cost includes ADA deficiencies, urban forest management, and the in-kind feature replacement for items at the end of their useful life throughout the City's parks and recreation buildings as identified through update of the 2004 *Structural Facilities Management* Plan and the 2003 *Landscape Management Plan*. **The $9.7 million in existing park and recreation building deficiencies does not include**

additional amenities or facilities, but the as-is cost to improve the recreation network as it currently is.

The *Master Plan* recommendations identify $22.3 million in desired park and recreation building improvements and enhancements.These improvements would enhance and expand the City's recreation network while addressing deficient items. Should the recommended improvements be implemented, many of the identified park and recreation deficiencies will be addressed. The balance of the deficient items will be addressed through the implementation of identified maintenance budget enhancements.

In total, the Master Plan includes 180 projects or implementation activities, of which 128 are estimated to have costs of $22.3 million. 52 projects are not assigned a cost as they are policy and program changes or are not sufficiently defined to estimate implementation. This value reflects hard costs only – future planning will need to account for contingencies such as design, administration, and construction management. With a contingency of 35% (20% contingency and 15% soft costs) the recommendations are estimated to be $30.1 million.

Recommended projects are categorized as follows:

- **(IWP)** Immediate Work Priorities– items/assets that are failing and have reached the end of their useful life (assessed as 'poor' in the 2018 Inventory and Deficiencies Assessment)
- **(P)** Policy/Program– recommendations related to park or asset program or City policy
- **(EW)** Early Wins– recommendations with an implementation cost of $20,000 or less
- **(DEF)** Deficiencies– recommendations related to code, regulation compliance, and ADA accessibility
- **(ENP)** Enhancements/New Projects– recommendations that support park and asset enhancement or the creation of a new amenity

Table 1. Recommendation Type, Number, and Cost

Recommendation Type	Projects	Known Costs
(IWP) Immediate Work Priority	19	$657,765, for 19 projects
(P) Policy/Program	21	NA*
(EW) Early Wins	28	$228,700, for 27 projects
(DEF) Deficiency	37	$4,969,449, for 36 projects
(ENP) Enhancement/New Project	75	$16,371,380, for 46 projects
Recommendations Total	180	$22,227,294
35% Contingency		$30,006,847
Swim Center Capital Projects*	3	$7,643,370
Grand Total	183	$37,650217

* A more detailed analysis was conducted for anticipated Swim Center Projects, please see page 137.

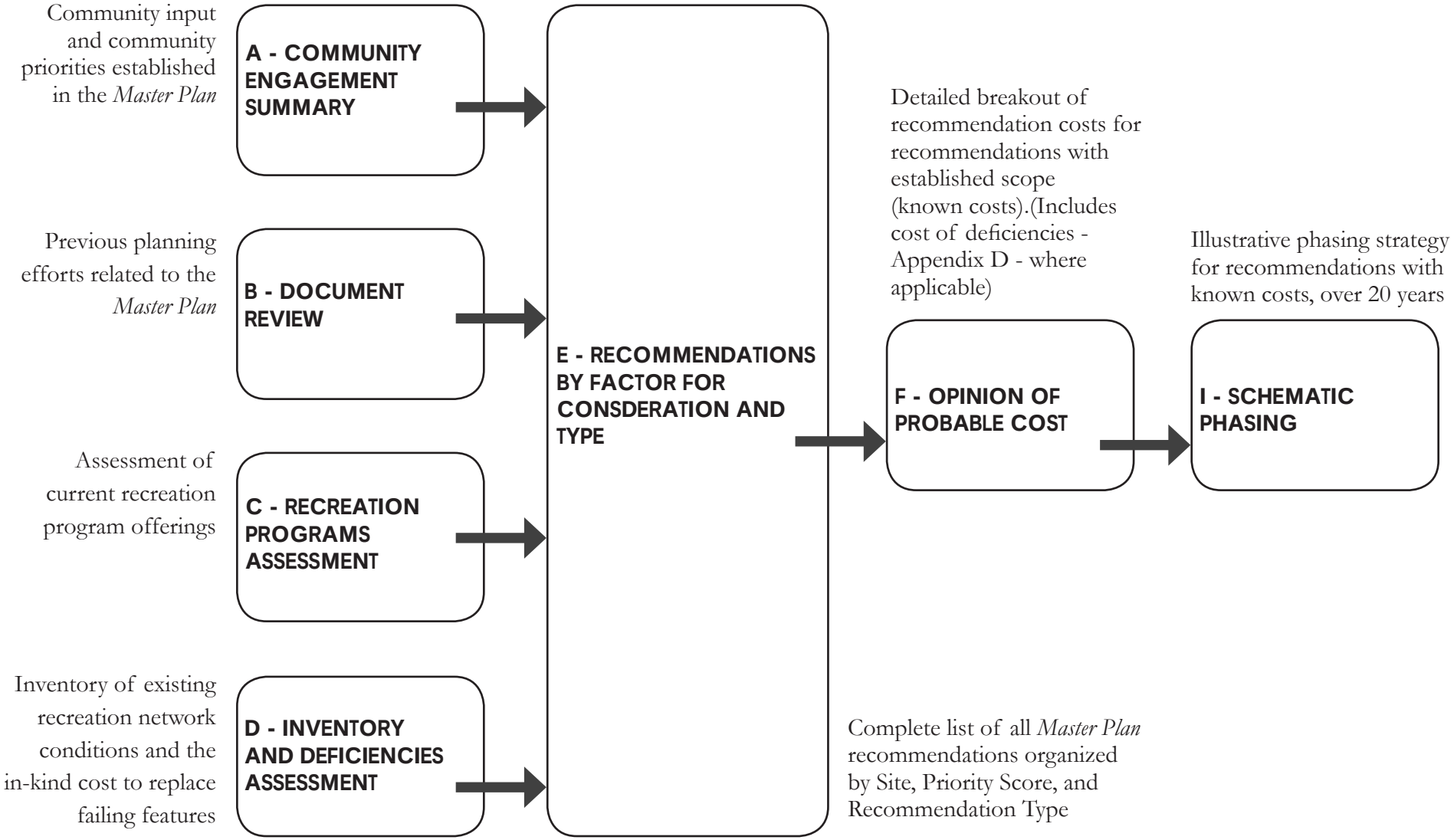
In addition to the recommended projects, **the Master Plan determines that the total maintenance enhancement needed to maintain existing facilities and parks to the standards desired by the public is an additional $800,000 in current dollars, annually.** To fund the implementation of these recommendations, an exploration of funding sources is included in the *Master Plan.* Existing or potential funding sources include:

- Measure A Extension
- Landscape and Lighting Assessment District (LLAD)
- Development Impact Fees and Development Related Payments
- Enhanced General Fund Revenues
- Community Facilities District (CFD)
- Grant Funding
- State Department of Parks and Recreation
- Charitable Contributions and Donor Campaigns

A conceptual financing strategy is also included in the *Master Plan.* This strategy phases the project recommendations over a 20-year time frame to correspond with revenue potential and the availability of bond funding. Phasing is based on recommendation type and priority assessment.

Figure 1 details the relationship between the *Master Plan's* appendices.

FIGURE 1. APPENDIX FLOW CHART



From:	Chris Jones
To:	Holly Charlety; Yvetteh Ortiz
Subject:	FW: comments on El Cerrito Parks and Recs Facilities Master Plan
Date:	Tuesday, March 26, 2019 2:01:14 PM

From: Rachel Sommovilla <[redacted]>
Sent: Tuesday, March 26, 2019 12:33 PM
To: Chris Jones <CJones@ci.el-cerrito.ca.us>
Subject: comments on El Cerrito Parks and Recs Facilities Master Plan

Mr. Jones,

I am writing to submit comments on the Parks and Recreation Facilities Master Plan. Thank you very much for your work on this. It is an exciting master plan! Just a few comments:
1) It looks like pickleball striping is proposed for Castro Park but not Canyon Trail tennis courts. It would be great to have that option at Canyon Trail courts as well.
2) Just writing in support of the measures to add turf and improve drainage at the various city fields. Our boys play baseball (ECYB) and soccer (Spurs) and it's so sad when fields are closed due to poor drainage/wet conditions and the sun is shining! Just writing very much in support of measures to improve fields and drainage. Also, we were at a baseball game in San Anselmo this weekend and noticed that they had dugouts on all their fields and cages and bleachers everywhere as well. It would be great to add some of these features.

Is this the correct email to submit public comments on the master plan? If so, I'll distribute it to our baseball teams:) Thanks very much for your work on this!
Rachel Sommovilla, El Cerrito Resident

EAST BAY
MUNICIPAL UTILITY DISTRICT

March 25, 2019

Christopher Jones, Recreation Director
City of El Cerrito
7007 Moeser Lane
El Cerrito, CA 94530

Re: Notice of Intent to Adopt a Mitigated Negative Declaration for the Parks and Recreation Facilities Master Plan – City of El Cerrito

Dear Mr. Jones:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Intent to Adopt a Mitigated Negative Declaration (MND) for the Parks and Recreation Facilities Master Plan located in the City of El Cerrito (City). EBMUD has the following comments.

GENERAL

EBMUD owns and operates multiple rights-of-way (R/W) near parks and facilities included in the MND and the public draft of the El Cerrito Parks and Recreation Facilities Master Plan (Plan). The Madera Playground and Clubhouse are near or adjacent to R/W 3778, a 30-foot easement that contains a six-inch water main in Maiden Lane shown in the attached EBMUD Distribution Map (1479B524). The Cerrito Creek at El Cerrito Center is approximately 100 feet south of R/W 1386, a 20-foot easement that contains an eight-inch water main shown in the attached EBMUD Distribution Map (1479B514). The Midtown Activity Center is adjacent to R/W 3724, a 65-foot easement that contains an eight-inch water main shown in the attached EBMUD Distribution Map (1476B520). The Hillsdale Natural Area boundary is adjacent to EBMUD's Summit-North Pumping Plant, Berryman North Reservoir, and Berryman North Regulator as shown in the attached EBMUD Distribution Map (1479B524). R/W 1362 and R/W 2291, each 20-foot easements, and R/W 797, an eight-foot easement, are located in the Hillsdale Natural Area. R/W 2291 contains a 12-inch discharge pipeline from Summit-North Pumping Plant. The integrity of these pipelines must be maintained at all times. Any proposed construction activity in EBMUD rights-of-way would be subject to the terms and conditions determined by EBMUD including relocation of the water mains and/or rights-of-way at the project sponsor's expense.

WATER SERVICE

EBMUD provides water service to the City via several pressure zones including Road 24 Pressure Zone, Berryman Pressure Zone, Terrace Pressure Zone, Tewksbury Pressure Zone,

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Recycled Paper

Summit Pressure Zone, Arlington Pressure Zone, Central Pressure Zone, and Aqueduct Pressure Zone with service elevations that span from 0 to 900 feet. If additional water service is needed, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing additional water service to the existing parcels. Engineering and installation of water services require substantial lead time, which should be provided for in the project sponsor's development schedule.

CONTAMINATED SOIL

The project's MND indicates the presence of hazardous materials sites within the City, which also serves as the boundary for the Plan. The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants.

EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.

WASTEWATER SERVICE

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to accommodate the proposed wastewater flows from this project and to treat such flows provided that the wastewater generated by the project meets the requirements of the EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. The East Bay regional wastewater collection system experiences exceptionally high peak flows during storms due to excessive infiltration and inflow (I/I) that enters the system through cracks and misconnections in both public and private sewer lines. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide primary treatment and disinfection for peak wet weather flows that exceed the treatment capacity of the MWWTP. Due to reinterpretation of applicable law, EBMUD's National Pollutant Discharge Elimination System (NPDES) permit now prohibits discharges from EBMUD's WWFs. Additionally, the seven wastewater collection system agencies that discharge to the EBMUD wastewater interceptor system ("Satellite Agencies") hold NPDES permits that prohibit them from causing

or contributing to WWF discharges. These NPDES permits have removed the regulatory coverage the East Bay wastewater agencies once relied upon to manage peak wet weather flows. A federal consent decree, negotiated among EBMUD, the Satellite Agencies, the Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), requires EBMUD and the Satellite Agencies to eliminate WWF discharges by 2036. To meet this requirement, actions will need to be taken over time to reduce I/I in the system. The consent decree requires EBMUD to continue implementation of its Regional Private Sewer Lateral Ordinance (www.eastbaypsl.com), construct various improvements to its interceptor system, and identify key areas of inflow and rapid infiltration over a 22-year period. Over the same time period, the consent decree requires the Satellite Agencies to perform I/I reduction work including sewer main rehabilitation and elimination of inflow sources. EBMUD and the Satellite Agencies must jointly demonstrate at specified intervals that this work has resulted in a sufficient, pre-determined level of reduction in WWF discharges. If sufficient I/I reductions are not achieved, additional investment into the region's wastewater infrastructure would be required, which may result in significant financial implications for East Bay residents.

To ensure that the proposed project contributes to these legally required I/I reductions, the lead agency should require the project applicant to comply with EBMUD's Regional Private Sewer Lateral Ordinance. Additionally, it would be prudent for the lead agency to require the following mitigation measures for the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems, including sewer lateral lines to ensure that such systems and lines are free from defects or, alternatively, disconnected from the sanitary sewer system, and (2) ensure any new wastewater collection systems, including sewer lateral lines, for the project are constructed to prevent I/I to the maximum extent feasible while meeting all requirements contained in the Regional Private Sewer Lateral Ordinance and applicable municipal codes or Satellite Agency ordinances.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City complies with the requirements in Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,

David J. Rehnstrom
Manager of Water Distribution Planning

DJR:CC:dks
sb19_048.doc

Attachments: EBMUD Distribution Map (1479B524)
EBMUD Distribution Map (1479B514)
EBMUD Distribution Map (1476B520)

cc: City of El Cerrito Recreation Department
10890 San Pablo Avenue
El Cerrito, CA 94530

EAST BAY MUNICIPAL UTILITY DISTRICT

Potable Distribution System

- Regular Pipeline
- Service Lateral
- System Valve
- Check Valve
- Change of Pipe ID
- Rate Control Station
- Regulator
- Water Flow Meter
- Manhole
- Service Connection
- Hydrant
- Water Facility
- Pump Station

Supply System

- Supply Main
- Raw Service Connection

Recycled Distribution System

- Recycled Main
- Service Lateral
- Hydrant
- Service Connection
- Recycled Facility

Wastewater System

- Wastewater Interceptor

Landbase

- EBMUD Right of Way
- Shared Right of Way
- Right of Way Crossing
- EBMUD Property

N

0 125 250 500
Feet

This information is furnished as a public service by East Bay Municipal Utility District. The District makes every effort to produce and publish the most current and accurate information possible. This information must be accepted and used by the recipient with the understanding that the District makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability for the use of this information. Furthermore, the District assumes no liability associated with the use or misuse of such information. Please notify the District if discrepancies are found.

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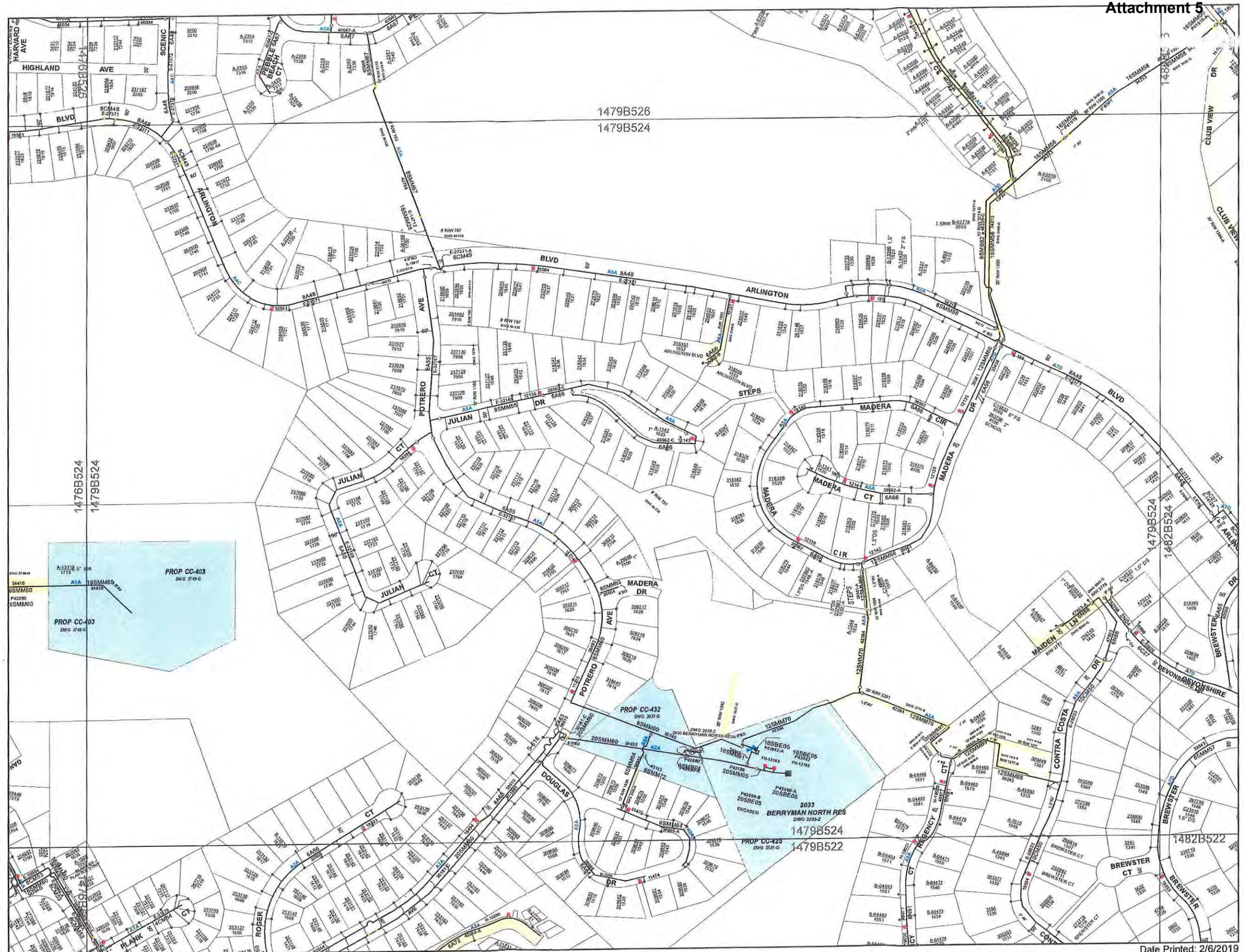
1479B524



Date Printed: 2/6/2019

EAST BAY MUNICIPAL UTILITY DISTRICT

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1479B514

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EAST BAY MUNICIPAL UTILITY DISTRICT

Potable Distribution System

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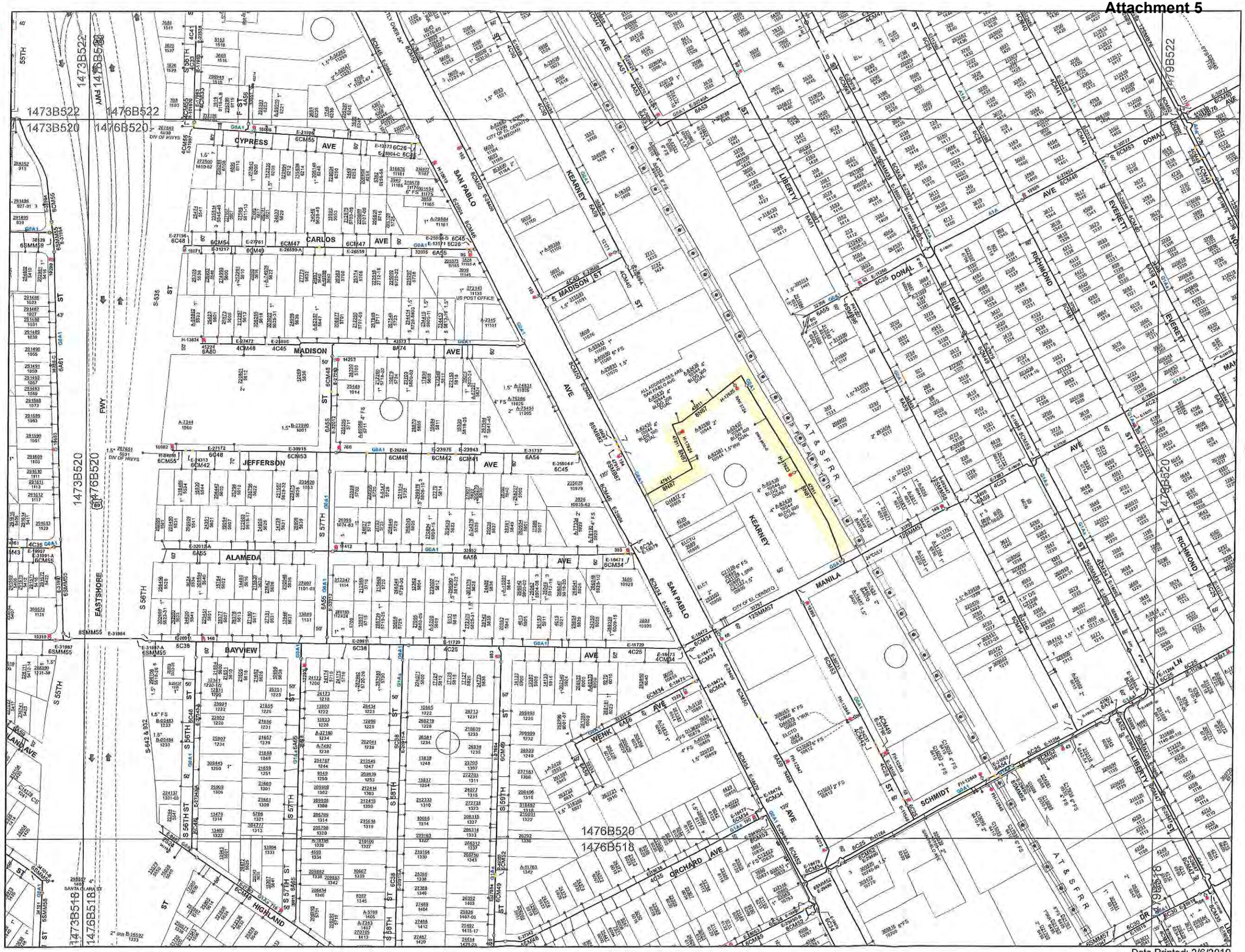
1476B520



Date Printed: 2/6/2019

AGENDA BILL

Agenda Item No. 7(A)

Date: April 02, 2019

To: El Cerrito City Council

From: Mark R. Rasiah, Finance Director/City Treasurer

Subject: FY 2018-19 Mid-Year Budget Update

ACTION REQUESTED

Receive an update on City revenues and expenditures for the first six months of the fiscal year through December 31, 2018 and pass a motion to 1) Adopt a resolution authorizing amendment to the FY 2018-19 budget and approving new spending limits; and 2) Adopt a resolution approving a correction to the method and a resulting adjustment to the FY 2018-19 annual Gann Appropriation Limit.

