Community Development Department

AGENDA

REGULAR MEETING
OF THE
DESIGN REVIEW BOARD

Wednesday, July 6, 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. **Election of Chair and Vice-chair**

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

3. **Approval of Minutes**
   Approval of the minutes of the March 2, 2016 and May 4, 2016 meetings.

4. **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.

5. **Public Hearing – 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 Design Review of a 9-unit multi-family development project.
CEQA:	Categorical Exemption, Section 15332, Class 32: In-fill Development.

6. **Staff Communications**

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

7. Adjournment

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)

DRAFT

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

Community Development Department

MINUTES

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, and John Thompson. Boardmember Glenn Wood was absent.

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

2. **Approval of Minutes**
   Motion to approve the January 7, 2015 meeting minutes: Leighly, 2nd: Thompson.
   Vote:
   Ayes: Groch, Leighly, Thompson
   Noes: None
   Abstain: Laverne
   Absent: Wood

   Motion to approve the October 7, 2015 meeting minutes: Laverne, 2nd: Leighly.
   Vote:
   Ayes: Groch, Laverne, Leighly, Thompson
   Noes: None
   Abstain: None
   Absent: Wood

   Motion to approve the February 3, 2016 meeting minutes: Leighly, 2nd: Thompson.
   Vote:
   Ayes: Groch, Leighly, Thompson
   Noes: None
   Abstain: Laverne
   Absent: Wood

DRAFT

Motion to approve the April 6, 2016 meeting minutes: Leighly, 2nd: Thompson.
Vote:
Ayes: Groch, Leighly, Thompson
Noes: None
Abstain: Laverne
Absent: Wood

Approval of the March 2, 2016 meeting minutes was continued due to a lack of a quorum.

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

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

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

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

The public hearing was opened.

Ken Berndt addressed the Board.

The public hearing was closed.

Motion to approve application PL15-0097 with the additional Conditions of Approval:

- The project shall be constructed pursuant to the elevations on Sheet A3 of the approved plans, without the metal accent above the southern entry.
- The 48-inch box tree located behind the proposed new building shall be *Diospyros kaki* (Fuyu Persimmon) instead of *Quercus Agrifolia*.
- The areas labeled as "D.G. Pathway" located behind the proposed new building shall be pea gravel instead of decomposed granite.
- The required parking lot tree(s) shall be *Cercis occidentalis* (Western Redbud). (See Condition of Approval #7.)

Motion: Thompson, 2nd Leighly.
Vote:
Ayes: Groch, Laverne, Leighly, Thompson

DRAFT

Noes: None
Abstain: None
Absent: Wood

5. Staff Communications
Staff updated the Board regarding upcoming agenda items.

6. Adjournment
8:34 p.m.

DRAFT

Community Development Department - Planning and Building Division
10890 San Pablo Avenue, El Cerrito, CA 94530
(510) 215-4330 - FAX: (510) 233-5401
planning@ci.el-cerrito.ca.us

DESIGN REVIEW BOARD STAFF REPORT
Meeting Date: July 6, 2016

I. SUBJECT

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 Design Review application for a 9-unit multi-family apartment project
CEQA:	Categorically Exempt, Section 15332, Class 32: In-Fill Development Projects

II. BACKGROUND

The site is located on a little knoll in the flat-lands along the southwestern quadrant of El Cerrito. The lot is 12,500 square feet in size and is currently vacant. The property is a down-slopping lot from street to rear and has a cross-slope with the high point at the northwestern corner and sloping down west to east with its low point at the southeastern corner.

A 12-unit motel once existed on the site but was demolished in 1969. No subsequent development has occurred on the site.

On April 6, 2016, the Design Review Board considered the project under Preliminary Conceptual Review. Overall, the Board favored the design of the structure, the site layout, the landscaping and the site amenities. The Board made suggestions to the design which the applicant has implemented in their most recent submittal. Attachment 2 is a list of the Design Review Board comments and the applicant's responses to the comments.

III. DISCUSSION

Project Description

The applicant is proposing a 9-unit multi-family apartment project in a three-story structure with a partial basement for parking. The unit mix consists of:

- 4 units, one bedroom
- 3 units, three bedrooms

- 1 unit, two bedrooms
- 1 unit, loft.

Unit one will be handicapped accessible and will have a lift accessing the garage.

Development Standards

The project is located in the Multi-Family Residential (RM) Zone and the High-Density Residential General Plan designation. Pursuant to Section 19.06.030 El Cerrito Municipal Code, outlined below are the development standards for this project:

Development Standards	Required	Proposed	Comment
Maximum Density: **General Plan** **Zoning**	35 dwelling units per net acre	9 dwelling units	While the General Plan would allow 9.8 dwelling units, two sections of the zoning ordinance limit the maximum to be only 9 units. Table 19.06-C limits the maximum number of units to 9 for a 1,250 square foot lot. Section 19.03.030.B also requires for purposes of computing the maximum number of residential units allowed on a lot, any fraction shall be rounded down to the nearest whole number.
Maximum Lot Coverage			
	60% for lots less than 30% slope	54%	The site is sloped at 9.2%.
Maximum Height			
	35 ft.	35 ft.	
Setbacks			
Front	10 ft.	10 ft.	
Sides	5 ft.	5 ft.	
Rear	15 ft.	15 ft.	Project is allowed 3 ft. bay window projections.

Development Standards	Required	Proposed	Comment
Parking			
Number of Curb Cuts	1	1	
Vehicle Parking	13 spaces	13 spaces	2 are allowed to be compact.
Bicycle Parking	Long Term: 1 space per 4 units Short Term: 2 spaces minimum	3 long term and 2 short term	2 short term located near the building entrance 3 long term located in a room next to the laundry room.
Driveway Width	18 ft. (min.)	20 ft.	
Landscape/Open Space			
Maximum paving on street facing yard	50%	50%	
Minimum site area that must be devoted to landscaping	15% of the site	24%	
Minimum requirements for common open space	150 sq. ft./unit 150 x 9 =1,350 sq. ft. required	1,875 sq. ft. landscaped rear yard and 690 sq. ft. common deck provided	
Minimum requirements for private open space	80% of units must be provided with private open space. (7 units)	7 units have private open spaces	Above ground-level space shall not be less than fifty square feet in area, and said space shall have no dimension less than five feet.

As noted, the project meets or exceeds the development standards required in the RM zone. Each unit is accessed by front doors served by a common hallway at the street level. Pedestrian access to the parking area will be accessed by stairs, except for the handicapped unit. An elevator is proposed to connect the accessible living unit to its garage. The project is designed with a central laundry room, as well as a recycling and trash room.

Parking

Within the parking area; a dedicated two car garage will be provided for each three bedroom unit, two parking stalls will be dedicated to the two bedroom unit, and one parking stall will be provided for each one bedroom and loft unit. A total of 13 parking spaces will be provided. Two of the spaces are proposed to be compact parking spaces, which are allowed pursuant to Section 19.24.040 I.

Bicycle Parking

Two short term bicycle parking will be located at the building entrance pathway at the front of the building. Three long term parking spaces will be located in a dedicated room within the garage.

Open Space

Section 19.06.030.R.2 requires that 80% of the units have dedicated private open space. Seven units have private open spaces provided in patios or balconies. All of the units meet the minimum size requirement for ground floor (100 square feet) and above ground (50 square feet). Section 19.06.030.R.1 requires 150 square feet per unit to be dedicated for common open space. The development reserves 2,565 sq. ft. sq. ft. for common open space. The common spaces are located in the rear landscaped area and the open deck at the front of the building.

Landscape plan

Landscaping standards are outlined in Chapter 19.25. The proposed landscaping plan is in keeping with the purpose found in the chapter by the use of professionally designed landscaping, using predominately drought tolerant landscaping and maintaining such amenities.

One highlight of the plant pallet is the three citrus trees to be planted within the rear setback. The rear landscaping will feature two Myer's Lemon trees and a lime tree, each will mature to a height of twenty feet. Compact gravel and a ground level deck will fill in the areas not landscaped. The front of the site will be improved with low-lying shrubs such as two varieties of lavenders, bamboo, Green Beauty and Flax. Groundcover is comprised of Manzanita, Creepers, and Jasmine will be used to in-fill the remaining areas. The project also proposes a six foot masonry fence along the side and rear elevations.

Staff Design Comments

Inspired by modern architecture, the owner/architect utilized the simple shape of the cube and assembled a montage of cubes to form a design similar to Moshe Shafdie – Habit 67, in Montreal Quebec. From the street one would see a two story building with a flat roof. The two story mass along the western half of the lot is the prominent street side feature. The main mass is located along the rear half of the lot where because of the slope of the lot the structure is three stories. Balconies and windows are recessed and building forms project to form an undulating plane. At the rear of the building, bay windows and balconies project from the façade to help break-up the mass. Overall, the building is massed with variable setback planes, recesses and projections, and roof heights that follow the contour of the land.

Proposed Project

Moshe Shafdie – Habit 67, in Montreal Quebec

Consistency with the General Plan

The proposed project is consistent with the vision outlined in the General Plan. The project 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 nine unit multi-family housing project is located slightly under half a mile from the El Cerrito Plaza BART station and AC Transit bus routes which are considered a walkable distance. The project also offers a mix of housing sizes, including a studio, one, two, and three bedroom apartments, suitable for working adults, families and/or seniors.

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 James hardy board and Milgard vinyl windows which are made of durable composite materials. The James hardy board is a composite balance of Portland cement, sand and cellulose fiber that can withstand weather conditions found in El Cerrito. Milgard Style Line model vinyl windows have a slim profile frame providing a clean, modern detail, consistent with the architecture. The windows are recessed from the building face to create shadow lines. A large open deck will serve as the main open space for the project and is a high quality amenity for the tenants.

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 add new multi-family housing next to surrounding residential uses, filling in a vacant lot on El Dorado Street. It's modern and modular architecture with variable setbacks which adds an attractive image to an already diverse neighborhood architectural theme. It also adds window openings, patios and landscape along the street, continuing the 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.

The ground floor frontage includes the main pedestrian entrance, two patios and several window openings thereby enhancing surveillance on the street.

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.

Pedestrian access is provided through the main building entrance located on the right-of-way. One unit will be designed to be handicapped accessible and will include an elevator lift linking the unit to the lower garage. The project also provides safe, functional locations for both the required long-term and short-term bicycle parking.

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.

Landscaping will be a prominent design feature along the street frontage. Planter bed and pervious walkways are the overall theme for the front and rear yards. The landscaping chosen for the front yard is low-lying so as to not detract from the structure's main architecture.

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 with undulating facades. The rooflines follow the contour of the land, hence has variable heights. The montage of cubes gives visitors variable setbacks making the building visually active.

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.

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 Multi-Family Residential (RM) Zone and the High-Density Residential General Plan designation.

(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 located within the City of El Cerrito and the site is 0.28 acres.

(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. While the site is not within the San Pablo Avenue Specific Plan Area, the site is located approximately 500 feet from the plan

area boundary. Staff notes further that site has been extensively disturbed by past development and no longer provides suitable habitat for any special-status animal or plant species and during site visits, no endangered, rare or threatened species were observed.

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

The applicant commissioned a traffic study to examine the effects of the project to surrounding intersections (Aliquot, April 9, 2016, see Attachment 3). After analyzing the proposed project, the traffic engineer concluded in his report that the added trips will not cause a significant impact to surrounding intersections as a result of the project.

The applicant commissioned a consultant to study the noise, air and water quality effects of the project to the surrounding environment. (AEM, June 14, 2016, see Attachment 4). They concluded that the project would not cause significant impacts in these areas of review.

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

The site is within city limits and can be served by all the utilities.

Findings

Pursuant to Section 19.38.060 - final design review findings and criteria of the Zoning Ordinance, the Design Review Board must make the following findings in order to approve the project:

1. The applicable standards and requirements of this Zoning Ordinance;

   The project meet the requirements of the Zoning Ordinance, specifically Section 19.06.030 Development Standards. This includes the general development standards in terms of height, setbacks, parking and open space.

2. The design policies of the General Plan and specific plans adopted by City Council;

   The design is consistent with the General Plan policies that influence design, specifically, L1.5 Suitable Housing, CD 1.3 High Quality Design, CD 1.9 Building Design, CD2.1 Street Frontage, CD2.7 Accessible Design, CD3.3 Site Landscaping, CD4.3 Building Articulation and CD 5.1 Design Review Process.

3. Any applicable design guidelines adopted by the City Council;

   There are no design guidelines adopted by the City Council for this part of the city. This finding is not applicable.

4. The design review criteria set forth in the following subsection;

   The project is in keeping with the design review criteria as outlined below (Section 19.38.060 of the El Cerrito Municipal Code).

5. Any planning or zoning approvals by the Planning Commission or Zoning Administrator;

The project does not require Planning Commission or Zoning Administrator approval.

6. Any other relevant policies or regulations of the City.

No other City policies apply to this project.

Pursuant to Section 19.038.060 B. - Design Review Criteria:

When conducting design review, the Design Review Board shall be guided by whether the project satisfies all applicable criteria, the policies of the General Plan's Community Design Element, and by any other policies or guidelines that may be adopted by the City Council for this purpose. Criteria listed below are specific criteria that, if applicable, all projects must satisfy for approval.

a. The aesthetic design, including its exterior design and landscaping, is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.

The project provides an attractive and comfortable environment for all because the building has a clean, modern design. Its three stories at the rear and two at the front follows the topography and provides a classic low profile aesthetic with interesting block forms and recessed openings and balconies. Landscaping will be a prominent design feature along the street frontage. Planter bed and pervious walkways are the overall theme for the front and rear yards. The project design provides the tenants many amenities including; private and common open space areas; including a deck, laundry room, and adequate off-street parking for automobiles and bicycles.

b. Project details, colors, materials, and landscaping, are fully integrated with one another and used in a manner that is visually consistent with the proposed architectural design.

The colors are earth tone of light beige white and tan, James Hardy Board siding will be used for the project. The planks will be oriented in vertical and horizontal manner so as to provide varying planes further enhancing the building's visual interest. Landscaping is comprised mostly of indigenous species natural to the Bay Area. Both the building and landscaping are designed with a low profile theme that is compatible with the surrounding single and multiple family houses.

c. The project has been designed with consideration of neighboring development.

Surrounding structures include both single family and multi-family housing. The structures are one, two and three stories high and are typically mid-century in design. The massing of the proposed project is consistent with the prevailing two stories in the neighborhood with similar front, side and rear setbacks.

d. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.

The design of the building is modern in scope and uses cubes to form the exterior elevations. Using square modules results in varying wall planes and elevations that help breakup the massing of the structures. With the use of vertical and horizontal planks, massing is further enhanced, in that; the visual difference adds interest to the elevations. Also, the structure

follows the slope of the terrain; as a result the rooflines vary in height. The El Cerrito Plaza Bay Area Rapid Transit (BART) station and AC Transit bus routes are less than a half of a mile away from the project, making it an ideal walking or biking distance to mass transit.

e. Street frontages are attractive and interesting for pedestrians, address the street and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.

The project's street frontage is pleasing to pedestrians because of its openness. The 10 ft. deep front yard offers low-lying shrub landscaping, a large common open space and two patios to enhance surveillance of the street.

f. The proposed design is compatible with the historical or visual character of any area recognized by the City as having such character.

This finding is not applicable. The project location is not in a part of the city that has been recognized as having a historically or visually significant character.

g. The aesthetic design preserves significant public views and vistas from public streets and open spaces and enhances them by providing areas for pedestrian activity.

This finding is not applicable. The project location is not in a part of the city that has been recognized as having significant public views and vistas from public streets.

h. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape and softening walls; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with El Cerrito's climate.

Landscaping for the site will be low-lying along the front and vertical along the rear. The plan indicates three gallon trees to be planted along the southern property line. The Bears Seedless Lime tree and the two Improved Myer Lemons may grow to twenty feet in height at maturity which provides vertical landscaped elements at the rear yard adjacent to the park. Staff notes that these three trees require a fair amount of water until established. However, the rest of the plants are drought tolerant and are indigenous to the Bay Area. All setbacks will be landscaped with minimal hardscape for pedestrian paths. Such paths will be comprised of a pervious material.

i. The project has been designed to be energy efficient including, but not limited to, landscape design and green or eco-friendly design and materials.

The architect has chosen materials that are partially made of recycled materials and are energy efficient. The siding and windows are both comprised of composite materials that are partially recycled. The landscaping incorporates drought tolerant plants (low water use) that will be low maintenance.

j. The project design protects and integrates natural features including creeks, open space, significant vegetation, and geologic features. Projects along the Ohlone Greenway shall enhance the usability and aesthetic appeal of the Greenway by integrating it into the fabric of the City through building designs that include entries, yards, patios, and windows that open onto and face the Ohlone Greenway.

This finding is not applicable.

IV. RECOMMENDATION

Staff recommends approval of Planning Application No. PL15-0100 as conditioned by the draft resolution in Attachment 1, Resolution No. 16-03 granting Design Review approval for a nine unit multi-family apartment project.

Proposed Motion: Move adoption of Design Review Board Resolution 16-03 granting Design Review approval for a nine unit multi-family apartment project.

