THE CITY OF
EL CERRITO

Community Development Department

AGENDA

REGULAR MEETING
OF THE
DESIGN REVIEW BOARD

Wednesday, May 4, 2016
7:30 PM
El Cerrito City Hall
Council Chambers
10890 San Pablo Avenue

This Meeting Place Is Wheelchair Accessible

Roll Call: Chair: Maggie Leighly; Board Members: Carl Groch, Christophe Laverne, John Thompson, and Glenn Wood.

1. **Comments from the Public**
   (Each speaker is limited to a maximum of 3 minutes)

2. **Approval of Minutes**
   Approval of the minutes of the January 7, 2015 (Christophe Laverne absent), October 7, 2015 (Glenn Wood absent), February 3, 2016 (Christophe Lavern absent), March 2, 2016 (Leighly and Thompson absent) and April 6, 2016 (Laverne and Wood absent) meetings.

3. **Board Member Communication/Conflict of Interest Disclosure**
   This time on the agenda is reserved for Board Members to disclose communications from individuals regarding specific agenda items or to state a potential conflict of interest in relation to a specific agenda item.

4. **Public Hearing - 10534 San Pablo Ave Design Review**

Application:	PL15-0097
Applicant:	I. Kuan Choi
Location:	10534 San Pablo Avenue
APN:	503-233-015
Zoning:	TOMIMU (Transit Oriented Mid-Intensity Mixed Use)
General Plan:	TOMIMU (Transit Oriented Mid-Intensity Mixed Use)
Request:	Design Review Board consideration of exterior changes to an existing building and construction of a new mixed-use building containing 1 commercial unit, 1 live/work unit and 4 residential units.
CEQA:	Categorically Exempt, Section 15332, Class 32: In-Fill Development Projects

COMMUNICATION ACCESS INFORMATION

To request a meeting agenda in large print, Braille, or on cassette, or to request a sign language interpreter for the meeting, call Noel Ibalio, Staff Liaison at (510) 215-4330 (voice) at least *FIVE (5) WORKING DAYS NOTICE PRIOR TO THE MEETING* ***to ensure availability.***

10890 San Pablo Avenue, El Cerrito, CA 94530 Tel: (510) 215-4330
E-mail: nibalio@ci.el-cerrito.ca.us

5. Staff Communications

6. Adjournment

Community Development Department

MINUTES

REGULAR MEETING OF THE DESIGN REVIEW BOARD

Wednesday, January 7, 2015
7:30 PM
El Cerrito City Hall
Council Chambers
10890 San Pablo Avenue

DRAFT

Roll Call: Maggie Leighly, Carl Groch, and John Thompson.
Christophe Laverne had an excused absence.

1. **Council/Staff Liaison Announcements and Reports**
   No report was made.

2. **Comments from the Public**
   No comments were received.

3. **Approval of Minutes**
   Motion to approve the December 3, 2014 minutes: Groch, 2nd:Thompson.
   Vote:
   Ayes: Groch, Leighly, Thompson
   Noes: None
   Abstain: None
   Absent: Laverne

4. **Board Member Communication/Conflict of Interest Disclosure**
   Nothing was reported.

5. **Public Hearing – Elm Street Condominiums**

Application:	PL No 6133
Applicant:	Eddie Biggs
Location:	1715 Elm Street
APN:	502-112-038
Zoning:	RM (Multi-Family Residential)
General Plan:	High Density Residential
Request:	Design Review Board consideration of final architectural review as it applies to aesthetic design of the structures, landscaping, lighting and other architectural features of the project proposed for 1715 Elm Street.
CEQA:	A Mitigated Negative Declaration is being prepared for this project.

Development Services Manager, Margaret Kavanaugh-Lynch presented the staff report.
Carl Campos of LCA Architects gave a presentation of the project submittal.

The public hearing was opened

The following members of the public addressed the Board:
Howdy Goudey, 635 Elm St
Franklin Leong, Manor Cir
Robin Mitchell, 635 Elm St

The public hearing was closed.

Motion to approve the project at 1715 Elm Street: Groch, 2nd: Thompson.
Vote:
Ayes: Groch, Leighly, Thompson
Noes: None
Abstain: None
Absent: Laverne

The Board added the following condition of approval:

1. The applicant shall submit a revised set of plans that illustrate compliance with the following modifications. This set of plans shall be submitted prior to the submittal of building plans and are subject to staff approval. The intent of this condition is that once this set of plans is approved by staff, they will be included in the building set of plans submitted to the city. The plan set submitted to staff shall include:

Landscape and Irrigation Plans:
a) Revised Gates. Both sets of proposed gates shall be six feet wide. Each set of gates shall consist of two sets of three foot wide panels.
b) The current lighting scones along interior paths shall be replaced by light stick-style lighting.
c) All of the proposed Oak trees on the plan set shall be removed and replaced with a more columnar shaped tree that will create a narrower canopy.
d) Sub surface irrigation system shall be added to the C3 area of the site plan and illustrate that proposed shrubs are located in way to not disrupt the adjacent irrigation pipe.
e) Address the curved top of the raised bed and show the final design of the seating area.
f) Show location of proposed vines on plan set. Ensure they are in areas that already provide irrigation.
g) Specify appropriate location and type of groundcover in space immediately adjacent to creek.
h) To avoid the unintentional spread of Sudden Oak Disease to Oak trees proposed on this site and in the area, no plant species that are known for the ability to serve as vectors for the disease shall be allowed on plant list. This list includes, but is not limited to: Bay Laurel and Azaleas.

Building Plans:
i) The type of windows along the ground elevation shall be specified in the plan set as either casement or slider windows.
j) All windows on the new building shall not contain false muttons and shall use dark bronze vinyl framing.
k) There shall be no bars on the ground floor windows.
l) The siding shall be Hardie Brand and type entitled “Artisan” lap siding with mitered corners.

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m) On the east elevation, the horizontal band shall be removed and the windows on the central bay area shall be made thinner and taller.

6. Staff Communications
None.

7. Adjournment
9:15 p.m.

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Community Development Department

MINUTES

REGULAR MEETING
OF THE
DESIGN REVIEW BOARD

Wednesday, October 7, 2015
7:30 PM
El Cerrito City Hall
Council Chambers
10890 San Pablo Avenue

This Meeting Place Is Wheelchair Accessible

Roll Call: Chair: Maggie Leighly; Board Members: Carl Groch, Christophe Laverne, and John Thompson. Boardmember Glenn Wood had an excused absence.

1. **Council/Staff Liaison Announcements and Reports**
   Nothing was reported.

2. **Comments from the Public**
   No comments were received.

3. **Approval of Minutes**
   Approval of the minutes of the February 4, 2015 meeting was continued to the next meeting.

4. **Board Member Communication/Conflict of Interest Disclosure**
   Boardmember Wood's absence was due to his recusal from the El Dorado Townhomes item. His employer is currently performing work for the applicant.

5. **El Dorado Townhomes Preliminary Conceptual Design Review**

Applicant:	Urban Community Partners
Location:	5828 El Dorado St
Zoning:	RM (Multi Family Residential)
General Plan:	High Density Residential
APN:	510-037-001, -002, -027 and -028
Request:	Design Review Board Preliminary Conceptual Design Review of a proposal to construct 27 townhomes in 3 separate buildings. This review is advisory only. No action will be taken at this meeting.
CEQA:	The project is Categorically Exempt from the provisions of the California Environmental Quality Act, pursuant to Section 15332 of the CEQA Guidelines: Class 32, Infill Development Projects.

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Senior Planner, Sean Moss, presented the staff report and answered questions from the Board.

The applicant, Keith McCoy, introduced the project.
The project architect, Carl Campos, presented the project and answered questions from the Board.

The Board discussed the project and gave comments to the applicant.

The following members of the public addressed the Board:
Sharon Maldonado, Berkeley
Sydney Manchester Jones, 5828 El Dorado St
Nick Galloro, 646 Lexington Ave
Ronnie Polonsky, 646 Lexington Ave
Jelina Pike, 5828 El Dorado St
Howdy Goudy, 635 Elm St
Robbin Mitchel, 635 Elm St
Helene Maxwell, Oakland

6. Staff Communications
Staff informed the Board that Noel Ibalio is back at work and updated the Board regarding upcoming agenda items.

7. Adjournment
9:10 p.m.

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THE CITY OF
EL CERRITO

Community Development Department

MINUTES

REGULAR MEETING
OF THE
DESIGN REVIEW BOARD

Wednesday, February 3, 2016
7:30 PM
El Cerrito City Hall
Council Chambers
10890 San Pablo Avenue

This Meeting Place Is Wheelchair Accessible

Roll Call: Chair: Maggie Leighly; Board Members: Carl Groch, John Thompson, and Glenn Wood. Boardmember Christophe Laverne had an excused absence.

1. **Comments from the Public**
   No comments were received.

2. **Approval of Minutes**
   Approval of the minutes of the February 4, 2015 meeting was continued to the next meeting.

3. **Board Member Communication/Conflict of Interest Disclosure**
   Nothing was reported.

4. **Public Hearing – Eden Housing Design Review Amendment**

Application:	PL15-0133
Applicant:	Eden Housing, Inc
Location:	10848 and 10860 San Pablo Avenue
APN:	503-010-003 and 014
Zoning:	Project approved under TOM (Transit Oriented Mixed Use) zoning district. Current Zoning under the San Pablo Avenue Specific Plan is TOMIMU (Transit-Oriented Mid-Intensity Mixed Use)
General Plan:	Project approved under Commercial/Mixed Use General Plan land use designation. Current General Plan land use designation is TOMIMU (Transit Oriented Mid-Intensity Mixed-Use)
Request:	Design Review Board consideration of an amendment to the existing Design Review approval to allow design modifications including, changes to the building massing and landscaping changes and design changes for the resident courtyard.

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CEQA: An Environmental Impact Report for the project was certified in 2013. The proposed amendments are minor in scope, and the existing built environment is essentially the same as in 2013. Therefore, no further environmental review is required.

Senior Planner, Sean Moss presented the staff report and answered question from the Board.

The public hearing was opened.

Tom Panas, 7345 Fairmount, commented on the proposed changes.

The public hearing was closed.

Motion to approve the proposed changes: Carl Groch, 2nd: John Thompson.

Vote:	Ayes:	Leighly, Wood. Groch, Thompson
	Noes:	None
	Absent:	Laverne
	Abstain:	None

5. Staff Communications
Nothing was reported.

6. Adjournment
8:20 p.m.

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THE CITY OF
EL CERRITO

Community Development Department

MINUTES

REGULAR MEETING
OF THE
DESIGN REVIEW BOARD

Wednesday, March 2, 2016
7:30 PM
El Cerrito City Hall
Hillside Conference Room
10890 San Pablo Avenue

This Meeting Place Is Wheelchair Accessible

Roll Call: Board Members: Carl Groch, Christophe Laverne, and Glenn Wood. Board Members Leighly and Thompson had excused absences.

1. **Comments from the Public**
   No comments were received.

2. **Approval of Minutes**
   Motion to approve the February 4, 2015 meeting minutes: Groch, 2nd: Wood.
   Vote:
   Ayes: Groch, Laverne, Wood
   Noes: None
   Abstain: None
   Absent: Leighly, Thompson

   Approval of the minutes of the January 7, 2015, October 7, 2015, and February 3, 2016 meetings were continued to the next meeting.

3. **Board Member Communication/Conflict of Interest Disclosure**
   Nothing was reported.

4. **Study Session – 10534 San Pablo Ave Study Session**

Application:	PL15-0097
Applicant:	I Kuan Choi
Location:	10534 San Pablo Avenue
APN:	503-233-015
Zoning:	TOMIMU (Transit Oriented Mid-Intensity Mixed Use)
General Plan:	TOMIMU (Transit Oriented Mid-Intensity Mixed Use)

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Request: A study session for exterior changes to an existing building and construction of a new mixed-use building containing 1 commercial unit, 1 live/work unit and 1 residential unit.

Senior Planner, Sean Moss presented the staff report and answered questions from the Board.

The project applicant, I. Kuan Choi and the project architect, Jonathan Livingston presented the project and answered questions from the Board.

The Board discussed the project and gave comments to the applicant.

No Comments from the public were received.

5. Staff Communications
Nothing was reported

6. Adjournment
8:45 p.m.

DRAFT

THE CITY OF
EL CERRITO

Community Development Department

MINUTES

REGULAR MEETING
OF THE
DESIGN REVIEW BOARD

Wednesday, April 6, 2016
7:30 PM
El Cerrito City Hall
Council Chambers
10890 San Pablo Avenue

DRAFT

Roll Call: Chair: Maggie Leighly; Board Members: John Thompson and Carl Groch. Christophe Laverne and Glenn Wood had excused absences.

1. **Comments from the Public**
   No comments were received.

2. **Approval of Minutes**
   Approval of the January 7, 2015, October 7, 2015, February 3, 2016, and March 2, 2016 meeting minutes were continued to the next meeting due to a lack of a quorum.

3. **Board Member Communication/Conflict of Interest Disclosure**
   Carl Groch recused himself due to a conflict of interest on the Wu Apartments project and left the meeting.

4. **Preliminary Conceptual Review – Wu Apartments**

Application:	PL15-0100
Applicant:	Eva Wu
Location:	5730 El Dorado Avenue
APN:	510-045-0062
Zoning:	RM (Multi-Family Residential)
General Plan:	High-Density Residential
Request:	Design Review Board consideration of a preliminary conceptual review of 9-unit multi-family development project.

Senior Planner, Noel Ibalio, presented the staff report and answered questions from the Board.

The applicant, Eva Wu, presented the project and answered questions from the Board.

The following speakers addressed the Board:
Simone Velie, 5711 El Dorado Ave
Tom Panas, 7345 Fairmount Ave
Howdy Goudey, 635 Elm St

The Board discussed the project and gave preliminary comments to the applicant.

5. Staff Communications

Senior Planner, Noel Ibalio, announced that Task 1 of the DRB work program will be presented at the May meeting of the DRB for consideration.

6. Adjournment

8:30 p.m.

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Community Development Department – Planning and Building Division
10890 San Pablo Avenue, El Cerrito, CA 94530
(510) 215-4330 - FAX: (510) 233-5401
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DESIGN REVIEW BOARD STAFF REPORT
Meeting Date: May 4, 2016

I. SUBJECT

Application:	PL15-0097
Applicant:	I. Kuan Choi
Location:	10534 San Pablo Avenue
APN:	503-233-015
Zoning:	TOMIMU (Transit Oriented Mid-Intensity Mixed Use)
General Plan:	TOMIMU (Transit Oriented Mid-Intensity Mixed Use)
Request:	Design Review Board consideration of Tier II Design Review for exterior changes to an existing building and construction of a new mixed-use building containing 1 commercial unit, and 5 residential units.
CEQA:	Categorically Exempt, Section 15332, Class 32: In-Fill Development Projects

II. BACKGROUND

The subject site was operated as a nursery from 1935 to 1996. At that time, the site also consisted of three adjacent parcels and the site extended from San Pablo Avenue through to Kearney Street.

In 2001, an application was submitted for a 30,000 square-foot mixed use project on the four contiguous parcels. The application was withdrawn later that year. However, the applicant chose to break the project into two components and resubmit two separate applications. The first application included renovation of the existing buildings on the site and construction of a new 4,800 square foot commercial building. This application was approved by Planning Commission and Design Review Board in 2001. The second application included the construction of a 12-unit apartment building. This application was denied by the Planning Commission in 2003 and the City Council upheld the Planning Commission's decision on appeal in 2004. Neither project was ever constructed.

In 2006, the Planning Commission and Design Review Board approved a mixed use project at the site that included 3,420 square feet of commercial space and 31 residential units. In 2008, the Planning Commission extended the entitlements for an additional 2 years, and the entitlements expired in 2010.

Subsequent to the extension of the entitlements in 2008, the property entered foreclosure and as a result, the four properties were sold separately.

The subject property for this project contains one existing building on the north side of the site, with vacant land on the remaining portion of the site. The property has access only from San Pablo Avenue, with adjacent vacant parcels to the rear of the site.

In 2013, the previous owner of this site submitted an application for design review of modifications to the exterior of the existing building. The Design Review Board approved the application in June 2013. The approval expired in June 2015.

III. DISCUSSION

San Pablo Avenue Specific Plan

The project is located in the TOMIMU (Transit Oriented Mid-Intensity Mixed Use) Transect Zone. It abuts San Pablo Avenue along a section identified as a Community Street. The project scope includes a Tier II project level review. This level of review process applies to new projects that are designed in full compliance with development and design standards of the San Pablo Specific Plan.

The Design Review Board is authorized to review and act upon the Design Component of a Tier II Site Plan and Design Review application for consistency with the design requirements of the Specific Plan. The Design Component shall include:

a. Exterior building colors, materials, and textures
b. Landscaping
c. Site Plan
d. Building facades and articulation
e. Relationship of the development to adjacent public rights-of-way
f. Signs
g. Locations and footprints of bioretention facilities as required for stormwater management

Project

The current proposed project at 10534 San Pablo Avenue includes two main components. The applicant proposes to renovate the existing building on the site as well as to construct a new mixed-use building containing 1 commercial unit, and 5 residential units.

Site Plan:

The proposed site plan features the existing building on the north side of the site along San Pablo Avenue. A new building is proposed on the south side of the San Pablo Avenue frontage. A new driveway is proposed between the two buildings, with a total of 8 parking spaces located behind the buildings. Behind the new building would be a common garden area for the residents with raised beds and an accessory structure that would accommodate long term bike parking for the residents. The structure would feature a 6'x8' storage space for each unit. This storage area would be adequate to provide up to 2 long-term bicycle parking spaces per unit.

Existing Building:

The existing building contains a 1,024 square foot commercial space on the ground floor and a residential unit on the upper floor. The plans reviewed by the Board in March carried over most of the design elements from the Board's previous approval in June 2013. The plans have been substantially revised to incorporate most of the Board's comments. The revisions are detailed in the discussion below.

New Building:
The proposed new building would contain a 813 square foot commercial space and a residential unit on the ground floor as well as four residential units on the upper levels. The current plans contain some minor revisions to the new building in response to the Board's comments from the March meeting. However, the architectural character of the building and overall design scheme remain the same.

San Pablo Avenue Specific Plan Development and Design Standards:

SAN PABLO AVENUE SPECIFIC PLAN STANDARDS	**Required**	**Proposed**
TRANSECT ZONE	**TOMIMU**	
HEIGHT		
Maximum Height	55 ft.	44 ft.
PARKING		
Number of Curb Cuts	1	1
Vehicle Parking	Commercial: No spaces required for uses under 3,000 sq. ft. Residential: Between 1 to 1.5 space per dwelling unit	8 spaces (1.3 spaces per unit)
Bicycle Parking	Commercial: Min. 2 short term spaces per establishment Min. 1 long-term bicycle space/10,000 sq. ft. Residential: Min. 2 short-term spaces. Min. 1.5 long-term bicycle spaces/unit	8 short term Storage provided with space adequate for long term parking for 2 bikes/unit.
OPEN SPACE		
Common/private open space	80 s.f./unit min.	834 s.f (420 as private open space + 414 as common open space) [139 s.f./unit]
STREET TYPE	**SAN PABLO AVENUE COMMUNITY**	
Amenity Zone	6 ft. min	6 ft.
Pedestrian Zone	8 ft. min path of travel	8 ft.
Activity Zone	0 ft. min	4 ft.
Ground Floor Setback	Min distance to accommodate the zones listed above,	Varies from 0 ft to 8 ft.-6 in.

	Max distance 10 ft.	
Side Setbacks	0 ft.	0 ft.
Rear Setback	0 ft. Parcel to rear is vacant, therefore no shadow setback required	6 ft.-6 in. to storage building.
ARCHITECTURE		
Ground Floor Ceiling Height	14 ft.	14 ft.
Upper Floor Ceiling Height	9 ft.	9ft. -0 in.
Building Length	200 ft. Max	50' (new building)
Ground Floor Transparency	75% Min (commercial) / 40% Min (non-commercial)	80%
Upper Floor Transparency	30% Min	50%
Encroachment Front	4 ft. max projection of architectural features into front setback	0 ft.
Encroachment Rear	4 ft. max projection of architectural features into rear setback	0 ft.
Allowed Frontage Types	Min: 50% Flex Max: 100% Shop Front, Arcade (NE side), or Eco-front Max: 50% Forecourt (NE side)	50% Shop Frontage/50% Flex Frontage on new building
Driveway Width	20 ft.	20 ft.

In addition to the above standards for the San Pablo Avenue Community Street Type, the project also complies with the standards for building articulation. Fifty percent of the new building's facades utilize a change in plane, color and/or material as required.

Sustainable and Environmentally Friendly Elements

The building will be pre-wired for rooftop photovoltaic panels as required by the Building Code.

In addition, the common open space will feature raised planter beds where residents can grow food for personal consumption, as suggested by Section 2.05.05.03: Urban Farming of the San Pablo Avenue Specific Plan.

The project will also provide one Level 2 Plug-in Electric Vehicle charging station as required by the San Pablo Avenue Specific Plan.

Landscape Standards

The project features landscaped open space areas as well as landscaping adjacent to the parking lot area. The project provides a landscaped buffer between the side and rear property lines and the parking lot. The landscaped buffer shown in the plans appears to be narrower than the 5-foot buffer required by the San Pablo Avenue Specific Plan. Staff has included a condition of approval that all required buffers and parking lot landscaping be provided. The buffer planter is currently proposed to be planted with *Festuca idahoensis* (Idaho Fescue) and *Carex divulsa* (Berkeley Sedge). The required 5-foot planter area may provide adequate space for different plant species. This condition

of approval will also result in one tree being provided in the parking lot area. The other trees currently proposed as part of the project include one 48" box *Quercus agrifolia* (Coast Live Oak) and one 15-gallon *Cercis occidentalis* (Wester Redbud). Both of these trees are drought-tolerant California natives. Other accent plants proposed include *Arbutus unedo* (Strawberry Madrone), *Juncus patens* (Common Rusch), *Fragaria childensis* (Beach Strawberry), and *Salvia clevelandii* (California Blue Sage).

Signs

The applicant has identified potential locations for future signage on the plans. However, signage is not part of the scope of this Tier II Design Review application. Future signage will be considered under a separate Design Review application(s) to ensure that it meets the signage standards of the San Pablo Avenue Specific Plan.

Response to Study Session

At the March meeting, the DRB provided numerous comments to the applicant. The applicant has made substantial revisions to the plans in response to the DRB's comments. Below, the comments are summarized as well as the response to the comments.

- Comment: The stairs that access residential units on the upper floors appear to have inadequate head room under the landing.

  Response: The stairs have been redesigned to raise the height of the landing to provide adequate headroom.

- Comment: The exterior stairs on the existing building should be relocated so that it does not exit onto the driveway area.

  Response: The stairs have been relocated to provide safer access.

- Comment: The existing building should utilize the same design language as the proposed new building. Specifically, the existing building should feature aluminum storefront windows similar to those proposed for the new building. It was suggested that the existing building also feature similar patterning in the stucco as that proposed for the new building.

  Response: Aluminum storefront windows have been added to San Pablo Avenue frontage of the downstairs commercial space. Additionally, the plans show new windows on the upper floor residential unit as well. The plans contain the notation "New Windows Per DRB." However, the materials for the upper story windows is unclear. Since the Board seemed to desire aluminum windows to match the proposed building, staff has included a condition of approval in the draft resolution that requires anodized aluminum windows throughout both buildings. In addition, similar patterning in the exterior stucco has been added to the existing building.

- Comment: A simpler cornice should be utilized on the existing building in order to be more consistent with the architecture of the new building. The Board suggested that 8 inches was the appropriate dimension for this cornice.

  Response: The cornice on the existing building has been redesigned to have a more streamlined and modern look. The cornice is proposed to overhang 4 inches with a height of 6 inches (see detail on Page A10).

- Comment: A flat accent similar to the cornice should be used above the entry of the existing building.

  Response: Flat metal sunshades have been added above the main entry as well as above the windows on the upper floors.

- Comment: The storefront windows of the commercial space in the new building should be brought forward to improve visibility and interaction with the street.

  Response: The storefront adjacent to the commercial entry has been moved forward.

- Comment: The sidewalk should be ramped to avoid awkward ramping and grade changes at the commercial entrance of the new building.

  Response: The applicant is proposing to ramp the sidewalk to create a level entrance at the commercial space.

- Comment: The Design Review Board discussed the appropriateness of the selected street trees.

  Response: The Urban Greening Plan stipulates that *Platanus acerfolia* 'Columbia' (Columbia Sycamores) should be planted along San Pablo Avenue. These trees are a similar varietal as the existing street trees along San Pablo Avenue. Staff has included a condition of approval that these trees be provided as street trees.

Consistency with the General Plan

The proposed project is consistent with the vision outlined in the General Plan. The project is will implement the following General Plan policies:

LU1.5 **Suitable Housing.** Promote suitably located housing and services for all age groups within the city.

The project will add five new housing units to San Pablo Avenue. The proximity to commercial businesses and transit lines is suitable for those looking to minimize use of a personal automobile. The project will also feature one accessible living unit.

LU1.6 **Variety of Housing Types.** Encourage diverse housing types, such as live-work units, studio spaces, townhouses, co-housing, congregate care, and garden apartments.

While not classified a live-work unit, the ground floor residential unit will have a front space that could be used as a small office.

LU2.1 **San Pablo Avenue.** Promote retail, office, and mixed uses along San Pablo Avenue to provide more tax revenues to the city.

The project will renovate one existing commercial space and add one commercial space to San Pablo Avenue.

LU3.1 **Commercial/Residential Interaction.** Encourage easy access to local businesses as focal points for neighborhood social interaction.

The residential units will be located on San Pablo Avenue and will have easy access

to the businesses that are part of the project as well as other nearby businesses.

LU4.1 **Mixture of Uses.** Encourage a mix of uses that promotes such community values as convenience, economic vitality, fiscal stability, public safety, a healthy environment, and a pleasant quality of life.