BACKGROUND/ANALYSIS

Council adopted the FY 2018-19 Budget on June 19, 2018 by Resolution No. 2018-41. This report will discuss material variances if any, from the adopted budget and recommend mid-year adjustments as needed.

General Fund Revenues, Expenditures & Fund Balance

Table 1 below provides an overview of the major General Fund Revenue and Expenditure categories. Included in the table are the projected year-end revenues and expenses for FY 2018-19.

Revenues

Based on FY 2018-19 actual revenues to date, staff projects General Fund revenues will be higher by about $1.4 million due to the following:

- Other Taxes: Based on current estimates, Staff projects that the City will receive approximately $600,000 by the end of FY2018-19, from the recently passed Real Property Transfer Tax (RPTT) (Measure V). It is important to note that these monies have not all been received yet. The estimate is based on the receipts through March 2019.
- Intergovernmental Revenues: Fire Department overtime reimbursements from the Governor's Office of Emergency Services is being proposed as revenue amendments amounting to $150,000. This was earned during the unprecedented California wild fires in 2018 and covers the corresponding overtime expense which is included in the proposed personnel cost amendments under Expenditures below. The City expects a total OES reimbursement of $550,000. The original budget for this revenue was $400,000. This amendment is for the difference.

- Other Revenues: Properties of the former Redevelopment Agency (RDA) are pending sale. As the Successor to the RDA, the City will receive a portion of the net sales proceeds from the County. Staff is proposing using $681,951 of this one-time revenue to write off amounts owed to the General Fund by the City Housing Trust Fund and the Capital Projects Fund as explained below.

Table 1. Fiscal Year 2018-19 General Fund Revenue, Expenditure & Fund Balance

General Fund Revenues

Revenue Category ($000s)	FY 2016-17 Actual	FY 2017-18 Unaudited Actual	FY 2018-19 Adopted	Proposed FY 2018-19 Mid Year Budget Amendments	FY 2018-19 Projected
Taxes					
Property Taxes	9,082	9,487	10,018		10,018
Sales Taxes	6,145	6,458	7,155		7,155
Utility Tax	3,360	3,216	3,425		3,425
Franchise Taxes	1,375	1,334	1,615		1,615
Business License Tax	775	847	800		800
Other Tax	289	293	143	600	743
Total Taxes	**21,026**	**21,635**	**23,156**	**600**	**23,756**
Licenses & Permits	720	766	880		880
Fines and Forfeitures	351	222	310		310
Use of Money and Property	345	374	373		373
Intergovernmental Revenues	4,801	5,451	6,215	150	6,365
Charges for Services	5,741	6,099	5,835		5,835
Other Revenues	577	377	82	682	764
Interfund Transfers	970	915	920		920
Total Revenues	**34,531**	**35,839**	**37,771**	**1,432**	**39,203**

General Fund Expenses and Fund Balance

Expenditure Category ($000s)	FY 2016-17 Actual	FY 2017-18 Actual	FY 2018-19 Adopted	FY 2018-19 Amended	FY 2018-19 Actual
Personnel	25,757	27,293	28,763	150	28,913
Professional Services	3,159	4,122	2,980		2,980
Purchased Property Services	1,753	1,832	2,126		2,126
Other Services	1,825	1,932	1,839		1,839
Supplies	627	713	647		647
Property & Capital	46	277	335		335
Financing Costs	203	202	287		287
Other Financing Uses	958	198	732	682	1,414
Total Expenditures	**34,328**	**36,569**	**37,709**	**832**	**38,541**
Net Change in Fund Balance	203	(730)	62	600	662
Deferred Revenue		667			
Ending Fund Balance	819	754	1,300		1,416
Fund Balance Reserve %	**2.4%**	**2.1%**	**3.4%**		**3.7%**

Expenditures

The adopted budget has $37.7 million in General Fund expenditures and the proposed amendments in this report will add $832,000 to that figure, for a projected total of $38.5 million at year end. These adjustments are explained below and are included in the "Amendments" column in Table 1 above.

- Personnel: The City adopted a General Fund personnel budget of $28.7 million. The proposed amendment will add $150,000 to the budget due to additional Fire Department OES overtime costs that were incurred in response to the California wild fires in 2018.This will bring the total OES related overtime cost to $500,000 ($350,000 was originally budgeted).

- Other Financing Uses: Staff recommends that the following items totaling $681,951 be written off in the current fiscal year. These are amounts that are owed the General Fund from the following funds:

    1. City Housing Trust Fund - $250,352 (advances made to the fund from the General Fund prior to 2012).
    2. Capital Projects Fund - $431,599 (Improvements to the San Pablo Road streetscape paid for by the General Fund on behalf of the former Redevelopment Agency. The City's claim for reimbursement has been repeatedly denied by the California Department of Finance following the dissolution of the RDA in 2012).

Fund Balance

The General Fund reported an ending total fund balance at June 30, 2018 of $87,570 with $666,771 in deferred revenues, for a total of $754,341. The deferred revenues were due to a portion of FY2017-18 sales taxes being received late, from the California Department of Fees and Taxes and from the City of Richmond. In 2018 the City incurred an unexpected added cost of over $425,000 for relocating the Senior Center. This cost was absorbed by the General Fund and if not for this expense, the fund balance would have been about $1.2 million at the end of FY2017-18. It is worth noting that with the projected $600,000 in additional revenue from the Real Property Transfer Tax in FY 2018-19, the reserve ratio is projected to be 3.7%, reflecting $1.4 million in reserves. The adopted FY2018-19 budget projected a total General Fund balance of 1.3 million and a reserve ratio of 3.4% without Transfer Tax revenues.

Special Revenue Funds and Appropriations

For FY 2018-19, Special Revenue funds represent nearly $11 million of the City's total adopted $49.9 million budget. Table 2 below shows the projected revenue and expenditures for all City Special Revenue Funds for FY 2018-19, the proposed amendments and projected fund balances.

The proposed amendments to Special Revenue Funds totaling $85,000 are partly the result of Council action during the current fiscal year, and partly due to new funding needs for ongoing projects as summarized below:

1. Landscaping & Lighting Assessment District Fund – Increased allocation for water, sewer and street lights ($60,000).

2. Street Improvement Fund – Funding for Phase 1 - Pavement seal coat for the Korematsu safe routes to school project ($25,000). Approved by Council action on March 19, 2019 Resolution No. 2019-12.

Table 2. Fiscal Year 2018-19 Special Revenue Funds

Description	FY2017-18 Ending Balance	FY2018-19 Projected Revenue	FY2018-19 Projected Expenditures	Proposed FY 2018-19 Mid Year Budget Amendments	FY2018-19 Projected Ending Balance
Gas Tax Fund	(87,747)	632,665	533,834		**11,084**
NPDES	219,660	319,300	352,491		**186,469**
Landscape and Lighting	126,383	786,363	770,076	60,000	**82,670**
Measure J Return to Source	80,276	455,000	512,537		**22,739**
Measure A Parcel Tax	265,498	646,000	656,730		**254,768**
Asset Seizure	305,469	0	0		**305,469**
Vehicle Abatement	306,633	30,000	30,000		**306,633**
SB-1 Road Repair	143,907	405,000	548,907		**0**
Park in Lieu Fund	0	50,000	50,000		**0**
Street Improvement Fund	991,000	1,565,801	1,761,198	25,000	**770,603**
Public Arts Fund	235,757	0	6,000		**229,757**
Measure J - Paratransit	78,048	165,193	232,097		**11,144**
Federal, State and Local Grants	704,347	50,000	50,000		**704,347**
C.O.P.S. Grant	0	130,000	30,000		**100,000**
City Housing Trust	5,067,590	0	0		**5,067,590**
City LMI Housing	2,584,648	160,000	191,500		**2,553,148**
Capital Improvements	(1,280,625)	2,995,902	1,214,255		**501,022**
Measure J Storm Drain	517,369	701,000	691,292		**527,077**
Integrated Waste Management	1,014,852	2,617,923	2,730,641		**902,134**
Vehicle/Equipment Replacement	736,159	155,862	136,200		**755,821**
Employees' Pension Trust Section 401A	0	125,000	125,000		**0**
Financing Authority Measure A Debt Svc.	0	357,364	357,364		**0**
Financing Authority City Hall Debt Svc.	0	580,763	580,763		**0**
Financing Authority Street Improv. Debt Svc.	0	704,400	704,400		**0**
Total	**12,009,224**	**13,633,536**	**12,265,285**	**85,000**	**13,292,475**

Appropriations Limits

The City Council annually adopts a resolution that establishes spending limits by fund for each fiscal year. On June 19, 2018, the City Council through Resolution 2018-41 authorized $49,974,602 in total appropriations for FY2018-19. However, additional spending authority is often needed to accommodate unforeseen events that may occur during the year and/or to reauthorize the use of unspent funds from the prior year. As such, for FY 2018-19, staff is proposing amendments which require a change in the spending authority totaling $916,251 across all funds, bringing the total appropriations for the year to $50,890,853.

STRATEGIC PLAN CONSIDERATIONS

Approving the attached resolutions will serve to fulfill Goal B: Achieve long-term financial sustainability and Goal A: Deliver exemplary government services, including the strategies to develop a plan to ensure that Citywide Revenue meets the cost of providing Citywide services, including adequate reserves for unanticipated revenue shortfalls and further ensure that the City's policies, procedures, and systems represent best practices in financial management.

LEGAL CONSIDERATIONS

Approval of the attached resolutions is required to amend the City's spending authority for Fiscal Year 2018-19.

Reviewed by:

Karen Pinkos,
City Manager

Attachments:

1. Resolution amending the spending authority by fund for FY 2018-19.
2. Resolution Approving the amendments to the Gann Appropriations Limit for the FY 2018-19 Budget.

RESOLUTION NO. 2019-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO AMENDING THE SPENDING AUTHORITY BY FUND FOR THE CITY OF EL CERRITO FOR FISCAL YEAR 2018 - 19

WHEREAS, on June 19, 2018 the City Council of the City of El Cerrito adopted the Fiscal Year 2018-19 Budget with spending limits across funds (Resolution 2018-41); and

WHEREAS, changes to the spending limits throughout the year are necessary to account for unexpected opportunities, unforeseen changes, or if the City's financial position changes and additional spending authority is required to meet the needs of the City; and

WHEREAS, staff presented this update to the City Council of the City of El Cerrito for its consideration, and the City Council has reviewed and analyzed it; and

WHEREAS, proposed changes to spending authority from tax proceeds are within the City's Fiscal Year 2018-19 Gann Appropriations Limit, as defined by California State Constitution Article XIIIB.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby amends the spending authority by fund for Fiscal Year 2018 -19 as follows:

General Fund	38,540,568
Gas Tax Fund	533,834
NPDES	352,491
Landscape and Lighting	830,076
Measure J Return to Source	512,537
Measure A Parcel Tax	656,730
Asset Seizure	0
Vehicle Abatement	30,000
SB-1 Road Repair	548,907
Park in Lieu Fund	50,000
Street Improvement Fund	1,786,198
Public Arts Fund	6,000
Measure J - Paratransit	232,097

Federal, State and Local Grants	50,000
C.O.P.S. Grant	30,000
City Housing Trust	0
City LMI Housing	191,500
Capital Improvements	1,214,255
Measure J Storm Drain	691,292
Integrated Waste Management	2,730,641
Vehicle/Equipment Replacement	136,200
Employees' Pension Trust Section 401A	125,000
Financing Authority Measure A Debt Svc.	357,364
Financing Authority City Hall Debt Svc.	580,763
Financing Authority Street Improv. Debt Svc.	704,400
Total	**50,890,853**

I CERTIFY that at a regular meeting on April 2, 2019 the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2019.

_____
Holly M. Charléty, City Clerk

APPROVED:

_____
Rochelle Pardue-Okimoto, Mayor

RESOLUTION 2019–XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO APPROVING CORRECTIONS TO THE METHOD OF CALCULATING THE APPROPRIATIONS LIMIT AND RESULTING IN MINOR ADJUSTMENTS TO THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2018-19 AND SELECTING THE CALIFORNIA PER CAPITA PERSONAL INCOME AND CONTRA COSTA COUNTY POPULATION ADJUSTMENT FACTORS

WHEREAS, Article XIIIB of the California Constitution establishes a limitation on spending by cities of funds from proceeds of taxes; and

WHEREAS, in accordance with Government Code Section 7910, the City Council must establish an annual appropriations limit; and

WHEREAS, in accordance with Government Code Section 7910, the City Council must select annually the per capita change in the cost of living for purposes of calculating the appropriations limit; and

WHEREAS, in accordance with Government Code Section 7910, the City Council must select annually the population growth factor for purposes of calculating the appropriations limit; and

WHEREAS, an appropriations limit had been calculated in accordance with applicable law and approved by the City Council as part of the adoption of the 2018-19 budget; and

WHEREAS, it has been determined that, although the adjustment factors selected and numbers used were correct, a formula error resulted in a slight overstatement of the 2018-19 appropriations limit. The City's appropriations subject to limitation remain significantly below the limit calculated with the formula corrected.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that in accordance with Article XIIIB of the Constitution and Government Code Section 7900 et seq., the adjustment factors to be applied to the appropriations limit for the 2018-19 fiscal year shall be the California Per Capita Personal Income adjustment factor and the Contra Costa County population adjustment factor.

BE IT FURTHER RESOLVED that in accordance with Article XIIIB of the Constitution and Government Code Section 7902, the appropriations limit for the 2018–19 fiscal year shall be $137,972,057 which exceeds the City's projected applicable appropriation amount by $113,259,057.

BE IT FURTHER RESOLVED that the City Council reserves the right to change or revise any adjustment factors associated with the calculation of the appropriations limit if such changes or revisions would result in a more advantageous appropriations limit in the present or future.

I CERTIFY that at the regular meeting on April 2, 2019 the El Cerrito City Council passed this resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2019.

_____
Holly M. Charléty, City Clerk

APPROVED:

_____
Rochelle Pardue-Okimoto, Mayor
3209300.1

SUPPLEMENTAL AGENDA MATERIALS

CITY COUNCIL MEETING
APRIL 2, 2019

AGENA ITEM 4(G) – Accept Engineer's Report for Fiscal Year 2019-20, Order Improvements, and Set Public Hearing for Landscape and Lighting Assessment District No. 1988-1

1. Revised Engineers Report

AGENDA ITEM 5(A) – Contra Costa Library Systemwide Report

1. PowerPoint Presentation

AGENDA ITEM 6(A) – Adopt El Cerrito Parks and Recreation Facilities Master Plan and Adopt Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program

1. PowerPoint Presentation
2. Revised Resolution
    a. Revisions to Mitigation Monitoring & Reporting Program (Exhibit B)
3. Response to comments received from EBMUD on the IS/MND
4. Redline changes to the following sections of the Master Plan based on comments received from the Park and Recreation Commission at their March 27, 2019 Regular Meeting:
    a. Chapter 5 – Plan, pages 47 and 67
    b. Appendix A – Community Engagement Summary, page 34
    c. Appendix D – Inventory and Deficiencies Assessment, page 29
    d. Appendix E – Recommendations by Factor for Consideration, page 11
5. Written public comments received after publication of the agenda packet

AGENDA ITEM 7(A) – FY 2018-19 Mid-Year Budget Update

1. PowerPoint Presentation

Materials received at the meeting under public comments

Agenda Item No. 4(G)
Supplemental 1

CITY OF EL CERRITO

Landscape and Lighting District No. 1988-1

Annual Report

Fiscal Year 2019/20

Prepared by:

NBS
helping communities fund tomorrow
nbsgov.com

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CITY COUNCIL

Rochelle Pardue-Okimoto, Mayor

Greg Lyman, Mayor Pro Tem

Janet Abelson, Councilmember

Paul Fadelli, Councilmember

Gabriel Quinto, Councilmember

CITY STAFF

Karen Pinkos, City Manager

Mark Rasiah, Finance Director / City Treasurer

Yvetteh Ortiz, Public Works Director / City Engineer

Shannon Collins, Accounting Supervisor

NBS

Tim Seufert, Client Services Director

Greg Davidson, Project Manager

Andrew Kraus, Financial Analyst

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Section 1. EXECUTIVE SUMMARY

The City of El Cerrito (the "City") directed NBS to prepare and file a report presenting plans and specifications describing the general nature, location, and extent of the improvements to be maintained, and an estimate of the costs of the maintenance, operations, and servicing of the improvements for the City of El Cerrito Landscape and Lighting Assessment District No. 1988-1 (the "District") for Fiscal Year 2019/20 pursuant to the provisions of the *Landscaping and Lighting Act of 1972, Part 2, Division 15 of the California Streets and Highways Code (commencing with Section 22500)* (the "Act").

The report includes a map of the District, showing the area and properties proposed to be assessed; an assessment of the estimated costs of the maintenance, operations, and servicing of the improvements; and the net amount to be assessed upon all assessable lots and/or parcels within the District in proportion to the special benefit received.

The following tables summarize the annual levy by Zoning for Fiscal Year 2019/20 and Fiscal Year 2018/19:

Fiscal Year 2019/20

Zoning	Number of Parcels	Levy Total (1)
Residential	8,328	$683,302.20
Commercial	471	97,589.58
Total:	**8,799**	**$780,891.78**

(1) Total amount may vary slightly due to rounding adjustments.

Fiscal Year 2018/19

Zoning	Number of Parcels	Levy Total (1)
Residential	8,328	$683,356.20
Commercial	471	94,300.12
Total:	**8,799**	**$777,656.32**

(1) Total amount may vary slightly due to rounding adjustments.

Section 2. OVERVIEW

2.1 Introduction

The District provides for the installation, maintenance, and servicing of public lighting, landscaping, and park and recreational facility improvements located within the incorporated limits of the City.

The costs to acquire and construct major new facilities to be maintained will generally be paid by sources other than District funds. While the District pays for the maintenance costs associated with various park and recreation programs, the costs of the programs themselves are not supported by District funds.

2.2 Plans and Specifications

The services performed are primarily maintenance and generally do not require plans. The plans and specifications to the extent that they exist, include but are not limited to:

- Conceptual plans
- Street lighting maps, detail lists, schedules, and PUC schedules
- Street Tree Planting Master Plan
- Maintenance specifications, programs, and policies for:
    - Landscaping
    - Medians
    - Graffiti abatement
    - Recreation buildings
    - Community and neighborhood park grounds
    - Weed abatement
    - Creeks and trails
    - Litter and debris removal
- Water, gas, and electric company requirements, policies and specifications

These documents are available in the City's Public Works Department and Recreation Department offices, and are included in this report by reference. A diagram indicating the location of the improvements to be serviced and maintained is included in Section 4 of this report.