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) Response to DRB comments
3) Traffic Study
4) Noise, Air Quality and Water Quality Report
5) Plans dated April 28, 2016

ATTACHMENT 1

Design Review Board Resolution PC16-03

APPLICATION NO. PL15-0100

A RESOLUTION OF THE CITY OF EL CERRITO DESIGN REVIEW BOARD GRANTING DESIGN REVIEW APPROVAL OF A NINE UNIT MULTI-FAMILY APPARTMENT PROJECT IN THE RM MULTI-FAMILY ZONING DISTRICT LOCATED AT 5730 EL DORADO STREET

WHEREAS, on September 23, 2015 the applicant, Eva Wu, submitted an application for Design Review for a nine unit multi-family apartment project located at 5730 El Dorado Street;

WHEREAS, the General Plan land use classification of the site is High-Density Residential;

WHEREAS, the zoning district of the site is RM Multi-Family Residential;

WHEREAS, the address of the site is 5730 El Dorado Street;

WHEREAS, the lot is currently vacant;

WHEREAS, the project is Categorically Exempt under the California Environmental Quality Act Section 15332, Class 32 - In-fill Development;

WHEREAS, the project is a nine unit multi-family apartment project containing four one bedroom units, three three bedroom units, one two bedroom unit and one loft;

WHEREAS the project meets or exceeds all appropriate development standards as required in Section 19.06.030 of the El Cerrito Municipal Code; including but not limited to standards related to: required off street parking for bicycles and vehicles, common and private open space, and building height and setbacks;

WHEREAS, on April 6, 2016, the Design Review Board considered the project under Preliminary Conceptual Review. Overall, the Board favored the design of the structure, the site layout, the landscaping and the site amenities; and

WHEREAS, on July 6, 2016, the Design Review Board of El Cerrito, after due consideration of all evidence and reports offered for review, does find and determine the following:

Pursuant to Section 19.38.060 - final design review findings and criteria of the Zoning Ordinance, the Design Review Board must make the following findings in order to approve the project:

1. The applicable standards and requirements of this Zoning Ordinance;

   The project meet the requirements of the Zoning Ordinance, specifically Section 19.06.030 Development Standards. This includes the general development standards in terms of height, setbacks, parking and open space.

2. The design policies of the General Plan and specific plans adopted by City Council;

   The design is consistent with the General Plan policies that influence design, specifically, L1.5 Suitable Housing, CD 1.3 High Quality Design, CD 1.9 Building Design, CD2.1 Street Frontage,

CD2.7 Accessible Design, CD3.3 Site Landscaping, CD4.3 Building Articulation and CD 5.1 Design Review Process.

3. Any applicable design guidelines adopted by the City Council;

   There are no design guidelines adopted by the City Council for this part of the city. This finding is not applicable.

4. The design review criteria set forth in the following subsection;

   The project is in keeping with the design review criteria as outlined below (Section 19.38.060 of the El Cerrito Municipal Code).

5. Any planning or zoning approvals by the Planning Commission or Zoning Administrator;

   The project does not require Planning Commission or Zoning Administrator approval.

6. Any other relevant policies or regulations of the City.

   No other City policies apply to this project.

Pursuant to Section 19.038.060 B. - Design Review Criteria:

When conducting design review, the Design Review Board shall be guided by whether the project satisfies all applicable criteria, the policies of the General Plan's Community Design Element, and by any other policies or guidelines that may be adopted by the City Council for this purpose. Criteria listed below are specific criteria that, if applicable, all projects must satisfy for approval.

a. The aesthetic design, including its exterior design and landscaping, is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.

The project provides an attractive and comfortable environment for all because the building has a clean, modern design. Its three stories at the rear and two at the front follows the topography and provides a classic low profile aesthetic with interesting block forms and recessed openings and balconies. Landscaping will be a prominent design feature along the street frontage. Planter bed and pervious walkways are the overall theme for the front and rear yards. The project design provides the tenants many amenities including; private and common open space areas; including a deck, laundry room, and adequate off-street parking for automobiles and bicycles.

b. Project details, colors, materials, and landscaping, are fully integrated with one another and used in a manner that is visually consistent with the proposed architectural design.

The colors are earth tone of light beige white and tan, James Hardy Board siding will be used for the project. The planks will be oriented in vertical and horizontal manner so as to provide varying planes further enhancing the building's visual interest. Landscaping is comprised mostly of indigenous species natural to the Bay Area. Both the building and landscaping are designed with a low profile theme that is compatible with the surrounding single and multiple family houses.

c. The project has been designed with consideration of neighboring development.

Surrounding structures include both single family and multi-family housing. The structures are one, two and three stories high and are typically mid-century in design. The massing of the proposed project is consistent with the prevailing two stories in the neighborhood with similar front, side and rear setbacks.

d. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.

The design of the building is modern in scope and uses cubes to form the exterior elevations. Using square modules results in varying wall planes and elevations that help breakup the massing of the structures. With the use of vertical and horizontal planks, massing is further enhanced, in that; the visual difference adds interest to the elevations. Also, the structure follows the slope of the terrain; as a result the rooflines vary in height. The El Cerrito Plaza Bay Area Rapid Transit (BART) station and AC Transit bus routes are less than a half of a mile away from the project, making it an ideal walking or biking distance to mass transit.

e. Street frontages are attractive and interesting for pedestrians, address the street and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.

The project's street frontage is pleasing to pedestrians because of its openness. The 10 ft. deep front yard offers low-lying shrub landscaping, a large common open space and two patios to enhance surveillance of the street.

f. The proposed design is compatible with the historical or visual character of any area recognized by the City as having such character.

This finding is not applicable. The project location is not in a part of the city that has been recognized as having a historically or visually significant character.

g. The aesthetic design preserves significant public views and vistas from public streets and open spaces and enhances them by providing areas for pedestrian activity.

This finding is not applicable. The project location is not in a part of the city that has been recognized as having significant public views and vistas from public streets.

h. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape and softening walls; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with El Cerrito's climate.

Landscaping for the site will be low-lying along the front and vertical along the rear. The plan indicates three gallon trees to be planted along the southern property line. The Bears Seedless Lime tree and the two Improved Myer Lemons may grow to twenty feet in height at maturity which provides vertical landscaped elements at the rear yard adjacent to the park. Staff notes that these three trees require a fair amount of water until established. However, the rest of the plants are drought tolerant and are indigenous to the Bay Area. All setbacks will be landscaped with minimal hardscape for pedestrian paths. Such paths will be comprised of a pervious material.

i. The project has been designed to be energy efficient including, but not limited to, landscape design and green or eco-friendly design and materials.

The architect has chosen materials that are partially made of recycled materials and are energy efficient. The siding and windows are both comprised of composite materials that are partially recycled. The landscaping incorporates drought tolerant plants (low water use) that will be low maintenance.

j. The project design protects and integrates natural features including creeks, open space, significant vegetation, and geologic features. Projects along the Ohlone Greenway shall enhance the usability and aesthetic appeal of the Greenway by integrating it into the fabric of the City through building designs that include entries, yards, patios, and windows that open onto and face the Ohlone Greenway.

This finding is not applicable.

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. PL15-0100, subject to the following conditions:

Planning Division:

1. The project shall be developed and maintained substantially in compliance with the plans dated April 28, 2016 and sample materials board except as amended by subsequent conditions of this Resolution. Minor changes may be approved by the Zoning Administrator.

2. The design review approval shall be limited to approval of a nine unit multi-family apartment project and related site improvements.

3. If not used, this design review approval shall expire two years from the date of this action.

4. 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. All of the conditions listed in items 4a, 4b and 4c below; shall be completed to the satisfaction of the Zoning Administrator, unless otherwise specified:

   a. To reduce fugitive dust-related impacts to air quality, the contractor shall implement the following BAAQMD Best Management Practices that are required of all projects:

   1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

   2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

   3. 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.

4. All vehicle speeds on unpaved roads shall be limited to 15 mph.

5. All roadways, driveways, and sidewalks to be paved shall be completed prior to the final inspection to the satisfaction of the City Engineer. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. During construction, 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 the California Code of Regulations [CCR]). This condition shall be listed in a sign visible from the inside of the construction site to the satisfaction of the Zoning Administrator.

7. All construction equipment shall be maintained and properly tuned in accordance with Manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation to the satisfaction of the Zoning Administrator.

8. 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 to the satisfaction of the Zoning Administrator.

b. Hydrology and Water Quality

1. Submit a Stormwater Pollution Prevention Plan (SWPPP) to the satisfaction of the City Engineer prior to the issuance of the building permit.

2. Submit a Stormwater Control Plan (SCP) that meets C.3 requirements for development projects to the satisfaction of the City Engineer prior to the issuance of the building permit. During construction, implement Best Management Practices (BMPs) and Low Impact Development (LID) measures to ensure post-development impacts to water quality are minimal, to the satisfaction of the City Engineer.

c. Noise

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

2. 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.

3. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. Noisy stationary equipment (e.g. generators and compressors) and materials unloading and staging areas shall be located away from adjacent sensitive use.

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

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

11. 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.

12. 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.

13. 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.

14. 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.

15. Project personnel shall not collect cultural resources.

16. 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.

17. 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

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

19. 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

Public Works

5. Replace sidewalk flags along the property frontage to meet City and ADA standards prior to the final inspection. Sidewalk replacement locations will be per the discretion of the Public Works Engineering Manager.

6. Removal and replacement of new driveway approach must include full width and length of curb & gutter per City Standard Details must occur prior to the final inspection to the satisfaction of the City Engineer**.**

7. For any street tree, sidewalk and driveway work, applicant must obtain a Public Works Encroachment Permit and pay all associated fees prior to the filing of a building permit to the satisfaction of the City Engineer.

8. 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 prior to the filing of a building permit to the satisfaction of the City Engineer.

9. Applicant shall provide drainage plan for new roof and any rain leaders. All drainage is encouraged to stay on-site, draining away from the foundations, 10’ from property lines, and shall not cause a nuisance to neighboring properties to the satisfaction of the City Engineer.

Building Division

10. Prior to submittal of the building permit plans, adjust the plans so that Unit #2 is to be adaptable per 2013 CBC 1104A.1 and unit 3 adhere to 2013 CBC 1102A.3.1. Plans for Unit 3 shall be revised to show the powder room or bathroom to have accessible route entry level.

11. The plan must comply with the 2013 CalGreen standards and 2013 California Building Energy and Efficiency Standards (Title 24 – Part 6) subject to the satisfaction of the City’s Building Official.

12. Prior to the final inspection the applicant must comply with El Cerrito Municipal Code Chapter 16.34 requiring the undergrounding of utilities to the satisfaction of the Building Official.

13. Upon submittal of building permit plan, preliminary soils report must be submitted to the satisfaction of the Building Official.

Fire Department:

14. Building Construction shall meet current building codes and the El Cerrito Fire Code to the satisfaction of the City of El Cerrito Fire Marshall.

15. Based on required fire flow, show on plans the number of fire hydrants required and locations based on maximum spacing requirements prior to the submittal of building permit plans to the satisfaction of the City of El Cerrito Fire Marshall.

16. Prior to the final inspection, driveway gates installed across Emergency Vehicle Access (EVA) roads, gates shall be operable by the use of a Knox Key Fire to the satisfaction of the Fire Marshall.
17. Prior to the final inspection, a "KNOX BOX" shall be installed with keys for all common areas to the satisfaction of the Fire Marshal.
18. Prior to the final inspection, smoke detection shall be installed in each bedroom, in hallways adjacent to bedrooms, and one detector per floor level (top and bottom of stairs) to the satisfaction of the Fire Marshal.
19. Prior to the final inspection, approved numbers or address shall be provided in such a position to be plainly visible and legible from the street fronting the property. Address shall be either internally or externally illuminated to the satisfaction of the Fire Marshall.

Stege Sanitary

20. Prior to submittal of building permit plan, obtain approval from Stege Sanitary District of plans that show the minimum inside diameter of side sewers (laterals) to serve nine residential units shall be six inches.

21. Prior to the City of El Cerrito's final inspection, the applicant shall pay construction fees for all units to the Stege Sanitary District.

CERTIFICATION

I CERTIFY that this resolution was adopted by the El Cerrito Design Review Board at a regular meeting held on July 6, 2016, upon motion of Boardmember ____, second by Boardmember ____:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____

Noel M. Ibalio
Senior Planner

June 30, 2016

RESPONSES TO 4/6/16 DESIGN REVIEW BOARD COMMENTS.

Sheet A.2 - Conceptual Site Plan

1. Side setbacks is too steep for pavers. Needs to be graded with steps and landing.
   Response: Both west and east side setbacks are graded with timber and gravel steps. See revised east and west elevation on sheet A.5

2. Gravel is hard to walk on and will roll off at current slope. Consider providing usable space for rear units.
   Response: Backyard revised with low usable decks for each unit in rear. Low retaining wall with timber and gravel steps is provided for walkway.

Sheet A.3 - Conceptual Parking and Level 1

Comment: Trash enclosure landing should be level so bins can be rolled out.

Response: Confirmed with Mark with EBSAN- trash enclosure elevation raised from 65 Feet to 66 Feet to meet with sidewalk elevation. Bummer will be provided outside if needed to prevent bins from rolling down driveway.

Sheet A.5 - Conceptual Elevations

Comment:

1. Vary window size and add corner windows to give variety.
   Response: Larger corner windows added at yellow protrusions.

2. Higher parapets on the "beige boxes".
   Response: Parapets raised to be higher.

3. Would be good to have exterior shading devices over the windows on the south side.
   Respone: Added 2 feet - 6 inches deep shades on south side windows. Excluded shades at the stairwell square windows

4. Recommend good quality windows.
   Response: Aluminum vs. Vinyl windows to be discussed at meeting. We prefer to use high quality Milgard Vinyl windows for our project

5. Planters at the common area deck.
   Response: Planters added to common deck on drive way side.

6. Show seams at horizontal siding.
   Response: Siding seam added to elevations.

7. Show siding corner detail and vertical to horizontal siding transition detail.
   Response: Details added to sheet L.2

ALIQUOT

April 9, 2016

Ms. Eva Wu
(510) 292-9329
Via e-mail only: e.wu1020@gmail.com

Subject: Trip Generation Study for the Proposed Apartments at 5730 El Dorado Street in El Cerrito

Dear Eva:

Thanks for requesting this trip generation study regarding the proposed apartments at 5730 El Dorado Street in El Cerrito. This letter briefly summarizes our findings regarding the expected vehicle trip generation for a nine unit apartment building.

Table 1 is a summary of the expected AM and PM peak hour trip generation rates for the proposed apartments (Land Use Code 220) in *Trip Generation, 9th Edition* published by the institute of Transportation Engineers (ITE) in 2012. On a typical weekday, each apartment unit is expected to generate approximately 6.65 trips according to *Trip Generation.* Therefore, a nine unit apartment building is expected to generate approximately 60 (=9 units x 6.65 trips/unit) daily vehicular trips.

Table 1: Expected Project Trip Generation for AM and PM Peak Hour based on ITE Rates

Time Period	Size (units)	Peak Hour Trip Rate	Directional Split		Peak Hour Trips		
			Entering	Exiting	Entering	Exiting	Total
AM Peak	9	0.51/unit	20%	80%	1	4	5
PM Peak	9	0.62/unit	65%	35%	4	2	6

With such a small trip generation (an average of one vehicle every 10 minutes during the peak hour), the proposed apartments is expected to have no impact on nearby intersections, including Carlson Boulevard / Central Avenue. If you have any questions, please call me at (510) 695-7434, which is my cell phone number. Thank you for the opportunity to provide this analysis.

Sincerely,

REGISTERED PROFESSIONAL ENGINEER
GORDON C. LUM
No. 1542
EXP. 9-30-16
TRAFFIC
STATE OF CALIFORNIA

Gordon Lum, PE
Senior Traffic Engineer

Aliquot Associates, Inc. 1390 S. Main St., Suite 310 | Walnut Creek, CA 94596
E-mail: glum@aliquot.com | Telephone: (925) 476-2324 | Fax: (925) 476-2350

AEM CONSULTING
Planning, Public Policy & Environmental Studies

June 14, 2016

Eva Wu
604 Kearney Street
El Cerrito, CA 94530

Re: El Dorado Apartments – CEQA In-fill Exemption (Class 32)

Dear Ms. Wu,

We have conducted a preliminary environmental review to determine the level of environmental review under the California Environmental Quality Act (CEQA). It is out judgement that the El Dorado Apartments project as described herein, meets the requirements for a Class 32 Categorical Exemption under CEQA and recommend the City of El Cerrito file a Notice of Exemption under Section 15374 of the CEQA Guidelines.

Please see the attached justification for our analysis.

Thank you for considering AEM Consulting. We look forward to working with you in the future.