The mixture of the commercial and residential units in the project will promote convenience for the new residents, and economic vitality along San Pablo Avenue. The proximity of residential units to commercial businesses will reduce dependence on private automobiles, promoting a healthy environment and quality of life.

LU4.3 **Street Frontages.** Encourage attractive and accessible street frontages that contribute to the retail vitality of all commercial or mixed-use centers.

The project will feature accessible entrances to all ground floor units. The accessible entrance to the new commercial space has been redesigned to meet accessibility requirements, while avoiding unnecessary guardrails.

LU5.2 **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.

The project will add both residences and businesses along San Pablo Avenue, providing an opportunity for residents and patrons to walk between these uses.

CD1.3 **High-Quality Design.** Encourage higher-quality design through the use of well-crafted and maintained buildings and landscaping, use of higher-quality building materials, and attention to the design and execution of building details and amenities in both public and private projects.

The project is using high quality materials including anodized aluminum windows, and steel sun shades/ awnings.

CD1.9 **Building Design.** A variety of attractive images will be achieved by encouraging a variety of building styles and designs, within a unifying context of consistent "pedestrian" scale along streets and compatibility among neighboring land uses.

The project will develop a vacant portion of the property along San Pablo Avenue, creating a consistent pedestrian-scaled streetscape.

CD2.1 **Street Frontages.** Encourage street frontages that are safe, by allowing for surveillance of the street by people inside buildings and elsewhere, and are interesting for pedestrians. Require buildings in development centers and neighborhood commercial centers along San Pablo Avenue to be directly abutting sidewalks, with window openings and entries along the pedestrian frontage.

Both buildings feature storefront windows and entries along San Pablo Avenue as well as outdoor balconies on the upper level residential units. These features will allow surveillance of the street from inside the buildings.

CD2.7 **Accessible Design.** Site and building design must meet basic accessibility needs of the community and not be exclusively oriented to those who arrive by car.

Ground floor building entrances will be accessible. The project provides the required long-term and short-term bicycle parking and its location along San Pablo Avenue encourages use of transportation other than personal automobile.

CD2.8 **City Sidewalk and Pedestrian Walkways.** City streets and pedestrian walkways should be designed to be safe, accessible, convenient, comfortable, and functionally adequate at all times, including the design of pedestrian crossings, intersection design, sidewalk widths, street tree planting, street furniture, and signal timing.

The commercial entrance on the new building has been redesigned to be accessible and more functional. The stairs at the back of the new building have been designed to separate pedestrians from the auto circulation areas.

CD3.3 **Site Landscaping.** Improve the appearance of the community by requiring aesthetically designed screening and landscaping on public and private sites. Ensure that public landscaping includes entry areas, street medians, parks, and schools. Require landscaping for all private sites, yard spaces, parking lots, plazas, courtyards, and recreational areas.

As conditioned, parking lot landscaping as well as landscaping throughout the site have been provided as required. Raised beds for gardening will also be provided.

CD4.2 **Building Articulation.** Ensure that buildings are well articulated. Avoid large unarticulated shapes in building design. Ensure that building designs include varied building facades, rooflines, and building heights to create more interesting and differentiated building forms and shapes. Encourage human scale detail in architectural design. Do not allow unarticulated blank walls or unbroken series of garage doors on the facades of buildings facing the street or the Ohlone Greenway.

The new building is articulated as required by the San Pablo Avenue Specific Plan; including ground floor flex and shop front frontage types with transparency greater than 75%.

CD5.1 **Design Review Process.** Continue design review and approval process for all new development, changes, additions, and modifications of existing buildings (except for single-family homes on existing lots).

The project requires approval by the Design Review Board.

CD6 **Affordable Commerce.** El Cerrito's urban form should allow site opportunities for commerce by local entrepreneurs – small business spaces in close proximity to other businesses with easy visibility from the street and close to abundant pedestrian traffic.

The new commercial space is of a size and in a location that would support small businesses.

Environmental Review

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, Section 15332 Class 32 – Infill Development Projects, the project is exempt from review under CEQA.

Section 15332 of the CEQA Guidelines establishes following conditions for in-fill projects which are exempt from CEQA review:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

As discussed, above, the project is consistent with the General Plan and the San Pablo Avenue Specific Plan.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The project is within the City of El Cerrito and the site is less than 10,000 sq. ft.

(c) The project site has no value as habitat for endangered, rare or threatened species.

The San Pablo Avenue Specific Plan EIR did not identify any "candidate, sensitive, or special-status species" with habitat in the San Pablo Avenue Specific Plan Area.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The applicant commissioned traffic analysis by PHA Transportation Consultants (dated February 25, 2016), a Noise Impact Assessment by Marc Papineau (dated March 2, 2016), an Air Quality Impact Assessment by Douglas Herring & Associates (dated February 2016), and a Water Quality Impact Assessment by Douglas Herring & Associates (dated March 2016). These studies are included as Attachments 3-6. The studies concluded that the project would not have any significant effects in these areas.

(e) The site can be adequately served by all required utilities and public services.

The site is currently served by all utilities.

Findings

Pursuant to Section 2.03.08.01.02.B.3 of the San Pablo Avenue Specific Plan, the Design Review Board must make the following findings in order to approve the project:

a. That the project complies with all applicable Specific Plan design standards;

   The project complies with all applicable standards of the San Pablo Avenue Specific Plan. The project complies with the San Pablo Avenue Community Street standards, including ceiling height and building transparency. The project also complies with the standards for building articulation.

b. That the project implements applicable goals and policies of the El Cerrito General Plan.

The project will implement the following standards of the General Plan: LU1.5: Suitable Housing, LU1.6: Variety of Housing Types, LU2.1: San Pablo Avenue, LU3.1: Commercial/Residential Interaction, LU4.1 Mixture of Uses, LU4.3: Street Frontages, LU5.2: Mixed-Use Centers, CD1.3: High Quality Design, CD1.9: Building Design, CD2.1: Street Frontages, CD2.7: Accessible Design, CD2.8: City Sidewalk and Pedestrian Walkways, CD3.3: Site Landscaping. CD4.1: Compatibility in Building Scale, CD4.2: Building Articulation, CD5.1: Design Review Process, and CD6: Affordable Commerce.

IV. RECOMMENDATION

Staff recommends approval of Planning Application No. PL15-0097 as conditioned by the draft resolution in Attachment 1, Resolution No. 16-01 granting Tier II Design Review approval for exterior changes to an existing building and construction of a new mixed-use building containing 1 commercial unit, and 5 residential units.

Proposed Motion: Move adoption of Design Review Board Resolution 16-01 granting Tier II Design Review approval for exterior changes to an existing building and construction of a new mixed-use building containing 1 commercial unit, and 5 residential units at 10534 San Pablo Avenue.

Appeal Period: Within ten (10) working days after the date of the decision, the Design Review Board action may be appealed to the Planning Commission.

Attachments:

1) Draft Resolution
2) Plans dated April 26, 2016
3) Traffic analysis by PHA Transportation Consultants (dated February 25, 2016)
4) Noise Impact Assessment by Marc Papineau (dated March 2, 2016)
5) Air Quality Impact Assessment by Douglas Herring & Associates (dated February 2016)
6) Water Quality Impact Assessment by Douglas Herring & Associates (dated March 2016)

ATTACHMENT 1

Design Review Board Resolution DRB16-01

APPLICATION NO. PL15-0097

A RESOLUTION OF THE CITY OF EL CERRITO DESIGN REVIEW BOARD GRANTING TIER II DESIGN REVIEW APPROVAL FOR EXTERIOR CHANGES TO AN EXISTING BUILDING AND CONSTRUCTION OF A NEW MIXED-USE BUILDING CONTAINING 1 COMMERCIAL UNIT, AND 5 RESIDENTIAL UNITS AT 10534 SAN PABLO AVENUE.

WHEREAS, the General Plan land use classification of the site is Transit-Oriented Higher-Intensity Mixed Use;

WHEREAS, the zoning district of the site is Transit-Oriented Higher-Intensity Mixed Use and the project is located on a Community Street designation;

WHEREAS, the site is located within the San Pablo Avenue Specific Plan Area;

WHEREAS, the project is Categorically Exempt under Section 15332, Class 32 – Infill Development Projects, pursuant to the California Environmental Quality Act;

WHEREAS, the site is located at 10534 San Pablo Avenue;

WHEREAS, on September 16, 2016, the applicant submitted an application for Tier II Design Review;

WHEREAS, on April 17, 2016, the applicant was determined to be complete;

WHEREAS, on May 4, 2016, the Design Review Board, after due consideration of all evidence and reports offered for review does find and determine the following:

1. The project complies with all applicable standards of the San Pablo Avenue Specific Plan. The project complies with the San Pablo Avenue Community Street standards, including ceiling height and building transparency. The project also complies with the standards for building articulation.

2. The project will implement the following standards of the General Plan: LU1.5: Suitable Housing, LU1.6: Variety of Housing Types, LU2.1: San Pablo Avenue, LU3.1: Commercial/Residential Interaction, LU4.1 Mixture of Uses, LU4.3: Street Frontages, LU5.2: Mixed-Use Centers, CD1.3: High Quality Design, CD1.9: Building Design, CD2.1: Street Frontages, CD2.7: Accessible Design, CD2.8: City Sidewalk and Pedestrian Walkways, CD3.3: Site Landscaping. CD4.1: Compatibility in Building Scale, CD4.2: Building Articulation, CD5.1: Design Review Process, and CD6: Affordable Commerce.

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 Design Review Board hereby approves Application No. PL15-0097, subject to the following conditions:

Planning Division:

1. The project will be constructed substantially in conformance with the plans dated April 26, 2016. 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 design review approval shall expire two years from the date of this action.

5. All new street trees shown on the plans shall be *Platanus acerfolia* 'Columbia' (Columbia Sycamore).

6. All new windows throughout the project shall be clear anodized aluminum.

7. The plans shall be revised to fully comply with all standards of Chapter 2.05.08: Landscaping. Fencing and Screening Standards of the San Pablo Avenue Specific Plan, including, but not limited to, providing required buffer landscaping and required parking lot tree(s) prior to issuance of building permit.

8. Exterior windows and doors or all new residential units shall have a sufficient OITC or STC rating to comply with all interior noise criteria in the El Cerrito General Plan and Title 19: Zoning of the El Cerrito Municipal Code.

9. The applicant shall share the following conditions of approval with their general contractor for the project. The general contractor shall sign at the bottom of this list to acknowledge that he/she is aware of all these conditions of approval and will comply as directed.
   Prior to the issuance of a building permit, this signed list shall be returned to the planning and building division and kept as part of the project file:

    a. Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.

    b. Cover all hauling trucks or maintain at least two feet of freeboard.

    c. 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.

d. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.

e. Replant vegetation in disturbed areas as quickly as possible.

f. Suspend construction activities that cause visible dust plumes to extend beyond the construction site.

g. 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.

h. The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).

i. All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

j. Post a publically 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.

k. All project construction activities shall be limited to the following hours: 7:00 a.m. to 6:00 p.m, Monday through Friday; and 8:00 a.m. to 5:00 p.m. on Saturdays. Construction activities shall be prohibited on Sundays and holidays.

l. The applicant or contractor shall designate a Construction Noise Coordinator who is responsible for posting required signs, explaining the construction timeline, responding to noise complaints and managing noise through appropriate work practices and other appropriate measures. If complaints are received, the Coordinator shall determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem.

m. Signs shall be posted at the construction site, which provide the permitted construction hours, a day and evening contact number for Construction Noise Coordinator and a contact number for the City of El Cerrito.

n. Notification shall be sent to the City and businesses, residences, or noise-sensitive land uses in proximity to the subject site, containing the construction schedule prior to the start of construction. Notice shall also be sent in advance of each expected loud activity or impulsive noise activity.

o. Noisy stationary equipment (e.g. generators and compressors) and materials unloading and staging areas shall be located away from adjacent sensitive uses including residences on Kearney Street to the southeast and east.

p. All construction equipment shall be in good working order with properly installed mufflers. Diesel engines shall not be idled unnecessarily.

q. The removal of trees, shrubs, or weedy vegetation shall be avoided during the February 1 through August 31 bird nesting period and roosting bats to the extent possible. 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 retain a qualified wildlife biologist to 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 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.

r. 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.

s. 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 or otherwise disturbed prior to initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.

t. In the event that subsurface cultural or paleontological resources are encountered during grading, digging or trenching construction activity, work in the immediate vicinity shall be stopped and a qualified archaeologist and/or paleontologist shall be retained to evaluate the finds following the procedures described in the San Pablo Avenue Programmatic Environmental Impact Report for this resource.

u. Project personnel shall not collect cultural resources.

v. If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.4(b) shall apply.

10. The building skin shall be sound rated as prescribed in the 2013 California Green Building Standards Code , with a minimum composite OITC rating of 35 and a minimum OITC rating of 30 for all exterior windows

11. Noise specifications for all mechanical equipment shall be submitted prior to issuance of building permit. Applicant shall submit sufficient verification that all proposed mechanical equipment as installed and operated will comply with all interior noise criteria in the El Cerrito General Plan and Title 19: Zoning of the El Cerrito Municipal Code.

12. The project shall comply with Section C.3.i of the San Francisco Bay Municipal Regional Permit Order R2-2009-0074.

13. The applicant shall submit a Stormwater Control Plan to the City for review and approval prior to issuance of building permit. The Stormwater Control Plan shall include a site plan, showing runoff reduction measures included in the project, along with project data form and completed checklists for each of the runoff measures.

14. Prior to issuance of building permit, the applicant shall demonstrate compliance with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code to the satisfaction of the Zoning Administrator. The project shall be fully compliant with Chapter 13.50 prior to issuance of Certificate of Occupancy.

Building Division:

15. If the percentage of wall openings per floor on the driveway side of the existing building is greater than 15%, fire sprinklers shall be provided.

16. The San Pablo Avenue entrance/exit doorway shall be accessible as defined in Title 24 of the Building Code.

17. A marked and dedicated path from the accessible parking to the existing building entrance is shall be provided (curbs, bollards, etc. in the drive path to protect from vehicles and prevent parking in front of the doors or blocking the path.)

18. A 2-hour separation between the R-3 and the new S-1 occupancy and protection of the R-3 supporting structure in the S-1 occupancy shall be provided.

Public Works Department:

19. Replace sidewalk flags along the property frontage to meet City and ADA standards at the discretion of the Public Works Engineering Manager.

20. Removal and replacement of new driveway approach must include full width and length of curb & gutter per City Standard Details

21. For any street tree, sidewalk and driveway work, applicant must obtain a Public Works Encroachment Permit and pay all associated fees.

22. City records show that the public right-of-way is 20 feet behind the existing face of curb. Applicant must confirm and correct property lines on plans as appropriate. Fencing shall be located outside the public right-of-way.

23. Earthwork and grading operations in excess of 50 cubic yards will require the applicant to submit a detailed grading plan, obtain a Grading & Transportation Permit and pay all associated fees.

24. Applicant shall provide drainage plan for new roof and any rain leaders for Public Works approval prior to issuance of building permit. All drainage is encouraged to stay on-site, draining away from the foundations, 10 ft. from property lines, and shall not cause a nuisance to neighboring properties.

25. Applicant shall pay all fees due to the Public Works Department prior to issuance of building permit.

Fire Department:

26. Building construction shall meet current Building and California Fire Codes, and the El Cerrito Fire Code.

27. Provide code analysis and show on plans how "Emergency Vehicle Access" requirements are met to get within 150' of all portions of exterior walls of the first story prior to issuance of building permit.

28. Dead end fire access roads over 150' require provisions of fire apparatus turnarounds.

29. Provide code analysis of required total firefighting water prior to issuance of building permit.

30. Based on required fire flow, show on plans the number of fire hydrants required and locations based on maximum spacing requirements prior to issuance of building permit.

31. If required, plans for fire service underground shall be submitted for review, approval and permit under separate cover.

32. Fire FDCs shall be in locations acceptable to the fire department for emergency operations.

33. A "Knox Box" shall be installed with keys for all common areas. The model type and location of each Knox Box shall be pre-approved by the Fire Marshall.

34. Smoke detection shall be installed in each bedroom, in hallways adjacent to bedrooms, and one detector per floor level (top and bottom of stairs).

35. Smoke detectors shall be 120v powered with battery backup.

36. Smoke detectors shall be interconnected.

37. Carbon Monoxide alarm shall be installed outside of and adjacent to sleeping areas where fuel-burning appliances are installed; and in dwelling units that have attached garages.

38. Carbon Monoxide detectors shall be installed in accordance with NFPA 720.

39. Carbon Monoxide alarms shall be 120v powered with battery backup and be interconnected with smoke detectors.

40. All electrical breakers shall be labeled.

41. Approved numbers or addresses shall be provided in such a position to be plainly visible and legible from the street fronting the property.

42. Address shall be either internally or externally illuminated.

43. Automatic fire sprinklers shall be installed throughout the new building.

44. Fire sprinkler plans shall be submitted for review, approval and permit under separate cover.

Stege Sanitary District:

45. The minimum inside diameter of side sewers (laterals) to serve commercial buildings and/or five (5) or more residential units shall be six (6) inches.

46. All new building side sewers (laterals) including side sewer (lateral) replacements shall be equipped with a backflow prevention device (BPD).

Police Department:

47. Security cameras shall be installed pursuant to Chapter 6.90, ECMC prior to issuance of certificate of occupancy.

Design Review Board:

CERTIFICATION

I CERTIFY that this resolution was adopted by the El Cerrito Design Review Board at a regular meeting held on May 4, 2016, upon motion of Boardmember ___, second by Boardmember ___:

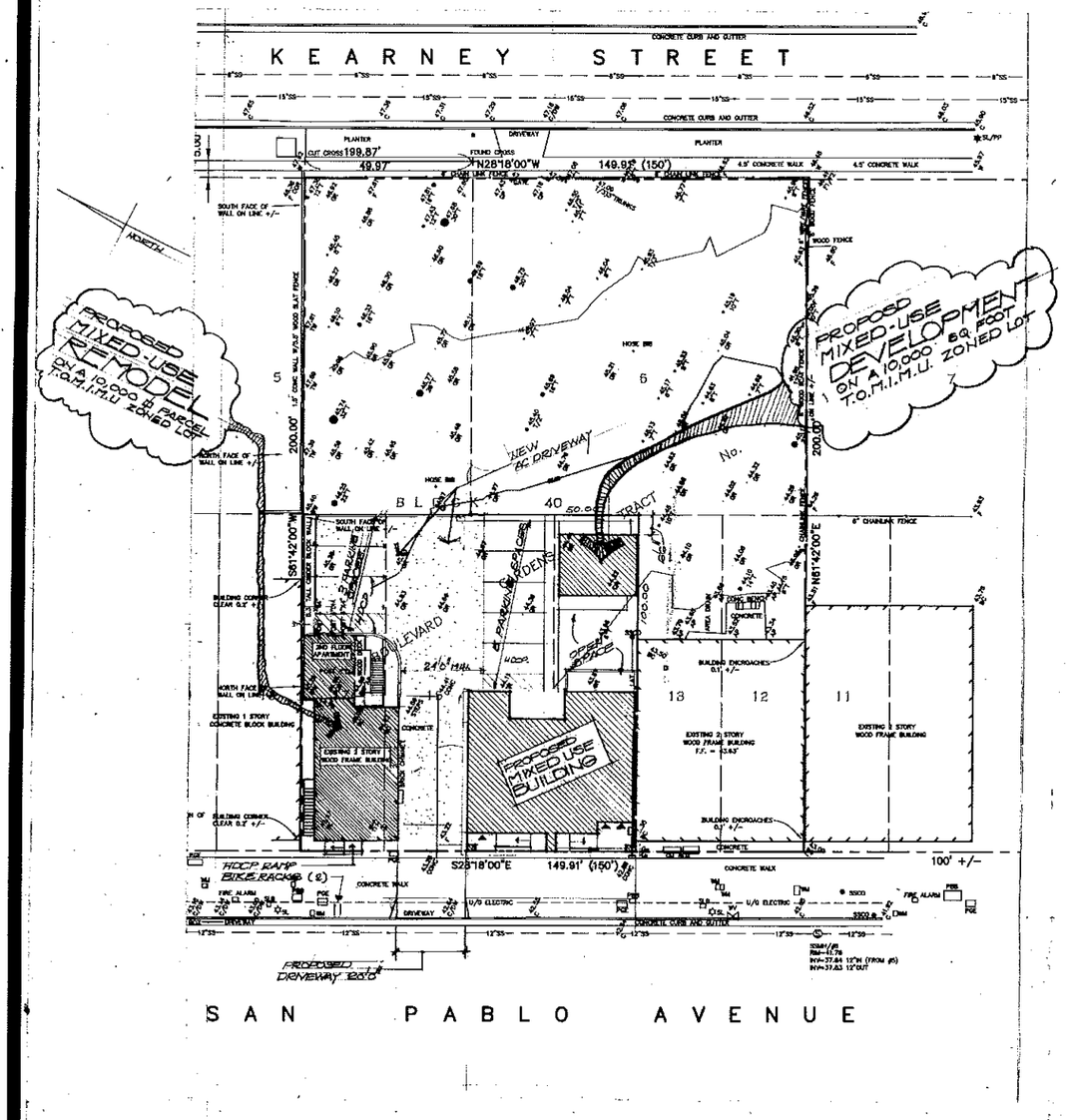
AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Sean Moss, AICP
Senior Planner

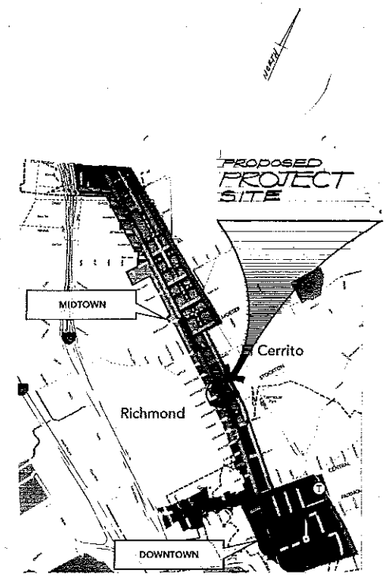
RECEIVED

APR 26 2016

CITY OF EL CERRITO
BUILDING DIVISION



SITE PLAN 1"=20'-0"



VICINITY MAP

PROJECT INFORMATION

LOT AREA:	10,000.00 SQ. FEET
BUILDING AREA:	5,435 SQ. FEET (new building)
BUILDING AREA:	2,297 SQ. FEET (remodel)
LOT COVERAGE:	2165 SQ. FEET (new building)
LOT COVERAGE:	1390 SQ. FEET (remodel)
COVERAGE TOTAL:	3555 SQ. FEET (Combined)
FLOOR / AREA RATIO:	.77
HEIGHT:	48'
PARKING: (new building) :	REQUIRED = 5 PROPOSED= 5
PARKING: (remodel) :	REQUIRED = 1
	PROPOSED= 3
PARKING TOTAL:	TOTAL = 8
PROPOSED NUMBER OF LIVING UNITS:	4 (new building) 1 (existing remodel)
PROPOSED LIVE/WORK ACCESSIBLE UNITS:	1 (new building)
PROPOSED COMMERCIAL UNITS:	1 (new building) 1 (existing remodel)
PERCENTAGE OF IMPERVIOUS SURFACE	59% (new) 64% (existing)
PERCENTAGE OF LANDSCAPE	15% (new building)
PERCENTAGE OF LANDSCAPE	5% (existing remodel)

CURRENT ZONING:
PER SAN PABLO SPECIFIC PLAN : *Form based code in effect:*
TOMIMU / *mid-town – SPA Community Street*

TABLE OF CONTENTS:

PLAYERS:

OWNER/DEVELOPER:

RONG MOU
I KUAN CHOI
915 CLARK PLACE
EL CERRITO, CA 94530
(510) 685-8973

ARCHITECT:

JONATHAN LIVINGSTON
5870 STONERIGE MALL ROAD # 175
PLEASANTON CA 94588
(510) 230-3430
JLIVINGSTON7096@GMAIL.COM

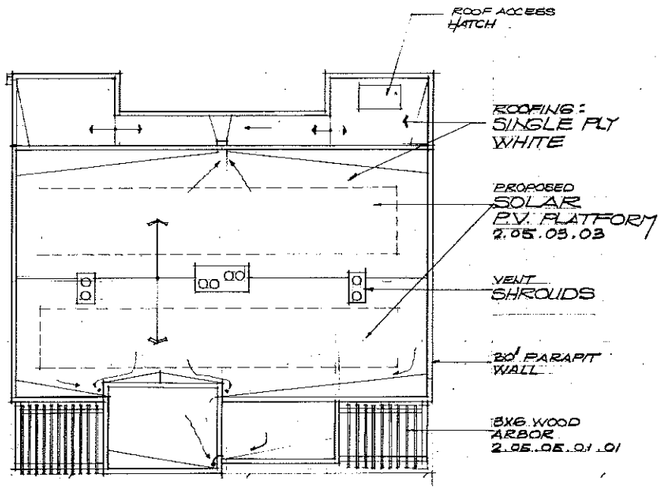
CINQUE TERRE

10534 SAN PABLO AVENUE
EL CERRITO, CA

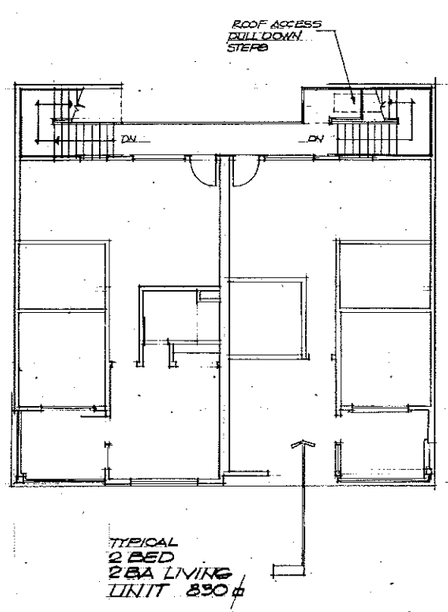
Sheet Contents
SITE PLAN AND PROJECT DATA