Section 3. DESCRIPTION OF IMPROVEMENTS

The improvements to be installed, serviced, and maintained generally consist of the following:

Street Lighting

Residential Lighting - The District provides funding for street lighting throughout the City, which is typically located at intersections and at mid-block. Spacing of lights is typically 500 feet, although this distance may vary depending on topographic and right-of-way restraints.

Medium-Intensity Commercial Lighting - Industrial and some commercial districts have closer spacing of street lighting, typically at 250-foot intervals. Commercial districts on San Pablo Avenue and other arterial streets require a higher level of lighting intensity.

Medians and Rights-of-Way

Corresponding numbers on the map in Section 4 depict the location of medians. Landscaped medians are located on the following arterial streets:

1. San Pablo Ave. (entire length)
2. Carlson Blvd. (north City limit to Adams St.)
3. Moeser Lane (San Pablo Ave. to Pomona Ave. and Shevlin Dr. to Arlington Blvd.)
4. Central Ave. (Carlson Blvd. to San Pablo Ave. and Liberty St. to Richmond St.)
5. Ashbury Ave. (south City limit to Fairmount Ave.)
6. Fairmount Ave. (Liberty St. to Richmond St. and Carlson Blvd. to San Pablo Ave.)
7. Potrero Ave. (Eastshore Blvd. to San Pablo Ave.)
8. Hagen Blvd. (6526 to 6712)
9. Elm St. (at Blake St.)
10. Cutting Blvd. (at Elm St.)
11. Behrens St. (at south City limit)
12. Blake St. (at Navellier St.)

Maintained Stairways and Pathways

Corresponding letters on the map in Section 4 depict the location of the stairways and pathways.

A. Alta Vista to north City limit
B. Francisco to Tulare (2 segments)
C. Barrett to Tassajara
D. Alva to Barrett
E. Tapscott to Harper
F. Blake to Manor
G. Madera to Julian to Potrero to Hillside Natural Area (4 segments)
H. Madera to Hillside Natural Area
I. Arlington to Shevlin (3 segments)
J. King to Shevlin (south of Moeser)
K. Bay Tree to Contra Costa
L. Terrace to Huber Park (2 segments)
M. Adams to Creekside Park

Creek and Street Trees

Day-lighted Creek in Public Property - Cerrito Creek, Baxter Gateway, and Poinsett

Street Trees - City-wide

Parks and Structures

Arlington Park and Clubhouse

1120 Arlington; tennis courts, picnic tables, barbecues, playground equipment, pond, basketball court, large grass area

Canyon Trail Park & Art Center

6757 Gatto; tennis courts, picnic tables, barbecue, playground equipment, large grass area, lower play area: creek, walking trails, small pond, and play equipment

Castro Park and Clubhouse

1420 Norvell; large playground and grassy area, field adjacent to Castro School blacktop (basketball courts, kickball diamond), tennis courts, small grassy area behind tennis courts, barbecue, and picnic table

Centennial Park and Clubhouse

715 Lexington; adjacent to the Open House Senior Center, playground equipment, grassy area, and field

Cerrito Vista Park

950 Pomona; Large, well equipped playground area, field, track for jogging, tennis courts, barbecue, and picnic area adjacent to park

Harding Park and Clubhouse

7115 C Street; play equipment, field adjacent to Harding School blacktop area (basketball courts, kickball diamond), tennis courts, and barbeque located on patio

Huber Park

7711 Sea View; lower cement area with basketball court and kickball area, climbing, large cement slide, and picnic area

Poinsett Park

5611 Poinsett; basketball, kickball area, and play equipment

Tassajara Park & Pottery Studio

2575 Tassajara; playground equipment, field, basketball court, tennis courts, and picnic area

Madera Clubhouse

1500 Devonshire; childcare center and clubhouse

Ohlone Greenway

One block east of Kearney, the Ohlone Greenway is a linear park that runs 2.5 miles, the length of El Cerrito, ideal for walking or bicycling. It is the site of the frog habitat and wetland restoration classroom

projects. At the corner of Manila and Kearney, is the Richard Itaya mini-park with its play equipment for younger school age children.

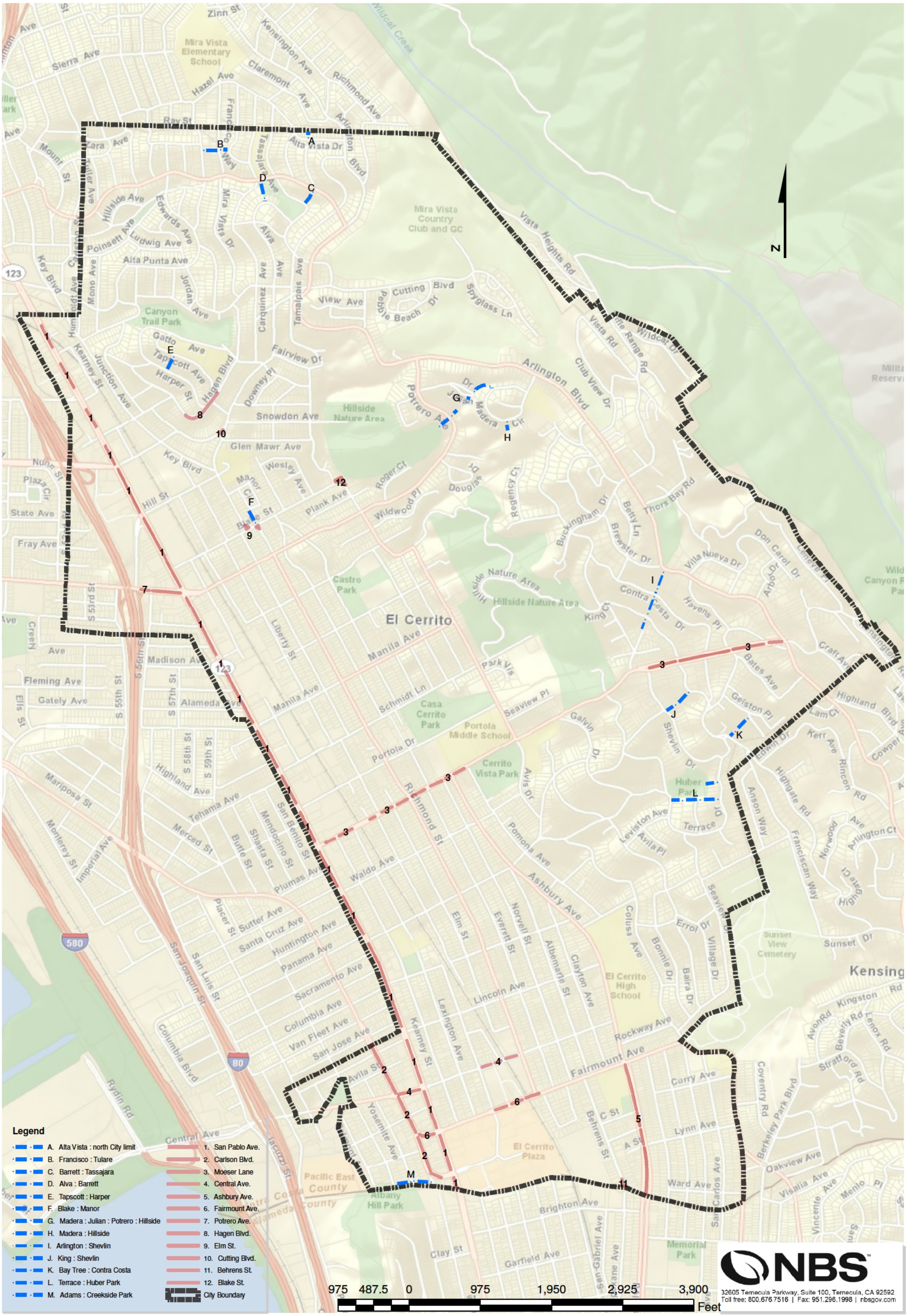
Hillside Natural Area

This natural area of approximately 102 acres can be accessed from the east end of Schmidt Lane, north end of Potrero, and through King Court. Dogs, under their owner's control and on a leash, are allowed.

Section 4. MAP OF DISTRICT

The following page contains a map of the District depicting the locations of medians, rights-of-way, stairways, and pathways. The Assessment Diagram is on file with the City Clerk and incorporated by reference and made part of this report.

CITY OF EL CERRITO
LANDSCAPE AND LIGHTING DISTRICT NO. 1988-1



Section 5. METHOD OF ASSESSMENT

The estimated net cost of the improvements has been divided among the several parcels of land within the District in proportion to the estimated benefits to be received by the parcels, respectively, from the improvements. The method used to apportion the cost among the benefiting properties follows:

1) Residential costs were identified as the total estimated cost to provide landscaping, lighting, and sweeping on residentially zoned streets plus 98% of the net cost to maintain park and recreational facilities, plus a prorated share of the incidental expenses.
2) Commercial costs were identified as the total estimated cost to provide landscaping, lighting, and sweeping to frontage on commercially zoned streets, plus 2% of the net cost to maintain park and recreational facilities, plus a prorated share of the incidental expenses.

The net residential cost was apportioned within residentially zoned areas and the net commercial cost was apportioned within commercially zoned areas as follows:

RESIDENTIALLY ZONED AREAS

Occupied Single Family Residential (SFR) properties were assumed to benefit equally and were assessed the same. Multifamily Residential (MFR) parcels and condominiums were assumed to benefit less, due to increased density and private maintenance costs. MFR units were assessed 75% of the SFR rate for the first twenty units and 50% of the SFR rate for each additional unit over twenty.

Churches and private schools in residentially zoned areas were assessed for direct frontage benefits received. Commercial land uses in residential neighborhoods were assessed at the Zone 3 frontage rate, plus the commercial park assessment rate. One-hundred (100) feet of corner relief, or the side street dimension, whichever was less, was credited to corner parcels. Open space owned by private parties, utilities, and the golf course were assessed for one-half the Zone 3 frontage assessment rates. Public property was not assessed.

Vacant lots were assessed at one-half the amount calculated for a similar occupied parcel. Assessments for common areas were considered to be included in the assessment for the various residential units.

Unusual or exceptional parcels were assessed according to the judgment of the engineer. Assessments for SFR properties that are divided by the City boundary were calculated by multiplying the rate for a SFR by the ratio of land area in the City's boundary.

COMMERCIALLY ZONED PROPERTY

Three zones of commercial street landscaping, lighting, and sweeping service are identified on the assessment diagram. The cost per foot to provide services to frontage on San Pablo Ave. (Zone 1) was estimated to be six times the cost of Commercial Zones 2 & 3 streets. Parcels with San Pablo Ave. frontage were assessed $2.00 per front foot for direct benefit received.

Parcels with frontage in Zones 2 and 3 were assessed $0.33 per foot, or one-sixth the San Pablo Ave. assessment. Corner lots were credited one-hundred feet or the side yard dimensions, whichever was less. Parcels with frontage in more than one zone were assessed for the applicable frontage in each zone.

The remaining costs to provide street landscaping, lighting, and sweeping within the commercially zoned areas, including a prorated share of the incidental expenses, were assessed to the properties located on Zones 1 and 2 streets in proportion to parcel area.

Areas and frontages were calculated using information on file with the County Assessor. Areas and frontages are approximations intended only as indicators of benefit.

The assessments for parcels within the El Cerrito Plaza and the Del Norte Marketplace shopping centers were calculated by totaling the frontage and area assessments and then prorating the total according to area.

SFR residential parcels in commercially zoned areas were presumed not to benefit more from increased levels of lighting and landscaping and were assessed at SFR rates.

MFR parcels in commercially zoned areas were assessed at MFR rates less 20%, representing a credit for the residential street lighting and sweeping benefit not received. MFR parcels in commercially zoned areas were also assessed for direct frontage benefits received. The commercial park and area assessment was not applied to MFR parcels.

Private institutions within the commercially zoned areas were assessed for the applicable frontage benefit, but were not assessed for commercial area or park benefit.

Motels were assessed as commercial properties.

Vacant lots were assessed at one-half the occupied rate.

Public properties were not assessed.

Unusual or exceptional properties were assessed according to the judgment of the engineer.

5.1 Assessment Rates

The following tables provide the assessment rates for Fiscal Year 2019/20.

Residential Zoning

Category	Per Unit	Per Foot
SFR	$72.00	$0.00
MFR 2-20 Units	54.00	0.00
MFR > 20 Units	1,080.00 + 36.00 (over 20)	0.00
PVT Inst	0.00	0.33
Vacant Lot	36.00	0.00
Vacant Land	0.00	0.17

Commercial Zoning

Commercial Street Assessment					Commercial Park Assessment
Category	Zone	Per Unit	Per Foot	Per Acre	Per Acre
Commercial	1	$0.00	$2.00	$121.00	$80.00
	2	0.00	0.33	121.00	80.00
	3	0.00	0.33	0.00	0.00
MFR 2-20 Units	1	43.00	2.00	0.00	0.00
MFR > 20 Units	1	864.00 + 29.00 over 20	2.00	0.00	0.00
MFR 2-20 Units	2	43.00	0.33	0.00	0.00
MFR > 20 Units	2	864.00 + 29.00 over 20	0.33	0.00	0.00
PVT Inst	1	0.00	2.00	0.00	0.00
	2	0.00	0.33	0.00	0.00
Vacant	1	0.00	1.00	61.00	40.00
	2	0.00	0.17	61.00	40.00
	3	0.00	0.17	0.00	0.00

Assessments for parcels not described above were made in proportion to the estimated benefits received as determined by the engineer.

Section 6. ESTIMATE OF COSTS

Revenues	
Special Assessments	$780,892
Other Local Reimbursements	10,500
Total Revenues	$791,392
Expenditures	
Regular Salaries & Wages	$129,339
Part-Time Salaries & Wages	16,711
Overtime Pay	6,017
Special Pay	1,558
PARS Contributions	422
PERS Contributions	49,993
FICA/Medicare	56,461
Insurance & Other Benefits	3,309
Workers Compensation	10,770
Salary Savings	-
Collect & Admin Services	10,300
Other Technical Services	1,030
Utilities	174,941
Utilities-Street Lights	30,900
Infrastructure Maintenance Services	17,700
Building Maintenance Services	-
Landscape/Park Maintenance Services	74,719
Travel & Training	1,545
Dues and Subscriptions	927
Building Supplies	-
Landscape & Park Supplies	44,000
Operating Transfer Out-GEN	160,750
Total Expenditures	$791,392

Section 7. COUNTY USE CODES

The following pages contain the Contra Costa County use codes and a description of each.

CONTRA COSTA COUNTY USE CODES

Use Code	Description
1	**Residential**
10	Vacant, unbuildable
11	Single family, 1 residential on 1 Site and Duets w/o minor common areas
12	Single family, 1 residential on 2 or more sites
13	Single family, 2 or more residential on 1 or more sites
14	Single family on other than single family land
15	Miscellaneous improvements, 1 or more site, incl. trees and vines
16	Single family attached residence, townhouses, duets
17	Vacant, 1 site (includes PUD sites)
18	Vacant, 2 or more sites
19	Single family detached res. with major common area (pool, tennis, clubhouse, or other amenities), Cluster Homes
2	**Multiple**
20	Vacant
21	Duplex
22	Triplex
23	Fourplex
24	Combinations; e.g., single and a double
25	Apartments, 5-12 units, inclusive
26	Apartments, 13-24 units, inclusive
27	Apartments, 25-59 units, inclusive
28	Apartments, 60 units or more
29	Condos, cooperatives (-1 Single Family) (-2 Rossmoor)
3	**Commercial**
30	Vacant
31	Commercial stores (not supermarkets)
32	Small grocery stores (7-11, mom and pop, quick-stop)
33	Office buildings
34	Medical; dental
35	Service stations; car washes; bulk plants; mini lube
36	Auto repair
37	Community facilities; recreational; swim pool association
38	Golf courses
39	Bowling alleys
4	**Commercial**
40	Boat Harbors
41	Supermarkets (not in shopping centers)
42	Shopping centers (all parcels include vacant for future shopping Center
43	Financial buildings (insurance and title companies, banks, savings And loans)
44	Motels, hotels, and mobile home parks
45	Theaters
46	Drive-in restaurants (hamburger, taco, etc.)
47	Restaurants (not drive-in; inside service only)
48	Multiple and commercial; miscellaneously improved
49	New car auto agencies

This information is courtesy of ParcelQuest and is deemed reliable, but is not guaranteed. For a complete or current list, please contact the appropriate County Assessor's office. Rev. 4/16/13

CONTRA COSTA COUNTY USE CODES

5	**Industrial**
50	Vacant Land
51	Industrial Park (with structures)
52	Research and Development, with or without structures
53	Light industrial
54	Heavy industrial
55	Mini-warehouse (public storage)
56	Miscellaneous improvements, including trees & vines on light or heavy industrial
59	Pipeline rights-of-way
6	**Land**
61	Rural, residential improved; 1 to 10 acres
62	Rural, with or without miscellaneous structures, 1 to 10 acres
63	Urban acreage, 10 to 40 acres
64	Urban acreage, more than 40 acres
65	Orchards, vineyards, row crops, irrigated pastures, 10 to 40 acres
66	Orchards, vineyards, row crops, irrigated pastures, over 40 acres
67	Dry farming, grazing and pasturing, 10 to 40 acres
68	Dry farming, grazing and pasturing, over 40 acres
69	Agricultural preserves
7	**Institutional**
70	Convalescent hospitals and rest homes
71	Churches
72	Schools & colleges, public or private, with or without improvements
73	Hospitals, with or without improvements
74	Cemeteries, mortuaries
75	Fraternal and service organizations, group homes, shelters
76	Retirement housing complex
77	Cultural uses (libraries, museums)
78	Parks and playgrounds
79	Government-owned, with or without buildings (federal, state, city, BART)
8	**Miscellaneous**
80	Mineral rights (productive/nonproductive)
81	Private roads
82	Pipelines and canals
83	State board assessed parcels
84	Utilities, with or without buildings (not assessed by SBE)
85	Public and private parking
86	Taxable municipally-owned property
87	Common area parcels in PUD's (open spaces, recreational facilities)
88	Mobile home
89	Other; split parcels in different Tax Code Areas

This information is courtesy of ParcelQuest and is deemed reliable, but is not guaranteed. For a complete or current list, please contact the appropriate County Assessor's office. Rev. 4/16/13

Section 8. CITY-OWNED PARCELS

The following pages show the parcels owned by the City of El Cerrito.