Sincerely Yours

Digitally signed by Vern Miller
DN: cn=Vern Miller, o=AEM Consulting, ou, email=aem@aemconsulting.net, c=US
Date: 2016.06.15 11:49:20 -07'00'

Vern Miller, Principal

310 Pacific Heights Drive, Santa Rosa, CA 95403 707-523-3710

El Dorado Apartments

Project Description

El Dorado Apartments is a proposed new construction project on a 0.29-acre vacant parcel (APN 510-045-006-2) with address 5730 El Dorado Street in El Cerrito, Contra Costa County, California 94530. The project envisions construction of a new 9- unit multi-family apartment building with 14,932 square-feet of floor area on a 12,500 square- foot lot. The proposal includes one loft, four one-bedroom units, one two-bedroom units and three three-bedroom units with 13 onsite parking spaces in a three story building. Onsite parking is provided in private unit garages and tuck-under parking on the ground floor. The design is articulated to provide 1,456 square feet of open space with private balconies, yards and common space on all three levels.

Site Characteristics

The lot is currently vacant and is surrounded by single- and multi-family residential developments. A small community park, Central Park, borders the lot to the southeast.

California Environmental Quality Act

The California Environmental Quality Act or CEQA provides exemptions for infill development projects meeting certain conditions. The appropriate CEQA documentation for the proposed project anticipates a Class 32 Categorical Exemption (CE). Class 32 Categorical Exemption reports may be used for environmental review for urban infill development meeting certain conditions.

To qualify for the Class 32 Exemption the CEQA Guidelines Section 15332 states that such a CE is appropriate when the effects of Traffic, Air Quality, Noise and Water Quality (among others) do not bear a significant impact on the environment.

This document will discuss the effects of Air Quality, Noise and Water Quality under CEQA guidelines to determine levels of significance. Each is discussed below in turn.

Air Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
AIR QUALITY -- *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

Setting

The project site is located near several sources of roadway and railroad traffic. Interstate 80 (I-80), a freeway, lies 953 feet west of the site. Central Avenue lies 256 feet south; San Pablo Avenue is 1,130 feet east; and freight railway operations lie on tracks west of I-80 at a distance of 1,823 feet.

The project site is located inside the setback area (1,000 feet; see discussion that follows) from I-80 and Central Avenue, for sensitive receptors.

There are two stationary sources permitted by the Bay Area Air Quality Management District within 1,000 feet – two gas stations west of the project site, near I-80.

Regulatory Framework

Federal Regulations:

Federal Clean Air Act [Clean Air Act, Sections 176 (c) and (d), and 40 CFR 6, 51, 93]

State and local regulations that pertain to the proposed project related to air quality include:

City of El Cerrito General Plan (1999) Chapter 7, *Resources and Hazards*:

> ***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.*

Bay Area Air Quality Management District (BAAQMD) *Clean Air Plan*

Bay Area Air Quality Management District (BAAQMD) *CEQA Air Quality Guidelines*

Regulatory Setting

The Federal Clean Air Act governs air quality in the United States. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act. At the Federal level, the United States Environmental Protection Agency (USEPA) administers the Clean Air Act (CAA). The California Clean Air Act is administered by the California Air Resources Board (CARB) at the State level and by the Air Quality Management District at the regional and local levels. The Bay Area Air Quality Management District (BAAQMD) regulates air quality at the regional level, which includes the nine-county Bay Area.

For consistency with local air quality management, the Bay Area Air Quality Management District BAAQMD standards were used to evaluate impacts for several pollutants. For air quality, the analysis considers whether the Proposed Action or alternatives would:

1) Conflict with the Clean Air Act General Conformity Rule;
2) Emit a criteria pollutant or precursor that exceeds local thresholds for construction or operation;
3) Exceed local standards for fugitive dust emissions during construction;
4) Exceed carbon monoxide standards during operation;
5) Expose sensitive receptors to health risks in excess of local thresholds;
6) Exceed local $PM_{2.5}$ standards for new residential development; or
7) Expose a substantial number of people to odor emissions.

The federal Clean Air Act requires each state to identify areas that have ambient air quality in violation of federal standards. States are required to develop, adopt, and implement a state implementation plan (SIP) to achieve, maintain, and enforce federal ambient air quality standards in these nonattainment areas. SIP elements are developed on a pollutant-by-pollutant basis whenever one or more air quality standards are being violated. In California, local and regional air pollution control agencies have primary responsibility for developing SIPs, generally in coordination with local and regional land use and transportation planning agencies. The Bay Area Air Quality Management District (BAAQMD) is the responsible regional air pollution control agency in the San Francisco Bay Area.

An area's compliance with national ambient air quality standards under the Clean Air Act is categorized as nonattainment, attainment (better than national standards), unclassifiable, or attainment/cannot be classified. The unclassified designation includes attainment areas that comply with federal standards, as well as areas for which monitoring data are lacking. Unclassified areas are treated as attainment areas for most regulatory purposes. Simple attainment designations generally are used only for areas that transition from nonattainment status to attainment status. Areas that have been reclassified from nonattainment to attainment of federal air quality standards are automatically considered maintenance areas, although this designation is seldom noted in status listings. The San Francisco Bay Area is designated as nonattainment for the federal 8-hour ozone standard and the 24-hour fine particulate matter ($PM_{2.5}$) standard. The San Francisco Bay Area is designated as attainment or unclassified for the other national ambient air quality standards.

With respect to the state ambient air quality standards, California classifies areas as attainment, nonattainment, nonattainment-transitional, or unclassified. The San Francisco Bay Area is designated as a nonattainment area for ozone, inhalable particulate matter (PM_{10}) and $PM_{2.5}$ standards and as attainment or unclassified for the other state ambient air quality standards. The predominant regulation that guides assessment of air quality impacts of federal actions is the General Conformity Rule, established under the Clean Air Act (Section 176(c)(4)). The General Conformity Rule ensures that the actions taken by federal agencies in nonattainment and maintenance areas do not interfere with a state's plans to meet national standards for air quality. The project area is located within the San Francisco Bay Area Air Basin, which is designated as a nonattainment area for the federal 8-hour ozone standard and the federal fine particulate matter ($PM_{2.5}$) standard. The air basin is designated as a maintenance area with respect to the federal carbon monoxide (CO) standards.

In keeping with the General Conformity Rule process, the appropriate *de minimis* thresholds of the Rule as they apply to the San Francisco Bay Area Air Basin for ozone precursors, $PM_{2.5}$, and CO are applied. The *de minimis* thresholds for these three pollutants in the San Francisco Bay Area Air Basin are 100 tons per year for each pollutant.

Toxic Air Contaminants

Toxic Air Contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two- thirds of the cancer risk from TACs (based on the statewide average). According to the CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants programs.

CARB reports that recent air pollution studies have shown an association that diesel exhaust and other cancer-causing toxic air contaminants emitted from vehicles are responsible for much of the overall cancer risk from TACs in California. DPM emitted by diesel-fueled engines was found to comprise much of that risk. DPM can be distributed over large regions, thus leading to widespread public exposure. Diesel engines emit particulate matter at a rate about 20 times greater than comparable gasoline engines. The vast majority of diesel exhaust particles (over 90 percent) consist of $PM_{2.5}$, which are particles that can be inhaled deep into the lung. Like other particles of this size, a portion will eventually become trapped within the lung possibly leading to adverse health effects. While the gaseous

portion of diesel exhaust also contains TACs, CARB's 1998 action was specific to DPM, which accounts for much of the cancer-causing potential from diesel exhaust. California has adopted a comprehensive diesel risk reduction program to reduce DPM emissions 85 percent by 2020. The U.S. EPA and CARB adopted low sulfur diesel fuel standards in 2006 that reduce diesel particulate matter substantially.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations.

In December 2008 the CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2011 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

Buffer Zones

The BAAQMD recommends that general plans include buffer zones to separate sensitive receptors from sources of air toxic contaminants and odors. In June 2010, CARB released the final version of the Air Quality and Land Use Handbook, which is intended to encourage local land use agencies to consider the risks from air pollution prior to making decisions that approve the siting of new sensitive receptors (e.g., schools, homes or daycare centers) near sources of air pollution. Unlike industrial or stationary sources of air pollution, siting of new sensitive receptors does not require air quality permits, but could create air quality problems. The primary purpose of the handbook is to highlight the potential health impacts associated with proximity to common air pollution sources, so that those issues are considered in the planning process. CARB makes recommendations regarding the siting of new sensitive land uses near freeways, truck distribution centers, dry cleaners, gasoline dispensing stations, and other air pollution sources. These "advisory" recommendations include setbacks of 500 feet between new residences and freeways. The setbacks are based primarily on modeling information and are not reflective of site-specific conditions in El Cerrito. Siting of new sensitive land uses within these recommended distances may be possible, but only after site-specific studies are conducted to identify the actual health risks. CARB acknowledges that land use agencies have to balance other siting considerations such as housing and transportation needs, economic development priorities and other quality of life issues. Source Documentation: (1)

The BAAQMD Clean Air Plan is the regional air quality management plan for the San Francisco Bay Area. The Clean Air Plan accounts for projections of population growth provided by the Association of Bay Area Governments and vehicle miles traveled provided by the Metropolitan Transportation Commission, and it identifies strategies to bring regional emissions into compliance with federal and State air quality standards. Source Documentation: (2)

BAAQMD Thresholds of Significance

The Bay Area Air Quality Management District has established CEQA Guidelines that provide Thresholds of Significance to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin (SFBAAB). The Guidelines provides BAAQMD-recommended procedures for evaluating potential air quality impacts during the environmental review process consistent with the requirements of the California Environmental Quality Act.

The SFBAAB is currently designated as a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards. SFBAAB's nonattainment status is attributed to the region's development history. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is 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. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

Table 1 BAAQMD Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82	82	15
$PM_{2.5}$	54	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.00 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources and Receptors			
Excess Cancer Risk	10 per one million	10 per one million	
Chronic or Acute Hazard	1.0	1.0	

Index		
Incremental annual average $PM_{2.5}$	0.3 μg/m^3	0.3 μg/m^3
Health Risks and Hazards for Sensitive Receptors (Cumulative from all sources within 1,000 foot zone of influence) and Cumulative Thresholds for New Sources		
Excess Cancer Risk	100 per one million	
Chronic Hazard Index	10.0	
Annual Average $PM_{2.5}$	0.8 μg/m^3	
Greenhouse Gas Emissions		
GHG Annual Emissions	1,100 metric tons or 4.6 metric tons per capita	
Notes: ROG = reactive organic gases; NO_x = nitrogen oxides; PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (μm) or less; $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5 μm or less; and GHG = greenhouse gas.		

If emissions of TACs or $PM_{2.5}$ exceed any of the Thresholds of Significance listed in the table above, the proposed project would result in a significant impact.

Discussion

a) Would the project conflict with or obstruct implementation of any applicable air quality plan? b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Although the project-generated traffic would not result in a significant long-term impact on local or regional air quality, short-term construction impacts could represent an adverse impact without mitigation. Sources of air emissions and dust include activities such as grading, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust.

Emissions Due to Construction Activity

The California Emissions Estimator Model (CalEEMod) Version 2013.2.2 was used to predict annual emissions for construction. CalEEMod provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker and vendor traffic. A construction build-out scenario, including equipment list and phasing schedule was based on model defaults for a project of this type and size. As a balanced site, no substantial hauling of soils is expected. The property is currently vacant, therefore demolition activities and demolition hauling were excluded from the model.

The proposed project land uses were input into CalEEMod, which included nine (9) residential units entered as "Apartments Mid-Rise" and 13 parking spaces. Trip Generation assumptions were further refined using the Institute of Transportation Engineers Trip Generation Manual - 9th edition for Multi-Family housing guidelines.

Construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known Toxic Air Contaminant (TAC). The BAAQMD has not developed any procedures or guidelines for identifying these impacts from temporary construction activities where diesel particulate matter emissions are transient. They are typically evaluated for stationary sources (e.g., large compression ignition engines such as generators) in health risk assessments over the course of lifetime exposures (i.e., 24 hours per day over 70 years).

Construction period emissions were modeled using CalEEMod defaults for a project of this type and size, as described above. Construction of the project is expected to occur over a twelve month period, beginning in 2017. The CalEEMod model provided total annual $PM_{2.5}$ exhaust emissions (assumed to be diesel particulate matter) for the off-road construction equipment and for exhaust emissions from on-road vehicles (haul trucks, vendor trucks, and worker vehicles), with total emissions of 0.0423 tons (87.6 pounds). The on-road emissions are a result of haul truck travel, worker travel, and vendor deliveries during demolition, grading and construction activities. A trip length of 0.3 miles was used to represent vehicle travel while at or near the construction site. It was assumed that these emissions from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive $PM_{2.5}$ dust emissions were calculated by CalEEMod as 0.00141 tons (2.82 pounds) for the overall construction period.

Construction of the project would result in the temporary generation of NO_x and PM_{10} emissions. Short-term air quality impacts are mostly due to dust (PM_{10}) generated by construction and development activities, and emissions from equipment and vehicle engines (NO_x) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction, and stored on-site. If not stored properly, such materials could become airborne during periods of high

winds. The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM_{10} is considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems. PM_{10} emissions during project construction can be reduced through compliance with institutional requirements for dust abatement and erosion control.

The project's construction activities are not expected to substantially change existing air quality standards or contribute to any existing or projected air quality violation. With the implementation of standard construction practices required by the City of El Cerrito, and any mitigation measures that may be required by the BAAQMD and contained in the conditions of approval, potential air quality related impacts would be reduced to a less than significant level. The projects impacts would be *less than significant with mitigation* measures with respect to community risk caused by construction activities. Source Documentation: (3) (4)

Mitigation

AQ1. To reduce fugitive dust-related impacts to air quality, the contractor shall implement the following BAAQMD Best Management Practices that are required of all projects:

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
c. 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.
d. All vehicle speeds on unpaved roads shall be limited to 15 mph.
e. 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.
f. 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 the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
h. 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.

Project Operations

By the nature of the project (residential) operation of this residential project is not considered a source of TAC or $PM_{2.5}$ emissions. As a result, the project operation would not cause emissions that expose sensitive receptors to unhealthy air pollutant levels. Because the project would not be a source of TACs, it would not contribute cumulatively to unhealthy exposure to TACs.

Source Documentation: (5)

Table 2 Air Quality Impacts from Project Operations

Operational Criteria Air Pollutant and Precursor Emissions Analysis			
Source Emissions	Total Project Emissions	BAAQMD Threshold	Significance?
ROG (unmitigated)	0.0932	54 lb/day or 10 tpy	No
ROG (mitigated)	0.0932		No
NO_x (unmitigated)	0.0796		No
NO_x (mitigated)	0.0796	82 lb/day or 15 tpy	No
PM_{10} (unmitigated)	0.0514		No
PM_{10} (mitigated)	0.0514	54 lb/day or 10 tpy	No
$PM_{2.5}$ (unmitigated)	0.0152		No
$PM_{2.5}$ (mitigated)	0.0152		No
*Notes: lb/day = pounds per day; NO_x = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; tpy = tons per year. Due to the small scale of the project, no mitigations were modeled.			

A *Trip Generation Study* for the Proposed Apartments at 5730 El Dorado Street in El Cerrito was prepared by Aliquot Associates Inc. in April 2016. The table below summarizes the expected AM and PM peak hour trip generation rates for the proposed apartments using (Land Use Code 220) in Trip Generation, 9th Edition published by the institute of Transportation Engineers (ITE) in 2012. On a typical weekday, each apartment unit is expected to generate approximately 6.65 trips according to Trip Generation. Therefore, a nine unit apartment building is expected to generate approximately 60 (=9 units x 6.65 trips/unit) daily vehicular trips.

Table 3 Expected Project Trip Generation for AM and PM Peak Hour based on ITE Rates

Time Period	Size (units)	Peak Hour Trip Rate	Peak Hour Trips
AM Peak	9	0.51/unit	5
PM Peak	9	0.62/unit	6

With such a small trip generation (an average of one vehicle every 10 minutes during the peak hour), the proposed apartments is expected to have no impact on nearby intersections, including Carlson Boulevard / Central Avenue. Source Documentation: (6)

Projects of this size do not normally generate operational emissions in sufficient quantity to exceed established thresholds. With the small number of additional vehicle trips generated coupled with the availability of transit, traffic generated by the project would have a less-than-significant impact to local and regional air quality operational emissions. Source Documentation: (1)

Carbon Monoxide Hotspots

The BAAQMD CEQA Air Quality Guidelines indicate that project analyses should follow the University of California Davis Transportation Project-Level Carbon Monoxide Protocol (CO Protocol). According to the CO Protocol, intersections with Level of Service (LOS) E or F require detailed analysis. A project contributing to CO concentrations exceeding the California Ambient Air Quality Standard of 9 parts per million (ppm) averaged over 8 hours and 20 ppm for 1 hour would be considered to have a significant impact.

No CO hotspots are anticipated as a result of traffic generated emissions by the proposed project in combination with existing or cumulative traffic. Therefore, the mobile-related emissions from the project are not anticipated to contribute substantially to an existing or projected air quality violation and would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be *less than significant.*

The project-generated traffic is not sufficient to cause degradation in intersection LOS. There are no effects on toxic hotspots as a result of the project. Source Documentation: (3) (6)

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

According to the BAAQMD CEQA Guidelines, a project that would not individually have a significant air quality impact may have significant cumulative impacts. The determination as to whether a project would have a significant cumulative impact is based on the evaluation of the consistency of the project with the

local General Plan and the consistency of the General Plan with the Bay Area Clean Air Plan (CAP). The project, with mitigation measures, would be consistent with the City's Local Coast Program/Land Use Plan (LCP/LUP). The LCP/LUP is consistent with the CAP, therefore, the project would pose no significant cumulative air quality impacts. Impacts are considered *less than significant.* Source Documentation: (3)

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

For purposes of risk and hazards for new sources and receptors for individual project, the zone of influence is a 1,000-foot radius from property line of the source or receptor. This new threshold is effective May 1, 2011.