Date	1/1/2015
Job	
Drawn	
Revisions	1/14/2016 SOLAR COMMENTS 9/28/2015 2nd DRIVE & PARKING 1/21/14
Scale	1"=20'-0"

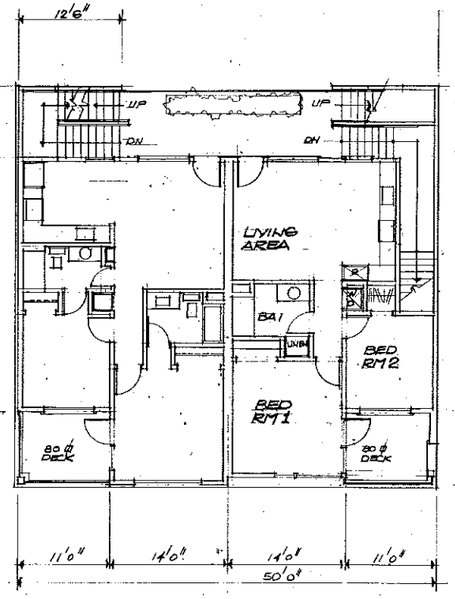
A1



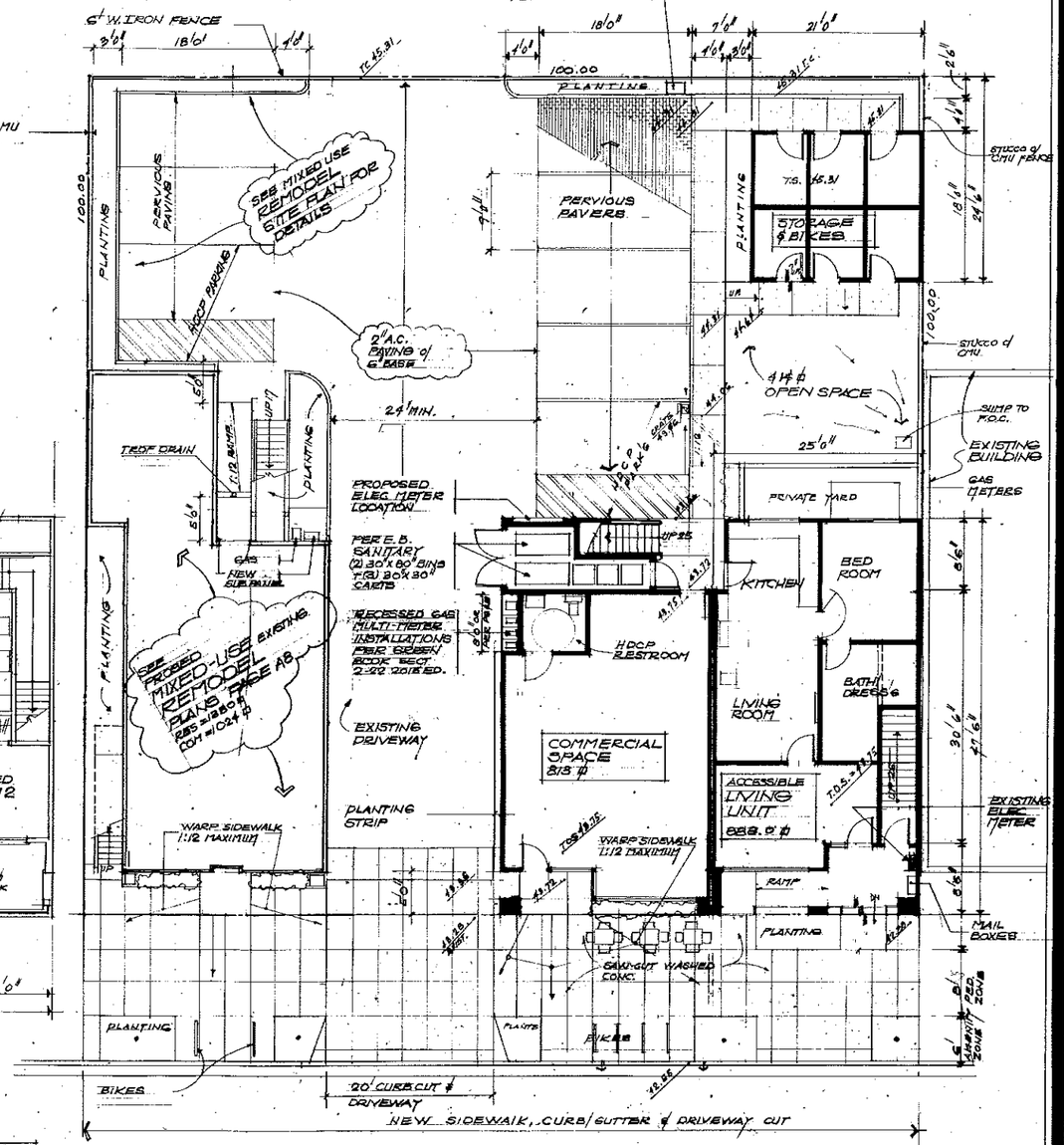
ROOF PLAN 1/8"=1'0"



THIRD FLOOR PLAN



SECOND FLOOR PLAN 1/8"=1'0"



SAN PABLO AVENUE

SPECIFIC SITE PLAN AND GROUND FLOOR PLAN 1/8"=1'0"

CINQUE TERRE

10534 SAN PABLO AVENUE
EL CERRITO, CA

Sheet Contents

SITE SPECIFIC PLAN AND GROUND, SECOND AND THIRD FLOOR PLANS FOR 3 STORY NEW BUILDING

Date	11/20/15
Job	
Drawn	
Revisions	1/11/16 2/27/16 -20' D.W. 3/10/16 - PER DRB.
Scale	1/8"=1'0"

A2

SAN PABLO AVE COMPOSITE ELEVATION

CINQUE TERRE

10534 SAN PABLO AVENUE
EL CERRITO, CA

Sheet Contents

COLORED AND ILLUSTRATIVE SAN PABLO COMPOSITE ELEVATION WITH SHOP&fLEX ENTRY ELEMENTS

2.05.04.03.01
2.05.04.03.02

Date	
Job	
Drawn	
Revisions	03/14/2016
Scale	1/4"=1'0"

A3

PRELIMINARY

SAN PABLO AVE COMPOSITE ELEVATION 1/4"=1'0"

6TH PERMITTED FRONTAGE TYPE : 'SHOP FRONT" & "FLEXIBLE"

CINQUE TERRE

10534 SAN PABLO AVENUE
EL CERRITO, CA

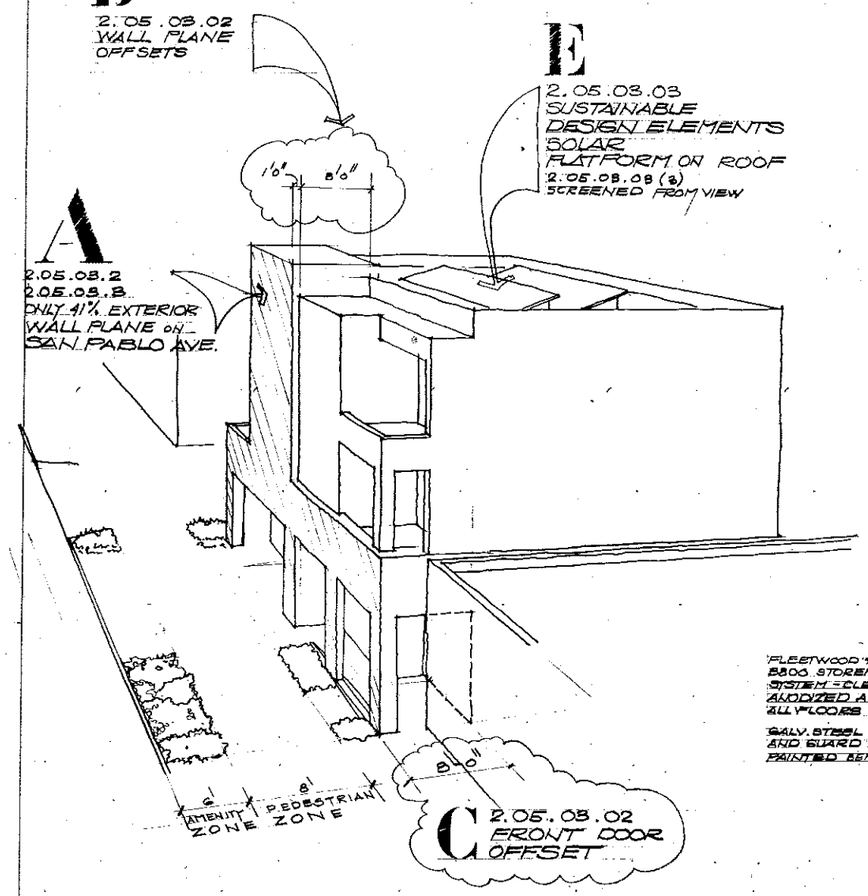
Sheet Contents

COLORED AND ILLUSTRATIVE SAN PABLO COMPOSITE ELEVATION WITH SHOP&fLEX ENTRY ELEMENTS

2.05.04.03.01
2.05.04.03.02

Date	
Job	
Drawn	
Revisions	03/16/2016
Scale	1/4"=1'0"

A3.1



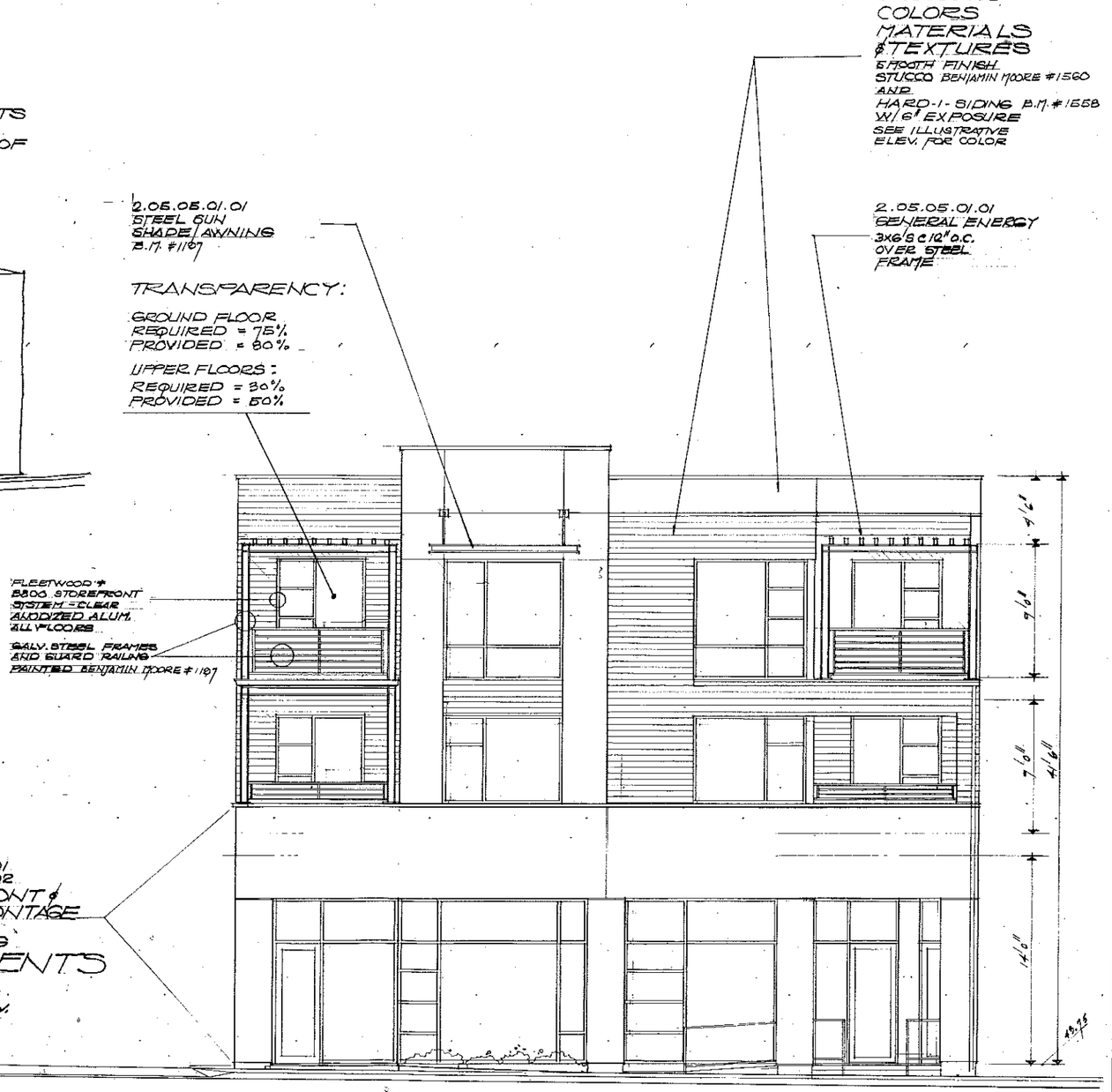
SAN PABLO
AVENUE SPECIFIC PLAN
FORM BASED
CODE

BUILDING ARTICULATION

SECTION
2.05.03.02
"VARIABLE WALL
PLANE & HEIGHT

RELEVANT
DISTRICT:
TOMIMU (SPA
COMMUNITY
STREET)

2.05.05.03.01
2.05.05.03.02
SHOP FRONT &
"FLEX FRONTAGE
DESIGN
AND CONFIG
ELEMENTS
SEE
ILLUSTRATIVE
COLORED ELEV.



PRELIMINARY
SAN PABLO AVE. ELEVATION 1/4"=1'0"

SPM PERMITTED
FRONTAGE TYPE: "SHOP FRONT" & "FLEXIBLE"

CINQUE TERRE

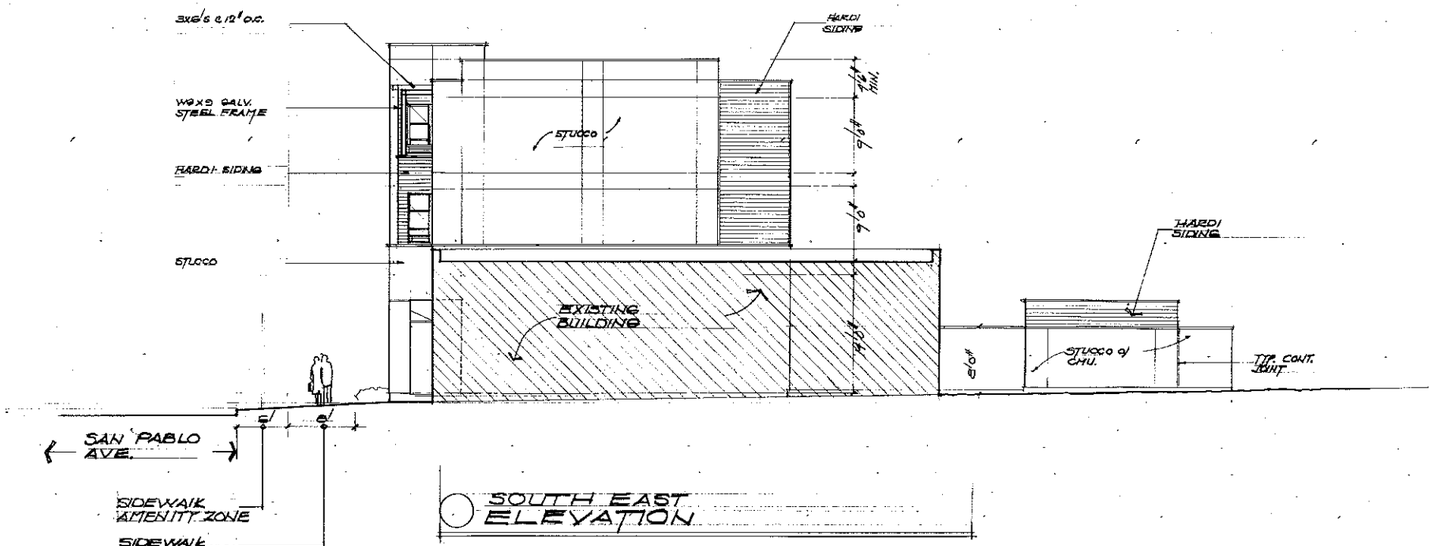
10534 SAN PABLO AVENUE
EL CERRITO, CA

Sheet Contents

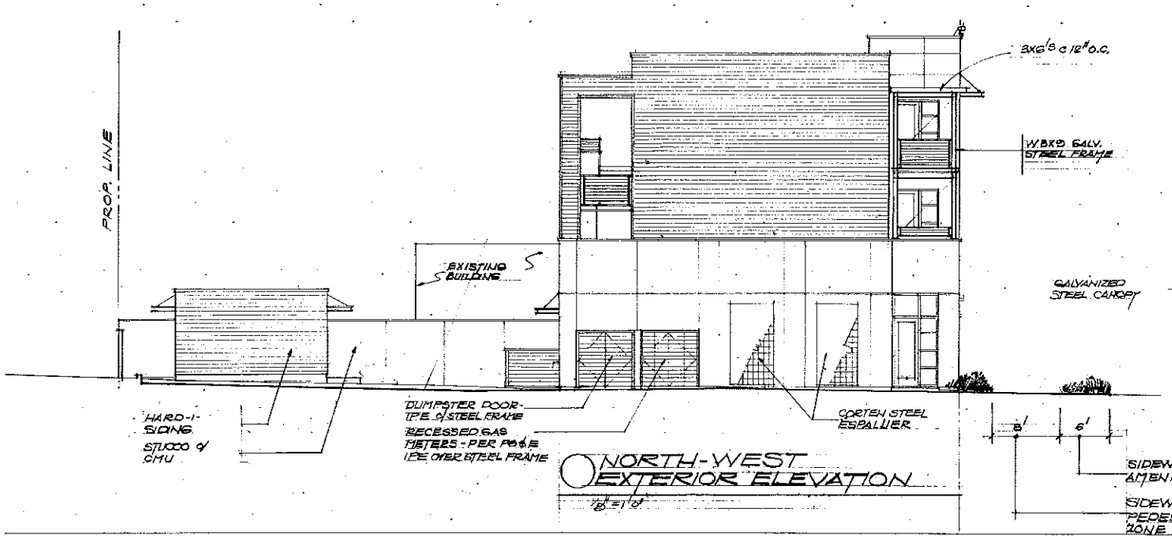
PRELIMINARY
SAN PABLO
AVENUE
ELEVATION
AND
FORM
BASED CODE
COMPLIANCE
DIAGRAM

Date	1/1/2015
Job	
Drawn	
Revisions	1/16/2015 PLANNING COMMENTS
Scale	1/4"=1'0"

A4

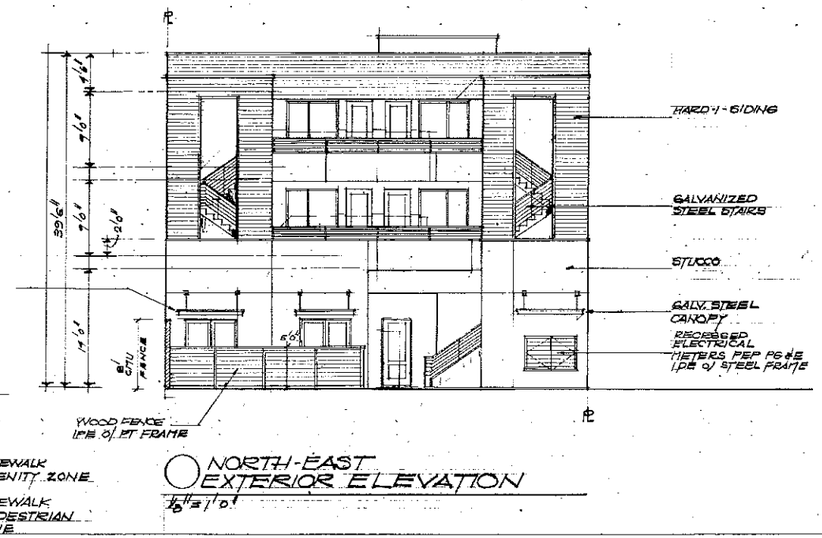


SOUTH EAST ELEVATION



NORTH-WEST EXTERIOR ELEVATION

1/8"=1'0"



NORTH-EAST EXTERIOR ELEVATION

1/8"=1'0"

CINQUE TERRE

10534 SAN PABLO AVENUE
EL CERRITO, CA

Sheet Contents

PRELIMINARY SIDE AND REAR ELEVATIONS

Date	12/1/2016
Job	
Drawn	
Revisions	1/10/2017 K GAS METER RELOCATION 2/27/2016
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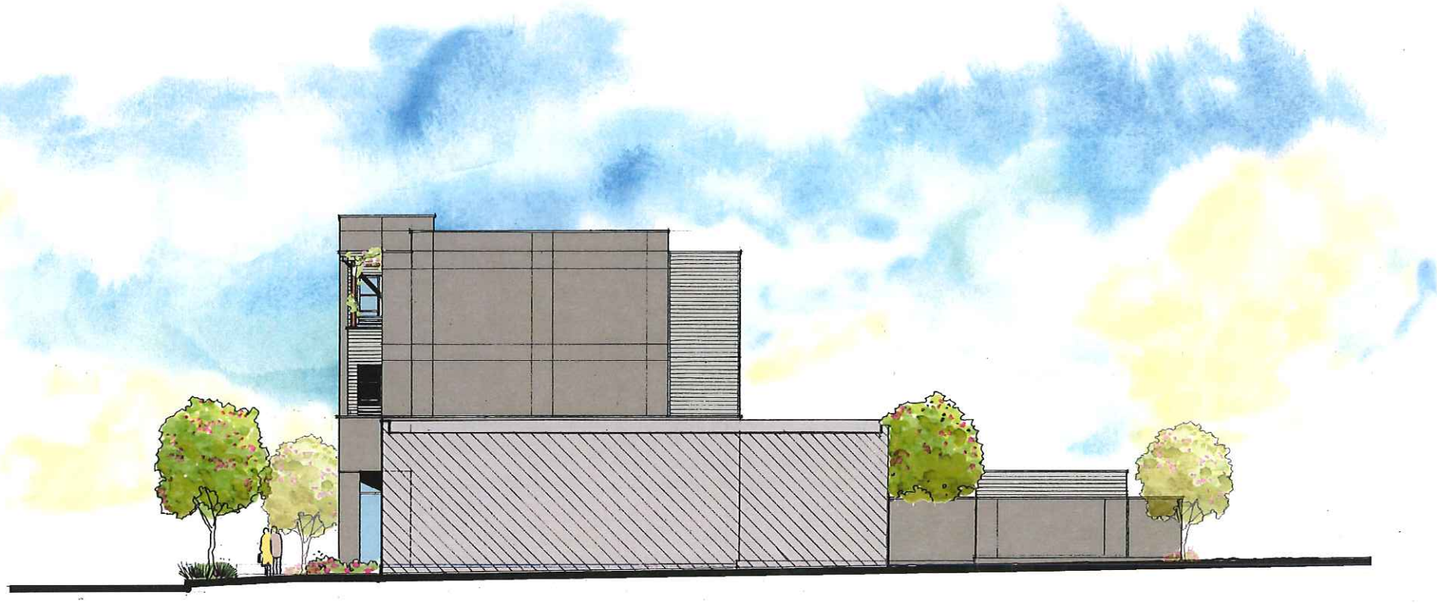
A5



SOUTH EAST
ELEVATION

NORTH-EAST
EXTERIOR ELEVATION

NORTH-EAST
EXTERIOR ELEVATION
1/8"=1'0"

JONATHAN LIVINGSTON

CINQUE TERRE

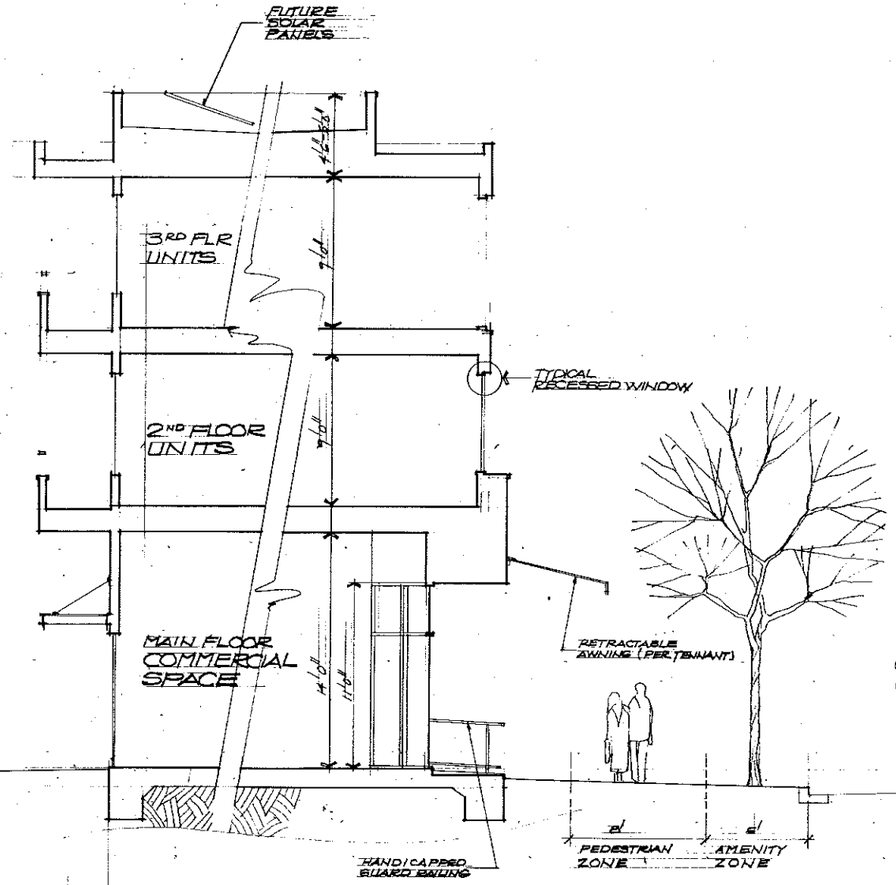
10534 SAN PABLO AVENUE
EL CERRITO, CA

Sheet Contents

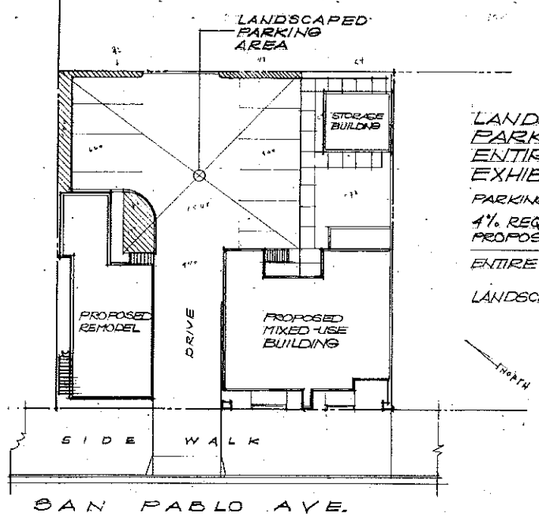
COLORED AND ILLUSTRATIVE SIDE AND REAR ELEVATIONS

Date	
Job	
Drawn	
Revisions	03/16/2016
Scale	1/8"=1'0"