CITY OF EL CERRITO
Landscape and Lighting Assessment District 1988-1
Fiscal Year 2019/20 City-Owned Parcel Listing

APN	ADDRESS	OWNER	USE CODE	ASSESSMENT
500-220-006	TASSAJARA AVE	EL CERRITO CITY OF	78	$0.00
500-370-017	5611 POINSETT AVE	EL CERRITO CITY OF	78	0.00
501-092-006	CUTTING BLVD	EL CERRITO CITY OF	79	0.00
501-140-012	CUTTING BLVD	EL CERRITO CITY OF	79	0.00
501-241-017	SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
501-360-008	6757 GATTO AVE	EL CERRITO CITY OF	78	0.00
501-370-003	GATTO ST	EL CERRITO CITY OF	79	0.00
501-422-016	GATTO ST	EL CERRITO CITY OF	79	0.00
502-062-003	1925 KEARNEY ST	EL CERRITO CITY OF	79	0.00
502-062-028	11690 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
502-062-029	11600 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
502-124-009	ELM ST	EL CERRITO CITY OF	79	0.00
502-154-014	7315 GANGES CT	EL CERRITO CITY OF	79	0.00
502-411-007	10900 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
502-411-023	10940 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
502-411-029	SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
503-010-013	10890 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
503-142-014	6927 PORTOLA DR	EL CERRITO CITY OF	79	0.00
503-160-029	7550 SCHMIDT LN	EL CERRITO CITY OF	79	0.00
503-170-001		EL CERRITO CITY OF	79	0.00
503-170-003	MOESER LN	EL CERRITO CITY OF	79	0.00
503-182-048	MOESER LN	EL CERRITO CITY OF	79	0.00
503-203-021	7007 MOESER LN	EL CERRITO CITY OF	79	0.00
503-210-018	KEARNEY ST	EL CERRITO CITY OF	79	0.00
503-280-008	MOESER LN	EL CERRITO CITY OF	79	0.00
503-280-009		EL CERRITO CITY OF	79	0.00
503-280-010	951 POMONA AVE	EL CERRITO CITY OF	79	0.00
503-383-002	6500-6510 STOCKTON AVE	EL CERRITO CITY OF	77	0.00
503-383-011	EUREKA AVE	EL CERRITO CITY OF	79	0.00
503-383-012	LEXINGTON AVE	EL CERRITO CITY OF	79	0.00
504-152-030	10066-74 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
504-160-008	SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
504-160-009	SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
504-182-029	6800 FAIRMOUNT AVE	EL CERRITO CITY OF	79	0.00
505-040-004		EL CERRITO CITY OF	79	0.00
505-040-005		EL CERRITO CITY OF	79	0.00
505-050-004		EL CERRITO CITY OF	79	0.00
505-061-024	1625 ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-025	1629 ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-026	1633 ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-027	1637 ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-028	ROGER CT	EL CERRITO CITY OF	79	0.00
505-061-029	ROGER CT	EL CERRITO CITY OF	79	0.00
505-070-035		EL CERRITO CITY OF	79	0.00
505-080-004		EL CERRITO CITY OF	79	0.00

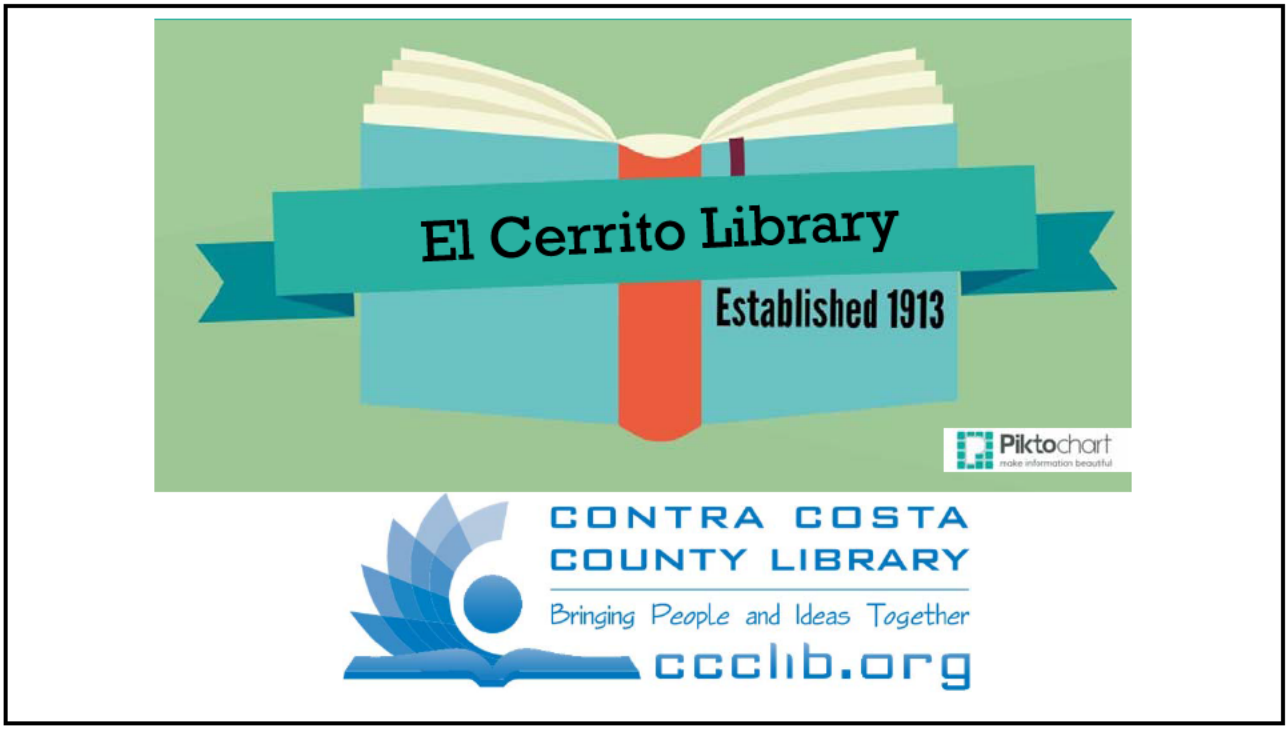
CITY OF EL CERRITO
Landscape and Lighting Assessment District 1988-1
Fiscal Year 2019/20 City-Owned Parcel Listing

APN	ADDRESS	OWNER	USE CODE	ASSESSMENT
505-080-005		EL CERRITO CITY OF	79	0.00
505-080-010		EL CERRITO CITY OF	79	0.00
505-080-013	NAVELLIER ST	EL CERRITO CITY OF	79	0.00
505-080-015	NAVELLIER ST	EL CERRITO CITY OF	79	0.00
505-090-015	7431-7501 SCHMIDT LN	EL CERRITO CITY OF	79	0.00
505-090-016		EL CERRITO CITY OF	79	0.00
505-090-017		EL CERRITO CITY OF	79	0.00
505-110-003		EL CERRITO CITY OF	79	0.00
505-122-025	KENT DR	EL CERRITO CITY OF	79	0.00
505-130-002		EL CERRITO CITY OF	79	0.00
505-142-012	MADERA DR	EL CERRITO CITY OF	79	0.00
505-142-013	MADERA DR	EL CERRITO CITY OF	79	0.00
505-142-014	MADERA DR	EL CERRITO CITY OF	79	0.00
505-171-008	1520 ARLINGTON BLVD	EL CERRITO CITY OF	79	0.00
505-203-030	CONTRA COSTA DR	EL CERRITO CITY OF	79	0.00
505-222-004	928 SHEVLIN DR	EL CERRITO CITY OF	79	0.00
505-222-011	969 KING DR	EL CERRITO CITY OF	79	0.00
505-222-012	961 KING DR	EL CERRITO CITY OF	79	0.00
505-222-013	953 KING DR	EL CERRITO CITY OF	79	0.00
505-222-014	945 KING DR	EL CERRITO CITY OF	79	0.00
505-222-015	KING DR	EL CERRITO CITY OF	79	0.00
505-230-030	TERRACE DR	EL CERRITO CITY OF	78	0.00
505-401-014	POTRERO AVE	EL CERRITO CITY OF	79	0.00
505-403-018	DOUGLAS DR	EL CERRITO CITY OF	79	0.00
505-410-007	1110 ARLINGTON BLVD	EL CERRITO CITY OF	79	0.00
505-410-010	1120 ARLINGTON BLVD	EL CERRITO CITY OF	79	0.00
505-421-020		EL CERRITO CITY OF	79	0.00
510-011-011	BELMONT AVE	EL CERRITO CITY OF	79	0.00
510-012-019	3448 BELMONT AVE	EL CERRITO CITY OF	79	0.00
510-013-021	SANTA CLARA ST	EL CERRITO CITY OF	79	0.00
513-372-015	11335-1341 SAN PABLO AVE	EL CERRITO CITY OF	79	0.00
513-372-018	6111 POTRERO AVE	EL CERRITO CITY OF	79	0.00
513-372-032	1718 EASTSHORE BLVD	EL CERRITO CITY OF	79	0.00
78 Parcels				**$0.00**

Section 9. ASSESSMENT ROLL

The parcel listing of assessments is provided as a separate document.

Agenda Item No. 5(A)
Supplemental 1



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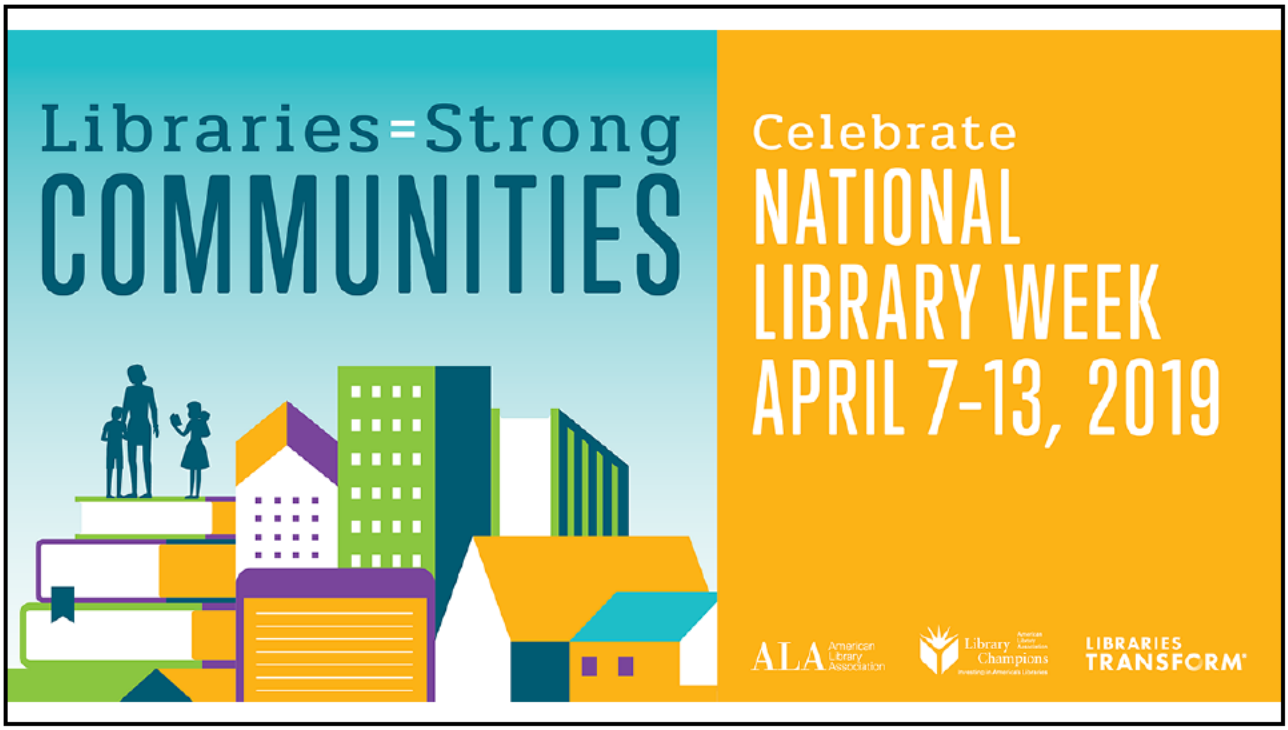


2

facebook
@elcerritoCCCL
@ccclib
Instagram
@elcerrito_library
#ccclib

3

4

5

6

7

Project Second Chance

175 adults improved literacy

8

Discover &Go –
free museums

23%
increase in use

OverDrive –
eBooks & eAudiobooks

38%
increase in use

9

10

800 students reached!

10 school outreach events!

11

El Cerrito Library Quick Stats

Circulation:
FY2019* 120,068 items
FY2018 96,693 items

An increase of
24%!
*based on estimates

New Library Patrons:
FY2019* 469 patrons
FY2018 302 patrons

An increase of
50%!
*based on estimates

200% increase in attendance at library programs & events!

12

13

14

El Cerrito Library Quick Stats

Lunch at the Library

796 lunches served

15

16

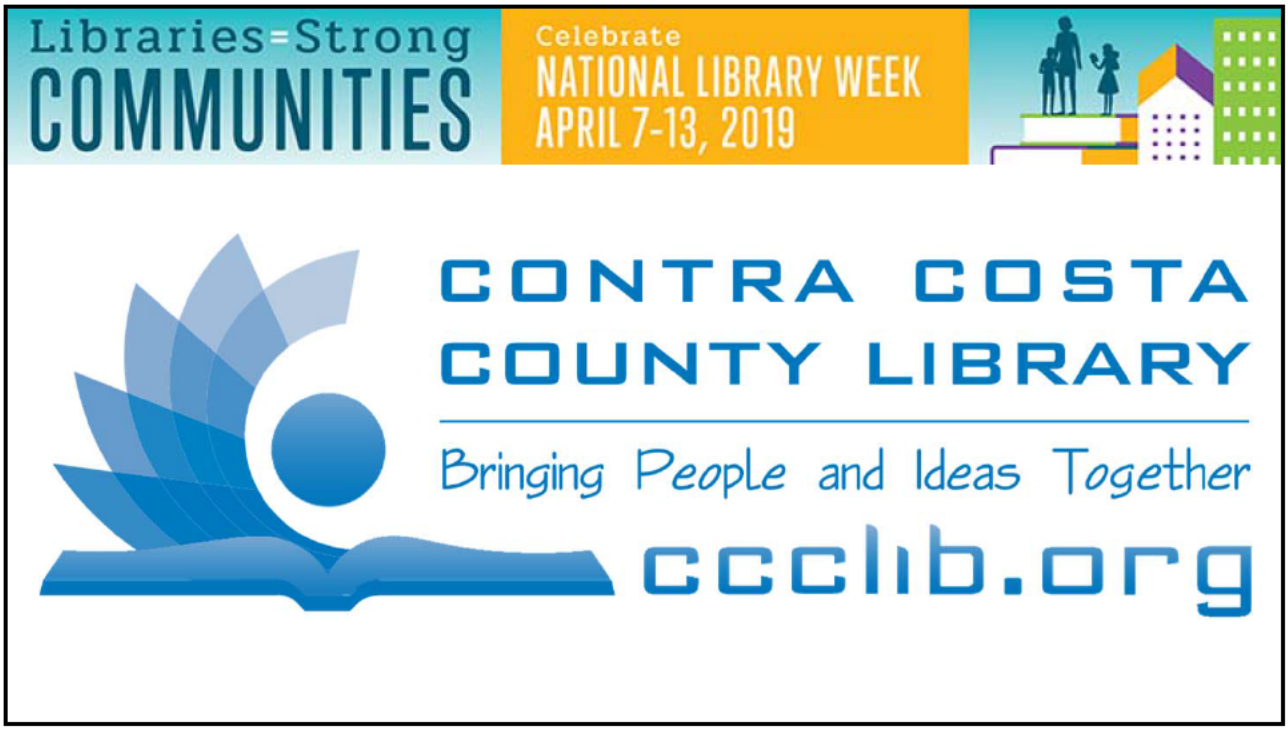
17

18

Project Equitable Access

Circulation up 36% in first two months of 2019

19



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21

Agenda Item No. 6(A)
Supplemental 1

City of El Cerrito

PARKS AND RECREATION FACILITIES MASTER PLAN

El Cerrito City Council
April 2, 2019
El Cerrito City Hall

AGENDA

A. Purpose & Scope
B. Master Plan Walk-Through
C. CEQA
D. Questions

Purpose

Play

Health and Wellness

Nature and Conservation

Positive Spaces/Gathering Places

Economic Impact

Parks Make Life Better!®

Purpose & Scope

Scope

Current recreation, park, and open space assets

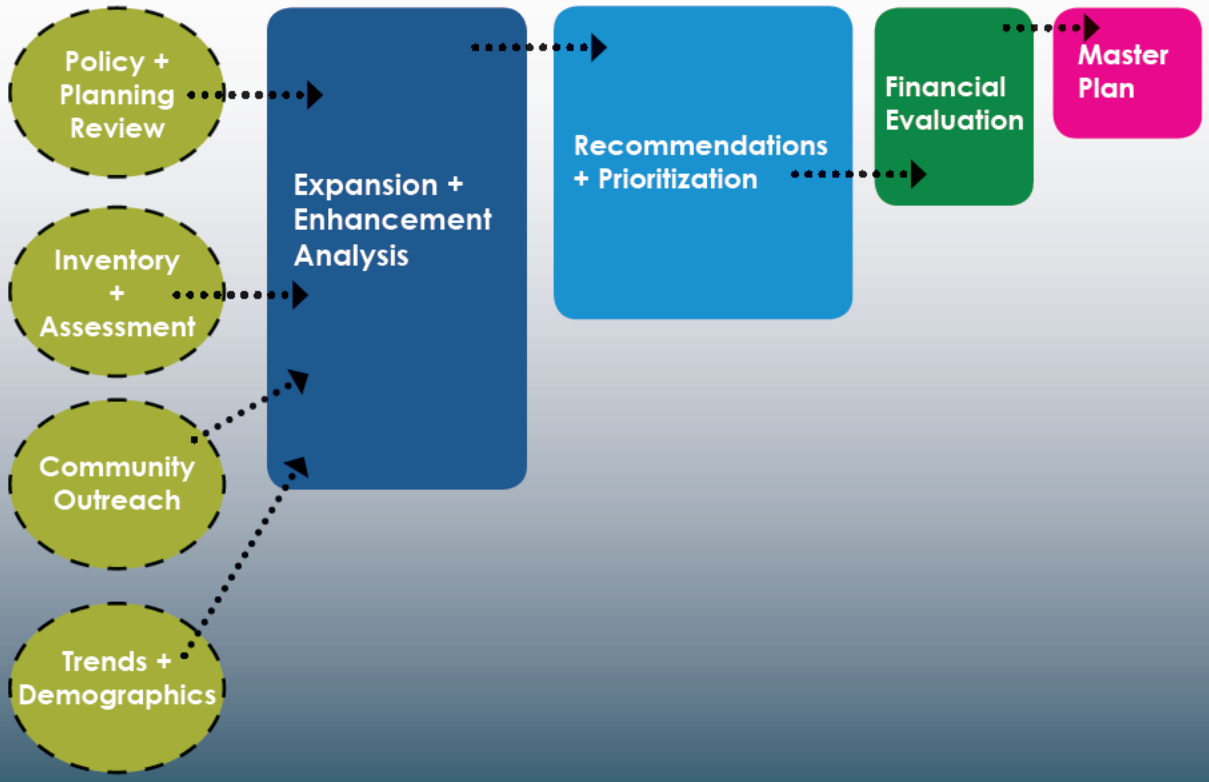
Current recreation services provided by the City

Current and future recreation opportunities

Current and future maintenance needs

Prioritized project recommendations for the maintenance, rehabilitation, and enhancements

A Conceptual Funding Strategy for implementation



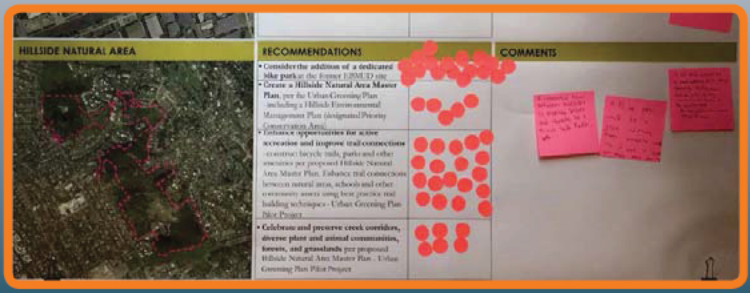
Community Outreach

Community Advisory Group

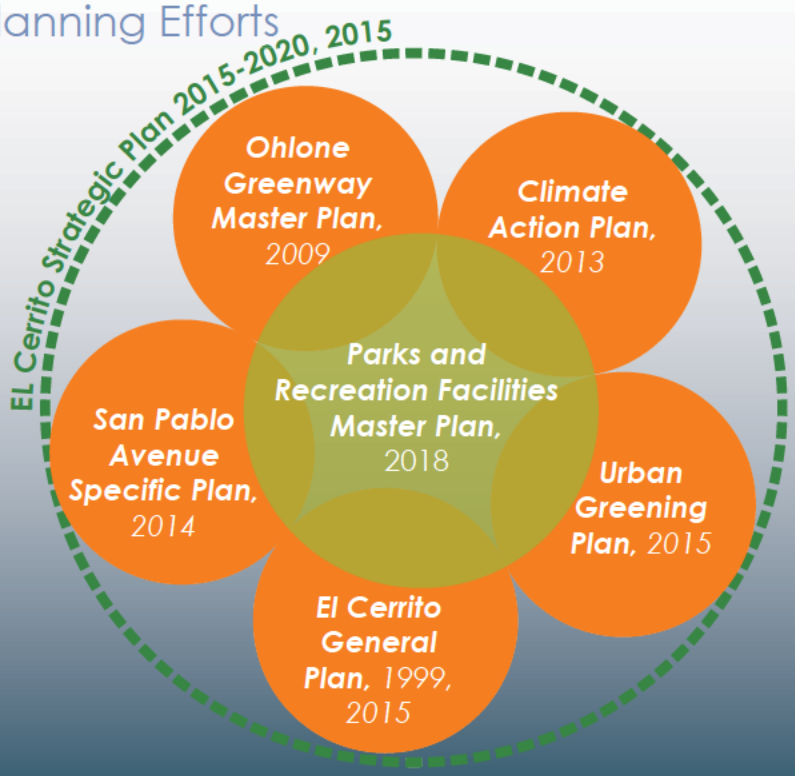
Stakeholder Interviews

Community Workshops (3)