Mobile Sources

Major roadways are defined by the BAAQMD as having at least 10,000 average annual daily traffic (AADT). Roadway traffic count data is available from the local congestion management authority.

The project site is located near several sources of roadway and railroad traffic. Interstate 80 (I-80), a freeway, lies 953 feet west of the site. Central Avenue lies 256 feet south; San Pablo Avenue is 1,130 feet east; and freight railway operations lie on tracks west of I-80 at a distance of 1,823 feet. Central Avenue has average daily traffic of 6,630 and therefore is not a major roadway included in the discussion that follows. Source Documentation: (7)

The project site is located inside the setback area (1,000 feet; see discussion that follows) from I-80 for sensitive receptors.

The project would include new sensitive receptors. Substantial sources of air pollution can adversely affect sensitive receptors proposed as part of new projects. The project site is located within 1,000 feet of a freeway. Interstate 680 lies approximately 953 feet to the west of the site. The Bay Area Air Quality Management District (BAAQMD), the regional agency tasked with managing air quality in the region. Guidance provided by the BAAQMD was used for screening the project for health risks to residents.

The air quality analysis tools provided by the BAAQMD are intended to assist lead agencies in analyzing air quality impacts from proposed land use projects and plans, and determine if further refinement in a Health Risk Analysis is warranted. The table below lists the information for I-680 provided by the BAAQMD at a distance of 1,000 feet. This was chosen because the site distance range across the site varies from 953 feet to an approximately 1,095 feet. The screening tool provides for a distance of 750 or 1,000 feet east (see figure below); a distance of 1,000 feet more accurately characterizes the site exposure.

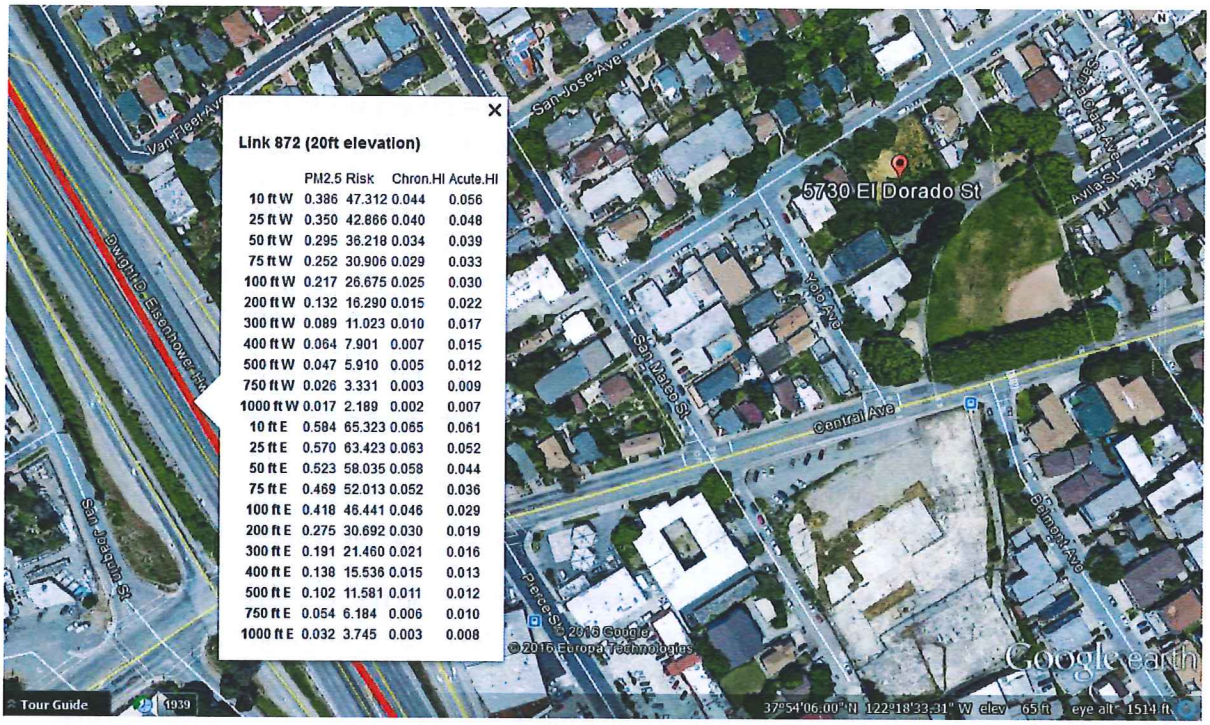


Figure 1 Interstate 80

In addition, stationary, permitted sources of emissions within 1,000 feet are considered in screening for residential land uses. There are two stationary sources within 1,000 feet – two gas stations to the west near Interstate 80.

Central Valero is located 780 feet west of the subject property.

Figure 2 Stationary Permitted Source – G10518

Shell gas station is located approximately 653 feet west.

Figure 3 Stationary Permitted Source – G11946

BAAQMD's Distance Adjustment Multiplier Tool Gasoline Dispensing Facility (GDF) was used to account for the distance to these stationary sources. Results are below.

Table 4 Air Quality - Community Risk Impacts from Single and Cumulative Sources

Source	Maximum Cancer Risk (per million)	Maximum Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)	Maximum Hazard Index
Interstate 80	3.75	0.032	0.0083
Gasoline dispensing facility – 5430 Central	0.4873	n/a	0.0007
Gasoline dispensing facility – 5500 Central	0.3896	n/a	0.00422
BAAQMD Threshold – Single Source	10.0	0.3	0.05
Significant?	*No*	*No*	*No*
Cumulative Sources	4.6269	0.032	0.01322
BAAQMD Threshold – Cumulative Sources	100	0.8	10.00
Significant?	*No*	*No*	*No*

The initial Highway Screening for University Avenue shows a cancer risk of 3.75 in a million as shown in the table above. The Threshold of Significance is less than 10 in a million. The exposure of new residents to mobile sources of $PM_{2.5}$ and other Toxic Air Contaminates is *less than significant.*

Source Documentation: (5)

Stationary Sources

Using the screening tool for Contra Costa County Permitted Sources the BAAQMD recognizes two stationary permitted sources within 1,000 feet of the subject property, both gasoline dispensing facilities. Neither gas station individually or as a cumulative source have Initial Screening values for Adjusted Cancer Risks over thresholds of significance.

The exposure of new residents to stationary sources of $PM_{2.5}$ and other Toxic Air Contaminates is *less than significant*.

Source Documentation: (5)

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

As a residential development, the project is not expected to generate objectionable odors. There is *no impact* in this regard. (8)

Hydrology and Water Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?		X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structure to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Setting

The lot is currently vacant and covered with ruderal vegetation. It is surrounded by single- and multi-family residential developments. A small community park, Central Park, borders the lot to the southeast. The site slopes slightly downward towards the park. The project plans to include a bio-retention area in the rear of the property. The project would be served by the public water, wastewater and storm drainage system.

Regulatory Framework

Federal Regulations and Guidelines:

Federal Clean Water Act 1987

Floodplain Management [24 CFR 55, Executive Order 11988]

Flood Disaster Protection Act [Flood Insurance] [§58.6(a)]

State and local regulations that pertain to the proposed project related to hydrology and water quality include:

City of El Cerrito General Plan

California Regional Water Quality Control Board, San Francisco Bay Region, Contra Costa Countywide NPDES Municipal Stormwater Permit, Order R2-2015-0049, National Pollution Discharge Elimination System Permit No. CAS612008 (NPDES C.3)

Contra Costa Clean Water Program

Discussion

a) Would the project violate any water quality standards or waste discharge requirements? c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-

site? d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? e) Create or contribute runoff water which would provide substantial additional sources of polluted runoff? f) Otherwise substantially degrade water quality?

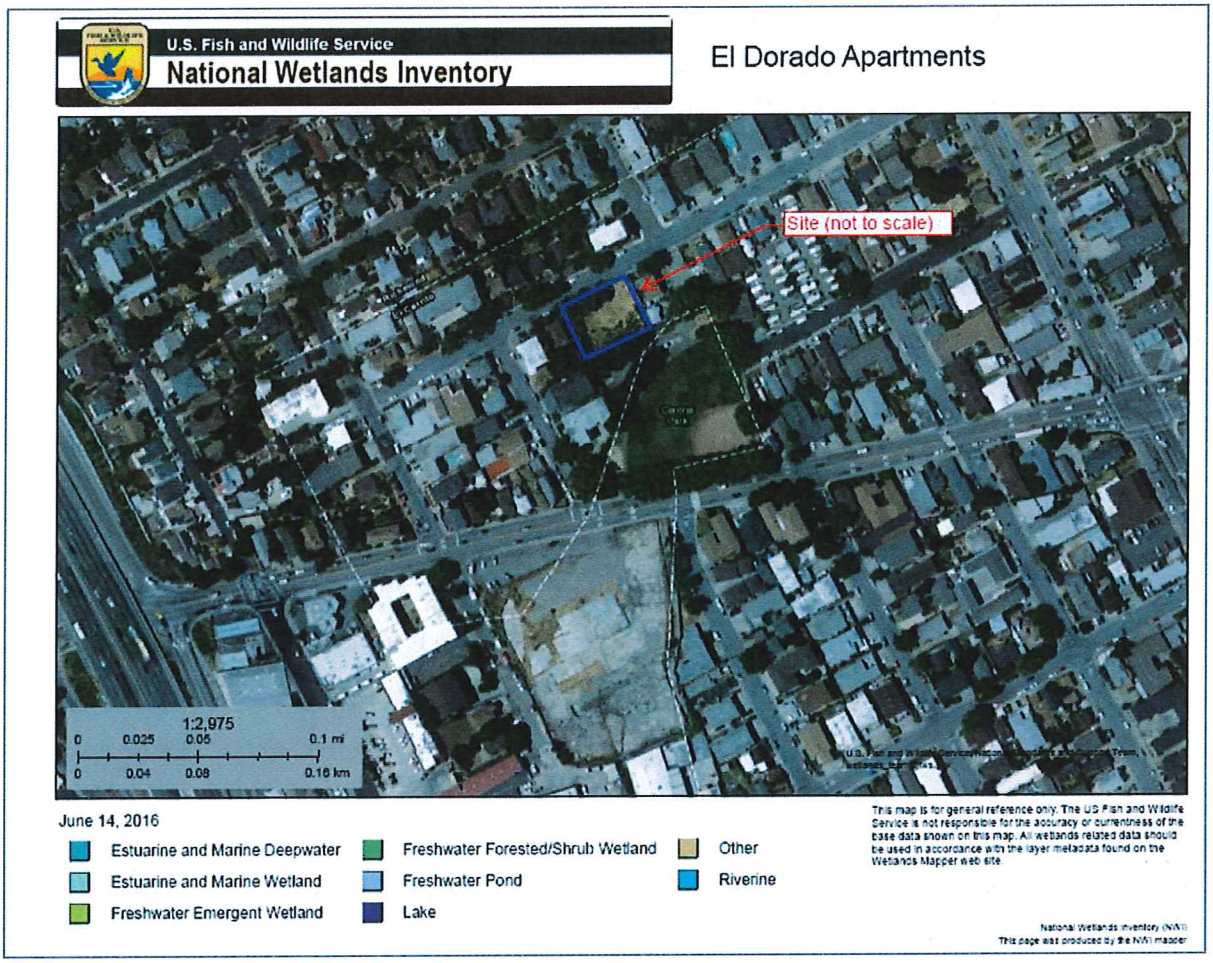
During construction, the project will need to comply with the City's municipal stormwater permit requirements under the Contra Costa Clean Water Program. This will include preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). This SWPPP will identify best management practices (BMPs) for erosion and sediment control, and to prevent accidental spills or releases of construction-related hazardous materials. With implementation of the SWPPP, construction of the project is not anticipated to generate a substantial amount of pollutants which could violate water quality standards or waste discharge requirements.

The project would alter the existing drainage pattern of the lot, through construction of new impervious surfaces (buildings, parking areas), landscape features, and a bio-retention area.

Once constructed, the project itself would not involve any point-source discharges of pollutants. Non-point source pollution (i.e., stormwater runoff) from the site may contain trace amounts of pollutants and sediment. However, in accordance with the Contra Costa Clean Water Program requirements, 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 Regional Water Quality Control Board and must identify responsibility and a mechanism to ensure maintenance of the treatment facilities in perpetuity.

As part of the SCP, the project would include landscaping to reduce the amount of exposed (bare) earth which could lead to erosion, and stormwater would be retained and treated in a bio-retention area on site. With development and implementation of the SCP, the project, once constructed, is not anticipated to discharge a substantial amount of pollutants which could violate water quality standards or waste discharge requirements.

There are no streams or rivers on or near the project. Therefore, the project would cause alteration of any streams or rivers. There are *no impacts* in this regard.



Source Documentation: (3) (9) (10) (11)

The project as envisioned would include a number of measures and design features to ensure that it would not substantially degrade water quality. Impacts are considered *less than significant with mitigation.*

Mitigation

WQ1. Submit a Stormwater Pollution Prevention Plan (SWPPP) to the satisfaction of the Building Engineer.

WQ2. Submit a Stormwater Control Plan (SCP) that meets C.3 requirements for development projects. Implement Best Management Practices (BMPs) and Low Impact Development (LID) measures to ensure post-development impacts to water quality are minimal to the satisfaction of the Building Engineer.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g.,

the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The East Bay Municipal Utility District (EBMUD) supplies water to approximately 1.4 million people in Contra Costa and Contra Costa Counties. Most of EBMUD's water comes from the 577-square-mile Mokelumne River watershed. Water is collected at the Pardee Reservoir in Amador County and distributed to the nearby Camanche Reservoir, and the Mokelumne Aqueducts, which carry water to the East Bay. EBMUD maintains reservoirs within its East Bay service area that include the Briones, Chabot, Lafayette, San Pablo, and Upper San Leandro reservoirs. EBMUD has rights to divert approximately 325 million gallons of water per day from the Mokelumne River.

According to the EBMUD's Draft Urban Water Management Plan 2015, EBMUD developed a broad portfolio of dry year supplies to increase water supply reliability during drought. In 2006 EBMUD executed a Long Term Renewal Contract with the USBR to receive water from the Central Valley Project (CVP) through the Freeport Regional Water Project in years when EBMUD's water supplies are relatively low. Specifically, EBMUD's contract allows it to receive CVP water in years when EBMUD's March 1 projection of its September 30 total stored water supply is forecast to be below 500 total acre feet (TAF). The Long-Term Renewable Contract (LTRC) allows EBMUD to take up to 133,000 acre feet (AF) in a single qualifying year, not to exceed a total of 165,000 AF over three consecutive qualifying years.

EBMUD exercised its LTRC and delivered CVP water for the first time during the 2014-2015 drought. In 2014, EBMUD received 18,641 acre-feet of CVP supply. In 2015, EBMUD received 33,250 acre-feet of CVP water.

EBMUD will provide potable water service to the project site. Total project demand would be a maximum 1,820 gallons of water per day (using EBMUD's estimated daily demand of 70 gallons per person per day and an estimated 26 residents). The project represents a higher density use over current conditions, although the net increase is less than if the site were undeveloped. According to EBMUD, it has an "obligation to serve" all customers within their jurisdiction as long as the water use is not considered to be wasteful.

EBMUD has informed the City of El Cerrito of its intent to provide, and that potable water is available, for both domestic use and fire protection to the subject property from existing facilities, which are serviced and maintained by East Bay Municipal Utility District. Service will be granted subject to compliance with the District's regulations governing water service and Schedule of Rates and Charges.