A6



BUILDING CROSS SECTION 1/4"=1'0"



LANDSCAPED PARKING AREA % ENTIRE SITE AREA % EXHIBIT

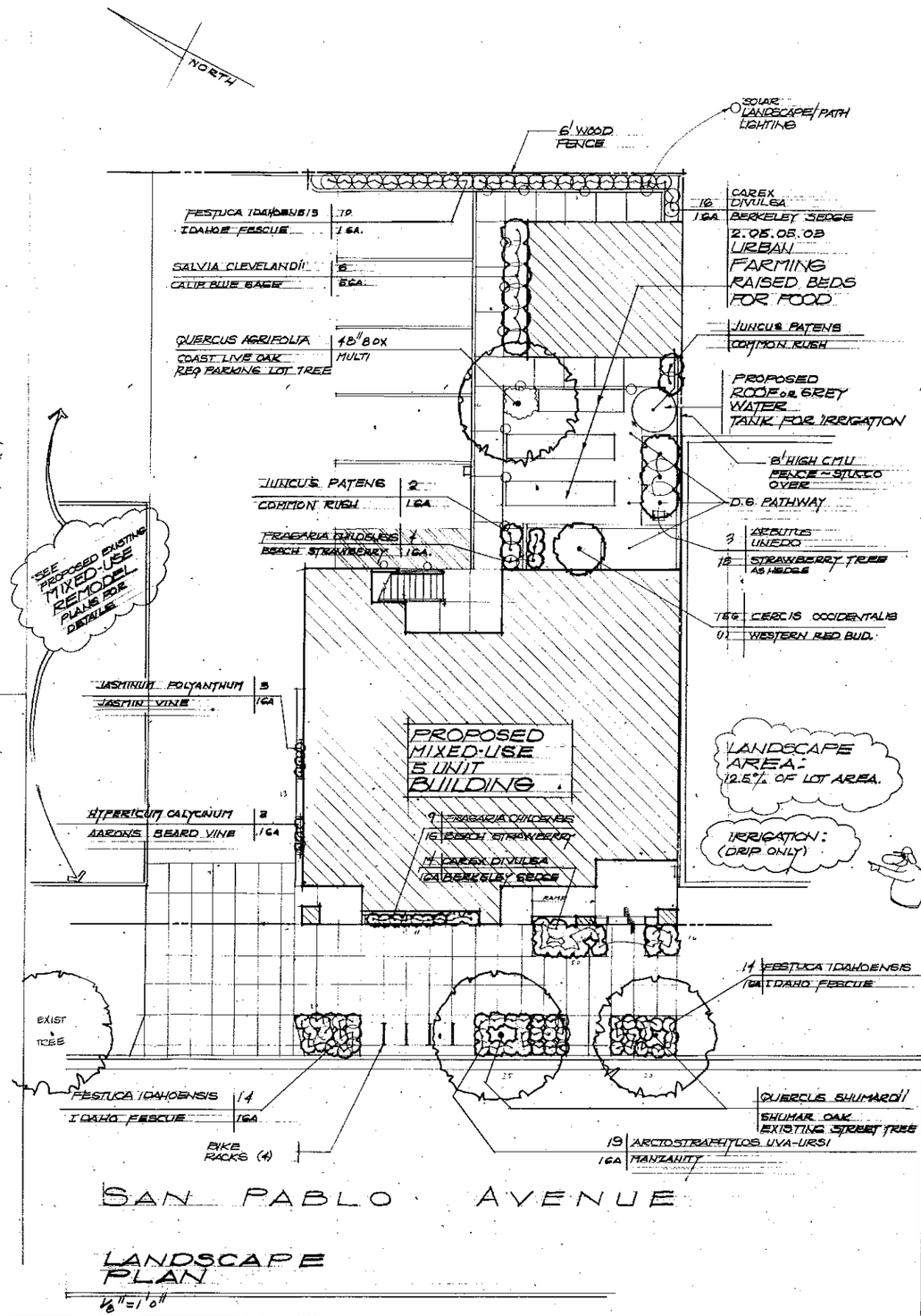
PARKING AREA = 4,404 ϕ

4% REQ = 176.16 ϕ

PROPOSED = 9% = 390 ϕ

ENTIRE SITE = 10,000 ϕ

LANDSCAPED AREA = 1245 ϕ OR 12.5%



LANDSCAPE PLAN

1/8"=1'0"

CINQUE TERRE

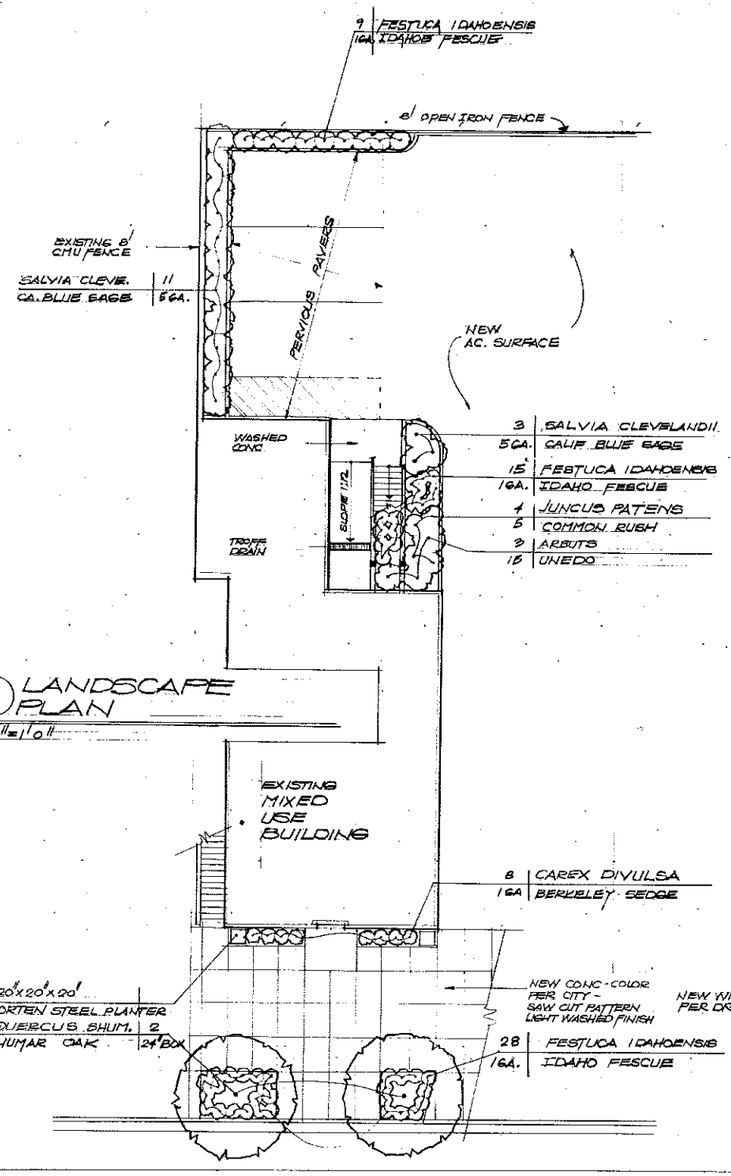
10534 SAN PABLO AVENUE
EL CERRITO, CA

Sheet Contents

LANDSCAPE PLAN AND BUILDING CROSS SECTION

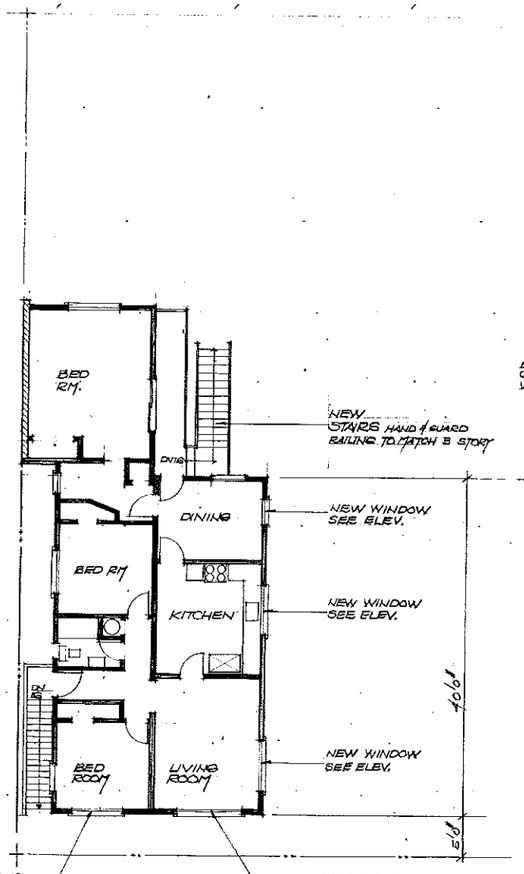
Date	
Job	
Drawn	
Revisions	11/10/14 6/28/2016
Scale	1/8"=1'0"

A7



LANDSCAPE PLAN

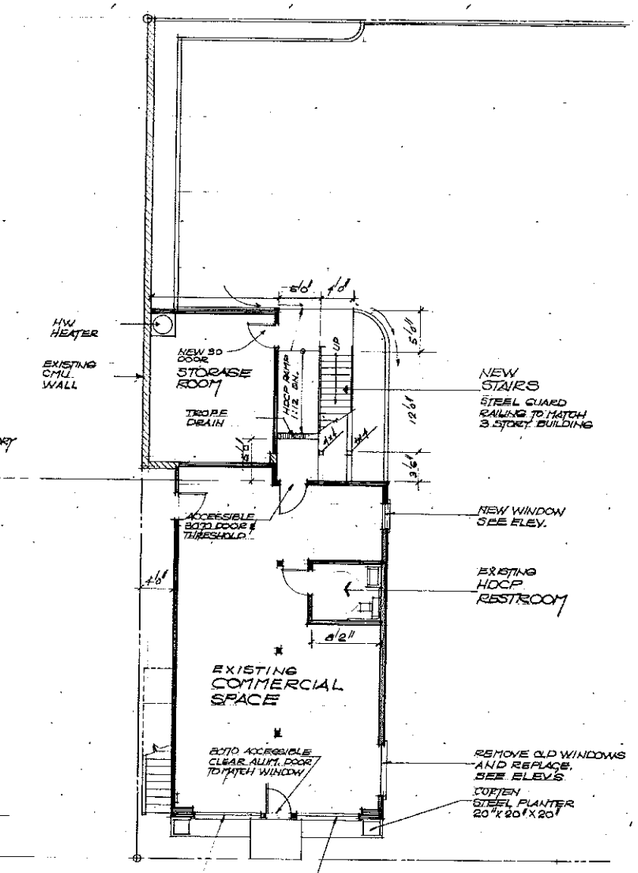
1/8"=1'0"



EXISTING

SECOND FLOOR PLAN w/ NEW WINDOWS

1/8"=1'0" 1330 #



EXISTING

MAIN FLOOR PLAN w/ WINDOW & STAIR CHANGES

1/8"=1'0" 1024 # + 306 # STORAGE

CINQUE TERRE

10534 SAN PABLO AVENUE
EL CERRITO, CA

Sheet Contents

PRELIMINARY MAIN AND UPPER FLOOR PLANS AND LANDSCAPE PLAN FOR 2 STORY MIXED USE REMODEL

1024 # COMMERCIAL
1330 # RESIDENTIAL
2354 # TOTAL #

Date	12/15/2010
Job	
Drawn	
Revisions	PER DRB STUDY SESSION
Scale	1/8"=1'0"

A8

SCHEMATIC
SAN PABLO AVE
EXTERIOR ELEVATION 1/4"=1'0"

PER. DRB
2/8/2018

REAR
EXTERIOR ELEVATION

SCHEMATIC
SOUTH
ELEVATION

PER. DRB. 4/8/2018

CINQUE TERRE

10534 SAN PABLO AVENUE
EL CERRITO, CA

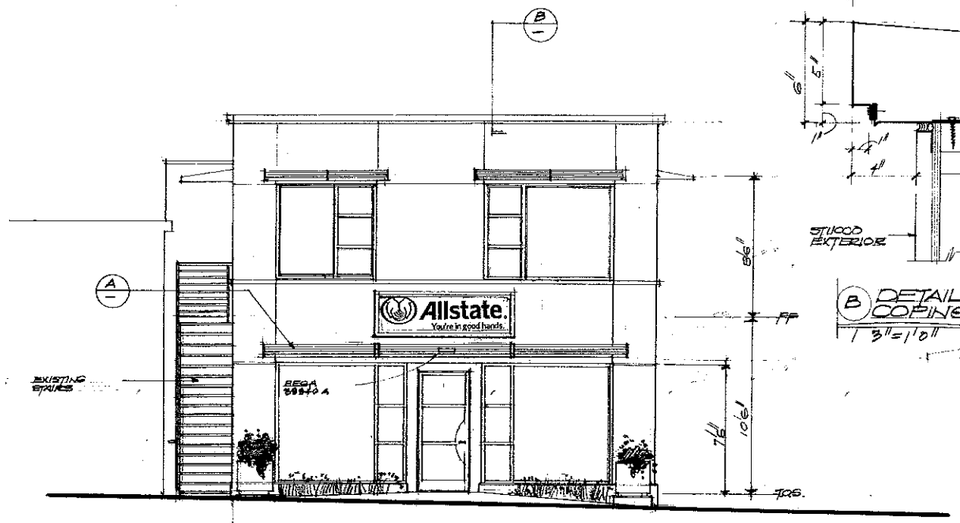
Sheet Contents

COLORED AND ILLUSTRATIVE SAN PABLO AVENUE ELEVATION WITH HYPOTHETICAL SHOP/FLEX ENTRY ELEMENTS

2.05.04.05.01
2.05.04.05.02

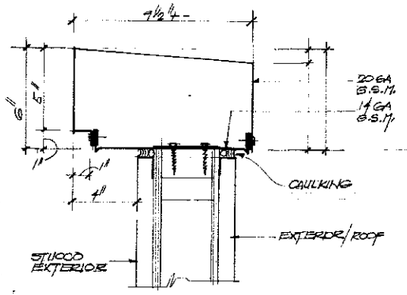
Date
Job
Drawn
Revisions
Scale 1/4"=1'0"

A9



SCHEMATIC
SAN PABLO AVE
EXTERIOR ELEVATION
1/4"=1'0"

PER DRB
2/8/2018



B DETAIL @ PARAPET COPING/CAP
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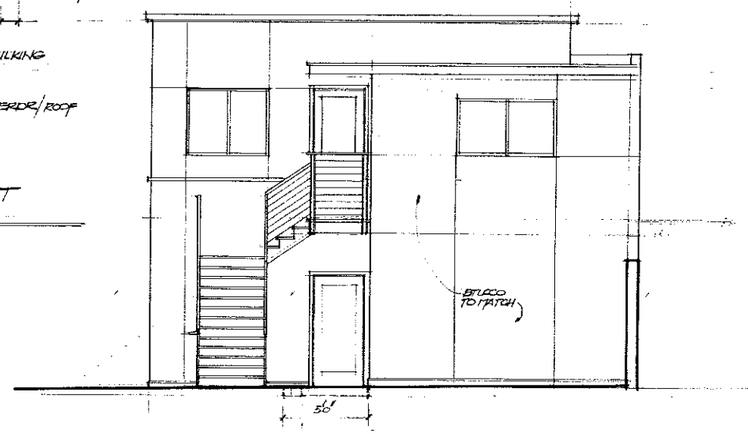
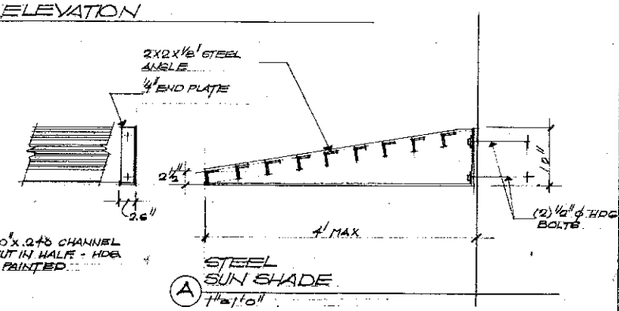


REAR
EXTERIOR ELEVATION



STEEL
SUN SHADE
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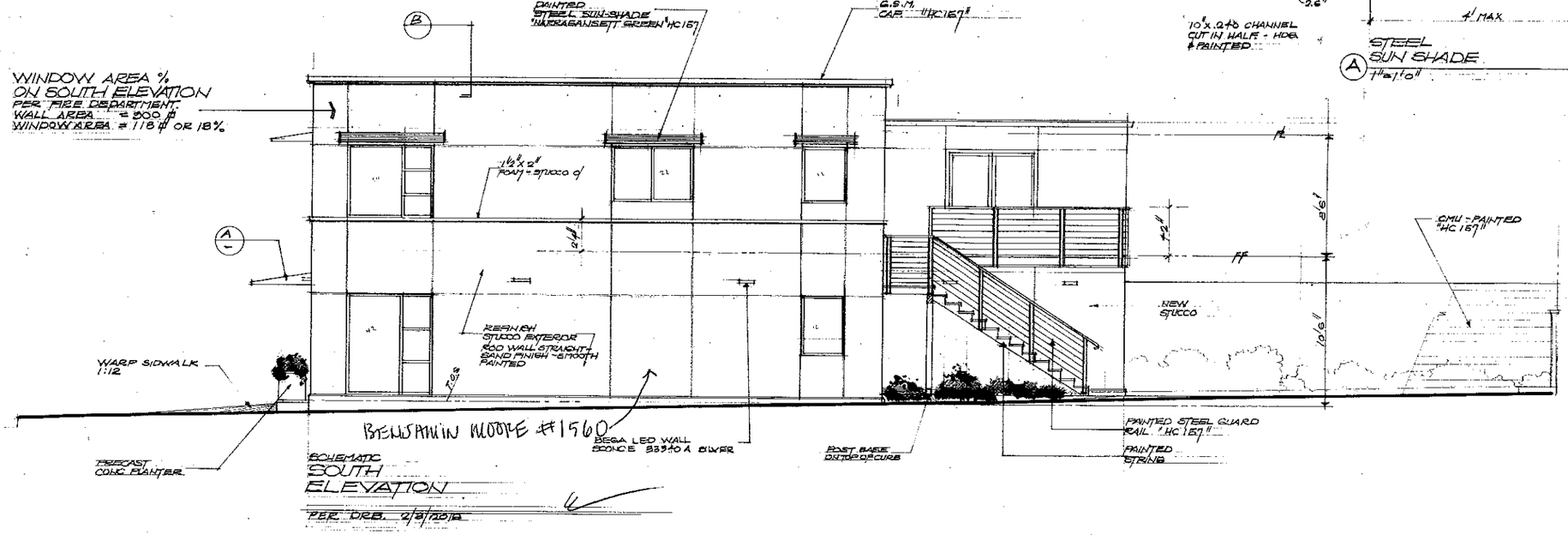

SCHEMATIC
SOUTH
ELEVATION

PER DRB. 2/8/2018

CINQUE TERRE

10534 SAN PABLO AVENUE
EL CERRITO, CA

Sheet Contents

SAN PABLO AVENUE ELEVATION WITH HYPOTHETICAL SHOP & FLEX ENTRY ELEMENTS

2.05.07.03.01
2.05.07.03.02

Date	12/17/2018
Job	
Drawn	
Revisions	PER DRB STUDY SESSION
Scale	1/4"=1'0"

A10

CITY OF EL CERRITO
PLANNING DIVISION
RECEIVED
MAR 04 2016

PHA Transportation Consultants
2711 Stuart Street Berkeley CA 94705
Phone (510) 848-9233
Web www.pangho.com

February 25, 2016

Douglas Herring
Douglas Herring and Associates
Via Email

Re: 10534 San Pablo Avenue, El Cerrito

Dear Doug:

In response to your request, PHA has conducted a focused traffic analysis to evaluate the potential traffic impact of the proposed mixed-use development at 10534 San Pablo Avenue, El Cerrito.

Our analysis indicated the proposed development is expected to generate 38 daily vehicle trips, which includes7 a.m. peak-hour trips and 5 p.m. peak-hour trips. We have also evaluated traffic operations at the two San Pablo Avenue intersections near the project site. Results indicated both intersections currently operate at acceptable conditions currently and the Level-of-Service (LOS) would remain unchanged with the addition of the project traffic. Our review of the project site plan indicates the proposed site would have adequate site access and parking. . A more detailed analysis is as follows:

Existing Conditions

The project site is on the eastside of San Pablo Avenue, north of Waldo Avenue and south of Moeser Lane. San Pablo Avenue is State Route (SR123) and is a major commute corridor providing north-south access to the cities of Oakland, Berkeley, Albany, El Cerrito, Richmond, and Hercules. The street has two lanes in each direction plus turn lanes at most intersections. Parking is permitted on both sides of the street in the vicinity of the project site. The site currently is partial developed. The proposed project would be built on the undeveloped portion of the site. Figure 1 shows an aerial of the project site and Figure 2 shows the proposed project site plan.

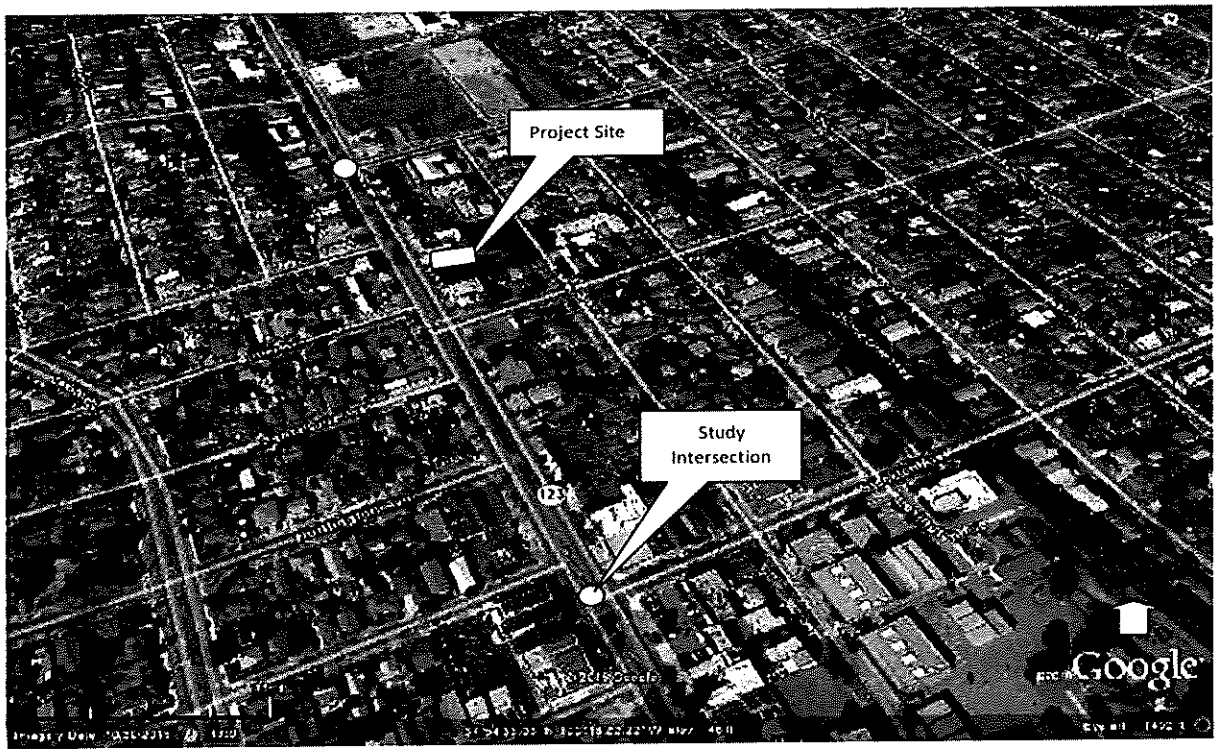

Figure 1 Project Site Location

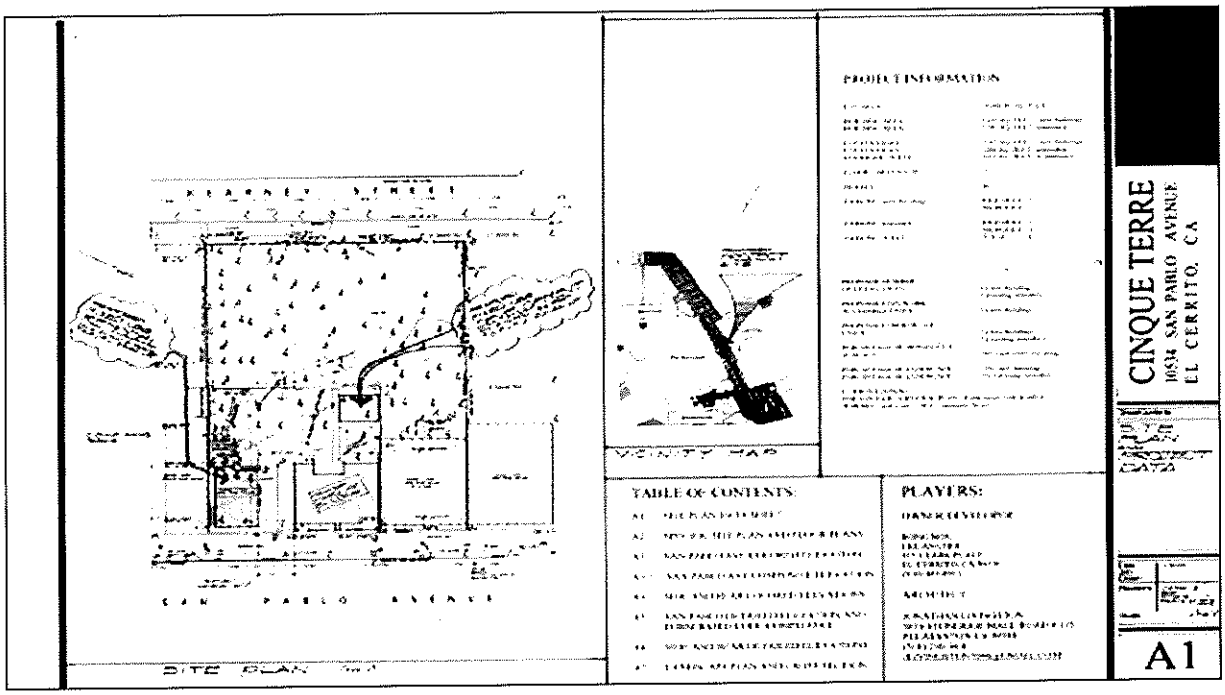

Figure 2 Project Site Plan (Source: project proponent)

Traffic Operations

To identify potential project traffic impacts, we evaluated traffic operations at two street intersections that control traffic near the project site: San Pablo Avenue at Moeser Lane and Stockton Avenue. Our analysis indicates both intersections currently operate at LOS B and C for both a.m. and p.m. peak hours. Level-of-Service (LOS) is a qualitative measures of traffic flow characteristics with letter grades ranging from A to F. LOS A is the best level of operation, representing free-flow 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 General Plan policy calls for achievement of LOS D or better conditions. According to traffic counts obtained from Caltrans, San Pablo Avenue carried about 22,200 vehicles per day north of Central Avenue in 2013.