Community-Wide Survey

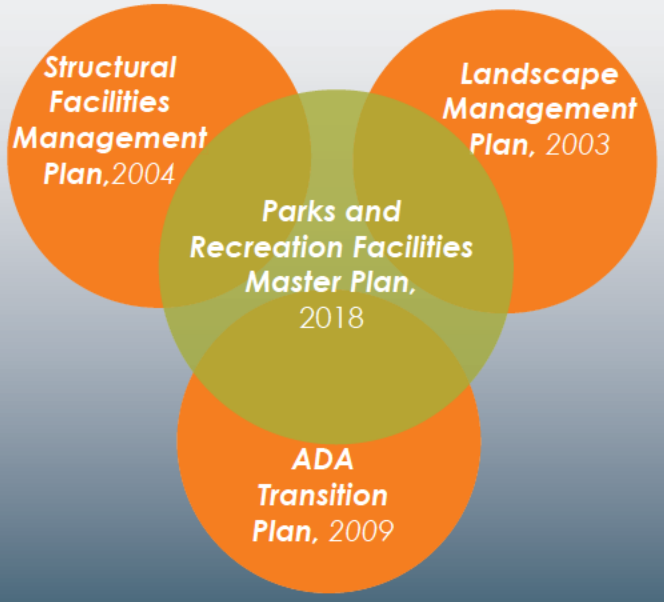


Previous Planning Efforts



Ch. 2 Introduction
Master Plan Walk-Through

Previous Planning Efforts



Demographic Profile

Boomers and Older Adults - 33.7%

Family Forming Adults - 32.8%

Youth - 14.7%, Teens - 4.3%

Nearly 60% with bachelor's degree or higher

Median income $92,670 - County $82,881

9.1% live below the poverty line

Average 33 minute commute

Recreation Department, Programs, and Services

Extensive program offerings (500+)
- effective use of maximized resources

Adult and Senior Programs

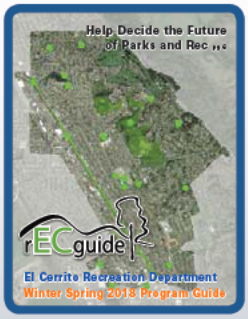
Aquatics

Preschool, School-Age, Youth, and Teen Programs

Sport Fields

Special Events

Park and Facility Rentals



Park System Overview

16 City parks - 175 acres
1 Greenway
2 Special-use spaces
1 Undeveloped park property

Recreation Facilities Overview

15 Recreation facilities

Issues and Opportunities

50-60 years old
Deferred maintenance and repair
Active community use
Nearing end of useful life
Lack of flexible programming space
Overall well-maintained

Demand - Themes

- Satisfaction with the City's existing supply of, and access to, parks and recreation facilities and programs
- The Hillside Natural Area and Ohlone Greenway are valued recreation amenities that are unique to El Cerrito
- Update and improve the City's existing recreation facilities and programs, for modernization and to meet demands in use
- Improve general maintenance in the City's parks – restrooms, waste removal, etc.
- Enhance pedestrian access throughout the City's recreation network – walking and biking
- Support youth recreational programming – toddler amenities, teen programming, youth enrichment opportunities

Supply

- Park and Recreation Facilities at capacity and have deferred maintenance
- Youth and Aquatics Programming top recreation priorities
- Program deficiencies for adults/active seniors, teens, and environmental

Addressing the Gap

- Establish maintenance benchmarks
- Additional access through acquisition, partnerships, infill development

GOAL A: ENHANCE EL CERRITO'S PARK NETWORK

Policy A1. Support park enhancements, where feasible, to meet community demands in recreation and maximize park use (UGP, Objective 4)

Policy A2. Rehabilitate existing parks to meet operational and safety standards (GP, PR1.1) (SP, Goal D), maximize their use (UGP, Objective 4) to meet community demand, and support community identity (CP)

Policy A3. Continue regular inspection and maintenance of park facilities to prolong life of equipment, ensure facility safety and accessibility, and enhance the enjoyment of park users (GP, PR1.2) (CP)

GOAL B: ENHANCE EL CERRITO'S RECREATION FACILITIES

Policy B1. Support new or expanded recreation facilities to meet community demands in recreation services (GP, CF1.5) (GP CF1.6) (CP)

Policy B2. Rehabilitate existing recreation facilities to meet operational and safety standards (GP, PR1.1) (SP, Goal D), maximize their use (UGP, Objective 4) to meet community demand, and support community identity (GP, CF1) (CP)

Policy B3. Provide regular maintenance of community facilities to ensure their continued usability and prevent deferred maintenance, which add to long-term costs (GP, CF1.2) (CP)

Policy B4. Create additional recreation facility access through reliable and viable partnerships

GOAL C: SUPPORT RECREATION PROGRAMS

Policy C1. Maintain and expand existing recreation programs to meet needs of City residents (GP, PR1.16)

GOAL D: IMPROVE PATHWAYS AND TRAILS

Policy D1. Strengthen the Ohlone Greenway through public projects and private developments that increase connectivity, create community gathering spaces, and improve community health and safety (UGP, Objective 3) (CP)

Policy D2. Continue to invest in bicycle, pedestrian, trail, and pathway improvements to reduce reliance on automobiles, provide active recreation opportunities (UGP, Objective 1), and contribute to a fully connected and accessible transportation network (GP, CD2.4, CD2.8, T1.4) (CP)

GOAL E: IMPROVE NATURAL AREAS

Policy E1. Develop projects that enrich the City's natural areas (CP)

Prioritization - Factors for Consideration

- High priority of the community
- Fulfills unmet need
- Service area
- Potential revenue generation
- Included in previous planning efforts
- Code and regulation compliance

Assessment and Recommendations - Recommendation Categories

Immediate Work Priorities (IWP) - 19 projects

Policy/Programs (P) - 21 projects

Early Wins (EW) - 28 projects

Deficiencies (DEF) - 37 projects

Enhancements/New Projects (ENP) - 75 projects

180 projects total

***Swim Center Capital Projects - 3 projects**

Assessment and Recommendations - Baseline Improvements for Parks and Recreation Facilities

Accessibility and code compliance

Safety and security

Improved maintenance

Improve landscaping and vegetation management

Updated play areas for park identity, inclusion, unique play opportunities

Supported Blue-to-Green Connections

Fiscal and environmental sustainability

Ch. 5 Plan
Master Plan Walk-Through

Proposed Project Types

Adult fitness/parcourse areas

All-weather turf field

Bike Skills park

Clubhouse and recreation facility enhancements

Community garden

Group picnic areas

Recreation facility

Example - Arlington Park and Clubhouse

(IWP) Immediate Work Priorities	
2.1	Address immediate work priorities at Arlington Park and Clubhouse - BBQ pits, playground surface (school-age), wallboard to cover wiring, GFI replacements
(P) Policy/Program	
2.2	Continue current use and programming at Arlington Park Clubhouse – rentals for private events are a priority to the community
(DEF) Deficiencies	
2.3	Address facility repairs from 2018 Inventory and Deficiencies Assessment at Arlington Park Clubhouse with facility renovation
2.4	Correct identified site ADA deficiencies per 2009 ADA Transition Plan
2.5	Address remaining park amenity deficiencies - benches/seating, garbage containers, entry sign

(ENP) Enhancements/New Projects	
2.6	Update and renovate Arlington Park Clubhouse to allow for additional programming - improved rental opportunities, adult fitness during weekdays, etc.
2.7	Improve group picnic areas – replace picnic tables in poor condition; consider formalizing picnic sites with shade structures, concrete grills and food preparation space, and other permanent features
2.8	Improve sport courts - repave and expand basketball courts to full court, enhanced viewing area for tennis courts
2.9	Update or replace play areas for park identity – consider 'nature play' theme to compliment park's riparian features; consider all-inclusive play elements
2.10	Support Blue-to-Green Connections identified along the park's western edge in the Urban Greening Plan
2.11	Support and protect natural areas – consider attractive fencing around riparian areas (with access for maintenance) as well as environmental signage to highlight unique natural area

Ch. 5 Plan Master Plan Walk-Through

Example - Arlington Park and Clubhouse

(P) Policy/Program	
24.1	Extend hours of operation to meet community demands and support daytime programming for adults
24.2	Consider renewal of Measure A to retain dedicated revenue to maintain the Swim Center - it is estimated that at least $8,000,000 ($400,000 per year) is needed to maintain the Swim Center at a high standard and implement the *Master Plan* recommendations
(DEF) Deficiencies	
24.3	Address facility repairs from 2018 Inventory and Deficiencies Assessment at the Swim Center

(ENP) Enhancements/New Projects	
24.4	"Pursue additional features identified in 2018 renovation - more shade/rain protection, construct permanent, more accessible entry into Emery G. Weed, III Lap Pool"
24.5	Install counter/reception area in Lifeguard Room to handle multiple customers at the same time and minimize waiting times to enter a facility on busy days. Relocate guard room (possible to current Carpentry Room)
24.6	Install pavers in grass area north of the Swim Center's pump room. Areas has poor drainage and receives less sunlight often making the ground muddy.

'Big Numbers'

$9.7 Million - Existing Parks and Recreation Facility Deficiencies

$22.3 Million - Recommendations

- 180 projects
- 128 known costs
- 53 projects with future scope needed

$30.1 Million - 35% Contingency

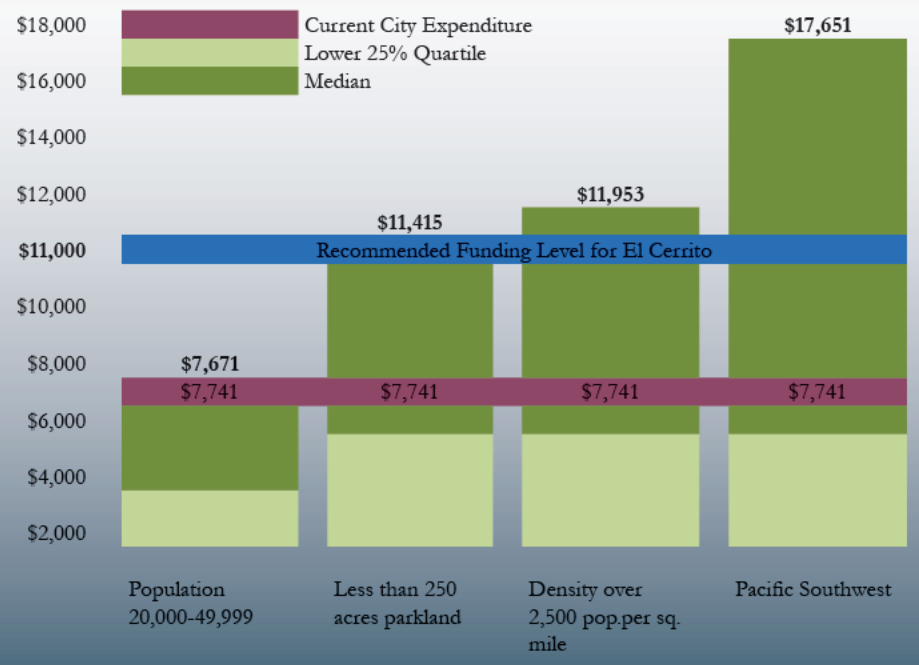
$550,000 - Annual, improved park maintenance

$250,000 - Annual, improved recreation facility maintenance

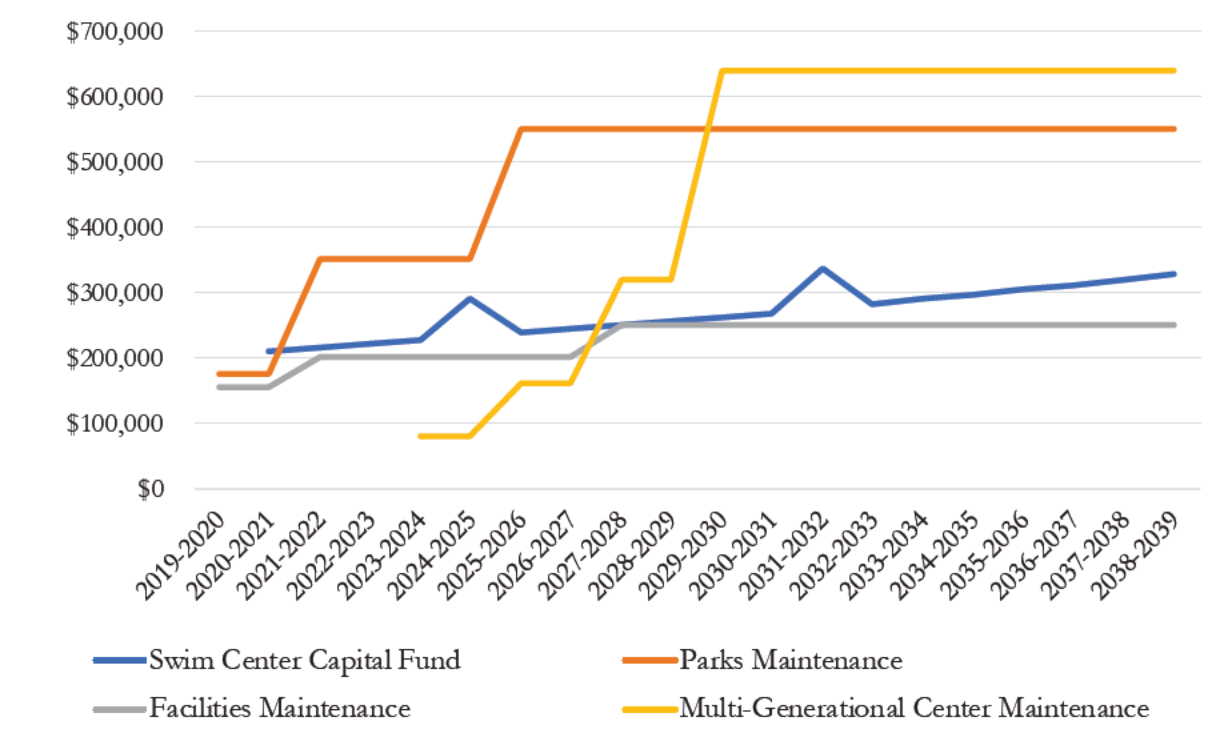
***Swim Center Capital Projects - $7,643,370**

Ch. 6 Implementation Master Plan Walk-Through

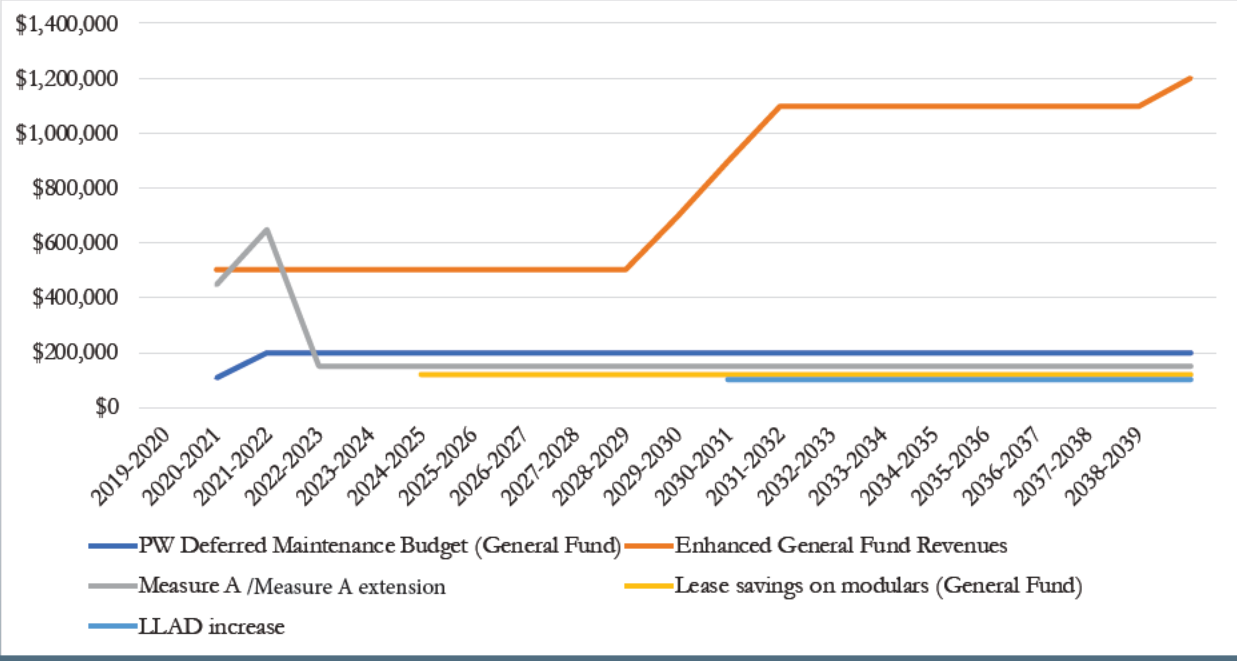
NRPA Benchmarking of Expenditures per Acre