The project will not affect ground water recharge, well water supplies or aquifers because EBMUD will provide water to the project site. Impacts to water supply is considered *less than significant.*

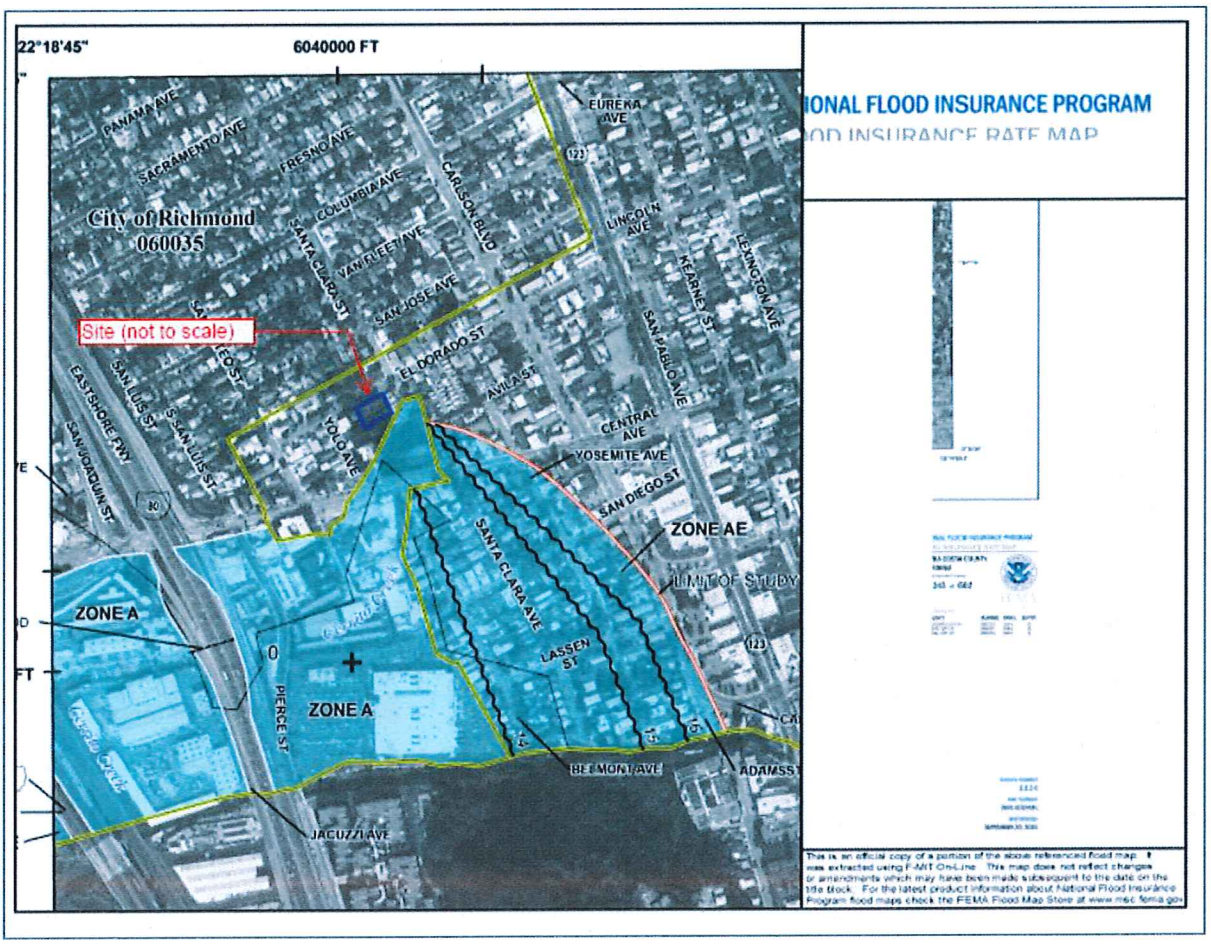
Source Documentation: (4) (3) (10) (12)

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? i) Expose people or structure to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project site is not located in a Flood Zone. The area is a Flood Hazard Area Designation Zone X: Areas of minimal flooding. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in this zone. Flood hazard designation is depicted on FIRM Map Number 06013C0243G, with an effective date of September 30, 2015.

The site is not protected from flooding by a levee or dam; there is no impact in this regard.

The southeastern portion of the site is adjacent to a floodplain (Zone AE: 1% annual chance of flooding). The onsite bio-retention basin and mitigation measures WQ1 and WQ2 will ensure no impact to the floodplain will occur off-site as a result of the project.



Map 1 Flood Insurance Rate Map

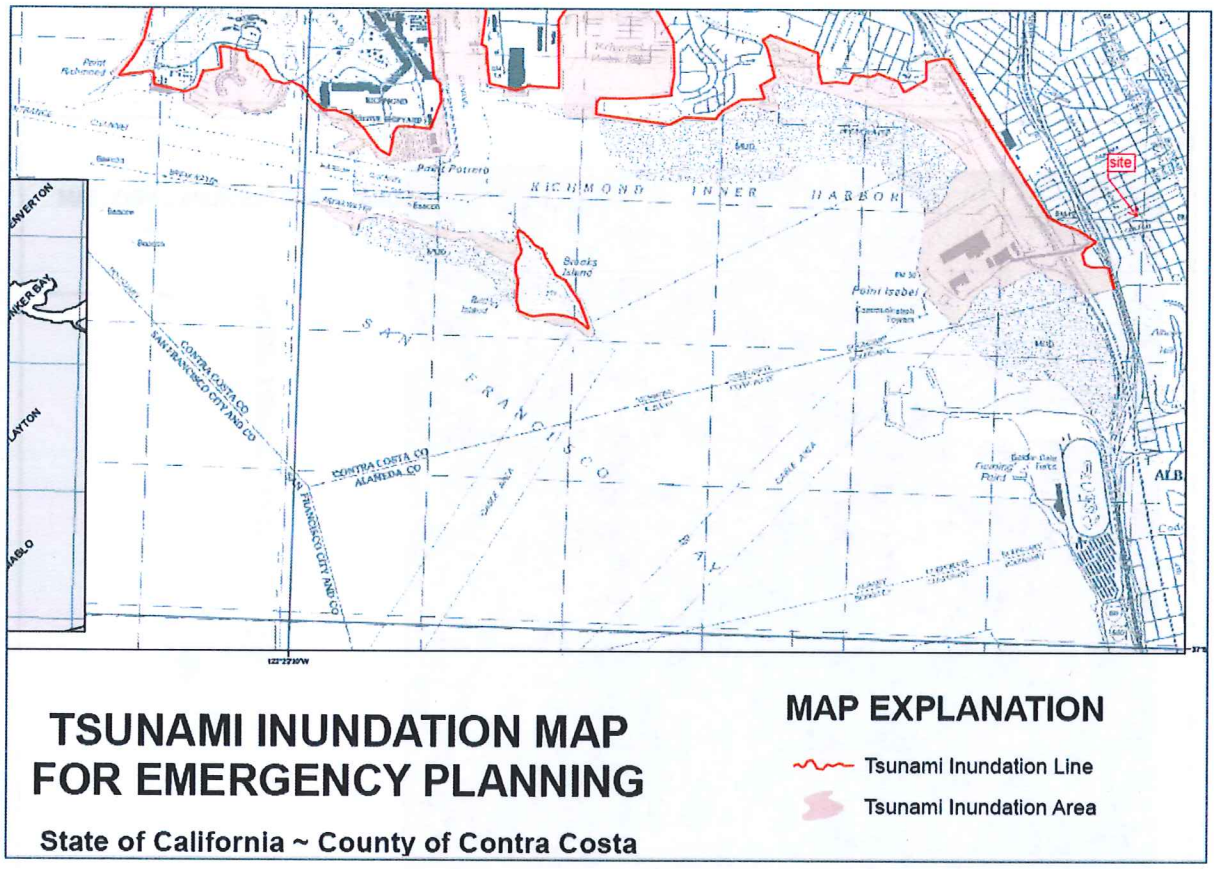
There is *no impact* to floodplains as a result of the project.

Source Documentation: (8) (13)

j) Inundation by seiche, tsunami, or mudflow?

A seiche occurs in lakes and other land-locked bodies of water. The project site is located in the San Francisco Bay Area. The subject is not subject to mudflows; however, a tsunami is possible because San Francisco Bay is fed by the Pacific Ocean.

The California Emergency Management Agency, California Geological Survey, and University of Southern California publish *Tsunami Inundation Maps for Emergency Planning.* According to the Richmond Quadrangle/San Quentin Quadrangle map for Contra Costa County, the project site is outside the tsunami inundation line.



There is *no impact* in this regard.

Source Documentation: (3) (10) (14)

Conclusion

Based on the evaluation above, water quality impacts of the project would be *less than significant.*

Noise

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
NOISE – WOULD THE PROJECT:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Setting

The existing noise environment at the site and in the vicinity results primarily from vehicular traffic along nearby streets and highways.

Regulatory Framework

State and local regulations that pertain to the proposed project related to noise include:

City of El Cerrito General Plan (1999) Chapter 7, *Resources and Hazards*

California Building Code

City of El Cerrito General Plan Policies

The City of El Cerrito General Plan (1999) Chapter 7, *Resources and Hazards* states the following policies that apply to the project.

> ***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 Exterior Noise Environments, which shall be modified by Policies H3.2 through H3.12, below.
>
> ***H3.2 Outdoor Noise Levels.*** The goal for maximum outdoor noise levels in residential areas is an Ldn of 60 dB. This level is a requirement to guide the design and location of future development and is a goal for the reduction of noise in existing development. However, 60 Ldn is a goal that cannot necessarily be reached in all residential areas within the realm of economic or aesthetic feasibility. This goal would 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 would not normally be applied to the small decks associated with apartments and condominiums but these would be evaluated on a case-by-case basis. Where the city determines that providing an Ldn of 60 dB or lower outdoors is not feasible, the outdoor goal may be increased to an Ldn of 65 dB at the discretion of the Planning Commission.
>
> ***H3.3 Indoor Noise Levels.*** The indoor noise level as required by the State of California Noise Insulation Standards must not exceed an Ldn of 45 dB in new housing units.
>
> ***H3.4 Indoor Instantaneous Noise Levels.*** Interior noise levels in new single-family and multi-family residential units exposed to an Ldn of 60 dB 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 would be determined by monitor. Examples would include truck passbys on busy streets, BART passbys and train warning whistles.
>
> ***H3.9 Noise Environment in Existing Residential Areas.*** Protect the noise environment in existing residential areas. In general, the City would require the evaluation of mitigation measures for projects under the following circumstances:
>
> 1. The project would cause the Ldn to increase 3 dB(A) or more.
> 2. Any increase would result in an Ldn greater than 60 dB(A).
> 3. The Ldn already exceeds 60 dB(A).
> 4. The project has the potential to generate significant adverse community response.
>
> ***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.

The following table lists the Plan's land use compatibility guidelines for exterior noise environments.

Table 5 General Plan Land Use Compatibility for Community Exterior Noise Environments

Table 7-1, Land Use Compatibility for Community Exterior Noise Environments

	Exterior Noise Exposure (Ldn or CNEL, dB)						
Land Use Type	55	60	65	70	75	80	+ 80
Residential, Hotels, Motels	*	*	**	**	**	X	X
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	*	*	*	**	**	**	X
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches	*	*	**	**	**	X	X
Office Buildings, Business Commercial and Professional	*	*	**	**	**	X	X
Auditoriums, Concert Halls, Amphitheaters	**	**	**	**	X	X	X
Industrial, Manufacturing, Utilities and Agriculture	*	*	*	*	**	**	**
Normally Acceptable:	*						
Conditionally Acceptable:	**						
Unacceptable:	X						
* Source: City of El Cerrito General Plan (1999)							

City of El Cerrito Municipal Code

The City of El Cerrito Municipal Code Section 19.21.050 B provides noise guidelines and performance-based standards consistent with the General Plan. It is noted that impact of a proposed project on an existing land use should be evaluated in terms of the increase in existing noise levels and potential for adverse community impact. All new development must comply with the outdoor noise standards established in Table 19.21-A of the Municipal Code.

Table 6 Outdoor Noise Levels

Table 19.21-A, Outdoor Noise Levels

Land Use Type	Exterior Noise Exposure (Ldn or CNEL, dB)		
	Normally Acceptable	Conditionally Acceptable	Unacceptable
Residential, Hotel and Motels	60	75	>75
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	65	80	>80
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches	60	75	>75
Office Buildings, Business Commercial, and Professional	60	80	>80
Auditoriums, Concert Halls, Amphitheaters	—	70	>70
Industrial, Manufacturing, Utilities and Agriculture	70	85	—

Discussion

a) Would the project cause the 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 (e.g. OSHA)?

Noise Measurements

There are several noise measurement scales that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. The zero on the decibel scale is set at the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis; an increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its measured intensity. Each 10-decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level, equivalent in energy to the total energy of the actual noise levels experience over a fixed period of time, most commonly an hour. This energy-equivalent sound/noise descriptor is called Leq.

Since people's sensitivity to noise increases during the evening and at night, the Community Noise Equivalent Level (CNEL) was developed. The CNEL gives greater weight to noise levels during the evening and night than during the day. The Day/Night Average Sound Level, L_{dn}, is essentially the same as CNEL, with the exception that the evening time period is not given greater weight than the daytime period.

Airports and Aircraft Noise

There are no airports within 10 miles of the project site. Aircraft operations are not considered a source of noise at the site.

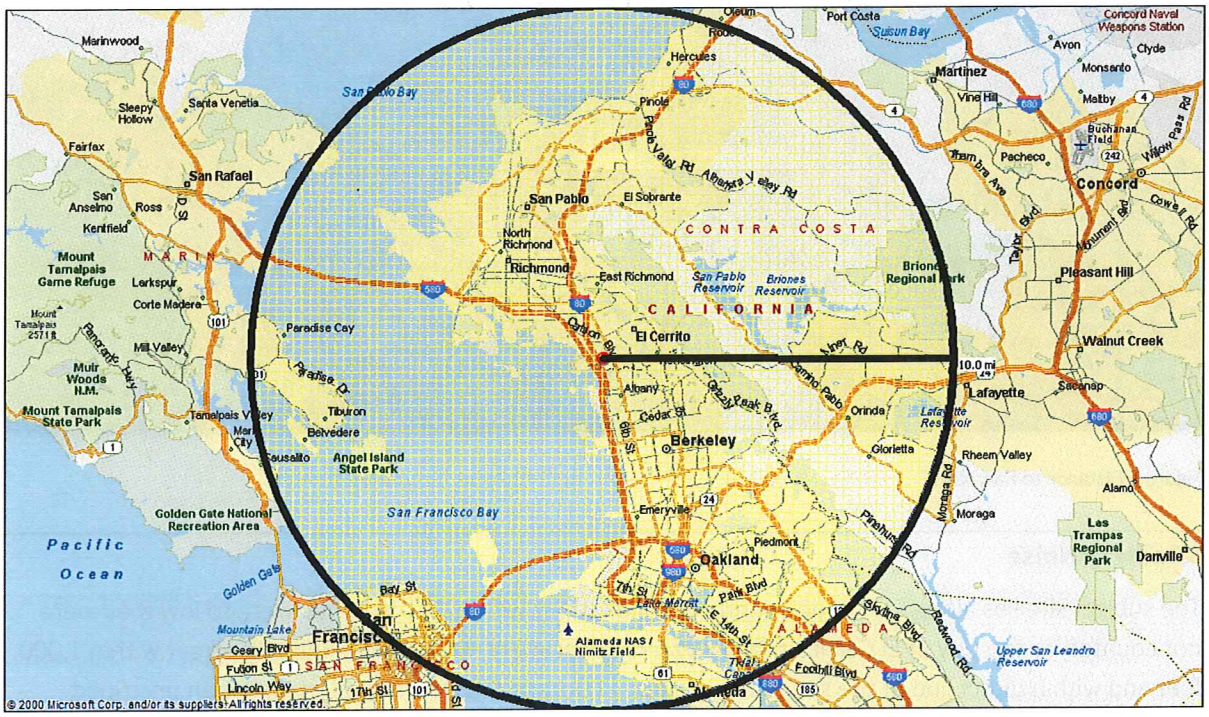


Figure 4 Airports

Railroad Noise

The site lies between two rail lines. Bay Area Rapid Transit (BART) operates 0.42 mile east, and commercial freight rail operations lie 1,823 feet west, parallel to Interstate 580. The tracks are completely shielded by buildings and are not considered a noise source.