Proposed Project Characteristics

The proposed project is a three-story building to be built on the vacant portion of the site. According to the site plan, the ground floor would be a live-work unit and a small neighborhood café. Four rental apartment units would be on the second and third floors. The site plan shows 9 parking spaces for the project. No new driveway is proposed; the existing driveway would be modified to provide access to the site. The project is expected to generate 38 daily vehicle trips, which include 7 a.m. and 5 p.m. peak-hour trips. Table 1 shows a summary of the project trip generation analysis.

Traffic Operation

To assess the potential traffic impact, we evaluated traffic operations for the same two study intersections with the added project traffic and then compared traffic LOS with and without the estimated traffic traveling to and from the project site. Results indicate that intersection traffic conditions would remain unchanged at LOS B and C with and without the traffic from the project. This means the project would have negligible impact on San Pablo Avenue traffic operation. Table 2 shows a summary of study intersection traffic operation analysis for both existing and project conditions.

Site Access and Parking

According to the site plan, no new driveway is proposed. Access to and from the site would be via an existing right-turn-only driveway, which measures about 18 feet wide but will be widened to 20 feet to satisfy City standards. The site plan shows 9 parking spaces with a 24 feet wide drive aisle for the site and will satisfy City parking requirement for the site. Parking stall and drive aisle dimensions should follow City design standards.

Table 3 Project Trip Generation Analysis

10534 San Pablo Avenue Mixed-use Development – El Cerrito

Land Use	Units/ Employee	AM Peak Hour Trips					PM Peak Hour Trips					Daily Trips				
		Rates	In%	Trips	Out %	Trips	Rates	in%	Trips	Out %	Trips	Rates	In%	Trips	Out %	Trips
Apartments	5	0.51	20%	1	80%	2	0.62	65%	2	35%	1	6.65	50%	17	50%	17
Neighborhood café 0.9 ksf	2	1.0	100%	2	0%	2	1.0	0%	0	100%	2	2.0	50%	2	50%	2
Total				**3**		**4**			**2**		**3**			**19**		**19**

Trip generation for the apartment is based on land use code 220, ITE Trip Generation Manual 9th Edition. Trip generation for the café is based on the estimated number of employee working at the café. Café customers are expected to be from the neighborhood and would not generate vehicle trips.

Table 2 Study intersection Traffic Operation (LOS) Analysis
10534 San Pablo Avenue Mixed-use Development – El Cerrito

Study Intersections (Signalized)	Existing Conditions				Project Conditions			
	A.M Peak		P.M. Peak		A.M Peak		P.M. Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. San Pablo Ave./MoeserLn.	15.3	B	18.3	B	15.3	B	18.3	B
2. San Pablo Ave./Stockton Ave.	12.5	B	22.2	C	12.5	B	22.3	C

Study intersection LOS was calculated with SYNCHRO computer software based on Highway Capacity Manual Methodology.

Conclusion

In summary, our analysis indicated that the proposed project would generate about 38 daily vehicle trips, which includes 7 a.m. and 5 p.m. peak-hour trips. The project would not create a noticeable traffic impact on San Pablo Avenue traffic operations. The project would provide adequate parking on the site; the 20 feet wide driveway, as shown in the revised site plan, will meet City standards.

Please feel free to contact me if you have any questions.

Sincerely,

Pang Ho, AICP
Principal

ATTACHMENT 4

CITY OF EL CERRITO
PLANNING DIVISION
RECEIVED
MAR 04 2016

Cinque Terre
Mixed-Use Retail, Live-Work, and Apartments
10534 San Pablo Avenue
El Cerrito, CA

CEQA Noise Impact Assessment

March 2, 2016

Prepared for:

Douglas Herring & Associates
1331 Linda Vista Drive
El Cerrito, CA 94530
TEL: (510) 237-2233

Prepared by:

Marc Papineau
Environmental Service
5789 Gold creek Drive
Castro Valley, CA 94552
TEL: (510) 881-8574

ES Project Number: 2016-009

INTRODUCTION

This report presents a noise impact assessment for the proposed Cinque Terre Mixed-Use Retail, Live-Work, and Apartments at 10534 San Pablo Avenue in El Cerrito, California. The Contra Costa County Assessor parcel number of the Project site is APN 503-233-015. A key purpose of the study is to characterize the existing noise setting of the project site and compare this to the applicable sections of the City's General Plan, City municipal code and State standards. As appropriate, recommendations are presented where needed so that the proposed project can meet the relevant guidance and standards. Recommendations could be required by the City as mitigation measures or conditions of project approval.

The project drawings, Sheet A1 through Sheet A7, dated September 2015, show a 3-story mixed-use building with a live-work space and café on the ground level, four apartments on the second and third levels, a small storage building, and common areas. For readers less familiar with the vocabulary, acronyms, and units, please refer to the list of abbreviations, acronyms and definitions at the end of this report.

EXECUTIVE SUMMARY

Assessed acoustical considerations are summarized below. This project involves potentially significant noise impacts or exposures that can be adequately mitigated by measures described in this report.

1. **Outdoor Noise Levels**: The outdoor sound environment was assessed by on-site noise survey (see Figure 1) and also was assessed by applying the City's noise level reference distances for I-80, BART, and San Pablo Avenue 24-hour average day-night (L_{dn}) noise levels. Projected future year-2040 outdoor noise levels are expected to be 70–71 Ldn along the San Pablo Avenue frontage and 62 -64 Ldn along the back (see Figure 2). These noise levels are conditionally acceptable for residential use per the City's noise and land use compatibility guidelines.

2. **Interior Noise Levels**: LESS-THAN-SIGNIFICANT EFFECT. Outdoor-to-indoor noise intrusion can be reduced to a less than-significant effect by providing sound-rated exterior construction (*e.g.*, windows, doors, and walls) and floor/ceiling assemblies in accordance with the *2013 California Building Standards Code* and *2013 California Green Buildings Standards Code.*

3. **Project-Related Traffic Noise Level**: LESS-THAN-SIGNIFICANT IMPACT. Project-related traffic added to San Pablo Avenue, Sutter Avenue and other surface streets is assessed to increase existing traffic noise levels by well less than +0.5 decibel. Average daily trip generation is expected to be 38 trip ends per day, with fewer than 10 one-way trips in any hour (PHA Transportation Consultants, 2016).

4. **Project Mechanical Equipment**: LESS-THAN-SIGNIFICANT IMPACT WITH MITIGATION INCLUDED. Permanent equipment such as air conditioning and exhaust fans can be specified and installed in a manner that avoids creation of noise nuisance for tenants and neighbors.

5. **Construction Noise**: Several mitigation measures, listed herein, could be implemented to reduce the potential nuisance impact of temporary construction noise on adjoining neighbors.

ACOUSTICAL CRITERIA

State of California – Building Code

The City of El Cerrito has adopted the *2013 California Building Standards Code* (CBC) as approved by the California Building Standards Commission, and as published in the California Code of Regulations, Title 24, Part 2, Volumes 1 and 2, and Part 2.5. CBC adoption is documented in the City's Code of Ordinances, Title 16, Buildings and Construction, Chapter 16.02.

The *2013 California Building Standards Code* (CCR, Title 24, Part 2, Volume 1, Chapter 12: Interior Environment, Section 1207) and *2013 California Residential Code* (California Code of Regulations, Title 24, Part 2.5) establish minimum noise insulation performance standards for hotels, motels, dormitories, apartments and townhouses, and other dwellings other than single-family detached houses. Chapter 12, Section 1207: Sound Transmission, contains acoustical requirements for common interior walls and floor/ceiling assemblies between adjacent dwelling units or between dwelling units and adjacent public areas such as halls, corridors, stairs or service areas. The 2013 CBC requires walls, partitions, and floor/ceiling assembles separating adjacent dwelling units, or separating dwelling units from adjacent public areas, to have a Sound Transmission Class (STC) of not less than 50 (45 if field tested). Chapter 12, Section 1207 excerpts follow:

> ***Section 1207.1 Scope.*** *This section shall apply to common interior walls, partitions, and floor/ceiling assemblies between adjacent dwelling units…*
>
> ***Section 1207.2 Airborne sound.*** *Walls, partitions, and floor/ceiling assemblies separating dwelling units from each other of from public or service areas shall have a sound transmission class (STC) of not less than 50 (45 if field tested)…*

State of California – Green Buildings Standards Code

The Green Buildings Standards Code for the City of El Cerrito is the *2013 California Green Buildings Standards Code*, as approved by the California Building Standards Commission, and as published in Title 24, Part 11, of the California Code of Regulations. Green Building Code adoption is documented in the City's Code of Ordinances, Title 16, Buildings and Construction, Chapter 16.24.

The *2013 California Green Building Standards Code* (CALGreen) contains acoustical requirements for non-residential developments. California Code of Regulations, Title 24, Part 11, Chapter 5, Division 5.5, Section 5.507 sets forth mandatory environmental comfort requirements for non-residential construction. Chapter 5, Section 5.507 excerpts follow:

> **5.507.4.1 Exterior noise transmission, prescriptive method**. Exterior wall and roof-ceiling assemblies making up the building or addition envelope or altered envelope exposed to the noise source shall meet a composite STC[1] rating of at least 50 or a composite OITC[2] rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

---

1 Sound Transmission Class (STC) is a single number rating that represents sound insulation provided by an exterior wall, interior partition, roof-ceiling, window, or door across a frequency range of 125–4,000 Hz.

2 Outdoor-to-indoor transmission class (OITC) is a single number rating that represents sound insulation provided by an exterior wall, interior partition, roof-ceiling, window, or door across a frequency range of 80–4,000 Hz. For lower frequency noise sources such as highway or surface street traffic, OITC is a more representative rating than STC.

1. **Within the 65 L_{dn} or 65 CNEL noise contour of an airport**. Exceptions:
   a. L_{dn} or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
   b. L_{dn} or CNEL for other airports and heliports for which a land use plan has not been developed shall be determined by the local General Plan Noise Element.

2. **Within the 65 L_{dn} or CNEL noise contour of a freeway or expressway, railroad, other fixed-guideway or an industrial source**. Sources are as determined by the Noise Element of the General Plan.

5.507.4.1.1 Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 dBA L_{eq} (1-hour) during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, exterior wall and roof-ceiling assemblies making up the building or addition envelope or altered envelope exposed to the noise source shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level, L_{eq} (1-hour), of 50 dBA in occupied areas during any hour of operation.

The *2013 California Green Building Standards Code* requires that buildings located within a 65 dBA (L_{dn}) noise contour of a major noise source,—or otherwise exposed to a 1-hour noise level of 65 dBA (Leq 1-hr),[3] or higher,—incorporate prescriptive sound insulation measures including sound-rated windows, exterior walls, and roof-ceiling assemblies. Alternatively, such buildings may be constructed in a manner that meets the performance requirements of Section 5.507.4.2.

City of El Cerrito – Noise Element of the General Plan

The City of El Cerrito's Resources and Hazards section of the 1999 General Plan sets forth three (3) key noise sources for which 65 L_{dn} noise contours have been evaluated and defined by the City in terms of distance measured from the centerlines of the specified noise sources. The three (3) key noise sources having 65 L_{dn} noise contours so defined are Interstate Highway 80 (I-80), BART, and San Pablo Avenue.[4]

Based on distance, 2,400–2,500 feet from the project site to the centerline of I-80, the project site is located within the 65 L_{dn} noise contour of I-80. Based on distance, 60–160 feet from the project site to the centerline of San Pablo Avenue, the project site is located within the 65 L_{dn} noise contour of San Pablo Avenue. At approximately 500–600 feet from the centerline of the northbound and southbound BART tracks, the project site is not located within the 65 L_{dn} noise contour of BART.

The Noise Element also sets forth several policies for noise control which are relevant to the proposed project:

---

[3] L_{eq} (1-hour) – The steady A-weighted sound level during one hour that would contain the same acoustical energy as the actual time-varying sound during that hour.

[4] "Centerlines" for highways and surface street mean the middle of the median dividers. The "centerline" for BART means the middle of the northbound and southbound tracks.

TABLE 1

Noise and Land- Use Compatibility Standards (Ldn)

Residential, Hotels, and Motels	Office Buildings, Business Commercial and Professional	Category
Less than 60 dBA	Less than 60 dBA	A
Between 60 dB and 75 dBA	Between 60 and 80 dBA	B
Greater than 75 dBA	Greater than 80 dBA	C

A	**Normally Acceptable**: Specified land use is satisfactory without any special noise insulation requirements, based upon the assumption that any buildings involved are of normal conventional construction.
B	**Conditionally Acceptable**: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.
C	**Unacceptable**: New construction or development generally should not be undertaken because mitigation is usually infeasible to comply with Noise Element policies.

SOURCE: City of El Cerrito General Plan, 1999. City of El Cerrito Municipal Code Title 19 - Zoning, Chapter 19.21 – General Site Standards, Section 19.21.050 – Performance Standards, Table 19.21-A.

Policy H3.1 – Noise Levels in New Residential Projects: New residential development projects shall meet acceptable exterior noise level standards. The "normally acceptable" noise standards for new land uses are established in Table [7-]1, Land Use Compatibility for Community Noise Environments, which shall be modified by Policies H3.1 through H3.12 below.

Policy H3.2 – Outdoor Noise Levels: The goal for maximum outdoor noise levels in residential areas is of 60 L_{dn}. 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 L_{dn} 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 60 L_{dn} or lower outdoors is not feasible, the outdoor goal may be increased to 65 L_{dn} at the discretion of the Planning Commission.

Policy H3.3 – Indoor Noise Levels: The indoor noise level as required by the State of California Noise Insulation Standards must not exceed 45 L_{dn} in new housing units.

Policy H3.4 – Indoor Instantaneous Noise Levels: Interior noise levels in new single-family and multi-family residential units exposed to 60 L_{dn} or greater should be limited to a maximum instantaneous noise level in the bedrooms of 50 dBA. Maximum instantaneous noise levels in

other rooms should not exceed 55 dB. The typical repetitive maximum instantaneous noise level at each site is determined by monitoring using a noise meter, also known as a sound level meter (SLM). Examples of repetitive noises include truck passbys on busy streets, BART passbys and train warning horns or whistles.

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 intermittent loud events.

Policy H3.6 – New Commercial, Industrial and Office Noise Standards: Appropriate interior noise levels in commercial, industrial, and office buildings are a function of the use of space and shall be evaluated on a case-by-case basis. Interior noise levels in offices generally should be maintained at 45 Leq (hourly average) or lower.

Policy H3.10 – Mitigating the Effects of Noise on Adjacent Properties: Require proposals to reduce noise impacts on adjacent properties by incorporating appropriate measures into the project.

Policy H3.11 – Commercial or Industrial Source Noise: Noise created by commercial or industrial sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards set forth in the table below (Maximum Allowable Noise Exposure for Stationary Noise Sources), as measured at any affected residential land use.

TABLE 2
Maximum Allowable Noise Exposure for Stationary Noise Sources

Noise Metric	Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
Hourly L_{eq}	55	45
Maximum Level	70	65
Impulse noise	65	60

SOURCE: City of El Cerrito

City of El Cerrito – Municipal Code

The City of El Cerrito strives to protect the noise environmental of existing residential areas within the City. Accordingly, the City's Municipal Code provides that the potential impact of a proposed project on an existing land use may be evaluated in terms of the increase in existing noise levels and potential for adverse community impact (Municipal Code, Title 19 –Zoning, Chapter 19.21 – General Site Standards, Section 19.21.050.B). T he City requires that mitigation measures be evaluated for projects under the following circumstances (Section 19.21.050.B.4):

1. The project would cause the L_{dn} to increase by +3 dBA or more.
2. Any increase would result in an L_{dn} above 60 dBA.
3. The L_{dn} already exceeds 60 dBA.
4. The project has the potential to generate significant adverse community response.

The City's Municipal Code, Title 16 – Buildings and Construction, sets limits on hours of

construction and noise nuisance. Chapter 16.02 – California Building Code, Section 16.02.060, and Chapter 16.03 – California Residential Code, Section 16.03.060, add Sections 117 and R115 to the adopted California Building Code and California Residential Code relating to general construction regulations. Limitations added by Section 117 and Section R115 – General Regulation of Construction are listed below:

(a) Work may be prohibited during inclement weather upon the order of the City Building Official.
(b) Hours of work shall be limited 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. Work shall be prohibited on Sundays and Holidays.
(c) Work must be controlled to prevent causing a public nuisance such as dust, noise, vibration, uncontrolled stormwater runoff, and traffic congestion.

EXISTING AND FUTURE NOISE ENVIRONMENT

The project site is bounded by San Pablo Avenue on the west, by undeveloped land having frontage along Kearney Street on the east, and by developed commercial land north and south. The project site adjoins The Solar Car Wash which is directly across San Pablo Avenue.

San Pablo Avenue has four through-travel lanes and a left-turn lane near the project site, whose frontage is located approximately 60 feet east of the centerline. Elevated BART tracks are located approximately 500–600 feet east of the project site. BART trains are visible through gaps intervening buildings. I-80 is located approximately 2,400–2,500 feet southwest of the project site.

Predominant noise sources included traffic along San Pablo Avenue, intermittent BART train passbys, and car wash noise. Traffic along other surface streets such as Kearney Street is a minor noise source. Figure 1 illustrates the project site in relation to surface streets and adjoining land uses.

Adjoining and Nearby Sensitive Receptors

The project site is located in a commercial corridor adjoining High-Tech Car Audio, The Solar car Wash, and the Pacific Bay Real Estate Office. However, single-family houses and apartments are located within 65-200 feet southeast, east, and northeast of the project site. The nearest single-family residence is located at 907 Kearney Street, southeast of the project site. Houses at 916 and 920 Kearney Street are located 175-200 feet northeast of the project site. The Bayberry Apartments (911 Lexington Avenue) are located 170 feet east of the project site. In view of their proximity, residents at these addresses could potentially be disturbed during construction on the project site.

Existing Day-Night Average Sound Levels (L_{dn})

Noise Survey Methods – To quantify the existing noise environment, noise measurements were performed at two locations on the project site between February 24 and March 1, 2016. Noise survey measurements were attended to facilitate identification of noise characteristics. The SLM was located as follows:

Location N1: at the front of the project site within a 6 feet of the back-edge of San Pablo Avenue sidewalk (25 feet from the face-of-curb), 60 feet from the centerline of San Pablo Avenue, 32 feet from the south wall of 10534 San Pablo Avenue, approximately 6 feet

above sidewalk grade.

Location N2: at the back of the project site, approximately 160 feet from the centerline of San Pablo Avenue, in a central position along the eastern property line, approximately 6 feet above grade. See Figure 1.

The noise survey employed a QuestPro DL data-logging, Type II sound level meter (SLM) with Serial Number BIJ060018. The SLM was bench calibrated using NIST traceable standards on October 23, 2015. The SLM was field calibrated daily with a Quest QC-10 calibrator with Serial Number QIC100116) at 114.0 dB. The Quest QC-10 was bench calibrated using NIST traceable standards on May 4, 2015.

Sound levels were logged 1x per second, with SLM set on slow response and 3 dB exchange rate. Primary meter #1 logged sound levels in 1/3-octave bands. L_{peak}, L_{max}, L_{min}, L_1, L_{10}, L_{50}, L_{90}, and L_{eq} were logged on virtual meter #2.

Noise Survey Results – Table 3 presents survey results of measurements and observations performed on February 24, 25, and 29, and March 1, 2016.

The project site is located in an area having 61-68 L_{dn} (dBA). The surveyed noise level at location N1 is 67-68 L_{dn}, and the surveyed noise level at location N2 is 61-62 L_{dn}.[5]

Qualitatively, based on observations made during the attended sound level measurements, the noise setting of the neighborhood is created by a combination of traffic on San Pablo Avenue including AC Transit bus service, commercial and passenger vehicles, BART, distant I-80 traffic, aircraft, railroad locomotives and train horns, and stationary sources like The Solar Car Wash. Near the San Pablo Avenue frontage, daytime noise is dominated by the perception of noise from delivery trucks, buses and other traffic on San Pablo Avenue. Other background layers of noise (*e.g.*, from BART trains, distant I-80 traffic, aircraft, railroad locomotives and train horns) which are not predominant in daytime become more noticeable late at night or with increased distance form San Pablo Avenue.

Daytime noise is dominated by vehicle passbys on San Pablo Avenue. Events are highly variable depending on the kind of vehicle and speed. Noisier events are associated with heavier vehicles or vehicles traveling at higher speeds. Semi-tractor trailers, delivery trucks, AC Transit buses, pickups, SUVs and passenger cars traveling at higher speeds generate instantaneous peak noise levels in the range 72-86 dBA at the frontage survey location (N1).

Road thumping is associated with heavier vehicles including semi-tractor trailers, delivery trucks, AC Transit buses, and larger-sized pickups and SUVs. The asphalt of San Pablo Avenue's outer northbound travel lane has failed, creating a series of large slabs each approximately 10-12 feet in width and 16 feet in length. Thumping noise is generated by vehicle load and movement of the asphalt slabs.

[5] The San Pablo Avenue Specific Plan EIR included recent noise surveys. One noise survey at a comparable setback from San Pablo Avenue was performed at location LT-2, north of Central Avenue, approximately 60 feet from the centerline of San Pablo Avenue. At location LT-2, the 24-hour L_{dn} was reported to be 69 dBA.

TABLE 3
Existing Noise Measurement Results
10534 San Pablo Avenue in El Cerrito, California, February 24-29, 2016

Monitor Site	Description of Measurement Location	L_{dn} (dBA)	Repetitive Peak (dBA)	L_{10}[a] (dBA)	L_{90}[b] (dBA)	L_{eq}[c] (dBA)
N1	Along the east side of San Pablo Avenue, approximately 60 feet south of the north property line, 60 feet east from the centerline of San Pablo Avenue, 2400 feet east from the centerline of I-80, and 600 feet west from the centerline of elevated BART tracks, 6 feet above sidewalk grade.	67	80	67	55	Day: 63–66 Night: 53–63
N2	West of Kearney Street by approximately 120 feet, approximately 50 feet south of the north property line,160 feet east from the centerline of San Pablo Avenue, 2500 feet east from the centerline of I-80, and 500 feet west from centerline of elevated BART tracks, 6 feet above grade.	61	73	57	55	Day: 55–59 Night: 48–58

NOTES:
a. Noise level typically exceeded 10 percent of the daytime.
b. Noise level typically exceeded 90 percent of the daytime.
c. Typical hourly average noise levels during daytime or nighttime.

SOURCE: Environmental Service, 2016

The Solar Car Wash (10511 San Pablo Avenue) is associated with quasi steady-state noises from high pressure "wand" water spray and vacuuming equipment. Although the noises generated are discernible on the project site during lulls in traffic, the car wash noise makes a minor contribution to L_{eq} (1-hour) during daytime hours (7 a.m.–10 p.m.) at the frontage survey location (N1). One other observed event is infrequent amplified music form patron vehicles. One patron on February 29, 2016, played the car audio at a noticeable volume while car washing. The music was discernible on the project site but was not as loud as vehicle passbys.

BART noise also is discernible on the project site to varying degrees depending on hour. BART noise levels are intermittent and make minor contributions to hourly L_{eq} at the frontage survey location (N1). Location N1 is partially shielded from a portion of BART noise, which is discernible even in hours of high traffic volume on San Pablo Avenue owing to distinctive frequencies generated by the elevated structure and steel train wheels. BART trains are visible from the project site through gaps in intervening buildings. Southbound trains decelerate as they approach El Cerrito Plaza Station, and northbound trains accelerate as they leave El Cerrito Plaza Station. In the daytime, much of the BART noise during train passbys is masked by other vehicle noise on San Pablo Avenue, making the duration of BART passby events seem shorter in the daytime. BART noise becomes much more noticeable after 8 p.m. and is observed generally to be more noticeable in the backyard survey location (N2) than at the frontage survey location (N1).