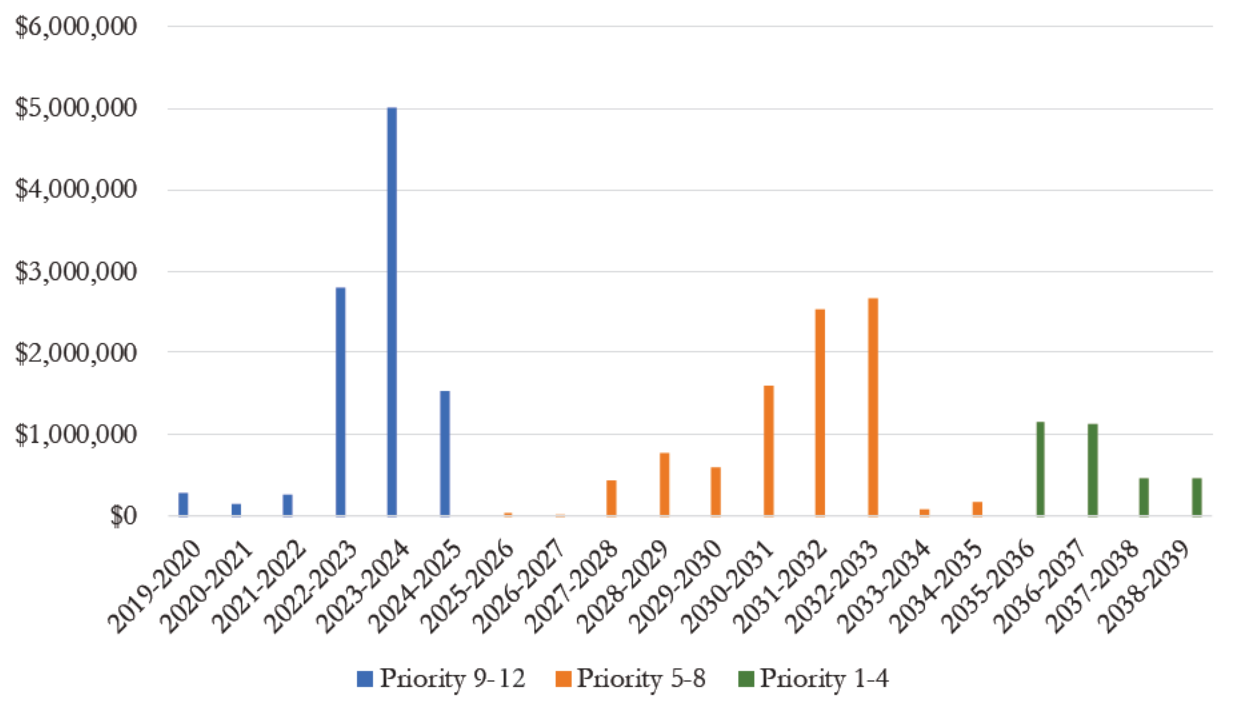
Increased Maintenance Costs



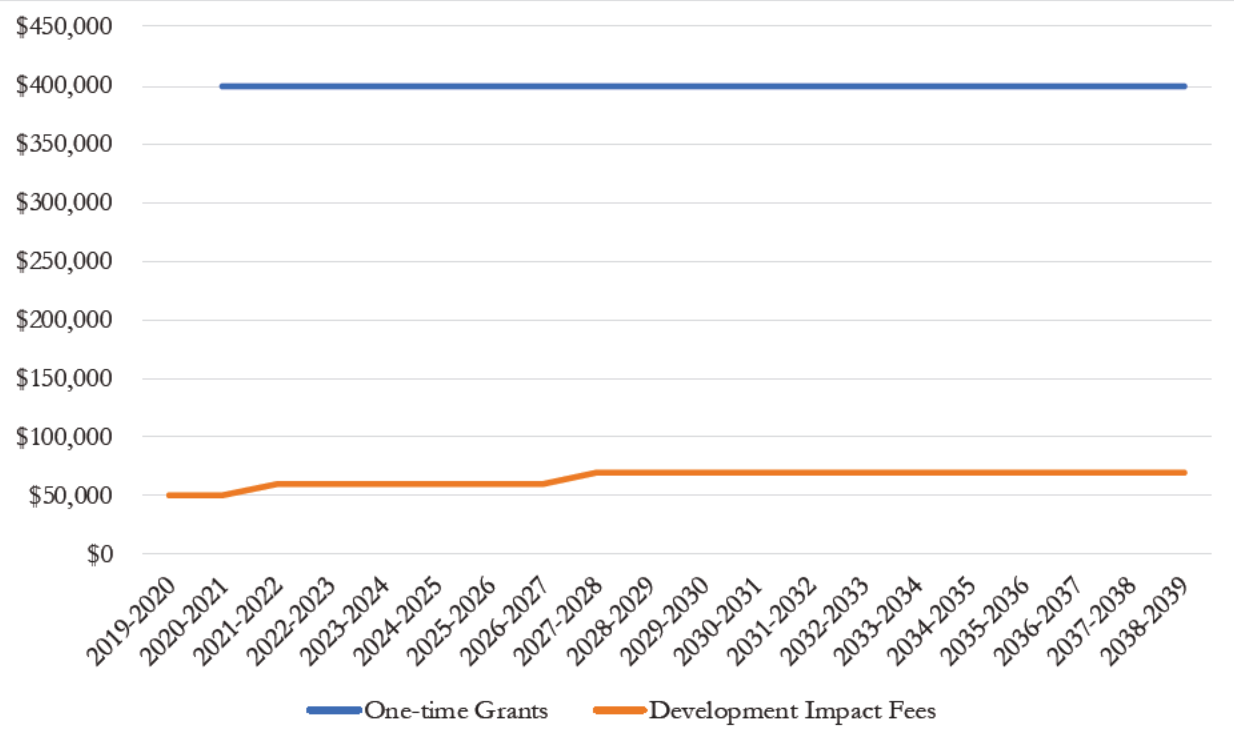
Potential Maintenance Funding Sources



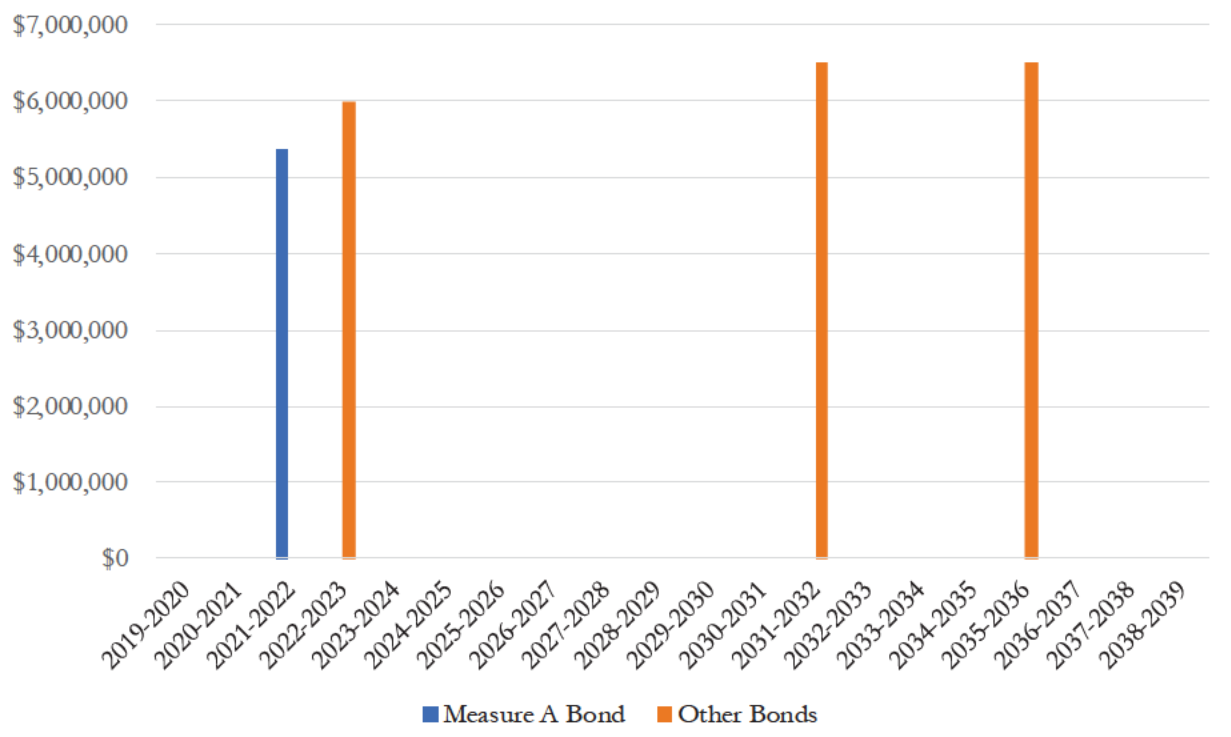
Capital Project Phasing



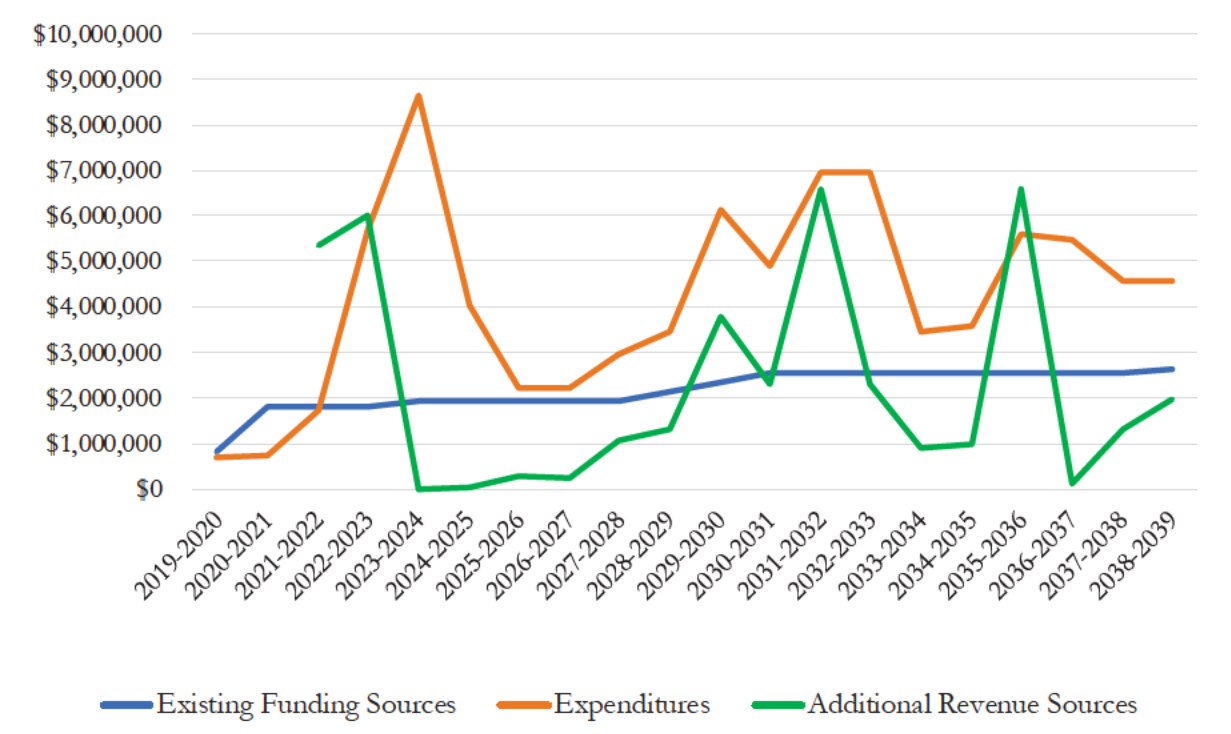
Capital Funding: Grants and Impact Fees



Capital Funding: Bonds



Funding Needed to Balance Costs and Revenues



Summary

The *El Cerrito Parks and Recreation Facilities Master Plan* provides:

Enhanced recreation facility maintenance

Enhanced park maintenance

Recommendations to meet communnity demand and system needs

California Environmental Quality Act (CEQA) CEQA Review

Plan represents a "Project" under CEQA

Initial Study evaluates potential environmental impacts at a plan-level

Individual projects may require further CEQA analysis

30-day public review

Initial Study/Mitigated Negative Declaration(MND) Topics

- Aesthetics
- Air Quality*
- Agriculture and Forestry
- Biological Resources*
- Cultural Resources*
- Geology/Soils*
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials*
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise*
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

*Potentially significant impact reduced to less than significant with implementation of mitigation measure(s)

Mitigation Monitoring & Reporting Program

In addition to plan policies and other City regulations, the following mitigation measures shall be implemented:

- AQ-1 requires dust abatement and construction exhaust reduction measures
- BIO-1 and BIO-2 provide protections for nesting birds and bats
- BIO-3 and BIO-4 ensure tree replacement and protect tree roots during construction
- CULT-1, CULT-2, and CULT-3 provide a process if cultural resources are discovered
- GEO-1 requires a geotechnical assessment
- HAZ-1 requires site investigations to determine the presence of hazardous materials and actions for remediation or avoidance
- HAZ-2 provides procedures for developing community gardens in order to protect humans from soil contamination
- NS-1 requires implementation of noise control best management practices

QUESTIONS

Agenda Item No. 6(A)
Supplemental 2

RESOLUTION 2019-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ADOPTING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR AND ADOPTING THE PARKS AND RECREATION FACILITIES MASTER PLAN

WHEREAS, on April 2, 2013, the City Council adopted the City's Strategic Plan with a primary goal to develop and rehabilitate public facilities as community focal points and an identified strategy to develop a plan to address ongoing and deferred maintenance of facilities and infrastructure; and

WHEREAS, on December 15, 2015 the City Council adopted the Urban Greening Plan that called for the creation of a Parks and Recreation Master Plan to analyze access to a variety of recreation opportunities and to identify policies and programs to address these needs; and

WHEREAS, preparation of the El Cerrito Parks and Recreation Facilities Master Plan ("Master Plan") was recommended by the Park and Recreation Commission on November 30, 2016. The Park and Recreation Commission reviewed subsequent additions to the Master Plan on March 27, 2019; and

WHEREAS, preparation of the Master Plan was undertaken to continue to coordinate the City's ongoing efforts to improve quality of life for current and future residents by identifying strategies to sustain and enhance the City's parks, recreation facilities, open space, paths and trails; and

WHEREAS, the Master Plan was developed through extensive document review of existing City plans and policies and a robust community engagement through public meetings, input from the Community Advisory Group, a community survey, stakeholder group meetings, consultation with the Park and Recreation Commission and interdepartmental communication and coordination, as documented in the Master Plan; and

WHEREAS, the Master Plan was reviewed and recommended for adoption by the Park and Recreation Commission on September 12, 2018, with proposed changes that have been incorporated into the final version of the Master Plan; and

WHEREAS, an Initial Study/Mitigated Negative Declaration ("IS/MND") was prepared and circulated beginning March 1, 2019 for 30 days pursuant to the California Environmental Quality Act ("CEQA"); and

~~WHEREAS, no comments were received on the IS/MND and a Mitigation and Monitoring Reporting Program ("MMRP") was developed.~~

WHEREAS, the City received one written comment regarding the IS/MND, from the East Bay Municipal Utility District ("EBMUD"). The City prepared written response to the comment but no changes to the IS/MND were required and a Mitigation and Monitoring Reporting Program ("MMRP") was developed.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that the foregoing recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the record before the Council in adopting this Resolution includes all written comments received; all reports, documents, minutes, and written and oral public testimony submitted part of the City Council's duly noticed meeting on April 2, 2019; and any other evidence received and considered by the City Council at its April 2, 2019 meeting. The record also includes the IS/MND, including all technical studies; the MMRP; and the Master Plan. The documents and other material constituting the record for these proceedings are located at El Cerrito City Hall, 10890 San Pablo Avenue, El Cerrito, CA 94530, and in the custody of the Public Works Director.

BE IT FURTHER RESOLVED that the IS/MND, including all technical studies; the MMRP; and the Master Plan were all attached to the staff report presented to the City Council for its meeting on April 2, 2019.

BE IT FURTHER RESOLVED that the City Council hereby finds that there is no substantial evidence in light of the whole record before the City supporting a fair argument that the Parks and Recreation Facilities Master Plan, as designed and mitigated in the IS/MND and MMRP, will have a significant effect on the environment, and that the IS/MND reflects the City's independent judgment and analysis as to the potential environmental effects of the Parks and Recreation Facilities Master Plan.

BE IT FURTHER RESOLVED that the City Council hereby adopts the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and the City of El Cerrito Parks and Recreation Facilities Master Plan.

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, 2019 the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April 2, 2019.

_____

Agenda Item No. 6(A)
Supplemental 2

Holly M. Charléty, City Clerk

APPROVED:

_____

Rochelle Pardue-Okimoto, Mayor

City of El Cerrito

Parks and Recreation Facilities Master Plan
Mitigation Monitoring & Reporting Program

April 2, 2019

This Mitigation Monitoring and Reporting Program (MMRP) has been developed based on the Initial Study Checklist/Mitigated Negative Declaration (IS/MND) prepared for the City of El Cerrito's Parks and Recreation Facilities Master Plan. This MMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." The MMRP table on the following pages lists mitigation measures identified in the Initial Study as necessary to mitigate potentially significant impacts evaluated in the IS/MND.

The first column of the table identifies the mitigation measure. The second column specifies the monitoring timing, responsible party (i.e., City department), and procedure for monitoring. The final set of columns provide spaces for comments, dates, and initials to be completed by the responsible party during construction and/or operation of the project, and to be used by the City to ensure that mitigation measures have been monitored.

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
Air Quality					
AQ-1 – Air Quality Best Management Practices: The construction contractor shall institute a dust control program, which shall be submitted to the City's Public Works Department and approved prior to any construction activity. Elements of the dust and emissions control program shall include, but not be limited to, the following measures: ▪ During construction, all exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at least two times per day to control dust particulates. ▪ Cover all hauling trucks or maintain at least two feet of freeboard. ▪ Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas. ▪ Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. ▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more). ▪ Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. ▪ Limit traffic speeds on any unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Suspend construction activities that cause visible dust plumes to	Prepare program prior to commencement of work and implement ongoing during grading and construction	Public Works Department	Review and approval of dust control program and heavy-duty off-road vehicle reduced emissions proposal. Periodic inspections during construction.		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
extend beyond the construction site. ▪ Post a publicly visible sign(s) with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. ▪ The contractor shall provide a plan for approval by the Public Works Department or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. ▪ Clear signage at all construction sites shall be posted indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site or adjacent to the construction site. ▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors). ▪ Properly tune and maintain equipment for low emissions.					

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
Biological Resources					
Mitigation Measure BIO-1 – Nesting Birds: The removal of trees, shrubs, or weedy vegetation shall be avoided during the February 1 through August 31 bird nesting period to the extent possible, except for in the case of an emergency. ~~If no vegetation or tree removal is proposed during the nesting period, no further action is required.~~ If it is not feasible to avoid the nesting period, the project applicant shall conduct a survey for nesting birds no sooner than 14 days prior to the start of removal of trees, shrubs, grassland vegetation~~,~~; construction of building structures~~,~~; or grading work~~, or other construction activity~~. Survey results shall be valid for 21 days following the survey; therefore, if vegetation or building removal is not started within 21 days of the survey, another survey shall be required. The area surveyed shall include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist. In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction shall be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.	Prior to commencement of work and removal of any vegetation (depending on timing of construction)	Public Works Department	Review biologist's findings and conduct site visit		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
BIO-2 – Pre-Construction Survey for Bats: A qualified biologist shall conduct pre-construction surveys for bats and suitable bat roosting habitat at work sites where culverts, structures and/or trees would be removed prior to the initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.	Prior to commencement of work	Public Works Department	Review biologist's findings and CDFW's determination		
BIO-3 – Tree Replacement: A certified arborist approved by the Public Works Department shall perform fieldwork that includes detailing the number of trees to be removed or affected and preserved within each project site. The results of this fieldwork shall form the basis for the appropriate tree replacement ratio. The findings of the field work and associated recommendations shall be reviewed by the Public Works Director for approval and implementation.	During project design phase	Public Works Department	Review and approval of arborist's findings, determine tree replacement ratio		
BIO-4 – Tree Roots: If trimming of roots greater than two inches in diameter is necessary during construction of the Project, a certified arborist approved by the Public Works Department shall be required to review and approve excavation plans and, if determined to be necessary by the arborist, shall be on site during construction to ensure that trimming does not cause an adverse impact to the trees.	During construction activities that affect mature trees	Public Works Department	Review and approval arborist's findings and approval of excavation plans		
Cultural Resources					
CUL-1 – Archaeological Resources: If a previously unknown, but potentially significant cultural resource is encountered during clearing, grading and subsurface earthwork activities for any project component, all construction activities within a 100-foot radius of the find shall cease until	During construction activities	Public Works Department	Periodic inspections during construction		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
a qualified archaeologist determines whether the uncovered resource requires further study. The project proponent shall immediately notify the Public Works Director. The project applicant shall include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center (Sonoma State University), and provide for the permanent curation of the recovered materials.					
CUL-2 – Paleontological Resources: In the event a fossil is discovered during any earthwork activities for the project components (including those occurring at depths of less than 10 feet), all excavations within 100 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The project applicant shall include a	During construction activities	Public Works Department,	Periodic inspections during construction		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. The paleontologist shall notify the Public Works Director or designee to determine procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.					
CUL-3 – Human Remains: If human remains are encountered during earth-disturbing activities for the Project, all work in the adjacent area shall stop immediately and the Contra Costa County Coroner's office shall be notified immediately. This requirement shall be included in all project construction documents. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.	During construction activities	Public Works Department	Periodic inspections during construction		
Geology and Soils					
GEO-1 – Geotechnical Investigation: Prior to final design of improvements that involve significant ground disturbance, including but not limited to the multi-generational center and Dorothy Rosenberg Memorial facility, the project sponsor shall complete a geotechnical investigation, consistent with City of El Cerrito requirements, to identify design measures to mitigate impacts associated with poor soil conditions,	During project design phase	Public Works Department	Review and approval of geotechnical investigation		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
unstable slopes, landslides, and earthquake related events such as groundshaking and ground failure, and implement those measures in the respective park, open space, and pedestrian improvements.					
Hazards and Hazardous Materials					
HAZ-1 - Phase I and II Investigations: Prior to construction of any improvements that require ground disturbance, lists of hazardous materials sites maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be consulted. Where a proposed facility is located on an identified site, follow up Phase I and as appropriate Phase II hazardous waste site investigations shall be completed if not already available. No disturbance of contaminated soil shall be permitted unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste site(s).	During project design phase	Public Works Department	Review and approval of Phase I and/or II investigations		
HAZ-2 – Community Garden Soil Evaluation: Prior to approval of a permanent community garden on public property, the applicant shall prepare and provide documentation of the following U.S. Environmental Protection Agency recommendations for developing community gardens, to the satisfaction of the Public Works Director: ▪ Research and submit the history of the property, which may include consultation of resources from the Department of Toxic Substances, State Water Resources Control Board resources, Sanborn or fire insurance maps, and City directories, in order to identify potential risks and contaminants for testing. ▪ Test soil at a laboratory to consider likely environmental	During site selection phase and prior to project approval	Public Works Department	Review and approval of due diligence/site investigation documentation, and cleanup measures, as relevant		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
contaminants, as well as macronutrients (nitrogen, phosphorus, potassium), micronutrients (magnesium, calcium, manganese, iron, etc.), Soil pH, and organic matter needed for healthy plant growth. ▪ If contaminants are at a level that need cleanup, applicant shall discuss with the City to determine whether an alternative site should be pursued, whether cleanup funds are available or can be attained, or whether above-ground rather than in-ground gardening should be pursued to reduce exposure to unsafe soils. In the latter instance, a water permeable fabric cover or geotextile may be utilized, or topsoil or clean fill added from certified soil sources (i.e., clean of any hazardous materials and safe for food production) to reduce exposures to soils of concern.					
Noise					
NS-1 – Noise Control Best Management Practices: The construction contractor shall institute a noise control program, which shall be submitted to the Public Works Department and approved prior to any construction activity. Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures, when applicable, are recommended as part of the noise control program to reduce noise from construction activities: ▪ Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment. ▪ Utilize "quiet" models of air compressors and other stationary noise sources where technology exists. ▪ Locate stationary noise-generating equipment as far as feasible from	Prior to commencement of work	Public Works Department, Recreation Department	Review and approval of noise control program. Periodic inspections during construction.		