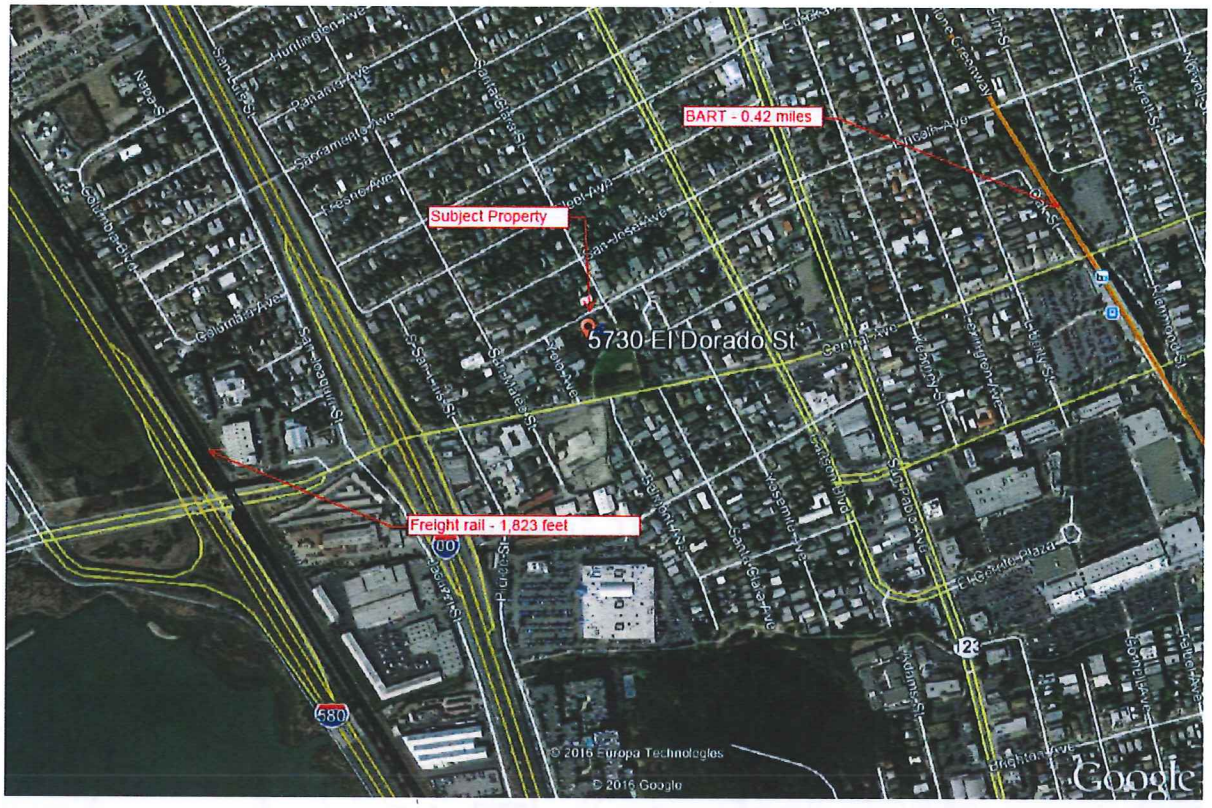


Figure 5 Distance to Railroads

Roadway Noise

The subject site lies along El Dorado Avenue, a minor street with traffic volumes were so low they were not counted by the City of El Cerrito's Public Works department. El Dorado is the only street within 1,000 feet and within direct line of the site of the project. El Dorado Street is a local road; it is an unstriped roadway within one travel lane in each direction and on-street parking. A local road has a typical carrying capacity of approximately 700 vehicles per lane. This is too low for meaningful analysis. El Dorado Avenue does not have traffic volumes sufficient to have a significant impact by the exposure of residents to excess noise above 60 DNL. This is confirmed by noise measurements conducted in September 2015 by Michael Baker for 5800 El Dorado, roughly 400 feet west of 58.5 DNL. Source Documentation: (9)

Central Avenue lies approximately 256 feet south. According to traffic counts, Central has an average daily traffic of 6,630 vehicles. This is too low for meaningful analysis. Source Documentation: (3) (7)

The project site is not subjected to excessive noise. Impacts to future occupants of the site are considered less than *less than significant.*

Construction Noise

During construction phases associated with the project, noise levels on the project site and in the vicinity would be increased due to construction activities including grading and building activities which would occur on the site. Single-family and multifamily residential uses surround the site, with the exception of the southern portion of the site where a public park is located. These land uses represent sensitive receptors located within the vicinity of the project site. Increases in construction related noise level near the project site could represent a potential significant impact.

Noise generation from the project would be limited to temporary on-site construction activities, which will be temporary in duration. No permanent substantial increase in noise would occur on the project site, as proposed use of the site is compatible with existing use and surrounding uses. Furthermore, adherence to City of El Cerrito Municipal Code requirements as would be required with the project's approval would limit construction activities to 7 AM to 6 PM on weekdays, 8 AM to 5 PM on Saturdays, and prohibits construction activity on Sundays. Source Documentation: (3) (14)

Construction activities would be temporary and limited to daytime hours; therefore, the temporary increase in noise levels due to construction are considered *less than significant.*

Operational Noise

The proposed project would result in the development of the project site with residences, whereas the site is currently vacant. Overall operational noise levels would generally be low, consistent with similar uses, and would primarily be associated with vehicle noise associated with residents accessing the site. With the implementation of the proposed project, an estimated 60 total vehicle trips per day with one additional trip occurring every 10 minutes during the peak hours.

The limited increase in trips associated with the proposed project would not result in a change in the existing ambient noise environment. The change is expected to be less than 1 dBA which is not a perceptible increase in noise levels and would not have the potential for adverse impacts.

Source Documentation: (3) (6) (7)

Noise impacts from operation of the project are considered *less than significant.*

Conclusion

The proposed project would be in compliance with City of El Cerrito General Plan policies and Municipal Code requirements. Based on the proposed use of the project site, and the existing noise setting of the site, the proposed project would not be expected to result in a permanent increase above 60 dBA on the project site or in the site's vicinity.

Because the proposed project would not result in a substantial operational or permanent increase in ambient noise levels on the project site or in the vicinity of the site, noise impacts would be *less than significant.*

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

There are no airports, private or public within five miles of the project site. The project is not located within an airport land use plan. There are *no impacts* in this regard. Source Documentation: (3) (10)

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

There are no airports, private or public within five miles of the project site. The project is not located within an airport land use plan. There are *no impacts* in this regard. Source Documentation: (3) (10)

Works Cited

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2. —. *Bay Area Clean Air Plan and Triennial Assessment.* December 20, 2000. Planning Document.

3. **Miller, Vern.** *Preparer/Site Visit.* s.l. : AEM Consulting, June 12, 2016. Personal Knowledge.

4. **AEM Consulting.** *Air Quality modeling - El Dorado Apartments, Contra Costa County.* June 10, 2016. CalEEMod Version 2013.2.2.

5. **Bay Area Air Quailty Management District.** *CEQA Guidelines - Risk and Hazard Screening Analysis Process - Assessing Toxic Air Contaminants.* 2010. The referenced screening tools provide estimates for PM2.5 concentrations, cancer risk, chronic hazard risk, and acute hazard risk.

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8. **Eva Wu & Stanley Wu.** *El Dorado Apartments, 5730 El Dorado St. El Cerrito, CA 94530.* El Cerrito, CA : s.n., April 27, 2016. Plans & Drawings.

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10. **Google.** *Earth.* [Computer Application] s.l. : Google, 2016.

11. **U.S. Fish and Wildlife Service.** *National Wetlands Inventory, El Dorado Apartments.* Accessed on June 14, 2016.

12. **McClain, Aaron.** *Letter to City of El Cerrirto in re: 5730 El Dorado St., El Cerrito, CA, APN: 510-0450-006-2.* Oakland, CA : East Bay Municipal Water District, March 17, 2016.

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15. **City of El Cerrito.** *Muncipal Code.* Accessed on June 13, 2016. 16.02.060 - Chapter 1 section 117 added—General regulation of construction.

ATTACHMENT 5

PROJECT DATA

ADDRESS:	5730 EL DORADO ST. EL CERRITO, CA 94530
PROJECT DESCRIPTION:	A MODERN APARTMENT FEATURING 1, 2, & 3 BEDROOM UNIT OPTIONS WITH A SHARED COMMON DECK AND VIEWS TO A PUBLIC PARK.
ASSESSOR'S PARCEL NUMBER-APN	5100450062
ZONING:	RM (MULTI-FAMILY RESIDENTIAL)
LOT AREA - EXISTING	12,500 SF VACANT LOT

Floor Area	
Level	Area
Level 2	4,839 SF
Level 1	5,248 SF
Level G	4,845 SF
	14,932 SF

LOT COVERAGE
BUILDING FOOT PRINT : ±6780 SF
LOT AREA: 12,500 SF
LOT COVERAGE .5424 = ± 54%

FLOOR AREA RATIO (FAR)
FLOOR AREA = ± 14,932 SF
LOT AREA= 12,500 SF
FAR = ± 1.19

LANDSCAPE
LANDSCAPE AREA = ± 3055 SF
LOT AREA= 12,500 SF
LANDSCAPE AREA = .2444= ± 24%

PRIVATE OPEN SPACE (80% MIN. OF DWELLING UNITS)
9 UNITS X 80% = 7 UNITS REQUIRED < 8 UNITS PROVIDED

REQUIRED
GROUND LEVEL (100 SF) X 4 UNITS = 400 SF
ABOVE GROUND LEVEL (50 SF) X 3 UNITS = 150 SF
TOTAL PRIVATE SPACE REQUIRED: 550 SF

PROVIDED
GROUND LEVEL: 4 UNITS X 100 SF BALCONIES = 400 SF
UPPER LEVEL : 4 UNITS WITH TOTAL BALCONIES = 356 SF
BACKYARD PRIVATE SPACE = ± 700 SF
TOTAL PRIVATE SPACE PROVIDED: ± 1456 SF

REQUIRED 550 SF < PROVIDED ± 1456 SF
DELTA OF ± 906 SF
(SUBSTITUTION OF PRIVATE OPEN SPACE FOR COMMON OPEN SPACE FOR EVERY 1 SF OF PRIVATE OPEN SPACE PROVIDED OVER AND ABOVE REQUIRED, THE AMT. OF COMMON OPEN SPACE REQUIRED MAY BE REDUCED BY 1 SF.)

COMMON OPEN SPACE (150 SF X #UNITS)

REQUIRED
150 SF X 9 UNITS = 1350 SF
1350 SF - (+906 SF PRIVATE OPEN SPACE ABOVE REQUIRED) = 444 SF

PROVIDED
GROUND LEVEL DECK = 728 SF

REQUIRED 444 SF < PROVIDED ± 728 SF

UNIT COUNT BY TYPE/ AREA
TOTAL 9 UNITS
LOFT (±630 SF) = 1 UNIT
1 BEDROOM (±750 SF) = 4 UNITS
2 BEDROOM (±1800 SF) = 1 UNIT
3 BEDROOM (± 1885 SF) = 3 UNITS

VEHICLE PARKING REQUIREMENTS

REQUIRED
1 BEDROOM UNITS & LOFT: 5 UNITS X 1 SPACE/UNIT = 5 SPACES
2+ BEDROOM UNITS: 4 UNITS X 2 SPACES/UNIT = 8 SPACES
TOTAL REQUIRED 13 SPACES

PROVIDED
ALL COVERED PARKING
TOTAL PROVIDED = 13 SPACES (INCLUDING 2% MIN. ACCESSIBLE PARKING SPACE)

REQUIRED 13 SPACES = PROVIDED 13 SPACES

BICYCLE PARKING REQUIREMENTS

REQUIRED
LONG TERM (1 SPACE/4 UNITS) = 9 UNITS/4 = 3 SPACES
SHORT TERM (1 SPACE/20 UNITS) = 9 UNITS/20 = 1 SPACE

LONG TERM: 3 SPACES REQUIRED = 3 SPACES PROVIDED
SHORT TERM: 1 SPACE REQUIRED < 2 SPACES PROVIDED

*PROJECT TEAM

APPLICANT/DESIGNER	Eva Wu & Stanley Wu
Address:	604 Kearney St.
	El Cerrito, CA 94530
Phone:	510-292-9329
Email	e.wu1020@gmail.com
CIVIL	RAM Engineering Consulting Services
Contact:	William R. Randolph III
Address:	423 Tudor Rd.
	San Leandro, CA 94577
Phone:	510-575-1905
Email:	ramengineering@excite.com
GEOTECHNICAL	GTC GeoTrinity Consultants, INC.
Contact:	Jerry Yang
Adress:	7770 Pardee Lane, Suite 101
	Oakland, CA 9462
Phone:	510-383-9950
Email:	jyang@geotrinity.com

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DESIGN REVIEW - ARCH
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A.2 CONCEPTUAL SITE PLAN
A.3 CONCEPTUAL PARKING & LEVEL 1
A.4 CONCEPTUAL LEVEL 2 & ROOF PLAN
A.5 CONCEPTUAL EXTERIOR ELEVATIONS
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DESIGN REVIEW - CIVIL
C.1 BOUNDARY AND TOPOGRAPHIC SURVEY

DESIGN REVIEW - LANDSCAPE
L.1 CONCEPTUAL LANDSCAPE PLAN & PLANT SCHEDULE
L.2 CONCEPTUAL IRRIGATION & EXTERIOR LIGHTING PLAN & DETAILS

CITY OF EL CERRITO
PLANNING DIVISION
RECEIVED
APR 28 2016

EL DORADO APARTMENTS

5730 EL DORADO ST. EL CERRITO, CA 94530

RECEIVED
APR 27 2016
CITY OF EL CERRITO
BUILDING DIVISION

ISSUED FOR:	DATE:
DESIGN REVIEW	09/18/15
DESIGN REVIEW RESPONSE 1	02/09/16
DRB MEETING 1 - RESPONSE	04/27/16

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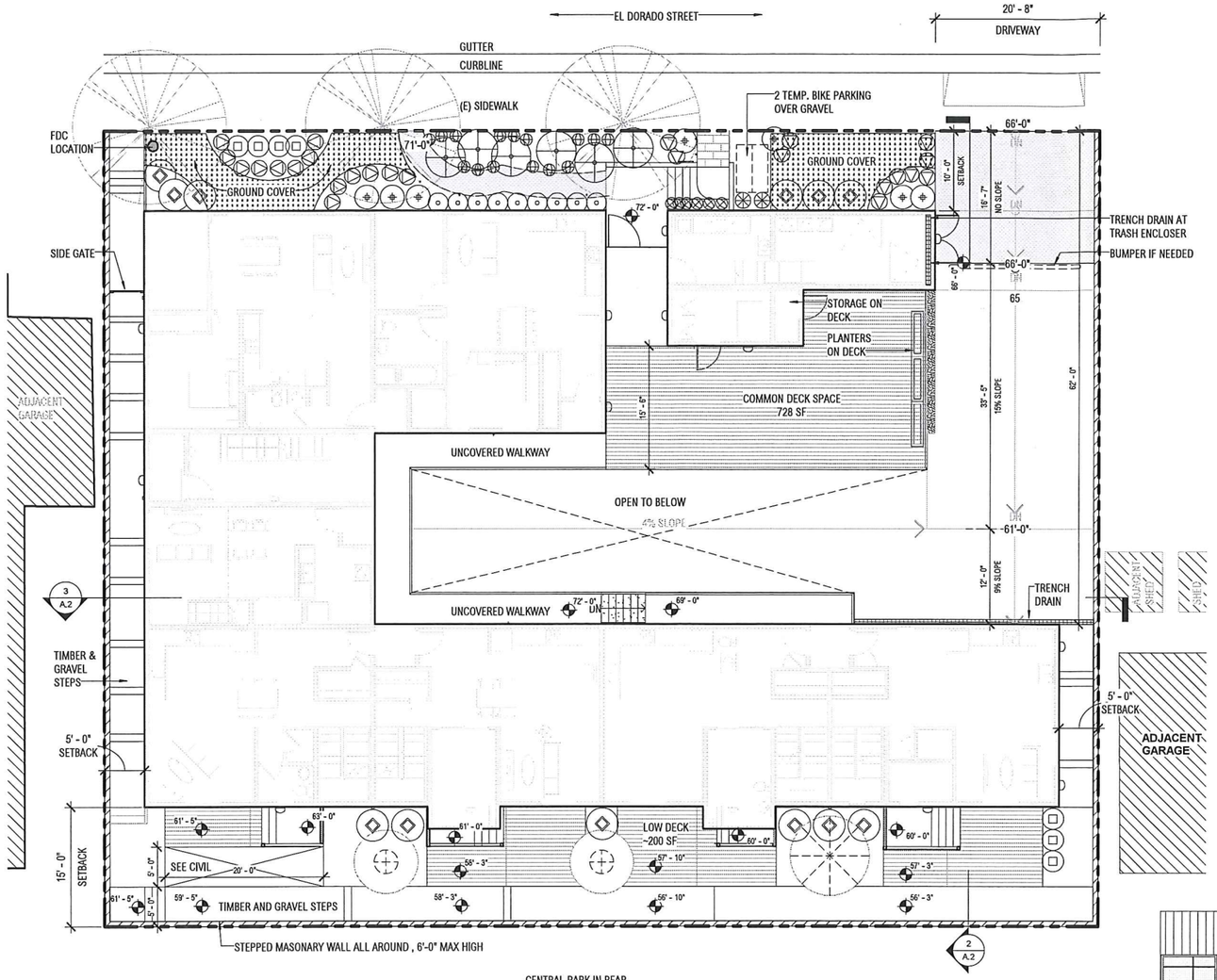
DRAWINGS PREPARED BY:
PROPERTY OWNERS: EVA WU AND STANLEY WU