I-80 traffic noise is not discernible on the project site during the daytime. The line-of-sight

from the project site to I-80 is completely blocked by intervening buildings. Even so, late night highway noise tends to be a relatively more noticeable element of the nighttime noise environment than BART or San Pablo Avenue. After midnight traffic volume on San Pablo Avenue has dropped off, and after BART service ends around 1 a.m., the din and rumble of I-80 traffic noise becomes discernible with a typical sound level near 46 dBA (2 – 4 a.m.). I-80 traffic contributes to the hourly L_{eq} more or less depending on the time of day.

Other noise sources contribute to a minor degree to the existing noise setting of the project site. During daytime observations on the several days when the noise survey was conducted, aircraft noise events were limited to infrequent propeller aircraft and helicopter flyovers. None of these flyovers was at particular low altitude. Jet flyovers could be counted as very infrequent during the daytime. In the limited number of jet flyovers observed, the jet aircraft were relatively high altitude. The evening pattern seemed to be recurrent with jet aircraft at relatively high altitude heading east over the project site or south over the hills. Four to five flyovers per hour were counted in the late night hours after 10 p.m. As with BART train passbys, jet flyover events are more noticeable later at night as traffic on San Pablo Avenue subsides.

Projected Future Noise Environment

Future sound environment was evaluated in the *San Pablo Avenue Specific Plan Draft EIR* in 2014 (El Cerrito, City of, 2014) The Draft EIR presents year-2040 L_{dn} contours relative to reference distances from San Pablo Avenue, BART, and I-80.

Based on the year-2040 L_{dn} contours, future 24-hour noise levels are projected to increase by 1-2 dBA at frontage location N1 and by less than +1 dBA at backyard location N2. Future 24-hour noise levels are projected to be 70 L_{dn} at location N1 and 62 L_{dn} at location N2.

These future 24-hour noise levels would result from area-wide development with or without the proposed project. The project itself would generate insignificant incremental noise from project traffic added to San Pablo Avenue.

Two-way traffic volumes on San Pablo Avenue today, in the hours of peak traffic, are 1,700 vph in the morning and 1,800 vph in the early evening. In the *San Pablo Avenue Specific Plan Draft EIR*, the existing volumes are projected to increase to 1,900 vph in the morning and 2,200 vph in the early evening (El Cerrito, City of, 2014).

ANALYSIS AND MITIGATION

Thresholds of Significance

In accordance with California Environmental Quality Act (CEQA) guidelines, the proposed project could be considered to have a significant noise impact if the project resulted in any of the following conditions:

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. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

c. A substantial temporary or periodic increase in ambient noise levels in the project

vicinity above levels existing without the project

The El Cerrito Municipal Code suggests that increases in L_{dn} by +3 dBA, or more, could be considered as significant increases. Adverse community response could be expected for substantial increases of +5 dBA, or more.

Project Generation of Noise

Project-related traffic added to San Pablo Avenue, Sutter Avenue and other surface streets is assessed to increase existing traffic noise levels by well less than +0.5 decibel. Average daily trip generation is expected to be 38 trip ends per day, with fewer than 10 one-way trips in any hour (PHA Transportation Consultants, 2016). Permanent equipment such as air conditioning and exhaust fans can be specified and installed in a manner that avoids creation of noise nuisance for tenants and neighbors.

Construction is a temporary source of noise; therefore, transient noise impacts could result to any of the nearby residents at 907, 916 or 920 Kearney Street or 911 Lexington Avenue. Restrictions on hours of construction are required under the City's Municipal Code. Other additional mitigation measures are listed in this report under the caption "*Temporary or Periodic Increase in Ambient Noise: Construction.*"

Interior Noise Criteria: State Building Code and City General Plan (Project-Received Noise)

Finding: Less-than-significant impact with mitigation included

The following standards apply to outdoor-to-indoor noise intrusion into the project interior from off-site noise sources:

- The State and City standard of 45 L_{dn} in residences.
- The City standard of typical maximum instantaneous noise intrusion of 50 dBA in bedrooms and 55 dBA in other rooms of residences.
- The City standard of 45 L_{eq} (1-hour) and State (CALGreen) standard of 50 L_{eq} (1-hour) in commercial and office buildings.

The project site's San Pablo Avenue frontage today is located within the City-defined 65-70 L_{dn} noise contour of San Pablo Avenue. Hourly L_{eq} is up to 66 dBA in the highest noise hour, with most daytime hours having noise levels in the range 60-65 L_{eq}.

Future L_{dn} is projected to increase by 0.5–1 dBA.[6] The future year-2040 noise level from San Pablo Avenue under the San Pablo Avenue Specific Plan could potentially increase to 70 L_{dn} with cumulative noise from I-80, BART, and other sources attaining 71 L_{dn} along the project site's San Pablo Avenue frontage (third floor level only). Therefore, to reduce potential noise impact to less-than significant, the building skin would need to be sound-rated as prescribed in the *2013 California Green Building Standards Code* (CALGreen). CALGreen Section 5.507.4.1 requires a composite OITC[7] rating of no less than OITC 35, with exterior windows

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6 Based on evaluation applying the L_{dn} contour distances provided in the San Pablo Avenue Specific Plan Draft EIR.

7 Outdoor-to-indoor transmission class (OITC) is a single number rating that represents sound insulation provided by an exterior wall, roof-ceiling assembly, window, or door across a frequency range of 80–4,000 Hz. For lower frequency noise sources such as highway or surface street traffic, OITC is a more representative metric of outdoor noise level reduction than STC.

having a minimum OITC 30 (STC 40).

Residences – The 45 L_{dn} standard could be met by providing exterior sound-rated windows and doors with OITC 19–26 or STC[8] 29–36. However, reducing noise to meet the City's maximum instantaneous noise intrusion criteria (50 dBA in bedrooms and 55 dBA in other rooms of residences) will require more stringent OITC or STC ratings.[9]

In general, the composite OITC over the building skin should be at least OITC 30 for bedrooms in frontage units and at least OITC 23 for bedrooms in rear units. Table 4 summarizes OITC ratings for exterior walls, windows, and exterior doors in living areas of the proposed building, which would be adequate to meet the City's maximum instantaneous noise intrusion criteria in Policy H3.4 of the El Cerrito General Plan.

It is noted that OITC or STC ratings represent tested window assemblies (glass together with frame) rather than just the glass itself. Tested sound-rated assemblies should be used. If non-tested assemblies are used, the STC rating achieved would need to be field tested for verification.

TABLE 4
OITC Ratings
for 10534 San Pablo Avenue, El Cerrito, California

Room	Exterior Wall	Exterior Window / Door
San Pablo Avenue Frontage		
Bedroom	40	30
Corner Bedroom	40	30
Living Room	40	25
Corner Living Room	40	30
North Elevation and Back of Project Site		
Bedroom	40	23
Corner Bedroom	40	28
Living Room	40	23
Corner Living Room	40	28

NOTES:
1. Repetitive peak instantaneous noise level 80 dBA along the frontage. L_{dn} 70–71 dBA.
2. Repetitive peak instantaneous noise level 73 dBA in the back of the project site. L_{dn} 62–64 dBA.
3. Repetitive peak instantaneous noise level criteria are 50 dBA for bedrooms and 55 dBA for other rooms, in accordance with Policy H3.4 of the City of El Cerrito General Plan.

SOURCE: Environmental Service, 2016

[8] Sound Transmission Class (STC) – A single-figure rating standardized by ASTM and used to rate the sound insulation properties of building partitions. The STC rating is derived from laboratory measurements of a particular building element. Increasing STC ratings correspond to improved noise insulation.

[9] Repetitive peaks were monitored in the noise survey at 80 dBA at frontage location N1 and 73 dBA at backyard location N2.

The California Building Code requires that where windows need to be closed to achieve 45 L_{dn} indoors an alternative method of supplying fresh air (*e.g.*, mechanical ventilation) must be provided. This will apply to all residences. This issue should be discussed with the project's mechanical engineer.

Commercial Spaces

Ground floor commercial spaces that might need to meet the City's 45 L_{eq} standard for commercial office space would require sound-rated windows and doors. Exterior windows and doors would need to provide OITC 26.

Outdoor Noise Criteria: City General Plan (Project-Received Noise)

Finding: Less-than-significant impact

Exposure to San Pablo Avenue traffic noise is the key consideration. Outdoor noise levels at the project site are expected to be between 66 and 70 L_{dn}. These levels would be considered "conditionally acceptable" per the City's land-use compatibility guidelines.

The City's General Plan Policy H3.2 for outdoor noise is applied where outdoor use is a major consideration (*e.g.*, backyards in single-family housing developments and recreation areas in multi- family housing projects). In view of the development plan, it is not anticipated that outdoor use on the proposed project will be a major consideration or subject to Policy H3.2. Small decks are shown in the development plan; however, Policy H3.2 is not generally applied to decks associated with apartments. Lexan panels could be effective for shielding seated tenants from a portion of San Pablo Avenue passby noise.

The proposed project would not be exposed specifically to BART noise of 70 L_{dn} or over. Outdoor BART noise as interpolated from the City of El Cerrito General Plan, Table 7-2, is in a range calculated to be 52–57 L_{dn} today. Therefore, the proposed project is consistent with General Plan Policy H3.5.

Permanent Increase in Ambient Noise Levels: Project-Generated Traffic Noise

Finding: Less-than-significant impact

Project-related traffic volume increases associated with the proposed project are expected to increase noise by well less than +0.5 decibel on nearby roadways. This would not be a noticeable change and is less than significant. Mitigation measures are not warranted.

Permanent Increase in Ambient Noise Levels: Project Mechanical Equipment

Finding: Less-than-significant impact with mitigation

Mechanical equipment associated with the proposed project, such as air-conditioning and exhaust equipment, has the general potential to exceed City noise standards (see Table 2).

Specific mitigation measures cannot be determined since equipment has not yet been selected. The equipment can be specified and installed in a manner that would meet the noise standards. If necessary, shielding measures, such as rooftop barriers enclosures with acoustical louvers, could be employed. A qualified acoustical professional should be involved during the design phase of the project to advise the design team regarding effective equipment noise reduction measures.

Temporary or Periodic Increase in Ambient Noise: Construction

Finding: Less-than-significant impact with mitigation

The City's Municipal Code, Title 16 – Buildings and Construction, strives to avoid nuisance from temporary construction noise with two requirements. First, construction hours are limited. Therefore, mitigation required for this project would include the following:

Mitigation: Limit construction to the following hours.

1. 7:00 a.m. to 6:00 p.m., Monday through Friday
2. 8:00 a.m. to 5:00 p.m. on Saturday
3. Work shall be prohibited on Sundays and Holidays.

The City's Municipal Code stipulates that work is to be controlled to avoid a public noise nuisance. Construction of the project might result in temporary elevated noise levels at existing adjacent land uses, which includes residences. Construction activities are expected to include demolition, grading, minor excavation, concrete foundation, structural framing for upper levels, exterior finishes, interior framing, and interior finishes. The highest noise levels are expected when heavy machinery is in use. Typical noise levels from these activities range from 80 to 90 dBA at 50 feet.

Framing involves the use of pneumatic tools such as nailing guns and other hand tools such as hammers and saws. The final phase is interior work, which tends to be less intrusive since the noise occurs indoors. Table 5 (next page) shows typical noise levels from various construction activities.

To minimize potential for noise nuisance and the chance of neighbor complaints, the following mitigation measures are to be implemented:

- Require posted signs at the construction site, which provide the permitted construction days and hours, a day and evening contact number for the job site and a day and evening contact number for the City in the event of problems.
- Notify the City and neighbors in advance of the schedule for each major phase of construction and expected loud activities or impulsive noise activities (*e.g.*, nail guns during framing).
- When feasible, select "quiet" construction methods and equipment. An example is the use of electrical service rather than portable power generators.
- Locate noisy stationary equipment (*e.g.*, generators and compressors) and material unloading and staging areas away from the most sensitive adjacent uses, such as the Kearney Street residences to the southeast and east.
- Require that all construction equipment (*e.g.*, excavators, backhoes) be in good working order and that mufflers are installed and functioning properly. Avoid unnecessary idling of diesel engines.
- Designate a Construction Noise Coordinator. The designated Construction Noise Coordinator would be responsible for posting the required signs, explaining the construction timeline, responding to potential complaints from neighbors, and managing noise through appropriate work practices or other measures.

TABLE 5
Typical Construction Noise Levels

Construction Phase	Noise Level (L_{eq}) in dBA at 50 feet from active construction equipment
Demolition	89
Ground Clearing	84
Excavation	89
Foundation	78
Erection	85
Exterior Finishing	89

SOURCE: U.S. EPA, 1971

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List of Abbreviated Terms

Abbreviation	Spelled-out term
AADT	Annual average daily traffic
ADA	Americans with Disabilities Act
BART	Bay Area Rapid Transit
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
dB	Decibels
dBA	A-weighted decibel
EPA	Environmental Protection Agency
EWR	Exterior wall noise reduction—similar to STC, developed for FHWA
FHWA	Federal Highway Administration
HDT	Heavy-duty truck
Hz	Hertz, a unit of frequeuncy in cycles per second
kHz	kilohertz
L_{dn} or DNL	Day-Night Weighted Average Sound Level
L_{eq}	Equivalent-Energy Sound Level
$L_{eq(1\text{-}h)}$	Equivalent-Energy Sound Level over one hour
L_{max}	Maximum Sound Level
LOS	Level of Service
L_{xx}	Sound Level exceeded xx percent of the time
MC	motor cycle
MDT	Medium-duty truck
mPa	micro-Pascals
mph	miles per hour
MVMT	million vehicle miles traveled
NIST	National Institute of Standards & Technology (formerly, National Bureau of Standards)
NLR	Noise level reduction
OITC	Outdoor-indoor transmission class
SPL	sound pressure level
STC	Sound transmission class
TeNS	Caltrans' Technical Noise Supplement
TNM 2.5	FHWA Traffic Noise Model Version 2.5
TWLT	Two-way left-turn lane
vpd	[number of] vehicles per day
vph	[number of] vehicles per hour

To promote understanding of noise, this primer provides a brief overview of sound terms and fundamentals of traffic noise.

Noise Basics

Noise is defined as unwanted sound. Sound is created when objects vibrate, resulting in compression and rarefaction of the surrounding air called a sound pressure wave. The human response to sound depends on the magnitude of the sound wave, its frequency (pitch), and time pattern. Magnitude is a measure of the wave's height and sound energy carried in the wave.

Decibel Scale—The range of sound pressure magnitude from the faintest to the loudest sound the human ear can hear is very large. When sound pressure is expressed on a special scale called the decibel (dB) scale, the range of sound pressure levels is compressed to about 120 dB, from zero (0 dB), which is the threshold of hearing, to 120 dB which is so loud it would be almost painful.

Frequency or Pitch—Most environmental noise is composed of many frequencies from low rumbling to higher-pitch screeching and everything between. The human ear is consistent at perceiving sounds of frequency 250 Hertz (Hz) to 5,000 Hz.[10] This frequency range includes the range of human speech (1,000–2,250 Hz). Outside the frequency range 250–5,000 Hz, sounds of equal sound pressure level (dB) are not perceived as equal in loudness. The extreme example is the dog whistle, which at 16,000 Hz produces a sound that is not even audible to most people.

A-Weighted Decibel—The A-weighted decibel scale assigns relatively greater weight to sounds in the range 250-5,000 Hz. Based on the A-weighted decibel scale, a sound level meter reduces to a single number, called the A-weighted decibel level, the level of environmental sounds across a range of frequencies and magnitudes. The A-weighting counts more of the energy conveyed in sound within the frequency range 250-5,000 Hz and counts less the energy conveyed in sound outside that frequency range. The A-weighting matches well with human hearing and response to sound.

Environmental Sounds— Typical sound levels shown in Figure 3-2. Examples of environmental sounds on the A-weighted decibel scale are 30 dBA (a soft whisper), 35 dBA (a quiet auditorium), 35-40 dBA (a quiet room[11]), 40-45 dBA (a quiet office), 79 dBA (a diesel bus passby at 35-40 mph, as heard by an observer 50 feet away), 88 dBA (roller coaster passby with riders, as heard by an observer 50 feet away), and 90-105 dBA live band music in a small club.

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[10] Cycles per second, or Hertz (Hz), is a unit of frequency. Middle C on a piano is about 262 Hz. A dog whistle emits a sound inaudible to most humans at 16,000–22,000 Hz.

[11] A level of 45 dBA indoors is considered by U.S. EPA to be acceptable with an adequate margin of safety to avoid sleep disturbance. SOURCE: U.S. EPA, 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.*

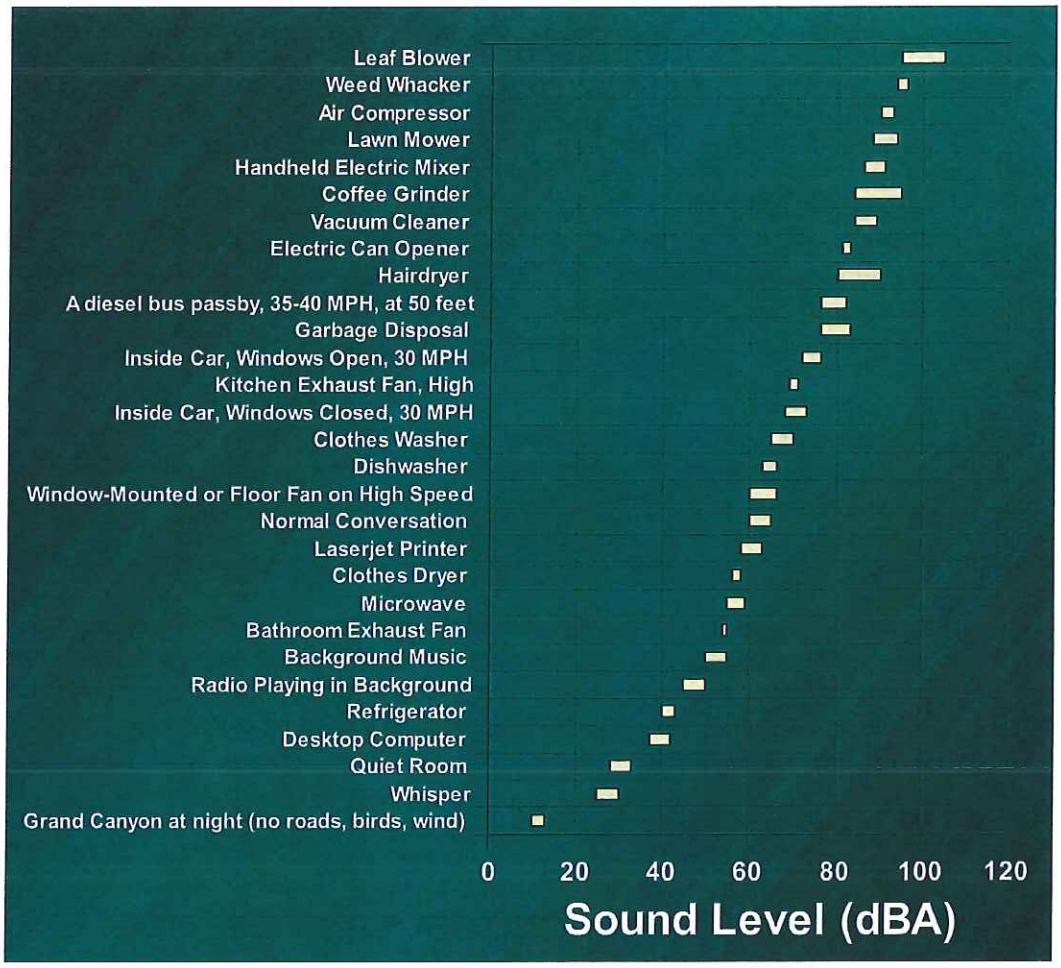


FIGURE 3-2
Sound Levels by Recognized Setting, Vehicle or Appliance

Perception of Loudness—Changes in "loudness" refer to how people subjectively judge sound level or a change in sound level. A change of +10 dBA is often equated to a "perceived doubling of loudness." A change of +5 dBA is definitely noticeable but is perceived as less than a doubling of loudness. In the general environment, that is, outside of special quiet rooms or laboratories, a change of 2 or 3 dBA is just perceptible. In most situations, noise control measures need to reduce noise by at least 5 dBA to be perceived as effective and, therefore, to avoid or minimize complaints.

Effect of Adding Traffic—On the A-weighted decibel scale, a doubling of the number of sources, such as the number of cars operating on a street, increases the noise level by +3 dBA. So, if the noise level next to the street begins at 65 dBA and traffic is doubled, the resulting noise level would be 68 dBA, not 130 dBA. This applies to any doubling—for example, to 2,000 vehicles per hour (vph) from 1,000

vph, or to 2,500 vph from 1,250 vph.

Effect of Changing the Kinds of Vehicles or Speeds—Noise levels from traffic depend not only on traffic volume but also on vehicle speed, vehicle mix (percentage medium trucks, heavy trucks or buses, and motor cycles), and distance from the road. Generally, an increase in volume, speed, or truck percentage increases traffic noise level.

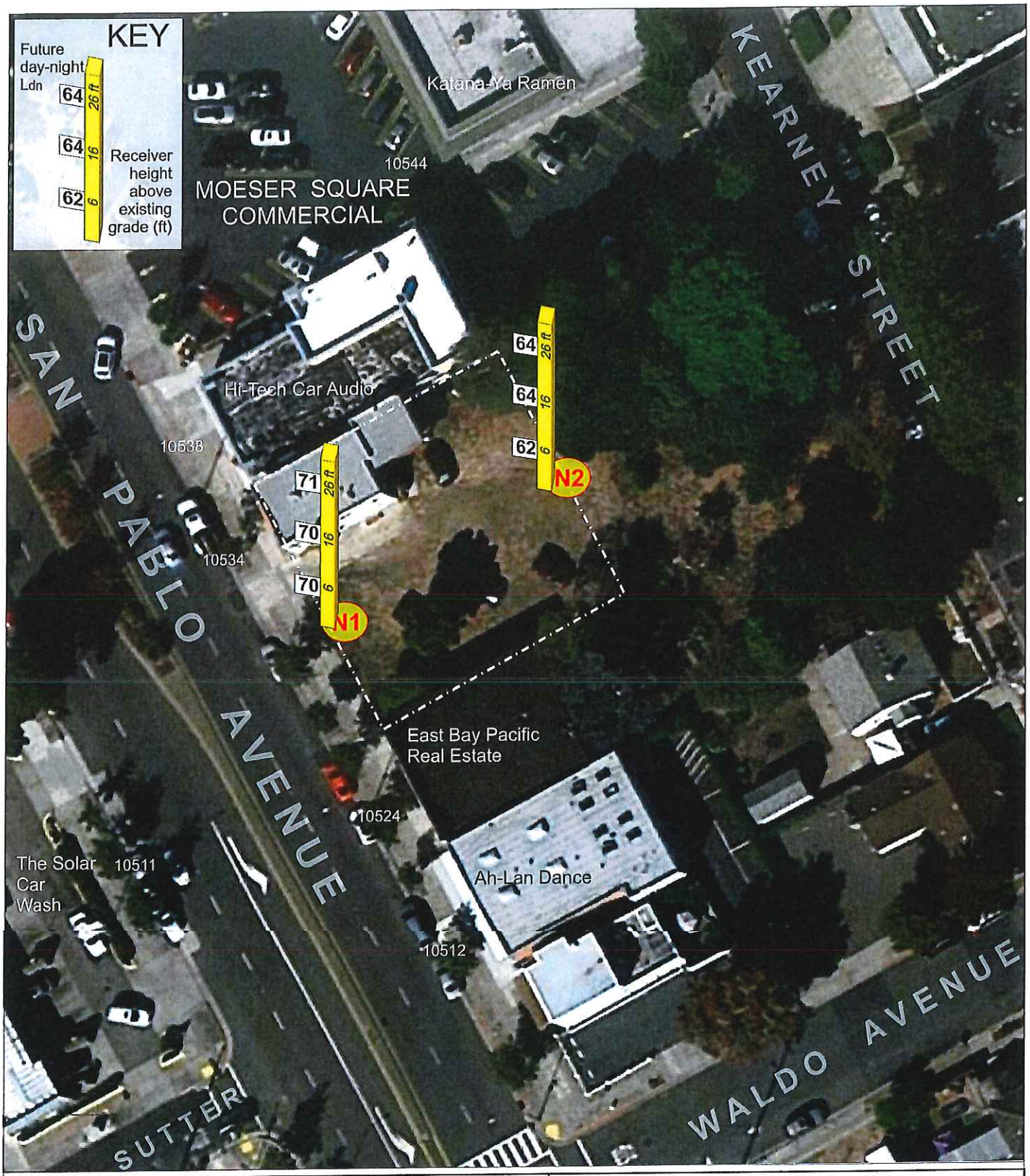
Effect of Increasing or Decreasing Distance— An increase in distance of the noise receiver from the road decreases traffic noise level; however, noise levels drop off relatively slowly if distance is the only change. For each doubling of distance from a road, noise levels generally decrease –3 dBA over hard ground (concrete, pavement) or –4.5 dBA over soft ground (grass). Doubling of distance means any doubling of distance between the road and the receiver—for example, to 100 feet from 50 feet, to 70 feet from 35 feet, or to 40 feet from 20 feet. In reverse, halving distances generally increases noise +3 dBA over hard ground or +4.5 dBA over soft ground.

Description of Time-Varying Noise—Environmental noise, including traffic noise, is time-varying, unsteady, and changing even over very short periods. For this reason, characterization of traffic noise demands that noise be sampled over time and then reported either as a statistic (for example, the level exceed 10 percent of the time) or else as a time-average using an integrating sound level meter or real-time analyzer. Two important time-averaged levels used for characterizing traffic noise are the energy-equivalent noise level (L_{eq}) and the day-night, weighted-average noise level (L_{dn}). Both are special kinds of time-averages.