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
sensitive receptors when sensitive receptors adjoin or are near a construction area. ▪ Prohibit unnecessary idling of internal combustion engines. Clear signage at all construction sites shall be posted indicating that trucks standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site or adjacent to the construction site. ▪ A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. ▪ Route construction-related traffic along major roadways and as far as feasible from sensitive receptors. ▪ Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours specified in the Zoning Ordinance or determined in consultation with the Recreation Director. ▪ Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a "construction liaison" who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures					

	Mitigation Monitoring			*Reporting*	
Section/Mitigation Measure	*Timing*	*Responsibility*	*Procedure*	*Comments*	*Date/ Initials*
to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.					

Parks and Recreation Facilities Master Plan
Initial Study and Mitigated Negative Declaration (IS/MND)
Response to Comments, April 1, 2019

The City of El Cerrito released the Parks & Recreation Facilities Master Plan Initial Study/Mitigated Negative Declaration (IS/MND) by filing with the State Clearinghouse and through local noticing procedures. The public comment period extended from March 1 to March 30, 2019. During this period, the City received one comment—from the East Bay Municipal Utility District (EBMUD). Although a formal response to comments is not required for an Initial Study/Mitigated Negative Declaration, the following comments are provided. EBMUD's letter raises five issues:

1. **"General" relating to protection of EBMUD infrastructure during construction**

The City acknowledges that EMBUD owns and operates facilities within multiple public rights of way near parks and facilities proposed for modifications in the Master Plan. As is the City's standard practice, identification and protection of utilities is required through the City Encroachment Permit process, which includes general conditions, and through City standard provisions in contract documents related to City-led projects. USA markings are also required prior to ground breaking. No additional mitigation measures are required.

2. **"Water Service" regarding the process for new water service**

The City acknowledges EBMUD's process for new water service accounts. The Master Plan is not anticipated to generate substantial additional water needs.

3. **"Contaminated Soil" regarding potential subsurface hazardous materials**

The City acknowledges EBMUD's refusal to install piping or services in contaminated soil or groundwater. The City's existing regulations along with the mitigation measure outlined in the IS/MND aim to reduce and avoid potential impacts due to hazardous materials. Specifically, Mitigation Measure HAZ-1 requires sites identified on the Cortese list (i.e., with known potential for hazardous materials) to prepare a Phase I and/or Phase II site investigation, as appropriate, and implement a remediation plan if required. No additional mitigation measures are required.

4. **"Wastewater Service" regarding infiltration and inflow reductions**

The City acknowledges EBMUD's and the region's efforts to reduce infiltration and inflow during storms. The City already complies with the EBMUD Regional Private Sewer Lateral Ordinance. The Master Plan seeks to implement urban greening policies and projects to manage stormwater and reduce runoff before it enters the groundwater or the Bay. Moreover, the Master Plan is not expected to substantially increase wastewater generation. Evaluation of whether sewer laterals need to be replaced would be completed at a project level. No additional mitigation measures are required.

5. **"Water Conservation" regarding water-efficiency measures**

The City acknowledges EBMUD's commitment to water conservation. The Master Plan is not anticipated to substantially increase demand for water supplies. New and renovated structures would include water-efficient fixtures. New landscaping may temporarily generate an increase in irrigation as plants are installed and established. However, the Master Plan supports both efficient irrigation systems and low-water use plantings. No additional mitigation measures are required.

Report Preparers:
City of El Cerrito - Chris Jones, Recreation Director, Yvetteh Ortiz, Public Works Director
Consultant - Jean Eisberg, Principal, Lexington Planning

5.1 Goals, Policies, and Actions
5.2 Prioritization
5.3 Assessment and Recommendations
5.4 Proposed Project Types

5.1 GOALS, POLICIES, AND ACTIONS

INTRODUCTION

Goals, policies, and actions were established to guide the recommendations of El Cerrito's *Parks and Recreation Facilities Master Plan*. Through the planning process, themes relating to the City's recreation network, and their maintenance and enhancement emerged. In combination with these themes, previous planning effort additionally guides this *Master Plan*.

The *Parks and Recreation Facilities Master Plan* is directly guided by the City's *Strategic Plan 2015-2020*, 2015, *Urban Greening Plan*, 2014, *Climate Action Plan*, 2013, and *General Plan*, 1999. These previous planning efforts provide direction and inform the future planning, maintenance, and development of the City's recreation network. Below are the symbols used to reference these plans in the goals, policies, and actions of this *Master Plan*. Additionally, 'CP' denotes where a goal, policy, or action aligns with an identified Community Priority, per the needs assessment and community outreach process.

- SP: *Strategic Plan 2015-2020*, 2015
- UGP: *Urban Greening Plan*, 2014
- CAP: *Climate Action Plan*, 2013
- GP: *General Plan*, 1999
  - CD: Community Design Element
  - CF: Recreation Facilities Element
  - PR: Public Facilities and Services Element
  - LU: Land Use Element
  - TI: Transportation and Circulation Element
- CP: Community Priority

GOAL A: ENHANCE EL CERRITO'S PARK NETWORK

Policy A1. Support park enhancements, where feasible, to meet community demands in recreation and maximize park use (UGP, Objective 4)

- **Action A1.1.** Identify funding for Parks to ensure investment in projects that make parks more multipurpose and meet multiple community benefits (UGP, 4.3)
  - Acquire right-of-way or private parcels, where possible, to expand park network
  - Incorporate currently underutilized spaces that could support a broader diversity of uses (UGP, 4.3)
  - Lighted outdoor recreation facilities and playing fields, located adjacent to residences, may have field lights on until 10pm. Outdoor lighting will follow the International Dark Sky Association guidance and certification process to the extent feasible. Downward lighting and full cutoff fixtures shall be used to the extent feasible. A photometric diagram shall be reviewed and approved by the Public Works Director prior to installation of lighting.
  - [redacted] Projects shall avoid any disturbance to the known [redacted]-cultural resources. Limits of work shall exclude the [redacted] sites of known cultural resources and the [redacted] known cultural resources shall be protected during demolition, grading, and construction activities. ~~Redevelopment~~ Project plans shall be subject to review and approval by the Public Works Director to ensure compliance with this policy.

EXISTING CONDITIONS

Canyon Trail Park is separated into Lower Canyon Trail Park (passive riparian space, walking trails, creek and pedestrian bridges, open lawn, tennis courts, play area, clubhouse, horseshoe site) and Upper Canyon Trail Park Playfield (grass sports field). The park has the City's 2nd largest athletic field and the Upper Canyon Trail Park Playfield is actively programmed for baseball and soccer year-round. The park's lower field is programmed for youth soccer. The adjacent private Prospect Sierra School pays usage fee for Upper Canyon Trail Park Playfield use during school hours but the City maintains and owns it with minimal schedule conflict. Amenities at Canyon Trail Park include tennis courts, two picnic areas, a playground, and unique native, riparian habitat with walking trails and a pond. The Canyon Trail Park Clubhouse is currently programmed as an art center for the City.

RECOMMENDATIONS

(IWP) Immediate Work Priorities	
5.1	Address immediate work priorities at Canyon Trail Park and Clubhouse - repair park pathways, update or remove horse shoe pit, monitor roof leaks, bathroom exhaust fan, replace make-up air bird screen, replace grate for floor drain
(EW) Early Wins	
5.2	Improve group picnic areas – replace picnic tables in poor condition; consider formalizing picnic site with shade structure or concrete grill
5.3	Improve signage for entry at Lower Park – incorporate a trail map as well as environmental and archeological signage
5.4	Establish a pollinator pathway up Conlon Avenue between the Ohlone Greenway and Canyon Trail Park - Urban Greening Plan, Focus Area 9
(P) Policy/Program	
5.5	Consider relocating art center to create rentable/venue space - consider expanding program use for adult fitness during weekdays
(DEF) Deficiencies	
5.6	Address facility repairs from 2018 Inventory and Deficiencies Assessment at Canyon Trail Park Clubhouse
5.7	Correct identified ADA deficiencies per 2009 ADA Transition Plan
5.8	Address remaining park amenity deficiencies - benches/seating
(ENP) Enhancements/New Projects	
5.9	Update or replace play area for park identity – consider theme relating to Ohlone [redacted] cultural resource
5.10	Improve playfield and dugout – turf and irrigation, replace benches, concrete pads, and fencing
5.11	Support and protect natural areas – dedicated natural riparian habitat to remain protected per Urban Greening Plan; provide interpretive signage for natural area; protect urban forest; preserve and protect [redacted] - known cultural resource

Recommendations Total $1,120,974

ALIGNED *MASTER PLAN* GOALS

Goal A: Enhance El Cerrito's Park Network
Goal B: Enhance El Cerrito's Recreation Facilities
Goal C: Support Recreation Programs
Goal D: Improve Pathways and Trails
Goal E: Improve Natural Areas

ESTIMATE OF COST

This estimate does not include relocation of the art center, support and protection of the park's natural areas, or relocation or removal of the horse shoe pit as scope is not yet determined.

Community Center	Update and renovate facility to expand services and create additional space for programming per Urban Greening Plan Focus Area 12 – potential community center for fitness, programming, and multi-generational programming	5
Dorothy Rosenberg	Create a multi-use rental facility - environmental education space	5
Hillside Natural Area	Create a Hillside Natural Area Master Plan, per the Urban Greening Plan Pilot Project for the Hillside Natural Area - including a Hillside Environmental Management Plan (the Hillside Natural Area is a designated Priority Conservation Area per the Association of Bay Area Governments (ABAG))	5
Senior Center	Pursue permanent building or additional space to accommodate programming for adults of all ages	5
Swim Center	Pursue additional features identified in 2018 renovation - more shade/rain protection, construct permanent, more accessible entry into Emery G. Weed, III Lap Pool	5
Central Park	Create a gateway experience, improve connectivity along Central Avenue, and create a pedestrian and bicycle pathway that better connects Central Park to Creekside Park - Urban Greening Plan, Focus Area 5	4
Arlington Park and Clubhouse	Improve group picnic areas – replace picnic tables in poor condition; consider formalizing picnic sites with shade structures, concrete grills and food preparation space, and other permanent features	3
Baxter Creek Gateway Park	Activate park space and improve safety –consider the acquisition of adjacent parcels and excess street right-of-way per previous planning efforts (pocket park, active play spaces) per Urban Greening Plan, Focus Area 9 and the Ohlone Greenway Master Plan	3
Baxter Creek Gateway Park	Establish a pollinator pathway up Conlon Avenue between the Ohlone Greenway and Canyon Trail Park - Urban Greening Plan, Focus Area 9	3
Castro Park and Clubhouse	Improve group picnic area – replace picnic tables and grill in poor condition; formalize eastern area of park with additional picnic tables, outdoor grills, and a play area or recreation amenity	3
Castro Park and Clubhouse	Address additional projects identified in 2015 renovation - bullpens, batting cages, fences, safety netting, irrigation, planting	3
Cerrito Creek	Support and protect natural areas – designated natural area to be protected and interpretive signage to natural area to be repaired or replaced; Lower Cerrito Creek is a designated Priority Conservation Area per the Association of Bay Area Governments (ABAG)	3

Canyon Trail Park	Update or replace play area for park identity – consider theme relating to Ohlone [redacted]-cultural resource	2
Casa Cerrito	Additional nature play opportunities on site	2
Castro Park and Clubhouse	Expand and/or renovate Castro Park Clubhouse to accommodate additional programming on weekdays for adults, and consider adding teen space – location next to Fred T. Korematsu Middle School will attract teens	2
Cerrito Creek	Enhance connection to the Ohlone Greenway and Creekside Park with directive signage	2
Harding Park and Clubhouse	Update or replace play area for park identity	2
Ohlone Greenway	Potential location for linear/community park at Schmidt Ln to Manila Ave -multi-generational community park with children's play area, and gathering areas for seating/picnic/BBQs - Ohlone Greenway Master Plan	2
Ohlone Greenway	Enhance connection to retail locations with improved path, directional signage on trial - Ohlone Greenway Master Plan	2
Ohlone Greenway	Enhance safety through lighting and camera surveillance	2
Arlington Park and Clubhouse	Improve sport courts - repave and expand basketball courts to full court, enhanced viewing area for tennis courts	1
Baxter Creek Gateway Park	Highlight the creek that runs under Conlon Avenue through landscaping, special paving, and/or signage per Urban Greening Plan, Focus Area 9 – park identity as environmental resource and potential raingarden/green infrastructure project.	1
Bruce King Dog Park	Create social gathering and play opportunities near Potrero Avenue to create an activity node and gateway experience - Urban Greening Plan, Focus Area 3	1
Bruce King Dog Park	Change park surfacing – dog-friendly alternative to existing bark fiber	1
Canyon Trail Park	Improve group picnic areas – replace picnic tables in poor condition; consider formalizing picnic site with shade structure or concrete grill	1
Casa Cerrito	Potential site for City-owned recreation facility to serve additional programming demand - seniors, adults, teens, etc.	1
Central Park	Update playfield – replace dugout benches and fencing, address irrigation issues, level the playfield	1
Cerrito Vista Park and Facility	Consider repurposing or replacing Cerrito Vista Recreation Facility for additional programming	1
Cerrito Vista Park and Facility	Consider multi-use facility adjacent to tennis courts - gymnasium and activity classrooms	1

LOCATION: 6767 Gatto Avenue

SIZE: 10.9 acres

USE: City Park

CURRENT CONDITION: Canyon Trail Park is separated into Lower Canyon Trail Park (passive riparian space, walking trails, creek and pedestrian bridges, open lawn, tennis courts, play area, clubhouse, horseshoe site) and Upper Canyon Trail Park Playfield (grass sports field); active community park; the City's 2nd largest athletic field; Upper Canyon Trail Park Playfield is actively programmed for baseball and soccer year-round; lower field is programmed for youth soccer; adjacent Prospect Sierra School (private elementary) pays usage fee for Upper Canyon Trail Park Playfield use during school hours but City maintains and owns it with minimal schedule conflict; Prospect Sierra School is entitled to exclusive access during school hours which was put into the deed when WCCUSD sold the school

FACILITIES AND AMENITIES: Tennis courts (available for reservation), picnic tables (available for reservation), barbecues, playground equipment (lower area), lawn, creek, walking trails, small pond, restroom, Canyon Trail Clubhouse

RECREATION PROVIDED: Passive play, passive recreation, organized sports, pick-up sports, gathering and/or picnic space, native habitat and/or environmental stewardship

CONSTRAINTS: Upper Canyon Trail Park Playfield is not lit; potential conflict between environmental rehabilitation and recreational uses in the park; limited parking

OPPORTUNITIES: Installation of lighting at Upper Canyon Trail Park Playfield; enhancement of riparian corridor for passive and active use (bird watching, outdoor eduction, etc.); addition of interpretive signage for site's cultural history; conversion of horse shoe pit to alternate use (parking, dog park, etc.); park is identified as having dedicated natural areas, to be enriched, in the *Urban Greening Plan;* park is included in Focus Area 9 of the *Urban Greening Plan* (Urban Greening opportunities include pocket park, neighborhood park, pollinator pathway, and creeks)

ESTIMATED MAINTENANCE: Maintained weekly by City; pedestrian bridges over creek require additional maintenance

ESTIMATED REPAIR OR REPLACEMENT: Replacement of asphalt paving throughout park; update irrigation system; replacement of backboard in tennis court; update or replacement of play structures; park trees/urban forest and planting need to be rehabilitated as trees are aging and unhealthy; invasive plants need to be addressed; play field is difficult to maintain and considered by staff to be in "fair" condition due to heavy use, unsuitable grass turf mix, and irrigation issues and should be renovated

CODE COMPLIANCE: Barrier removal needed in park per *2009 ADA Transition Plan*

ADDITIONAL OBSERVATIONS: Lower Canyon Trail Park has unique archaeological features (Ohlone/[redacted]-cultural resource); Lower Canyon Park riparian environment is maintained by volunteers; volunteers are active in maintaining the quality of riparian environment in the Lower Canyon Trail Park (pruning, planting, weeding); frogs have been introduced to Lower Canyon Trail Park pond

5. CANYON TRAIL PARK AND CLUBHOUSE

Recommendation		Factor for Consideration						Total	Cost	Type
		High priority of the community	Fulfills unmet need	Service area	Potential revenue generation	Included in previous planning efforts	Code and regulation compliance/ Safety			
5.1	Address immediate work priorities at Canyon Trail Park and Clubhouse - repair park pathways, update or remove horse shoe pit, monitor roof leaks, bathroom exhaust fan, replace make-up air bird screen, replace grate for floor drain							NA	$147,470	IWP
5.2	Improve group picnic areas – replace picnic tables in poor condition; consider formalizing picnic site with shade structure or concrete grill	x			x			5	$15,700	EW
5.3	Improve signage for entry at Lower Park – incorporate a trail map as well as environmental and archeological signage	x						3	$5,000	EW
5.4	Establish a pollinator pathway up Conlon Avenue between the Ohlone Greenway and Canyon Trail Park - Urban Greening Plan, Focus Area 9					x		2	$10,000	EW
5.5	Consider relocating art center to create rentable/ venue space - consider expanding program use for adult fitness during weekdays	x	x		x			8	Not applicable	P
5.6	Address facility repairs from 2018 Inventory and Deficiencies Assessment at Canyon Trail Park Clubhouse	x				x	x	6	$240,204	DEF
5.7	Correct identified ADA deficiencies per 2009 ADA Transition Plan					x	x	3	$216,600	DEF
5.8	Address remaining park amenity deficiencies - benches/seating	x						3	$27,000	DEF
5.9	Update or replace play area for park identity – consider theme relating to Ohlone [redacted] - cultural resource	x				x	x	6	$175,000	ENP
5.10	Improve playfield and dugout – turf and irrigation, replace benches, concrete pads, and fencing	x						3	$284,000	ENP
5.11	Support and protect natural areas – dedicated natural riparian habitat to remain protected per Urban Greening Plan; provide interpretive signage for natural area; protect urban forest; preserve and protect [redacted] -known cultural resource	x				x		5	Scope not determined	ENP

Agenda Item No. 6(A)
Supplemental 5

From: [redacted]
To: Janet Abelson; Gabe Quinto; Paul Fadelli; Greg Lyman; Rochelle Pardue-Okimoto
Cc: City Clerk; Karen Pinkos
Subject: Parks and Recreation Master Plan Capital Investments
Date: Monday, April 1, 2019 10:48:41 AM

Dear Council Members,

I am writing to provide comments on our city's Parks and Recreation Master Plan. I have no issue with the negative declaration report. I am concerned about the capital investment needs identified in the review study.

The independent review identifies a number of capital improvements necessary and/or desirable to maintain the quality of parks and recreation sites in El Cerrito.

Parks, the Swim Center, and the Library are popular and deserve our investment, though the size of the investment is daunting. Seismically challenged public safety buildings and a Senior Center don't poll as well, but are vitally important. The residents of El Cerrito deserve a complete picture of our needs and the tough decisions ahead.

Please use this opportunity to lead the creation and adoption of a comprehensive ten-year capital investment plan that prioritizes our needs and identifies how we are going to pay for them.

Thank you very much for your service to our city.

Sincerely,

Bill

Bill Kuhlman
[redacted]
El Cerrito, CA
[redacted]

Date: April 1, 2019

To:

Mayor Rochelle Pardue-Okimoto
Mayor Pro Tem Greg Lyman
Councilmember Paul Fadelli
Councilmember Janet Abelson
Councilmember Gabriel Quinto

From: Marlene Keller, 8355 Kent Ct, El Cerrito

Re: April 2, 2019 Council Agenda item 6A, El Cerrito Parks and Recreation Facilities Master Plan

I had hoped to come to the Council meeting on April 2 to share my perspective on the City's budget and a concern that I have about how the Parks and Recreation Facilities Master Plan financing proposal fits into the City's overall budget. However, a previous commitment prevents me from speaking to you in person.

So, in brief, my concern is that the City still faces very sizeable future expenses that are of paramount importance: 1) our unfunded pension liabilities; 2) our aging infrastructure (especially the need for a Public Safety Building as well as a Library/Senior Center/Mid-Town Community Activity Center); 3) our lack of an Emergency Reserve Fund (which the Financial Advisory Board described in its revision to the City's Comprehensive Financial Policy); and 4) annual fire safety maintenance activities, especially in the Hillside Natural Area, to counter the imminent risk to lives and property of a massive fire.

Thus, any discussion of the Parks and Recreation Facilities Master Plan needs to be a part of a much larger discussion of Council priorities so that our beloved city will continue to be financially solvent, less vulnerable to a Wildland/Urban Interface fire catastrophe, and able to deliver essential public services to residents who, as City Manager Pinkos recently said, very generously funded Measure V.

I believe that most El Cerrito residents would ask first: What are our critical requirements? (putting public safety at the top of the list). And then ask: Which of these most critical requirements can we presently afford? We trust in your wisdom to create a financial strategic plan for what would good to have beyond those critical requirements (such as needs that are described in the Parks Master Plan), down the road, as they may become affordable.

Thank you for your leadership and vision.