COVER SHEET

A.1

N

4/24/2016 6:11:50 PM
EL DORADO APARTMENTS



1 CONCEPTUAL SITE PLAN
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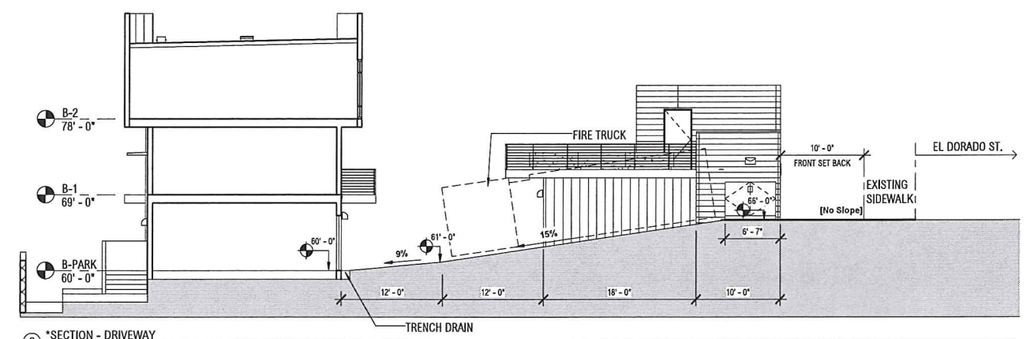

2 *SECTION - DRIVEWAY
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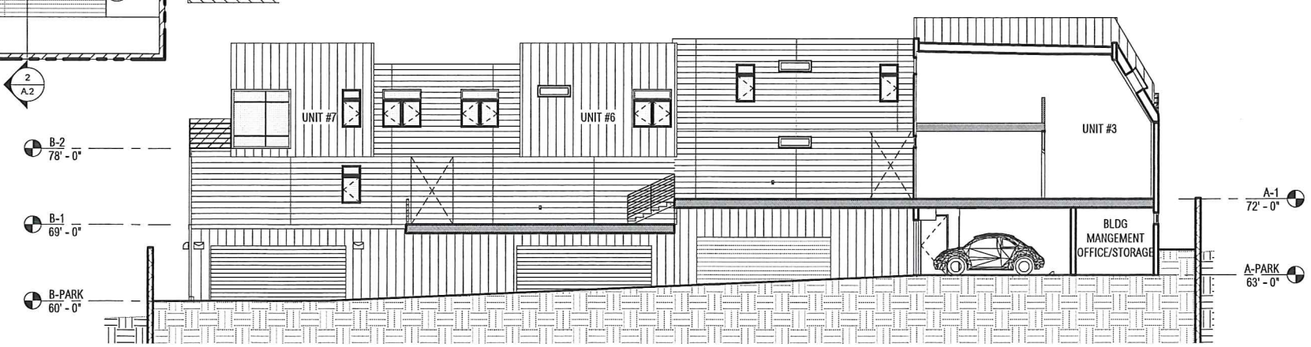

3 *SECTION - DRIVWAY LONG
1/8" = 1'-0"

EL DORADO APARTMENTS

5730 EL DORADO ST. EL CERRITO, CA 94530

ISSUED FOR:	DATE:
DESIGN REVIEW	09/18/15
DESIGN REVIEW RESPONSE 1	02/09/16
DRB MEETING 1 - RESPONSE	04/27/16

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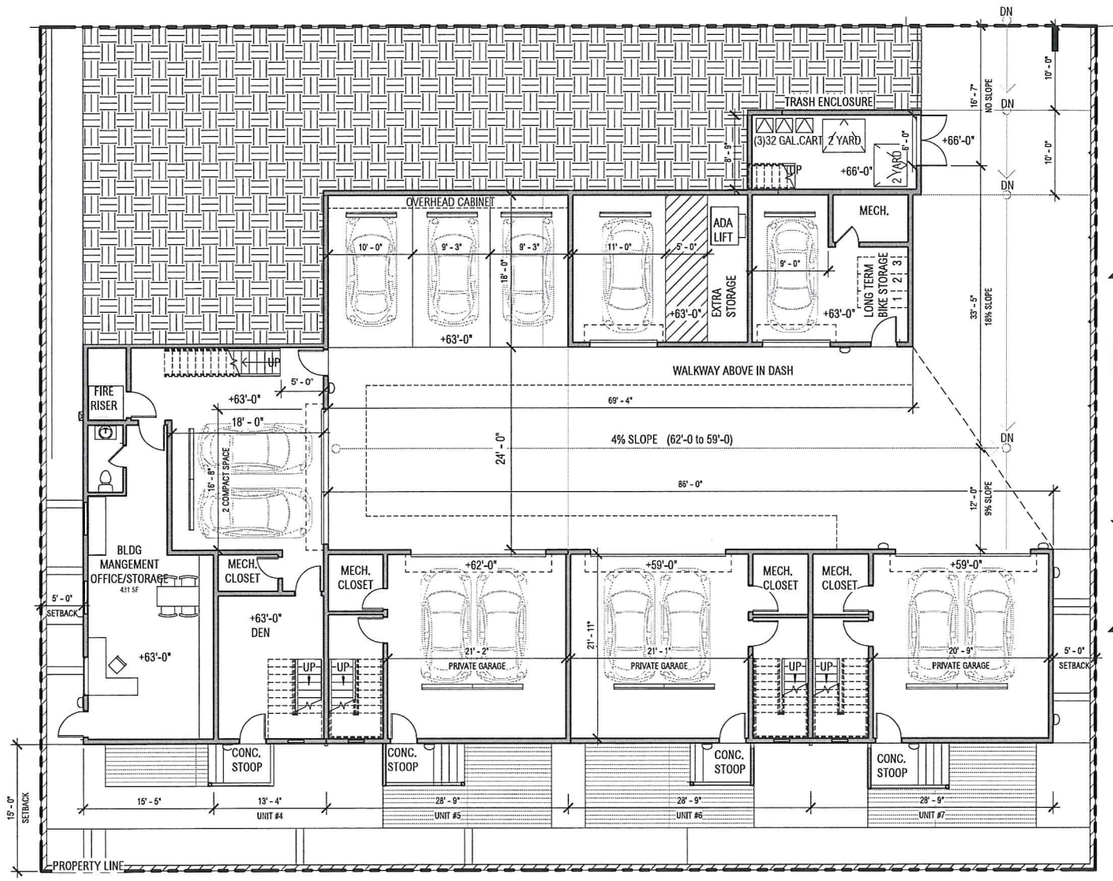
DRAWINGS PREPARED BY:
PROPERTY OWNERS: EVA WU AND STANLEY WU

CONCEPTUAL SITE PLAN

0' 4' 8' 16' 32'
1/8" = 1'-0"

A.2

N



1 CONCEPTUAL PLAN - GARAGE
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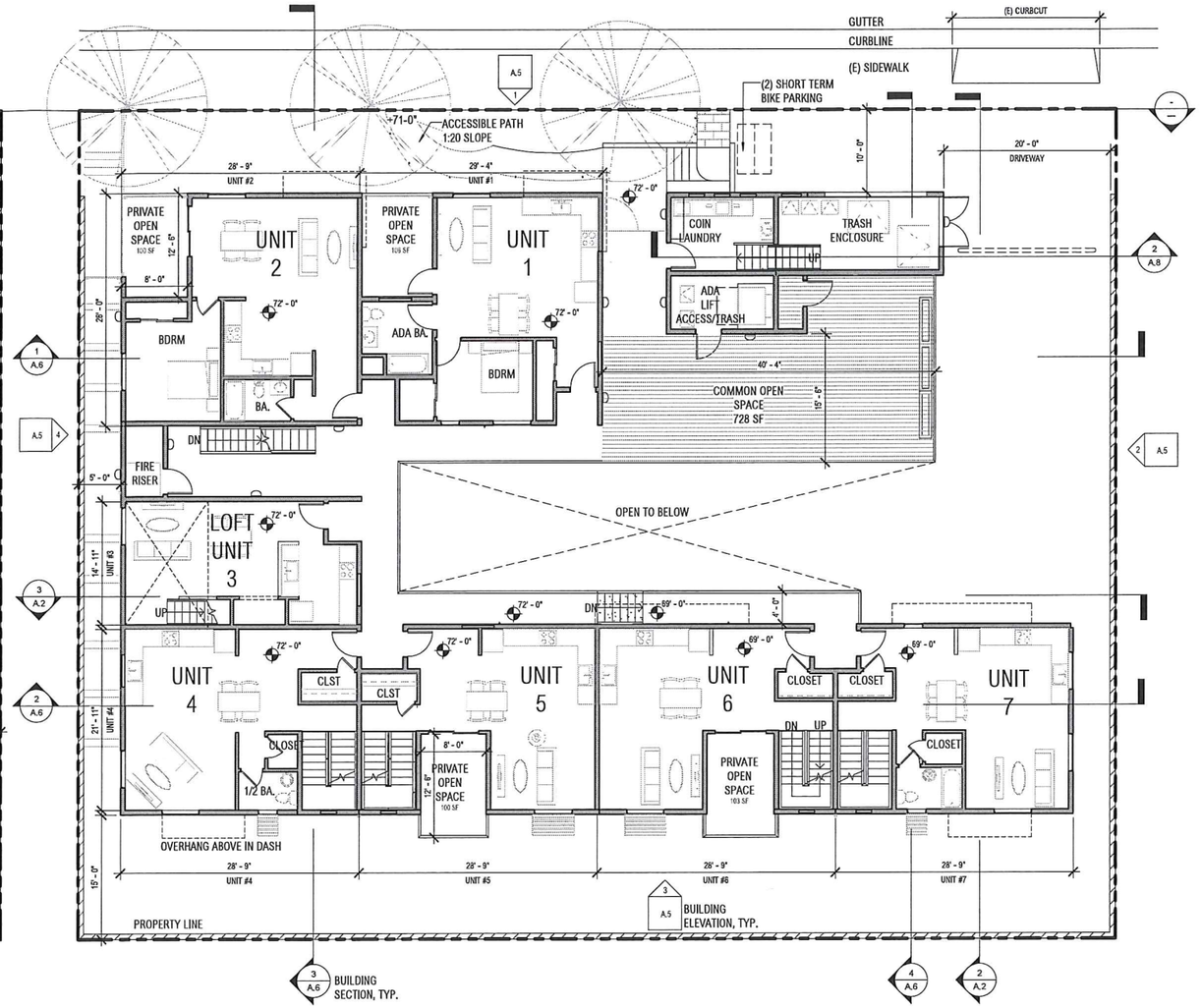

2 CONCEPTUAL PLAN - LEVEL 1
1/8" = 1'-0"

UNIT #1-ada	UNIT #2	UNIT #3	UNIT #4	UNIT #5	UNIT #6	UNIT #7
1 BDRM | 1 BATH	1 BDRM | 1 BATH	LOFT & 1-1/2 BATH	2 BDRM & 2-1/2 BATH	3 BDRM & 2 BATH	3 BDRM | 2 BATH	3 BDRM | 2 BATH
LEVEL= 632 sf	LEVEL= 650 sf	LEVEL 1= 416 sf	LEVEL G= 626 sf	LEVEL G= 616 sf	LEVEL G= 610 sf	LEVEL G= 610 sf
BALCONY= 100 sf	BALCONY= 100 sf	LEVEL 2= 222 sf	LEVEL 1= 609 sf	LEVEL 1= 500 sf	LEVEL 1= 500 sf	LEVEL 1= 600 sf
TOTAL = 732 sf	TOTAL = 750 sf	TOTAL = 638 sf	LEVEL 2= 526 sf	LEVEL 2= 636 sf	LEVEL 2= 678 sf	LEVEL 2= 563 sf
			BALCONY= 115 sf	BALCONY= 100 sf	BALCONY= 100 sf	BALCONY= 115 sf
			TOTAL = 1873 sf	TOTAL = 1852 sf	TOTAL = 888 sf	TOTAL = 1185 sf

EL DORADO APARTMENTS

5730 EL DORADO ST. EL CERRITO, CA 94530

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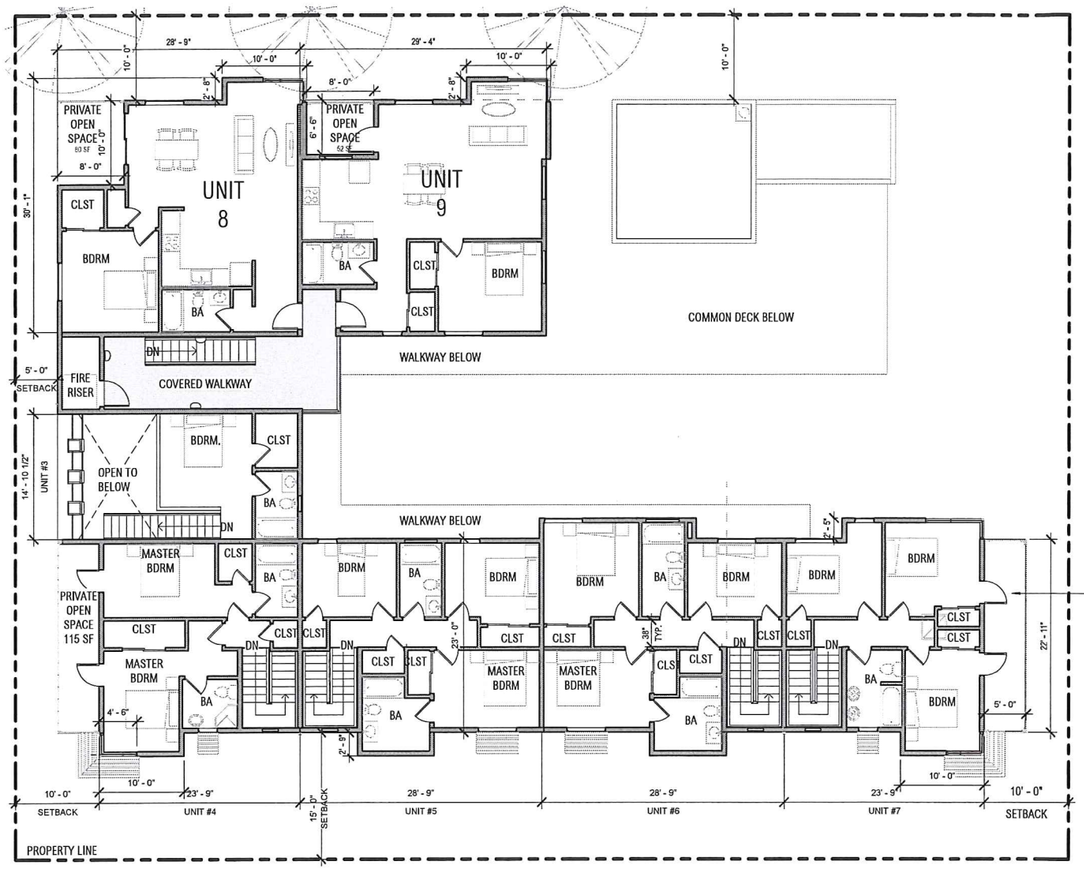
PROPERTY OWNERS: EVA WU AND STANLEY WU

CONCEPTUAL PARKING & LEVEL 1

0' 4' 8' 16' 32'
1/8" = 1'-0"

A.3

N



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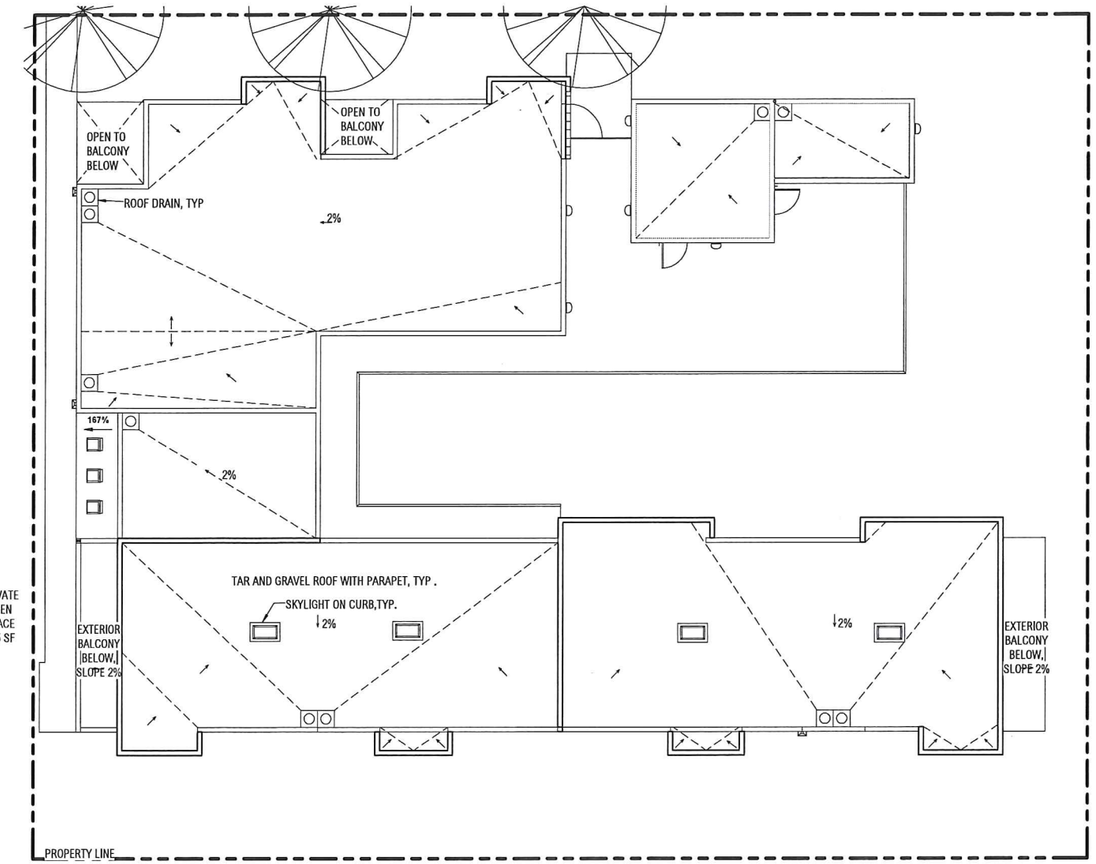