- **Equivalent Sound Level (L_{eq}):** L_{eq}[t] represents the steady sound level having the same sound energy as the actual time-varying sound over a specified period [t]. The A-weighted energy-equivalent sound level (L_{eq}[1-h]) is the A-weighted L_{eq} during a one-hour period. L_{eq} for the noisiest hour is used by Caltrans and FHWA for assessment of noise impact.

- **Day-Night, Weighted-Average Level (L_{dn}):** L_{dn} is the weighted average of A-weighted L_{eq}[1-h] sound levels occurring over a 24-hour period. A 10-dBA penalty is applied to L_{eq}[1-h] during the nine (9) nighttime hours, 10 p.m. to 7 a.m., and no penalty is applied to L_{eq}[1-h] during the fifteen (15) other hours. L_{dn} is used by the City of Novato assessment of noise impact.

Figure 1
Noise Survey Locations
10534 San Pablo Avenue
El Cerrito, California



20 Years
1995-2015

N

0 50 100
FEET

Figure 2
Future Noise Levels
10534 San Pablo Avenue
El Cerrito, California

ATTACHMENT 5

CITY OF EL CERRITO
PLANNING DIVISION
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MAR 04 2016

CITY OF EL CERRITO, CALIFORNIA

Air Quality Impact Assessment
10534 San Pablo Avenue

FEBRUARY 2016

Douglas Herring & Associates
Environmental, Policy, and Planning Services

Air Quality Impact Assessment
10534 San Pablo Avenue (Cinque Terre Project)

1. Introduction

The project applicants, Rong Mou and I Kuan Choi, are proposing to develop a mixed-use development at 10534 San Pablo Avenue (the Project) in the City of El Cerrito, California. Douglas Herring & Associates (DHA) has prepared this Air Quality Impact Assessment as a component of the project applicants' submittal of an application to the City of El Cerrito for the proposed residential development.

This Air Quality Impact Assessment is based on City of El Cerrito regulations contained within the City of El Cerrito General Plan and Municipal Code, Bay Area Air Quality Management District (BAAQMD) guidelines, and California Environmental Quality Act (CEQA) thresholds of significance as included in Appendix G of the *CEQA Guidelines*.

The purpose of this Air Quality Impact Assessment is to describe existing air quality conditions at the Project site and potential air quality impacts from the Project. As identified in this assessment, no substantial adverse impacts would result from construction and operation of the proposed Project on the Project site or on the site's surrounding vicinity.

2. Project Description

The Project site is located in the central western portion of the City of El Cerrito. Regionally the Project site is located near the eastern shore of San Francisco Bay, and is flanked by the City of Richmond on the north and west, by the City of Albany on the south, and by the unincorporated town of Kensington on the east. Interstates 80 and 580 are located approximately 0.4 miles west and 0.65 miles west, respectively, of the Project site.

The proposed project would consist of infill development on a 10,000-square-foot partially vacant lot, about 100 feet south of Plumas Avenue and 450 feet south of Moeser Lane, on the east side of San Pablo Avenue.[1] The northwest portion of the project site is currently occupied by a two-story, approximately 2,292-square-foot mixed-use building with commercial space on the ground floor and a two-bedroom residential apartment on the second floor. A concrete driveway extends along the southern side of the building. A remodel of this building is being proposed as a separate project.

The proposed project would develop the currently undeveloped portion of the site with a three-story mixed-use building providing an 850-square-foot live/work space on the ground floor and an adjacent commercial space of 887 square feet intended to house a café. Four residential rental apartments would be located on the second and third stories. The proposed building would provide a total of 5,435 square feet of occupiable space. A total of nine new parking spaces are proposed for the rear portion of the parcel to accommodate the proposed new uses and the existing uses on the site. Access to the parking areas would be from an existing

[1] San Pablo Avenue runs in a northwest/southeast orientation, and surrounding blocks are similarly oriented. For ease of reference in this document, San Pablo Avenue is presumed to run in a north/south direction, and other directional references are similarly simplified.

driveway from San Pablo Avenue that would be widened to conform to City code requirements.

3. Air Quality Impact Assessment

Regulatory Framework

Pursuant to the federal Clean Air Act (CAA) of 1977, the U.S. Environmental Protection Agency (USEPA) has identified air pollutants that are a threat to public health and welfare. These pollutants are called criteria air pollutants because standards have been established for each of them to meet public health and welfare criteria. The National Ambient Air Quality Standards (NAAQS) establish regional thresholds for seven criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), fine particulate matter (both PM_{10} and $PM_{2.5}$, which refer to particles less than 10 microns and 2.5 microns, respectively), and lead (Pb). Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced through a complex series of photochemical atmospheric reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). Hence, ROG and NO_x are known as precursor compounds for ozone.

Under the California Clean Air Act, patterned after the federal CAA, California has adopted ambient standards (CAAQS) that are more stringent than the federal standards for the criteria air pollutants. The State standards apply to the same pollutants as the federal standards do, but also include sulfate, hydrogen sulfide, and vinyl chloride.

Areas that do not violate an ambient air quality standard are considered to be in attainment of the standard, and areas have been designated as attainment or nonattainment with respect to both the federal and State standards. Violations of ambient air quality standards are based on air pollutant monitoring data collected for each air pollutant from monitoring stations. The Bay Area as a whole does not meet State or federal ambient air quality standards for ground level ozone or $PM_{2.5}$, and does not meet State standards for PM_{10}.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) is the air quality agency with jurisdiction over the San Francisco Bay Area. It is responsible for monitoring regional air quality, developing regional clean air plans, and responding to citizen air quality complaints. BAAQMD is also the agency with permit authority over most types of stationary sources in the Bay Area. The air quality analysis presented in this report is based on the air quality impact assessment guidelines adopted by the BAAQMD in June 2010 and updated in May 2011.[2] In March 2012 an Alameda County Superior Court judge suspended the revised thresholds of significance for air quality and greenhouse gas impacts promulgated in the BAAQMD's June 2010 CEQA guidelines until such time as the agency conducts CEQA review of the thresholds. Until recently, the case was pending at the California Supreme Court. However, the Court rendered a decision in December 2015 and remanded the case to the Court of Appeal. Consequently, the Air District's thresholds of significance remain in abeyance for the time being.

The State *CEQA Guidelines* explicitly allow and encourage a lead agency to determine its own thresholds of significance for evaluating the significance of environmental effects.[3] In doing so, a

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[2] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2011.

[3] California Resources Agency, Office of Planning and Research, *CEQA Guidelines*, Section 15064.7.

lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence. Although a lead agency is required to adopt thresholds of significance intended for general use by ordinance, resolution, rule, or regulation, with a public review process, in practice most Bay Area lead agencies have continued to utilize the thresholds recommended in the BAAQMD's May 2011 CEQA guidelines on a project-by-project basis, without intending to apply them generally to environmental review projects in their jurisdictions. It is expected that, as the primary regulatory agency in the Bay Area with jurisdiction over air quality, the BAAQMD will again be in a position to recommend thresholds of significance for air quality and greenhouse gases in the near future. When this occurs, most Bay Area cities will continue to use the District's recommended thresholds of significance for CEQA review, as has previously been the case with most cities and counties in the nine-county Bay Area over which BAAQMD has jurisdiction.

There is substantial evidence supporting reliance on BAAQMD's May 2011 CEQA guidelines and thresholds for evaluating the air quality and greenhouse gas (GHG) impacts of the proposed project. The BAAQMD spent more than a year and a half developing the June 2010 thresholds of significance (carried over with the 2011 revisions), and conducted workshops and public meetings throughout the process to solicit input and feedback from the public. Draft documents were available for review on the BAAQMD website throughout the process. A variety of different options were evaluated during the process. The District drew on its own air quality expertise, as well as that of the California Air Resources Board, numerous other air pollution control districts throughout the State, and outside consultants. Other air districts consulted during the process included the Monterey Bay Unified Air Pollution Control District, Santa Barbara County Air Pollution Control District, Mojave Desert Air Quality Management District, South Coast Air Quality Management District, Sacramento Metropolitan Air Quality Management District, and the Ventura County Air Pollution Control District.

The thresholds of significance are tied to compliance with the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS), which were developed pursuant to the State Clean Air Act and federal Clean Air Act, respectively. Thresholds for toxic air contaminants are based on health risk, and GHG thresholds are based on achieving GHG reductions mandated by Assembly Bill 32 and former Governor Arnold Schwarzenegger's Executive Order S-3-05. The adopted thresholds were supported by the California Attorney General and major environmental groups. They were based on scientific methods, including computer modeling, and utilized emissions data, ambient air pollution data, population data and growth projections, and health risk data, among other sources. There was substantial research, public input, and a solid basis for determining and adopting the standards. It should also be noted that in accepting the case for review, the California Supreme Court did not comment on the validity of the thresholds themselves. Thus, it is clear that the BAAQMD relied on substantial evidence in adopting the June 2010/May 2011 thresholds of significance for criteria air pollutants, GHGs, and toxic air contaminants. Absent other guidance from the State Office of Planning and Research or the California Air Resources Board regarding this issue, it is reasonable to rely on BAAQMD's May 2011 thresholds of significance for the analysis presented in this report.

City of El Cerrito Regulations

Chapter 7, Resources and Hazards, of the City of El Cerrito General Plan (1999) includes air quality impacts as possible hazards. The City of El Cerrito General Plan includes the following policy related to air quality:

> **RI.4 Air Quality.** Strive to achieve federal and state air quality standards by managing locally generated pollutants, coordinating with other jurisdictions and implementing measures to limit the increase of automobile trips in El Cerrito and the region.

Existing Setting

The Project site is located on a major arterial that is primarily lined with commercial uses. San Pablo Avenue, which is designated by the State as Highway 123, is also used as a major commute route, connecting cities to the north and south. In the vicinity of the site, the blocks to the east and west of San Pablo Avenue are developed with single-family residential homes and some small apartment buildings. Although the project area is generally built out, the Project site is one of several vacant parcels in the immediate vicinity.

The site and neighboring parcels are designated Commercial/Mixed Use on the General Plan Land Use Map. In addition, the Project site is located within the Transit-Oriented Mid-Intensity Mixed Use (TOMIMU) Transect Zone designated in the *San Pablo Avenue Specific Plan*. The Project site is developed on the northern portion with an existing two-story mixed-use building, that houses a two-bedroom residential apartment on the second floor, with a concrete driveway extending along the southern side of the building. The remainder of the site is vacant and covered with grasses, weeds, and two trees.

Sensitive Receptors

The BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill, and the chronically ill) are likely to be located. These land uses include schools, playgrounds, child care centers, retirement homes, convalescent homes, hospitals, and residences. Residential areas are considered sensitive to poor air quality because people in residential areas are often at home for extended periods. Recreational land uses are moderately sensitive to air pollution, because vigorous exercise associated with recreation places a high demand on respiratory system function.

Although there are no schools, parks, playgrounds, child care centers, or hospitals, within 1,000 feet of the Project site, there are two assisted living facilities located about 900 feet east of the site. The Wagaya Assisted Living Facility is located at 905 Elm Street. A few doors to the north, at 921 Elm Street, is the RN3 Loving Care Homes, a residential care facility.

Residential receptors are located in much greater proximity to the Project site. Kearney Street, which defines the eastern side of the project block, is populated with single-family homes and apartment buildings. Similar residential development extends further to the east and southeast. Residential uses—predominantly single-family homes with some apartment buildings—are also located to the west of the commercial development lining San Pablo Avenue. The nearest sensitive receptor to the Project site is a small single-story single-family home located about 95 feet to the southeast.

CEQA Thresholds

Although this Assessment is not prepared for use as a stand-alone CEQA document, thresholds of significance from Appendix G of the *CEQA Guidelines* have been used to demonstrate the proposed Project's minimal adverse air quality effects. The Appendix G thresholds addressing air quality include the following:

- Would the project conflict with or obstruct implementation of the applicable air quality plan?
- Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- Would the project 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)?
- Would the project expose sensitive receptors to substantial pollutant concentrations?
- Would the project create objectionable odors affecting a substantial number of people?

Impact Assessment

BAAQMD's CEQA June 2010 and May 2011 Air Quality Guidelines established new thresholds of significance for operational emissions of 54 lb./day for ROG, $PM_{2.5}$, and NO_x, and 82 lb./day for PM_{10}. By comparison, the previous operational thresholds adopted by BAAQMD in 1996 were 80 lb./day for ROG, PM_{10}, and NO_x. There was no previous threshold for $PM_{2.5}$.

Operational Emissions

Operational air emissions from the Project would result primarily from operation of vehicles used to travel to and from the site. This would include trips generated by Project residents and customers of the proposed café, as well as trips by delivery and maintenance vehicles.

BAAQMD's CEQA Guidelines contain operational screening criteria for a variety of land use development projects. If all of the screening criteria are met by a proposed project, then the project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the thresholds of significance, and *there is no need to perform a detailed, quantified air quality assessment of the project's air pollutant emissions*. However, the screening criteria should not be used if a project includes emissions from stationary source engines (e.g., back-up generators) or industrial sources subject to Air District Rules and Regulations. The proposed Project would not include any stationary sources.

The screening threshold for operational impacts on air quality from new low-rise residential apartment development is 451 dwelling units. Although there is no land use category specifically for cafés, a related category is fast food restaurant without a drive-thru; the screening threshold for this category is 8,000 square feet. These screening sizes are related to the indirect mobile- and area-source emissions associated with the apartment and fast food restaurant land use categories, and were based on the default assumptions incorporated in the Urban Land Use Emissions Model (URBEMIS). The proposed four apartments, one live/work unit, and 887-square-foot café would fall well below the applicable screening size thresholds for the proposed development. Therefore, there is no potential for the proposed Project to generate significant operational emissions of criteria air pollutants, and quantified modeling of Project emissions is not warranted.

Construction Emissions

Construction operations for any sizeable project have the potential to result in short-term but significant adverse air quality impacts. BAAQMD's CEQA Air Quality Guidelines establish new thresholds of significance for construction emissions of 54 pounds per day (lb./day) for ROG, $PM_{2.5}$, and NO_x, and 82 lb./day for PM_{10}. These are the same thresholds applicable to operational emissions. The PM thresholds apply to exhaust emissions only, not ground disturbance. However, the Air Quality Guidelines contain screening criteria for construction projects similar to the operational screening criteria discussed above, and these criteria do factor in PM emissions from site grading and other ground disturbance. For the low-rise residential apartment and fast food restaurant (without drive-thru) land use categories, the screening sizes are 240 dwelling units and 277,000 square feet, respectively. Projects that fall below these thresholds are considered by BAAQMD to have less-than-significant construction-phase air pollutant emissions, provided the following additional conditions are met:

- All Basic Construction Mitigation Measures would be included in the project design and implemented during construction; and
- Construction-related activities would not include any of the following:
    a. Demolition;
    b. Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);
    c. Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development);
    d. Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or
    e. Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

None of these conditions would apply to the construction of the project.

Although the proposed project would be well under the construction screening thresholds for the proposed uses, as a condition of approval, the City should require the Applicant to implement the BAAQMD's Basic Construction Mitigation Measures during Project construction to ensure that the Project's effects of construction-generated criteria pollutants would have a less-than-significant impact on air quality. Those measures are listed below:

> The project applicant shall require the construction contractor to reduce the severity of project construction period dust impacts by complying with the following control measures:
>
> - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
> - All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
> - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers

at least once per day. The use of dry power sweeping is prohibited.

- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign 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.

Other CEQA Considerations

As previously discussed, Appendix G of the *CEQA Guidelines* lists a number of questions intended to provide guidance on whether a proposed project could result in significant adverse air quality effects. The preceding analysis addresses the questions as to whether a project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. There are four remaining Appendix G questions that are addressed in turn in this section.

Would the project conflict with or obstruct implementation of the applicable air quality plan?

BAAQMD's CEQA air quality guidelines state that if approval of a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation, the project may be considered consistent with *2010 Clean Air Plan* (CAP), the most recent applicable air quality plan. No significant and unavoidable air quality impacts have been identified for the proposed Project; it would therefore be consistent with the CAP. Furthermore, the pollutant emissions estimates on which the CAP is based are driven in large part by land use projections provided by the Association of Bay Area Governments (ABAG), which in turn are based on general plan projections from the cities and counties throughout the Bay Area. Typically, if project is consistent with the applicable general plan, it is considered consistent with the CAP. The proposed Project site would be consistent with the Commercial/Mixed Use General Plan land use designation for the site. It would also be consistent with the Transit-Oriented Mid-Intensity Mixed Use (TOMIMU) Transect Zone delineated in the *San Pablo Avenue Specific Plan,* in which the Project site is located. Development of the site with the proposed uses

would be consistent with both the General Plan and Specific Plan, and would therefore be consistent with the CAP in this regard as well.

Would the project 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)?

As noted in BAAQMD's CEQA Air Quality Guidelines, air pollution is, by its very nature, largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. According to the Air Quality Guidelines, if a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. The Air Quality Guidelines state that if a project would exceed the identified significance thresholds, its emissions would be cumulatively considerable. Conversely, if a project would have a less-than-significant impact on air quality, it is considered to have a less-than-significant cumulative impact on air quality. Because the proposed Project's air emissions would not exceed the identified significance thresholds, it would also have a less-than-significant cumulative impact on air quality.

Would the project expose sensitive receptors to substantial pollutant concentrations?

Health risk from exposure to air pollutants is evaluated based on the potential for exposure to $PM_{2.5}$ and toxic air contaminants (TACs), the two emission types that pose the most significant threat to human health. According to BAAQMD, more than 80 percent of the inhalation cancer risk from TACs in the Bay Area is from diesel engine emissions.[4] TACs are a set of airborne pollutants that may pose a present or potential hazard to human health, and are separated into carcinogens and non-carcinogens. State and local regulatory programs are intended to limit exposure to TACs and the associated health risk. Both TACs and $PM_{2.5}$ are emitted by trucks, cars, construction equipment, and other mobile sources. They are also emitted by stationary sources that require permitting by the BAAQMD, which requires source controls.

Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs. A lead agency should enlarge the radius if an unusually large source or sources of hazardous emissions that might affect a project lies outside the 1,000-foot radius.

The proposed project would introduce a new sensitive receptor to the project site. As previously discussed, sensitive receptors are people most susceptible to poor air quality, and include children, the elderly, the infirm, or others with medical conditions susceptible to poor air quality (e.g., asthma, bronchitis, chronic respiratory disease). Land uses that are generally considered to be sensitive receptors include residences of all types, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities.

The BAAQMD provides screening tools and recommended procedures for evaluating the potential health risk associated with proposed land use development.[5] For new receptor

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[4] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, page 5-3, May 2011.

[5] Bay Area Air Quality Management District (BAAQMD), *Recommended Methods for Screening and Modeling Local Risks and Hazards*, Version 3.0, May 2012.

projects, such as the proposed residential uses, lead agencies should review the risks from nearby roadways, freeways, and stationary sources. The BAAQMD has stated that in most cases, the screening for cancer risk described below will also adequately screen for health risks associated with $PM_{2.5}$.[6]

Freeway and Roadway Sources of TACs

According to BAAQMD's *CEQA Air Quality Guidelines* and *Air Toxics New Source Review Program Health Risk Screening Analysis Guidelines*[7], health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. The Maximally Exposed Individual (MEI) represents the worst–case risk estimate, based on a theoretical person continuously exposed for 70 years at the point of highest compound concentration in the air. This is a highly conservative assumption, since most people do not remain at home all day and on average residents change residences every 11 to 12 years. In addition, this assumption assumes that residents are experiencing outdoor concentrations for the entire exposure period. The BAAQMD has established the CEQA significance threshold for individuals exposed to TAC sources as the increased incremental cancer risk of 10 in one million or greater.

In conducting a screening analysis for estimating community risk associated with siting a new sensitive receptor in proximity to a major source of TACs, the BAAQMD recommends that a lead agency utilize a 1,000-foot radius. If a large source is located outside this radius, the radius should be enlarged. Permitted sources of TACs include facilities such as oil refineries, gas stations, dry cleaners, crematories, landfills, wastewater treatment plants, hospitals, and coffee roasters, among many others. Unpermitted sources, such as freeways and high-volume roadways, can also be significant emitters of TACs, particularly since diesel engines power most trucks and some autos. As noted above, diesel engine emissions comprise the majority of TACs and $PM_{2.5}$ emitted in the Bay Area.

Although Interstate 80 is considered a significant source of TACs and $PM_{2.5}$, this freeway is approximately 2,300 feet west of the project site, and does not pose a health risk to the project. Other major roadways are only considered to have a potential cancer risk or chronic health hazard risk if they have a traffic volume of at least 10,000 average annual daily traffic (AADT). At the time of preparation of this report, the California Department of Public Health's California Environmental Health Tracking Program database of major roadways was down for maintenance, so it couldn't be queried to identify major roadways in the vicinity of the project site.[8] Instead, more recent data from the California Department of Transportation (Caltrans) was obtained for San Pablo Avenue, which is a major arterial and State highway located adjacent to the Project site. Caltrans reports that San Pablo Avenue north of Central Avenue had a daily traffic volume of 22,200 vehicles in 2013, the most recent date for which traffic counts were available.[9] (Lower volumes were recorded on San Pablo Avenue at Carlson Boulevard and at Potrero Avenue.)

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[6] Ian Peterson, Environmental Planner II, Bay Area Air Quality Management District, personal communication, July 3, 2012.

[7] Bay Area Air Quality Management District, *Air Toxics New Source Review Program Health Risk Screening Analysis Guidelines*, January 2010. http://www.baaqmd.gov/~/media/Files/Engineering/Air%20Toxics%20Programs/hrsa_guidelines.ashx.

[8] California Department of Public Health, Environmental Health Investigations Branch, California Environmental Health Tracking Program (CEHTP), CEHTP Traffic Volume Linkage Tool, accessed February 26, 2016 at: http://www.cehtp.org/faq/tools/tools_and_services_traffic_volume_linkage_tool.

[9] State of California, The Transportation Agency, Department of Transportation, Division of Traffic Operations, *2013 Traffic Volumes on the California State Highway System* [undated].

To determine the potential health risk to future residents of the proposed Project from exposure to TACs and $PM_{2.5}$ emitted by traffic on San Pablo Avenue, the Roadway Screening Analysis Calculator produced by BAAQMD was utilized. This tool contains county-specific tables with estimates of risk and hazard impacts from roadways in the Bay Area. It factors in meteorological effects, depending on the orientation of the roadway and the side of the roadway on which the project site is located. In the case of the proposed Project, the Caltrans traffic volume reported above was rounded up to 23,000 daily vehicles, and a distance to the roadway of 18 feet was input. The resulting incremental cancer risk, based on 70 years of continuous exposure, would be 8.76 cancers per million population. This risk is below the significance threshold recommended by BAAQMD and, as explained above, is based on extremely conservative assumptions. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant emissions from traffic on San Pablo Avenue.

Stationary Sources of TACs

A Google Earth-based database maintained by the BAAQMD was consulted to identify any permitted sources of TACs in the project vicinity.[10] Three sources were identified within the recommended 1,000-foot screening radius:

1) TK Auto Repair and Body Shop (#15145), located at 10551 San Pablo Avenue, approximately 480 feet south of the Project site;
2) Ross Auto Body (#6355), located at 10781 San Pablo Avenue, about 420 feet north of the Project site; and
3) Best Gas and Car Wash (#G10869), located at 10602 San Pablo Avenue, about 480 feet north of the Project site.

The BAAQMD database provides the estimated cancer risk and non-cancer (both acute (short-term) and chronic (long-term)) health risk at these sources. The non-cancer health risk is reported as a hazard index (HI), which is defined as the ratio of a project's incremental diesel particulate matter (DPM) exposure concentration to a published reference exposure level (REL), as determined by the California Office of Environmental Health Hazard Assessment (OEHHA). To compute the total HI, individual ratios or Hazard Quotients (HQs) of each individual air toxic are added to produce an overall HI. If the overall HI is greater than 1.0, then the impact is considered to be significant.

For the two auto body shops, the BAAQMD database reports an incremental cancer risk of 0.0 at both facilities, an HI of 0.0 at Ross Auto Body, and an HI of 0.01 at TK Auto Repair and Body Shop. Thus, these facilities pose no risk to future occupants of the proposed Project.

The reported HI at the Best Gas and Car Wash is 0.033 and the cancer risk is 23.398 cancers per million, well over the threshold of significance. However, this is the risk at the facility, which is about 480 feet north of the Project site. To adjust for this distance, the risk numbers provided in the database were adjusted using the BAAQMD's Gasoline Dispensing Facility (GDF) Distance Multiplier Tool.[11] The adjusted cancer risk, assuming a distance of 476 feet, would be 1.14 cancers per million; the adjusted HI would be 0.001608. In fact, these risks would be lower due to the fact that prevailing winds in the vicinity of the gas station are toward the east, while the Project site lies to the south. In addition, BAAQMD states that the cancer and health risks

[10] Bay Area Air Quality Management District (BAAQMD), *Stationary Source Screening Analysis Tool*, updated May 30, 2012.

[11] Bay Area Air Quality Management District (BAAQMD), *Gasoline Dispensing Facility (GDF) Distance Multiplier Tool*, updated June 13, 2012.

reported in its Stationary Source Risk Screening Analysis Tool are based on a very conservative set of assumptions, and the cancer and health risk numbers provided in the database of stationary sources do not represent actual impacts. Rather, they are upper-limit health risk screening values used to determine whether a refined modeling analysis of health impacts is required.

With an adjusted cancer risk of 1.14 cancers per million population and an adjusted HI of 0.001608 from the Best Gas and Car Wash, the cancer risk and non-cancer health risk to Project residents would be well below the applicable thresholds of significance. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant emissions from existing stationary sources.

Would the project create objectionable odors affecting a substantial number of people?