Agenda Item No. 7(A)
Supplemental 1

April 2, 2018

CITY OF EL CERRITO

Fiscal Year 2018-19 Mid-Year Budget Update

THE CITY OF EL CERRITO

1

AGENDA

- **FY 2018-19 budget trends and projections**
- **Proposed Budget Amendments**
- **Questions**

2

FY 2018-19 BUDGET
GENERAL FUNDS BUDGET SUMMARY

- New and one time sources are expected to bring in an extra $ 1.4 million this year - from higher OES reimbursements, transfer taxes and RDA asset sales.
- Total operating expenditures are projected to be $1.4 million higher – due to Fire OES overtime and write off of amounts owed the General Fund from special funds.
- Includes Transfer Tax Revenues Projected at $0.6 million. Staff is not recommending/proposing a use for these funds in FY 2018-19.
- As in years past, the General Fund is expected to end the year with a small surplus added to reserves.

3

FY 2018-19 BUDGET
GENERAL FUND REVENUES

Revenue Category ($000s)	FY 2016-17 Actual	FY 2017-18 Unaudited Actual	FY 2018-19 Adopted	Proposed FY 2018-19 Mid Year Budget Amendments	FY 2018-19 Projected
Taxes					
Property Taxes	9,082	9,487	10,018		10,018
Sales Taxes	6,145	6,458	7,155		7,155
Utility Tax	3,360	3,216	3,425		3,425
Franchise Taxes	1,375	1,334	1,615		1,615
Business License Tax	775	847	800		800
Other Tax	289	293	143	600	743
Total Taxes	21,026	21,635	23,156	600	23,756
Licenses & Permits	720	766	880		880
Fines and Forfeitures	351	222	310		310
Use of Money and Property	345	374	373		373
Intergovernmental Revenues	4,801	5,451	6,215	150	6,365
Charges for Services	5,741	6,099	5,835		5,835
Other Revenues	577	377	82	682	764
Interfund Transfers	970	915	920		920
Total Revenues	34,531	35,839	37,771	1,432	39,203

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FY 2018-19 BUDGET
GENERAL FUND PROPOSED BUDGET AMENDMENTS

REVENUES

1. Real property transfer tax – Estimated revenue ($600,000).
2. OES reimbursement – Fire department overtime ($150,000).
3. Sale proceeds of Redevelopment Agency properties ($681,951).

EXPENSES

1. Personnel Costs – Fire department overtime ($150,000).
2. Financing Uses – Write off amounts owed the General Fund by the City Housing Trust Fund ($250,352) and Capital Projects Fund ($431,599). Total ($681,951).

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FY 2018-19 BUDGET
GENERAL FUND EXPENDITURES & FUND BALANCE

Expenditure Category ($000s)	FY 2016-17 Actual	FY 2017-18 Actual	FY 2018-19 Adopted	FY 2018-19 Amended	FY 2018-19 Actual
Personnel	25,757	27,293	28,763	150	28,913
Professional Services	3,159	4,122	2,980		2,980
Purchased Property Services	1,753	1,832	2,126		2,126
Other Services	1,825	1,932	1,839		1,839
Supplies	627	713	647		647
Property & Capital	46	277	335		335
Financing Costs	203	202	287		287
Other Financing Uses	958	198	732	682	1,414
Total Expenditures	**34,328**	**36,569**	**37,709**	**832**	**38,541**
Net Change in Fund Balance	203	(730)	62	600	662
Deferred Revenue		667			
Ending Fund Balance	819	754	1,300		1,416
Fund Balance Reserve %	**2.4%**	**2.1%**	**3.4%**		**3.7%**

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FY 2018-19 BUDGET
SPECIAL FUNDS BUDGET SUMMARY

- **Revenues and expenditures are in line with budget**
- **Most Special Revenue funds will end the year with small surpluses**

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FY 2018-19 BUDGET
SPECIAL REVENUE FUNDS PROPOSED BUDGET AMENDMENTS

1. Landscaping & Lighting Assessment District Fund – Increased allocation for water, sewer and street lights ($60,000).
2. Street Improvement Fund – Funding for Phase I - Pavement seal coat for the Korematsu safe routes to school project ($25,000).

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FY 2018-19 BUDGET
SPECIAL REVENUE FUNDS

Description	FY2017-18 Ending Balance	FY2018-19 Projected Revenue	FY2018-19 Projected Expenditures	Proposed FY 2018-19 Mid Year Budget Amendments	FY2018-19 Projected Ending Balance
Gas Tax Fund	(87,747)	632,665	533,834		**11,084**
NPDES	219,660	319,300	352,491		**186,469**
Landscape and L ght ng	126,383	786,363	770,076	60,000	**82,670**
Measure J Return to Source	80,276	455,000	512,537		**22,739**
Measure A Parcel Tax	265,498	646,000	656,730		**254,768**
Asset Se zure	305,469	0	0		**305,469**
Veh cle Abatement	306,633	30,000	30,000		**306,633**
SB-1 Road Repa r	143,907	405,000	548,907		**0**
Park n L eu Fund	0	50,000	50,000		**0**
Street Improvement Fund	991,000	1,565,801	1,761,198	25,000	**770,603**
Publ c Arts Fund	235,757	0	6,000		**229,757**
Measure J - Paratrans t	78,048	165,193	232,097		**11,144**
Federal, State and Local Grants	704,347	50,000	50,000		**704,347**
C.O.P.S. Grant	0	130,000	30,000		**100,000**
C ty Hous ng Trust	5,067,590	0	0		**5,067,590**
C ty LMI Hous ng	2,584,648	160,000	191,500		**2,553,148**
Cap tal Improvements	(1,280,625)	2,995,902	1,214,255		**501,022**
Measure J Storm Dra n	517,369	701,000	691,292		**527,077**
Integrated Waste Management	1,014,852	2,617,923	2,730,641		**902,134**
Veh cle/Equ pment Replacement	736,159	155,862	136,200		**755,821**
Employees Pens on Trust Sect on 401A	0	125,000	125,000		**0**
F nanc ng Author ty Measure A Debt Svc.	0	357,364	357,364		**0**
F nanc ng Author ty C ty Hall Debt Svc.	0	580,763	580,763		**0**
F nanc ng Author ty Street Improv. Debt Svc.	0	704,400	704,400		**0**
Total	**12 009 224**	**13 633 536**	**12 265 285**	**85 000**	**13 292 475**

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MID-YEAR BUDGET UPDATE

Questions?

THE CITY OF
EL CERRITO

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Business Owners Insurance Checklist

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AT THE MEETING OF
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CITY CLERK

Liability (lawsuit Protection) for Businesses and Non-Profits

- ☐ General Liability
- ☐ Professional Liability (licensed professions, do you give advice?, work on a deadline?)
- ☐ Employment Practices Liability
- ☐ ADA lawsuit protection
- ☐ Cyber Liability
- ☐ Directors and Officers Liability
- ☐ Umbrella Liability
- ☐ Auto Liability (business owned vehicles, hired & non-owned vehicles)
- ☐ Bonds – for all kinds of business reasons

Business Coverage

- ☐ Tenant Improvements
- ☐ Business Property
- ☐ Business Property Floater (for contractors and other businesses that operate at client sites)
- ☐ Business Income Replacement
- ☐ Employee Dishonesty
- ☐ Some industries have special needs: Mechanical Breakdown, Spoilage etc

If you own property

- ☐ Building Replacement
- ☐ Building Code Upgrade
  - o A
  - o B
  - o C
- ☐ Loss of Rent
- ☐ Liability
- ☐ ADA lawsuit protection

If you have employees:

- ☐ Workers comp
- ☐ Employment Practices Liability
  - o Discrimination
  - o Sexual Harassment
  - o Wage and Hour
- ☐ Key Man Life Insurance
- ☐ Retirement Plans

If you have business partners (even family members)

- ☐ Life Insurance to fund the Buy-Sell Agreement
- ☐ Personal Umbrella for closely held businesses

Ruth Stroup Insurance Agency
510-874-5700 Ruth@StroupIns.com
CA Lic 0F00956

Personal Insurance matters for Business Owners

Residence: Everyone needs insurance for their home

- Dwelling (if you own)
- Personal Property
- Loss of Use
- Liability

Other Properties:

- Second home, vacation home
- Long term rental
- Short term rental
- ADU
- Property for extended family members

Considerations: Fire, Theft, Other damages, Flood, Earthquake

Changes to Insurance Market for Wildfire and Flood

High Housing values – Time to reconsider Earthquake Insurance?

Increased cost of Labor and Materials – Can you rebuild after a loss?

Auto:

- Liability – high liability limits are a must for business owners
- Deductibles – what's comfortable for your family or business?
- Newly licensed Drivers (teens and others)
- Do your employees drive – are they covered?
- Leasing – is it right for my business?

Umbrella liability

- Include business valuation in your net worth statement for coverage

Life Insurance

- Family Protection
- Loan Collateral
- Buy-sell Agreements
- Key Man Insurance
- Fund your retirement without ERISA restrictions

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APR 02 2019

CITY OF EL CERRITO
CITY CLERK

Good evening Mayor Pardue-Okimoto, members of the City Council, and City staff. My name is Tom Panas and I'd like you to share with you a few thoughts about our urban forest.

Coming around to you is a copy of the Images of America book with yellow post-it notes inserted in a few places. The pages that I have marked illustrate the nature of the vegetative cover of El Cerrito in the early 1900s. You will notice that the area west of the hills was largely grassland with an occasional oak or other tree growing. The hills were also largely grassland but with shrubs and trees growing along the watercourses. These photos precisely echo the findings in William Clarke's 1959 report "The Vegetation Cover of the San Francisco Bay region in the Early Spanish Period."

El Cerrito has obviously changed in many ways since the early Spanish period and one change that is relevant to this evening's discussion is the change in our tree inventory. A small percentage of the tree inventory in El Cerrito today is indigenous and the rest is not. I'd like the Council to be very thoughtful about our urban forest here in El Cerrito and the changes we have seen from the historical norm.

Particularly in the built-up parts of El Cerrito, these trees serve many important purposes, not the least of which is the reduction greenhouse gases and pollutants. But there are ecological issues with some of our trees and this evening I am proposing that the Council direct staff to manage our green inventory in a manner that achieves the following two goals:

1) We manage our population of Eucalyptus and Monterey Pines to zero. Neither one is indigenous and both present extreme fire hazards.

2) In the wonderfully unique swath of land that is Hillside Natural Area, we should work to both recreate and vigilantly protect the virgin grassland environment that once existed there. This would include managing the tree population in Hillside Natural Area so that in thirty or forty years trees would, as was the case before the European Settlers arrived, only be found along watercourses. To the extent possible, we should encourage the growth of indigenous trees and shrubs along these watercourses.

These would be truly wonderful outcomes for our City as we move El Cerrito forward. Thank you for your time this evening.

April 2, 2019

6th Annual El Cerrito

Hillside Fest 2019

Friday May 3 – Sunday May 5 Various Times

Locations throughout the Hillside Natural Area.

FREE

Presented by El Cerrito Trail Trekkers and El Cerrito Environmental Quality Committee

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THE CITY OF EL CERRITO

EL CERRITO TRAIL TREKKERS

Explore El Cerrito's Hillside Natural Area. Hike, play, learn about nature, history, geology, dogs, more. Activities for young and old. Questions? davidsweinstein@yahoo.com

Donations: The festival is free but maintaining and improving the Hillside is not. Please make a tax deductible donation with a check to "ECCF," with "Hillside Improvement" in the message line. ECCF is the El Cerrito Community Foundation. Send to Pam Austin, 834 Kearney St., El Cerrito, CA 94530. Or donate online, **www.ectrailtrekkers.org**.

Friday, May 3

5 p.m. to 7 p.m. **The Hillside Natural Area, its history and natural history**. Dave Weinstein leads this often steep hike throughout the hillside. Co-sponsored by the **El Cerrito Historical Society.** Meet at **Location One, Motorcycle Hill trailhead**.

Saturday, May 4

10 a.m. to 11 a.m. **Young Persons' Nature Hike led by Madera Elementary School PTA and Foundation members**. Join Madera parents and students on an enjoyable walk through the Madera Open Space and Hillside. Meet at **Location Two, Madera Elementary School**.

11 a.m. to 3 p.m. **Dog Scouts of America – Merit Badges, Community Service and Therapy Work**. Co-sponsored by **Dog Scouts of America**. Meet a Therapy Dog. And learn scent work. It's a slam-dunk for most dogs, but training is required. Dogs, come and try your sniffing skills. This drop-in event takes place at **Location Two, Madera Elementary School**.

Noon to 2 p.m. **Geology Walk**. Co-sponsored by the **Northern California Geological Society**, leaders Mark Petrofsky and Bill Motzer. Learn about the geological setting of El Cerrito, rocks, faults and landslides. This moderate to strenuous walk will have steep sections. Meet at **Location Six, Schmidt Lane trailhead**.

2 p.m. to 3:30 p.m. **Boy Scouts Nature Hike and Habitat Preservation**. Take a short hike with the Boy Scouts and leader Phil Maynard to learn about the Hillside's native plants and the species that have invaded our Hillside. Meet at **Location Four, Regency Gateway**.

4 p.m. to 6 p.m. **Beginner-general level Plant Walk**. Janet Gawthrop of the **California Native Plant Society** leads this moderate walk, focusing on native plant restoration. Janet hopes to find Oakland star tulips in bloom. Meet at **Location Three, Madera Circle Entry**.

6:30 p.m. to 8:15 p.m. **Family-friendly Evening Ramble**. Alina Constantinescu leads a steep but relaxing 90-minute to two hour stroll through the Hillside. We'll take breaks as needed to enjoy views and conversation. Meet at **Location Five, King Court trailhead**.

Sunday, May 5

8:30 a.m. to 10 a.m. **Early Morning Bird Walk** led by Golden Gate Audubon Society member **Tara McIntire**. Explore the Hillside Natural Area with its magnificent views and grasslands and BIRDS! The terrain can be steep and difficult. Meet at **Location Six, Schmidt Lane Trailhead**.

10 a.m. to 11 a.m. **Family Friendly Geology Stroll**. Geologist Gary Prost offers an easygoing walk introducing young people to the wonders of rocks and the earth beneath their feet. People of any age are welcome! Meet at **Location Six, Schmidt Lane Trailhead**.

11 a.m. to 12:30 p.m. **Preventing Wild Land Fires Walk**. The Hillside Natural Area is a place of beauty and value for people, wildlife and native plants. But it also presents fire danger. How do the city and volunteers work together to reduce this danger? Fire marshal Dave Gibson leads. Meet at **Location Five, King Court trailhead**.

Noon to 3 p.m. **Nature Scavenger Hunt**. Learn about the plants, birds, animals, rocks, and creeks. Parents enjoy helping their children in this fun event. Find the things on your list (no actual collecting please), take photos, then return to talk with others about your finds. Meet at **Location Six, Schmidt Lane trailhead**.

1 p.m. to 2:30 p.m. **Insect Hike**. Eddie Dunbar, founder and president of the Insect Sciences Museum of California, will lead a family-friendly yet erudite hike revealing secrets of the Hillside's tiniest animals. Meet at **Location Four, Regency Gateway**.

2:30 p.m. to 3:30 p.m. **Easy Wildflower Walk**. Join Susan Schwartz from Friends of Five Creeks to enjoy wildflowers and more in this hike aimed both at young people and the general public. Meet at **Location Five, King Court**.

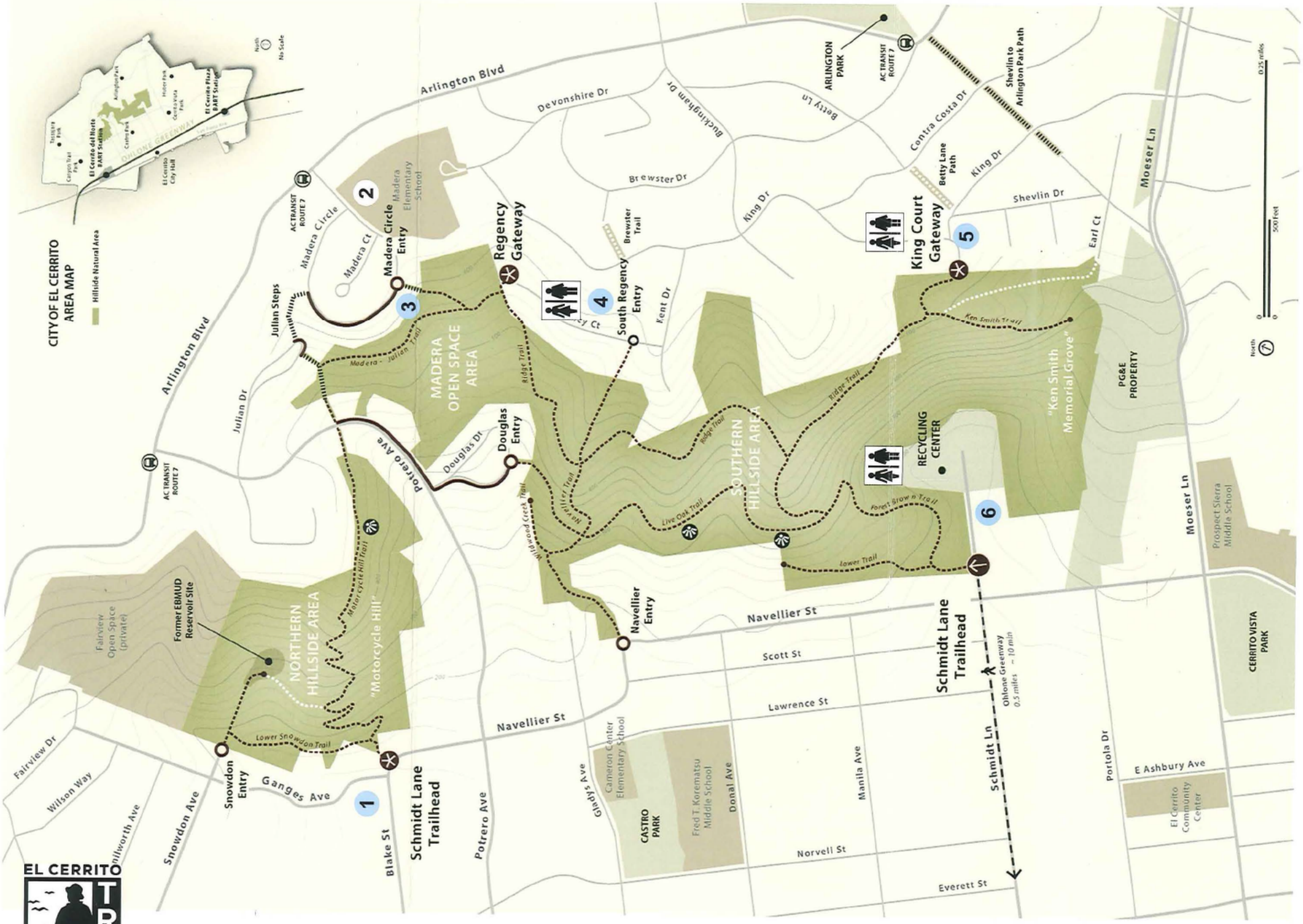
3:30 p.m. to 5 p.m. **Hidden Poetry/Geocaching Hike**. Join Jenny Hammer for a 90-minute family-friendly hike in search of HIDDEN geocaches, both officially-registered and ones containing poems. Coordinates of the caches will be supplied. Bring a GPS device if you have one. Meet at **Location Six, Schmidt Lane Trailhead**.

5 p.m. to 7 p.m. **Enjoy the view, snacks, and good company**. Join an informal gathering with Trekkers and our hike leaders and volunteers. This open-to-all event takes place where the view is great, a few hundred yards from **Location Five, King Court trailhead. Follow signs**.

7 p.m. As the day winds to a close, join Nicole Becker from Ojas Yoga Center for **Meditation in Nature,** high in the hills by a rock outcrop with stupendous views. Relaxing. Enter at **Location Five, King Court Trailhead**. Follow signs for a few hundred yards.

***Porta-potties** are available at Regency Court and at King Court. There is a restroom open all day at the Recycling Center near the Schmidt Lane Trailhead.*

Bring water.



EL CERRITO TRAIL TREKKERS

THE CITY OF EL CERRITO RECREATION

THE CITY OF EL CERRITO

LEGEND

RESTROOMS

TRAILS

Locations: One, Motorcycle Hill, where Navellier and Blake streets meet. **Two, Madera Elementary School**, 8500 Madera Dr. **Three, Madera Circle Entry**, between 1540 and 1560 Madera Circle. **Four, Regency Gateway**, at northern end of Regency Court. **Five, King Court Gateway**, at end of King Court. **Six, Schmidt Lane Trailhead**, near the end of Schmidt Lane, west of the Recycling Center.