The BAAQMD identifies a variety of land uses that may typically generate objectionable odors, and recommends screening distances of 1 to 2 miles, depending on the use. Examples of odor-generating land uses include wastewater treatment plants, solid waste landfills and transfer stations, composting facilities, oil refineries, asphalt batch plants, chemical manufacturing plants, and coffee roasters, among others. There are no odor-generating facilities in proximity to the Project site.

During construction, diesel-powered vehicles and equipment would generate odors at the site. However, these odors would be temporary and they would be quickly dispersed through atmospheric dispersion, and therefore would not be likely to be noticeable beyond the project boundaries.

Operation of the proposed project would not create objectionable odors affecting a substantial number of people. Odors generated by residential uses could include temporary fumes from paints or similar products, emissions from outdoor barbeques, fugitive cooking odors, odors from fertilizer or pesticide applications, and similar common activities. These odors are highly temporary, would affect few if any offsite receptors, and would not be especially objectionable.

ATTACHMENT 6

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CITY OF EL CERRITO, CALIFORNIA

Water Quality Impact Assessment 10534 San Pablo Avenue

MARCH 2016

Douglas Herring & Associates
Environmental, Policy, and Planning Services

Water Quality Impact Assessment
10534 San Pablo Avenue (Cinque Terre Project)

1. Introduction

The project applicants, Rong Mou and I Kuan Choi, are proposing to develop a mixed-use development at 10534 San Pablo Avenue (the Project) in the City of El Cerrito, California. Douglas Herring & Associates (DHA) has prepared this Water Quality Impact Assessment as a component of the project applicants' submittal of an application to the City of El Cerrito for the proposed residential development.

This Water Quality Impact Assessment is based on City of El Cerrito regulations set forth in the City of El Cerrito General Plan and Municipal Code, the San Francisco Bay Regional Water Quality Control Board, and California Environmental Quality Act (CEQA) thresholds of significance as included in Appendix G of the *CEQA Guidelines*.

The purpose of this Water Quality Impact Assessment is to describe existing hydrology and water quality conditions in the vicinity of the Project site and potential water quality/ hydrology impacts from the Project. As identified in this assessment, no substantial adverse impacts would result from construction and operation of the proposed Project on the Project site, on the site's surrounding vicinity, or on downstream receiving waters.

2. Project Description

The Project site is located in the central western portion of the City of El Cerrito. Regionally the Project site is located near the eastern shore of San Francisco Bay, and is flanked by the City of Richmond on the north and west, by the City of Albany on the south, and by the unincorporated town of Kensington on the east. Interstates 80 and 580 are located approximately 0.4 miles west and 0.65 miles west, respectively, of the Project site.

The proposed project would consist of infill development on a 10,000-square-foot partially vacant lot, about 100 feet south of Plumas Avenue and 450 feet south of Moeser Lane, on the east side of San Pablo Avenue.[1] The northwest portion of the project site is currently occupied by a two-story, approximately 2,292-square-foot mixed-use building with commercial space on the ground floor and a two-bedroom residential apartment on the second floor. A concrete driveway extends along the southern side of the building. A remodel of this building is being proposed as a separate project.

The proposed project would develop the currently undeveloped portion of the site with a three-story mixed-use building providing an 850-square-foot live/work space on the ground floor and an adjacent commercial space of 887 square feet intended to house a café. Four residential rental apartments would be located on the second and third stories. The proposed building would provide a total of 5,435 square feet of occupiable space. A total of nine new parking spaces are proposed for the rear portion of the parcel to accommodate the proposed new uses

[1] San Pablo Avenue runs in a northwest/southeast orientation, and surrounding blocks are similarly oriented. For ease of reference in this document, San Pablo Avenue is presumed to run in a north/south direction, and other directional references are similarly simplified.

and the existing uses on the site. Access to the parking areas would be from an existing driveway from San Pablo Avenue that would be widened to conform to City code requirements.

3. Affected Environment

The Project area is located near the western edge of Contra Costa County and the western edge of the Baxter Creek watershed, as shown on Figure 1. As shown on Figures 2 and 3, it is in close proximity to, but outside, the Cerrito Creek watershed, the other main watershed in the City of El Cerrito. The Baxter Creek watershed covers 5,530 acres of mostly developed area draining from the northern extent of the East Bay hills through parts of the cities of El Cerrito, Kensington, and Richmond, as well as the northern edges of the cities of Albany and Berkeley. Ninety-six percent of the watershed is within incorporated cities.

The Baxter Creek watershed originates in the hills of East Richmond Heights and flows through residential, commercial, and some industrialized areas before draining into Stege Marsh and the adjacent San Francisco Bay. Some of its tributaries originate in underground springs located beneath the Mira Vista Golf Course in El Cerrito. The creek enters the bay on the southern Richmond shoreline, about 1 mile due west of the Project site. The watershed is highly urbanized and is largely channelized in underground concrete channels, resulting in significant alterations to the natural drainage of the creek. The watershed is now drained by an extensive municipal stormwater system, but approximately 41 percent (5.96 miles) is within natural channels.[2]

Both Baxter Creek and Cerrito Creek are on the Section 303(d) Category 5 list of impaired water bodies compiled by the San Francisco Bay Regional Water Quality Control Board (RWQCB) pursuant to the federal Clean Water Act. The primary pollutant in each water body is trash, with illegal dumping and urban runoff listed as sources. Both creeks drain to San Francisco Bay, which is also on the 303(d) list of impaired water bodies for a variety of pollutants. Because the State is required to develop action plans and establish Total Maximum Daily Loads (TMDLs) to improve water quality within these water bodies, uncontrolled discharge of pollutants into them is considered particularly detrimental.

The Project area is entirely urban and is surrounded by urban development, though a few vacant parcels are located in the immediate vicinity, including the partially vacant Project site. A two-story mixed-use building occupies the northwest portion of the Project site and a driveway extends along the south side of the building. The rest of the level site is undeveloped, covered with ruderal grasses and weeds. Two small trees are in the southwest corner of the site. According to the *San Pablo Avenue Specific Plan Draft Environmental Impact Report*, the few vacant lots in the Specific Plan area (in which the Project is located) are devoid of native vegetation, and virtually all trees have been introduced as landscaping. There are no significant natural resources in the Specific Plan area, and the few isolated vacant areas provide almost no permanent value to wildlife, including special-status species.[3]

The Project site is designated Commercial/Mixed Use on the General Plan Land Use Map and Transit-Oriented Mid-Intensity Mixed Use (TOMIMU) Transect Zone designated in the *San Pablo Avenue Specific Plan*. The Richmond 7.5-minute topographical map quadrangle prepared by the U.S. Geological Survey (USGS) indicates that elevations on the site range from

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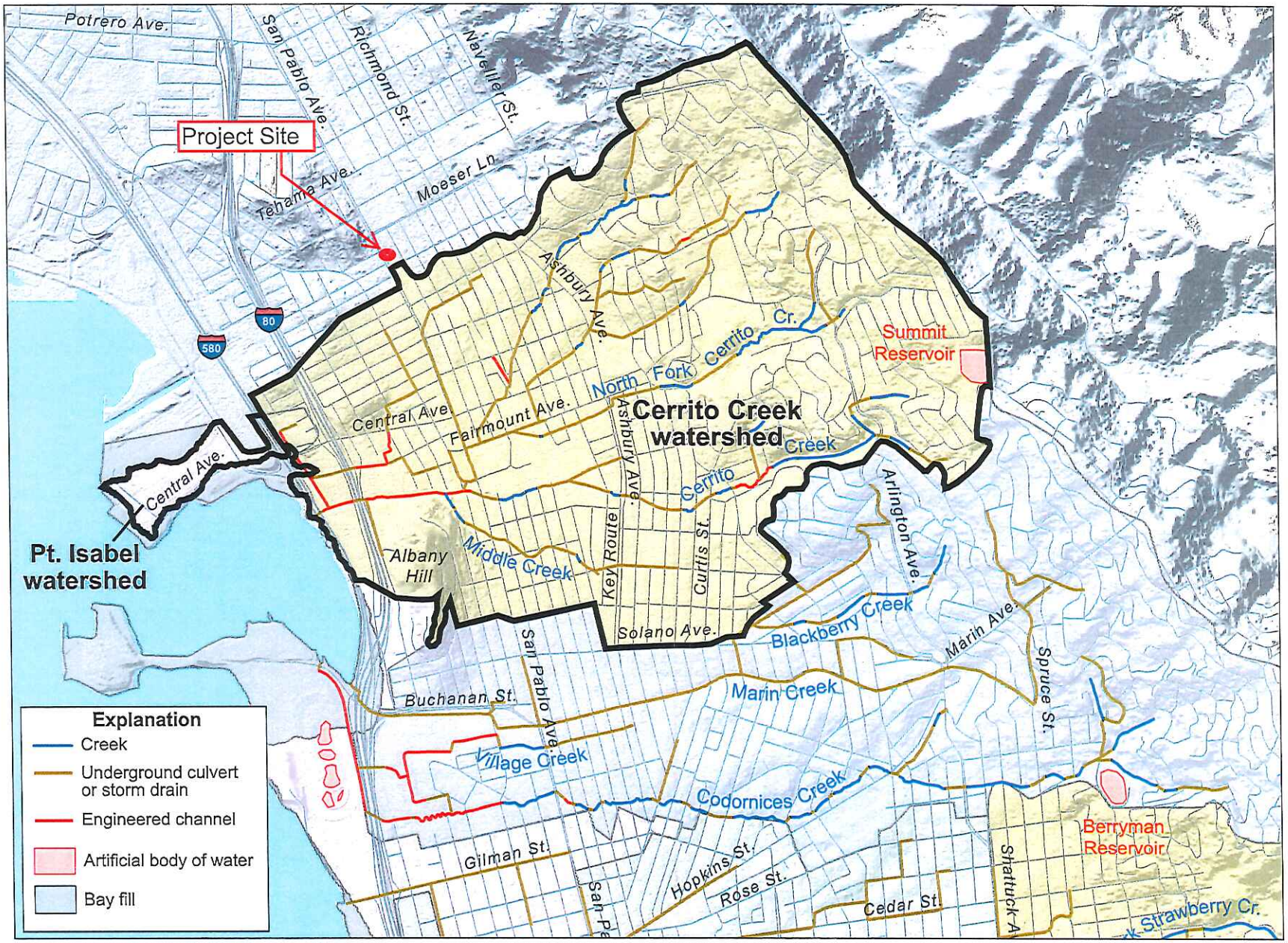
[2] Contra Costa County, Community Development Department, *Contra Costa County Watershed Atlas*, November 2003, available digitally May 2004.

[33] City of El Cerrito, *San Pablo Avenue Specific Plan Draft Environmental Impact Report*, Section 6.1, State Clearinghouse #2014042025, June 2014.


Figure 1: Baxter Creek Watershed
Baxter Creek Watershed
Project Site
Cerrito Creek Watershed
Source: Contra Costa County Community Development Department, *Contra Costa County Watershed Atlas*, May 2004

Figure 2: Cerrito Creek Watershed



Map prepared by Fugro Consultants, Inc., 2014, for the Alameda County Flood Control and Water Conservation District.

N

0 2,000 feet

0 1,000 meters

Cerrito Creek and Point Isabel Watersheds

Source: Contra Costa County Flood Control and Water Conservation District, Google Earth

approximately 50 to 52 feet above mean sea level. The sit slopes very gently downward from east to west. The groundwater at the site is not used as a source of drinking water.

The proposed Project is located in Federal Emergency Management Agency (FEMA) Zone X-Other Areas, indicating that it is outside the zone of minimal risk areas within the 500-year or 0.2-percent-annual-chance-floodplain, or areas of shallow flooding.[4]

Stormwater in the project area is collected in gutters along the face of existing concrete curbs lining San Pablo Avenue. The inlets discharge to the City's underground stormwater collection system, which discharges into Baxter Creek and Cerrito Creek. Although a 1999 *El Cerrito Storm Drain Master Plan* identified some deficiencies in the storm drainage system on some stretches of San Pablo Avenue, the areas were to the north or south of the Project site, and improvements to the deficiencies have been part of the City's ongoing capital improvement program.[5] In addition, the *San Pablo Avenue Specific Plan* EIR noted that new development consistent with the Specific Plan must comply with the Contra Costa Clean Water Program's Provision C.3 stormwater requirements (discussed below). The EIR concluded that implementation of the Specific Plan would have a less-than-significant impact on stormwater drainage facilities. Since the proposed Project is consistent with the Specific Plan, that conclusion remains valid for the proposed Project. More information of the Project's potential hydrology and water quality impacts is provided below.

4. Regulatory Setting

The U.S. Army Corps of Engineers (USACE) regulates the placement of fill or dredged materials that affect waters of the United States, which include stream courses and jurisdictional wetlands (wetlands that are designated and regulated under the federal Clean Water Act (CWA)). The State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs), regulate activities that may affect water quality in "waters of the United States" pursuant to the CWA and Porter-Cologne Water Quality Control Act. A CWA Section 401 Certification from the RWQCB is necessary to obtain a Section 404 permit from USACE for construction activities that would impact "waters of the United States". No wetlands or waters of the U.S. occur within the Project site.

The Project site is located within Region 2 of the San Francisco Bay RWQCB (SFBWQCB). The SFBWQCB has the responsibility for individual permitting, inspection, and enforcement actions within its hydrologic region; including implementation and enforcement of the National Pollutant Discharge Elimination System (NPDES) permitting program. The NPDES program, designed to protect surface water quality, is applicable to all discharges to waters of the United States, including stormwater discharges associated with construction activities.

The California SWRCB Water Quality Order 2009-0009-DWQ (as amended by Order 2012-0006-DWQ), which is the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), prescribes requirements for stormwater discharges associated with construction activities that disturb one or more acres of land or projects less than one acre that are part of a larger common plan that would disturb one or more acres of land. To obtain coverage under the Construction General Permit, a project applicant must electronically file a number of permit-related compliance documents (Permit Registration Documents (PRDs)), including a Stormwater Pollution

[4] Federal Emergency Management Agency, Flood Insurance Rate Map (FIRM) Number 06013C0241G, September 30, 2015.

[5] City of El Cerrito, *San Pablo Avenue Specific Plan Draft Environmental Impact Report*, Section 17.1.3: Storm Drainage, State Clearinghouse #2014042025, June 2014.

Prevention Plan (SWPPP) that must identify Best Management Practices (BMPs) for implementation during project construction to minimize erosion and sedimentation. Appropriate construction BMPs may include use of hay bales, water bars, covers, sediment fences, sensitive area access restrictions, vehicle mats in wet areas, and retention/settlement ponds. Because the proposed Project site is less than one acre and is not part of a larger plan, the project would not require coverage under the Construction General Permit. However, as discussed below, preparation of a SWPPP may also be required under Provision C.3 stormwater requirements.

Operational stormwater discharges from new development are regulated by the terms of each jurisdiction's municipal stormwater permit. In the City of El Cerrito, development projects must comply with the NPDES permit (NPDES Permit No. CAS612008) issued to the Contra Costa Clean Water Program (CCCWP) and other Bay Area jurisdictions by the SFBWQCB (NPDES Order No. R2-2009-0074). The revised Municipal Regional Stormwater Permit (MRP) was issued on October 14, 2009 and replaced the previous permit originally issued in February 2003 with substantial new requirements for development and redevelopment projects. CCCWP member agencies are responsible for ensuring that development projects comply with the Provision C.3 stormwater requirements.

Under the current MRP, any private or public development or redevelopment project that would create or modify 10,000 square feet or more of impervious surfaces must comply with Provision C.3. Projects subject to Provision C.3 must include low-impact development (LID) measures to treat stormwater runoff. The goal of LID is to reduce runoff and mimic a site's predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. Project applicants are required to implement appropriate source control and site design measures and to design and implement onsite stormwater treatment measures in order to reduce the discharge of stormwater pollutants to the *maximum extent practicable* (MEP), a standard established by the 1987 amendments to the federal CWA.

Projects exceeding the 10,000-square-foot threshold also require preparation and implementation of a comprehensive Stormwater Control Plan (SCP) that specifies how the project will incorporate site design characteristics, landscape features, and BMPs that minimize imperviousness, retain or detain stormwater, slow runoff rates, and reduce pollutants in post-development runoff. The SCP must be prepared in accordance with the CCCWP C.3 Guidebook and must include all of the information described on the Stormwater Control Plan Checklist. To obtain coverage under the MRP, applicants for projects that would create or modify 10,000 square feet or more of impervious surfaces must submit the SCP to the local CCCWP member jurisdiction for review and approval.

Projects creating or replacing 1 acre or more of impervious surfaces must also provide flow control so that post-project runoff does not exceed estimated pre-project flow rates and duration. One option for achieving this is to incorporate LID measures to treat 100 percent of the runoff calculated using stipulated hydraulic sizing design criteria. These criteria are based on stormwater volume from the 85th-percentile 24-hour storm event, stormwater flow rate based on historical peak flow rates (there are several flow rate options), or a combination of flow and volume criteria. Other options, depending on the municipality, may include implementing in-stream restoration projects to fully mitigate potential risk, or demonstrating that all downstream channels between the project site and San Francisco Bay are within enclosed pipes, hardened channels, or are otherwise at low risk of erosion.

Since adoption of the most recent MRP in 2009, new requirements have been added that apply to small land development projects, promulgated as Provision C.3.i of the MRP. As of December

1, 2012, development projects that create or modify between 2,500 square feet and 10,000 square feet of impervious surfaces must also incorporate one or more specified measures to reduce stormwater runoff. The specified measures include one or more of the following:

- Dispersal of runoff to vegetated areas;
- Use of pervious pavements to allow infiltration of stormwater;
- Collection of stormwater in cisterns or rain barrels for reuse on site (for landscape irrigation only); and
- Creation of planter boxes or bioretention facilities designed to detain runoff and provide on-site treatment of stormwater.

The measures must be shown on a site plan or sketch and compiled into a Stormwater Control Plan along with a Project Data Form providing calculations of new and replaced impervious areas and a completed checklist for each Runoff Reduction Measure selected for implementation. The SCP must be submitted to the local jurisdiction for review and approval.

The SFBWQCB issued waste discharge requirements and NPDES Permit for the discharge of stormwater runoff from municipal separate storm sewer systems (MS4s), the City of El Cerrito is permitted under this San Francisco Bay Municipal Regional Stormwater Permit (MRP) Order R2-2009-0074. This permit requires permit applicants to address stormwater pollution issues in development of private Projects. 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 pollutants discharged from the Project site. A Stormwater Pollution Prevention Plan (SWPPP) must be prepared to address construction related impacts. Additionally, a Stormwater Control Plan (SCP) must be prepared for all Projects that create or replace more than 10,000 square feet of impervious surface. The purpose of a SCP is to specify how the built Project will incorporate site design characteristics, landscape features, and BMPs that minimize imperviousness, retain or detain stormwater, slow runoff rates, and reduce pollutants in post development runoff. The SCP must incorporate measures to treat stormwater runoff before it is discharged from the site. These treatment facilities must be designed to minimum criteria specified by the RWQCB and must identify responsibility and a mechanism to ensure maintenance of the treatment facilities in perpetuity. The SCP must be prepared in accordance with the Contra Costa Clean Water Program (CCCWP) C.3 Guidebook and must include all of the information described on the Stormwater Control Plan Checklist.

5. Potential Impacts of the Project

CEQA Thresholds

This assessment considers to what degree the proposed Project would potentially impact water quality or hydrology. The assessment addresses the proposed Project in the context of *CEQA Guidelines* Appendix G thresholds addressing water quality impacts, which include the following:

- Would the project violate any water quality standards or waste discharge requirements?
- Would the project 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 that would not support existing land uses or planned uses for which permits have been granted)?

- Would the project 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?
- Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff?
- Would the project otherwise substantially degrade water quality?
- Would the project 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?
- Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?
- Would the project be exposed to inundation by seiche, tsunami, or mudflow?

Each of these questions is addressed in turn below.

Impact Assessment

Would the project violate any water quality standards or waste discharge requirements?

The proposed project would create 5,239 square feet of new impervious surfaces and would replace 1,956 square feet of existing impervious surfaces, for a total of 7,195 square feet of post-project impervious surfaces. Stormwater runoff from impervious surfaces such as parking areas can entrain pollutants that can potentially degrade water quality in downstream receiving waters. Vehicles deposit oil and grease, fuel residues, heavy metals (e.g. lead, copper, cadmium, and zinc), tire particles, and other pollutants onto paved roadways, driveways, and parking areas, where they can be washed by stormwater into downstream surface waters. Buildings and equipment enclosures also provide potential sources of water pollutants because weathered paint and eroded metals from painted and unpainted surfaces can be washed away by stormwater. In addition, mercury and polychlorinated biphenyls (PCBs) that get deposited on roofs and other impervious surfaces as airborne pollutants can be washed into surface waters during storm events.

As previously discussed, stormwater from the Project site flows downstream to Baxter Creek and ultimately San Francisco Bay. Both of these water bodies are on the CWA Section 303(d) list of impaired water bodies. The uncontrolled discharge of pollutants into impaired water bodies is considered particularly detrimental. However, the Provision C.3 stormwater requirements discussed in Section 4 were developed specifically to reduce such discharges into downstream receiving waters. The amount of new and replacement impervious surfaces that would be created by the proposed Project falls below the 10,000-square-foot threshold requiring more stringent stormwater controls, but is within the range requiring Provision C.3.i compliance, as discussed in Section 4. Consistent with the Provision C.3.i requirements, the Project would include the use of pervious pavements, rain cisterns, and bioretention planter boxes that would provide natural treatment of rainwater prior to discharge into the City's storm drain. The Project would be required to comply with the Provision C.3.i requirements, and consequently, the Project would not violate any water quality standards or waste discharge requirements.

Would the project 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 that would not support existing land uses or planned uses for which permits have been granted)?

The Project would not use groundwater and the small amount of impervious surfaces that would be created would not have the potential to interfere substantially with groundwater recharge. In addition, the groundwater at the site is not used as a drinking water supply.

Would the project 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?

Although the proposed Project would not alter the course of a stream or river, implementation of the proposed Project would cause a minor change in the existing drainage pattern on the site. Stormwater on the site currently drains as sheet flow toward the west, flowing via the existing driveway into San Pablo Avenue, where it is collected in storm grates and discharged into the City's stormwater drainage and collection system. With much of the site currently undeveloped, a certain amount of stormwater falling on the site percolates to groundwater. Stormwater falling on the existing two-story building in the northwest corner of the site drains from the rooftop to a downspout that discharges onto the adjacent driveway, flowing from there onto San Pablo Avenue.

Following implementation of the proposed Project, the amount of impervious surfaces on the site would increase from 1,956 square feet to 7,195 square feet, consisting of the building and accessory structure rooftops. In addition, 1,560 square feet of pervious pavers would surface the parking areas on the rear of the property that would serve both the proposed Project and the proposed remodel of the existing building on the site. The project would create less than 10,000 square feet but more than 2,500 square feet of impervious surfaces, and therefore would require coverage under Provision C.3.i of the MRP issued to the CCCWP, discussed in Section 4. Consistent with the Provision C.3.i requirements, the Project would include the use of pervious pavements, rain cisterns, and bioretention planter boxes that would provide natural treatment of rainwater prior to discharge into the City's storm drain. The Project applicant will submit a Stormwater Control Plan to the City for review and approval that will include a site plan showing the runoff reduction measures included in the Project, along with the required Project Data Form and completed checklists for each of the runoff reduction measures. Compliance with the Provision C.3.i requirements would ensure that the Project would not cause substantial soil erosion on or off site.

Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff?

While the proposed Project would increase the amount of impervious surfaces on the site by 5,239 square feet, this would fall well below the threshold at which Provision C.3 of the MRP requires stormwater rate and flow controls. However, the runoff reduction measures included in the project would reduce both the rate and volume of stormwater discharge from the site. The pervious pavement would allow for infiltration of some stormwater to groundwater. The rainwater cistern would retain stormwater on site, allowing for its reuse later for landscape irrigation. The planter boxes would delay discharge from the site of stormwater directed into the planter boxes. The resulting incremental changes in stormwater discharges from the site would be minor and would not have the potential to exceed capacity of the existing stormwater drainage system. Implementation of the SCP for the Project and compliance with the Provision

C.3.i requirements applicable to small land development projects would ensure that stormwater runoff from the Project would have a less-than-significant impact on stormwater drainage facilities.

Would the project otherwise substantially degrade water quality?

Because the Project would implement a SCP and comply with the Provision C.3.i requirements, it would not substantially degrade water quality.

Would the project 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?

As discussed in Section 3, the Project site is outside the 500-year flood zone mapped by FEMA. There is therefore no potential for flooding impacts at the Project site.

Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

As discussed in Section 3, the Project site is outside the 500-year flood zone mapped by FEMA. The Project would not place housing within a flood hazard area.

Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Only two reservoirs are located in the Project region that could potentially affect the Project in the event of a dam failure: Briones Reservoir and San Pablo Reservoir. The Project site is outside of the inundation zones shown on maps provided by the State Office of Emergency Services.[6,7]

Would the project be exposed to inundation by seiche, tsunami, or mudflow?

The Project site is located approximately 0.86 mile from San Francisco Bay, the closest major water body, and at an elevation of about 50 feet above sea level. San Francisco Bay is an enclosed bay, with inflow constrained by topography to the Golden Gate, which is located more than 11 miles southwest of the Project site. The site is well outside the potential tsunami inundation zone mapped by the California Emergency Management Agency.[8] There is therefore no potential at the site for inundation by tsunami. Similarly, the project would not be subject to seiches (standing waves resulting from oscillations in enclosed bodies of water). The project site is located in a relatively level area, with the nearest substantial slopes located more than one-half mile to the east. There is therefore no potential for mudslides in the project vicinity.

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[6] Governor's Office of Emergency Services, Inundation Map of Briones Dam, January 26, 1976.

[7] Governor's Office of Emergency Services, Inundation Map of San Pablo Dam, January 26, 1976.

[8] California Emergency Management Agency, California Geological Survey, and University of Southern California, Tsunami Inundation Map for Emergency Planning, Richmond Quadrangle/San Quentin Quadrangle [map], July 31, 2009.