2 CONCEPTUAL ROOF PLAN
1/8" = 1'-0"

UNIT #8	UNIT #9	UNIT #3	UNIT #4	UNIT #5	UNIT #6	UNIT #7
1 BDRM | 1 BATH	1 BDRM | 1 BATH	LOFT & 1-1/2 BATH	2 BDRM & 2-1/2 BATH	3 BDRM & 2 BATH	3 BDRM | 2 BATH	3 BDRM | 2 BATH
LEVEL 2= 688 sf	LEVEL= 702 sf	LEVEL 1= 416 sf	LEVEL G= 626 sf	LEVEL G= 616 sf	LEVEL G= 610 sf	LEVEL G= 610 sf
BALCONY= 80 sf	BALCONY= 52 sf	LEVEL 2= 222 sf	LEVEL 1= 609 sf	LEVEL 1= 500 sf	LEVEL 1= 500 sf	LEVEL 1= 600 sf
TOTAL= 768 sf	TOTAL = 754 sf	TOTAL = 638 sf	LEVEL 2= 526 sf	LEVEL 2= 636 sf	LEVEL 2= 678 sf	LEVEL 2= 563 sf
			BALCONY= 115 sf	BALCONY= 100 sf	BALCONY= 100 sf	BALCONY= 115 sf
			TOTAL = 1873 sf	TOTAL = 1852 sf	TOTAL = 888 sf	TOTAL = 1185 sf

EL DORADO APARTMENTS

5730 EL DORADO ST. EL CERRITO, CA 94530

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PROPERTY OWNERS: EVA WU AND STANLEY WU

CONCEPTUAL LEVEL 2 & ROOF PLAN

0' 4' 8' 16' 32'
1/8" = 1'-0"

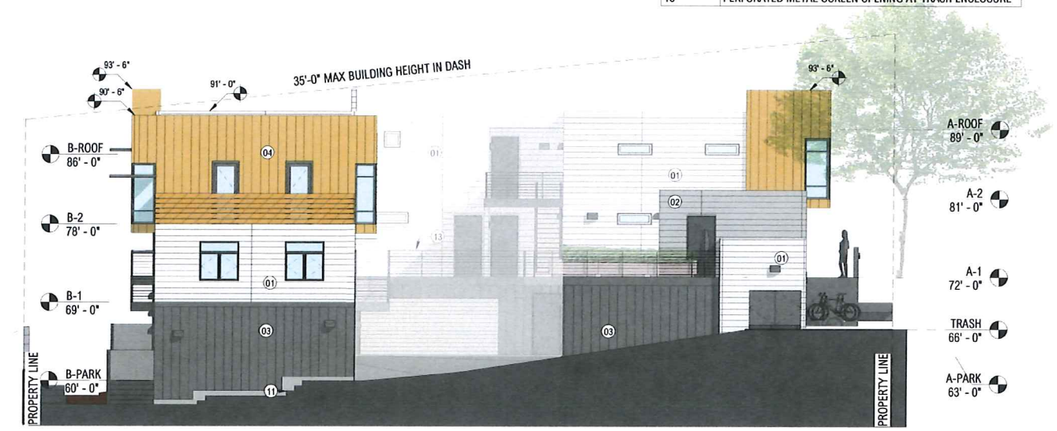
N

A.4

4/24/2016 8:55:24 PM

ELEVATION SHEET NOTES	
NOTE NO.	COMMENT
01	CEMENT BOARD SIDING - COLOR 1 (WHITE)
02	CEMENT BOARD SIDING - COLOR 2(GRAY)
03	VERTICAL CEMENT BOARD SIDING - COLOR 3 (DARK GRAY)
04	VERTICAL CEMENT BOARD SIDING - COLOR 4 (YELLOW)
05	BOARDFORM CONCRETE
06	STEEL ENTRY GATE
08	MANSONARY WALL, TYP.
09	WOOD RAILING
10	ALUMINUM WINDOW, TYP.
11	CONCRETE RETAINING WALL
12	DOWNSPOUT, TYP.
13	METAL RAILING
14	SKYLIGHTS
15	PERFORATED METAL SCREEN OPENING AT TRASH ENCLOSURE

1 *NORTH
1/8" = 1'-0"



2 *EAST
1/8" = 1'-0"

3 *SOUTH
1/8" = 1'-0"

4 *WEST
1/8" = 1'-0"

EL DORADO APARTMENTS

5730 EL DORADO ST. EL CERRITO, CA 94530

ISSUED FOR:	DATE:
DESIGN REVIEW	09/18/15
DESIGN REVIEW RESPONSE 1	02/09/16
DRB MEETING 1 - RESPONSE	04/27/16

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DRAWINGS PREPARED BY:
PROPERTY OWNERS: EVA WU AND STANLEY WU

CONCEPTUAL EXTERIOR ELEVATIONS

0' 4' 8' 16' 32'
1/8" = 1'-0"

A.5

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EL DORADO APARTMENTS

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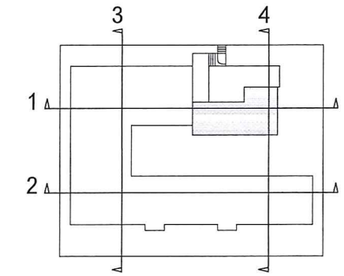
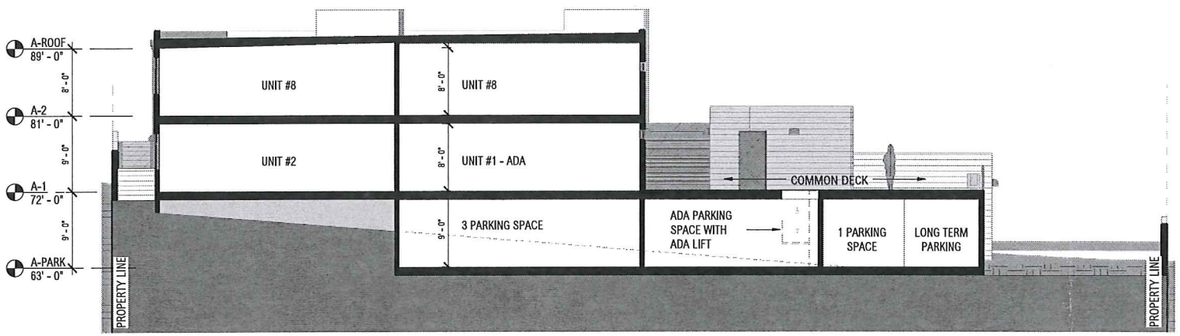
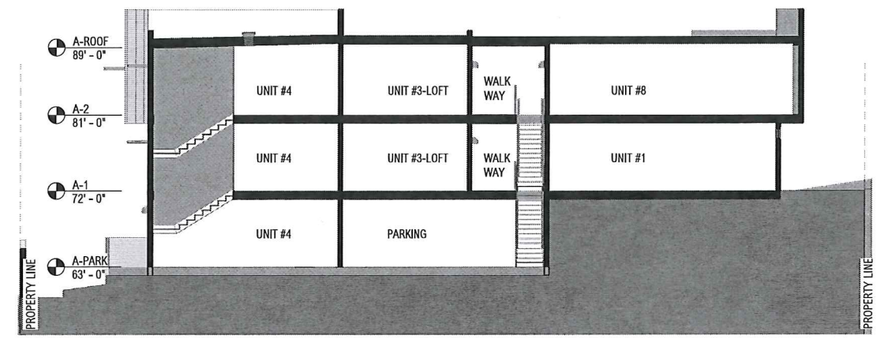
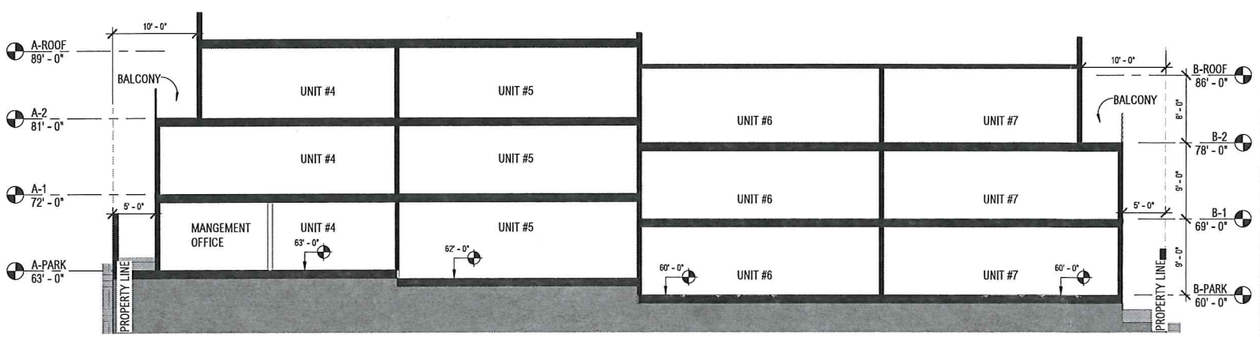




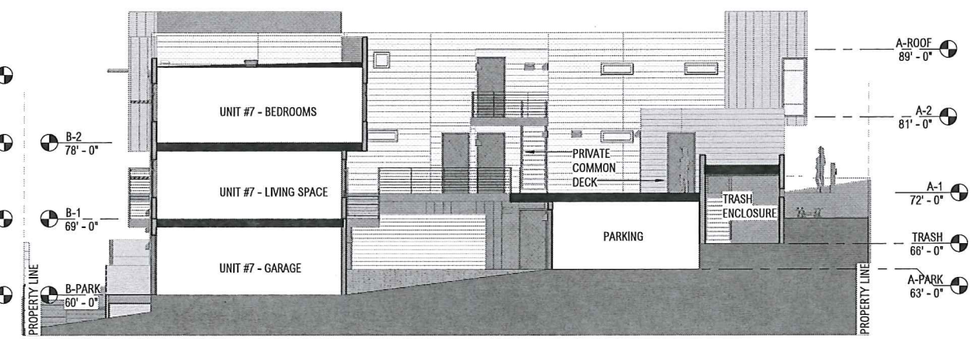
1 W/E - SECTION 1
SCALE: 1/8" = 1'-0"



3 N/S - SECTION 3
SCALE: 1/8" = 1'-0"



2 W/E - SECTION 2
SCALE: 1/8" = 1'-0"



4 N/S - SECTION 4
SCALE: 1/8" = 1'-0"

EL DORADO APARTMENTS

5730 EL DORADO ST. EL CERRITO, CA 94530

ISSUED FOR:	DATE:
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DRAWINGS PREPARED BY:
PROPERTY OWNERS: EVA WU AND STANLEY WU

CONCEPTUAL SECTIONS

0' 4' 8' 16' 32'
As indicated

A.6

N

EL DORADO APARTMENTS

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE LAND SURVEYOR'S ACT AND LOCAL ORDINANCE AT THE REQUEST OF **SHAO WU** ON OCTOBER 15, 2013.

I FURTHER STATE THAT TO THE BEST OF MY KNOWLEDGE ALL PROVISIONS OF APPLICABLE STATE LAWS AND LOCAL ORDINANCES HAVE BEEN COMPLIED WITH AND THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED AND ARE SUFFICENT TO

I HEREBY FURTHER STATE THAT IN ACCORDANCE WITH THE LAND SURVEYORS ACT THE PERFORMANCE OF THIS SURVEY DOES NOT REQUIRE A RECORD OF SURVEY BE FILED.

DATE: _____

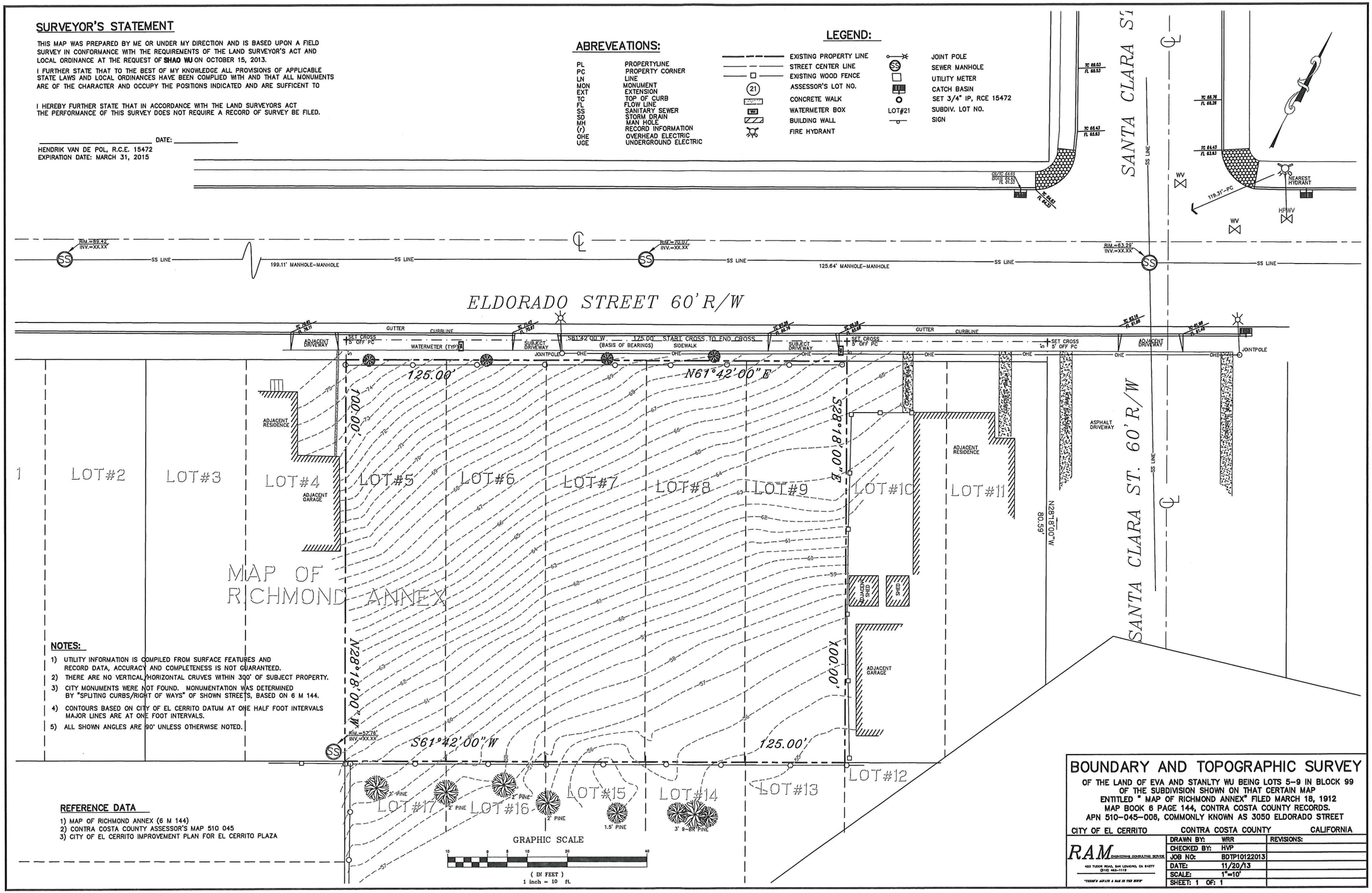
HENDRIK VAN DE POL, R.C.E. 15472
EXPIRATION DATE: MARCH 31, 2015

ABREVEATIONS:

PL	PROPERTYLINE
PC	PROPERTY CORNER
LN	LINE
MON	MONUMENT
EXT	EXTENSION
TC	TOP OF CURB
FL	FLOW LINE
SS	SANITARY SEWER
SD	STORM DRAIN
MH	MAN HOLE
(*)	RECORD INFORMATION
OHE	OVERHEAD ELECTRIC
UGE	UNDERGROUND ELECTRIC

LEGEND:

	EXISTING PROPERTY LINE		JOINT POLE
	STREET CENTER LINE	SS	SEWER MANHOLE
	EXISTING WOOD FENCE		UTILITY METER
21	ASSESSOR'S LOT NO.		CATCH BASIN
	CONCRETE WALK		SET 3/4" IP, RCE 15472
WM	WATERMETER BOX	LOT#21	SUBDIV. LOT NO.
	BUILDING WALL		SIGN
	FIRE HYDRANT		



NOTES:

1) UTILITY INFORMATION IS COMPILED FROM SURFACE FEATURES AND RECORD DATA, ACCURACY AND COMPLETENESS IS NOT GUARANTEED.
2) THERE ARE NO VERTICAL/HORIZONTAL CRUVES WITHIN 300' OF SUBJECT PROPERTY.
3) CITY MONUMENTS WERE NOT FOUND. MONUMENTATION WAS DETERMINED BY "SPLITING CURBS/RIGHT OF WAYS" OF SHOWN STREETS, BASED ON 6 M 144.
4) CONTOURS BASED ON CITY OF EL CERRITO DATUM AT ONE HALF FOOT INTERVALS MAJOR LINES ARE AT ONE FOOT INTERVALS.
5) ALL SHOWN ANGLES ARE 90' UNLESS OTHERWISE NOTED.

REFERENCE DATA

1) MAP OF RICHMOND ANNEX (6 M 144)
2) CONTRA COSTA COUNTY ASSESSOR'S MAP 510 045
3) CITY OF EL CERRITO IMPROVEMENT PLAN FOR EL CERRITO PLAZA

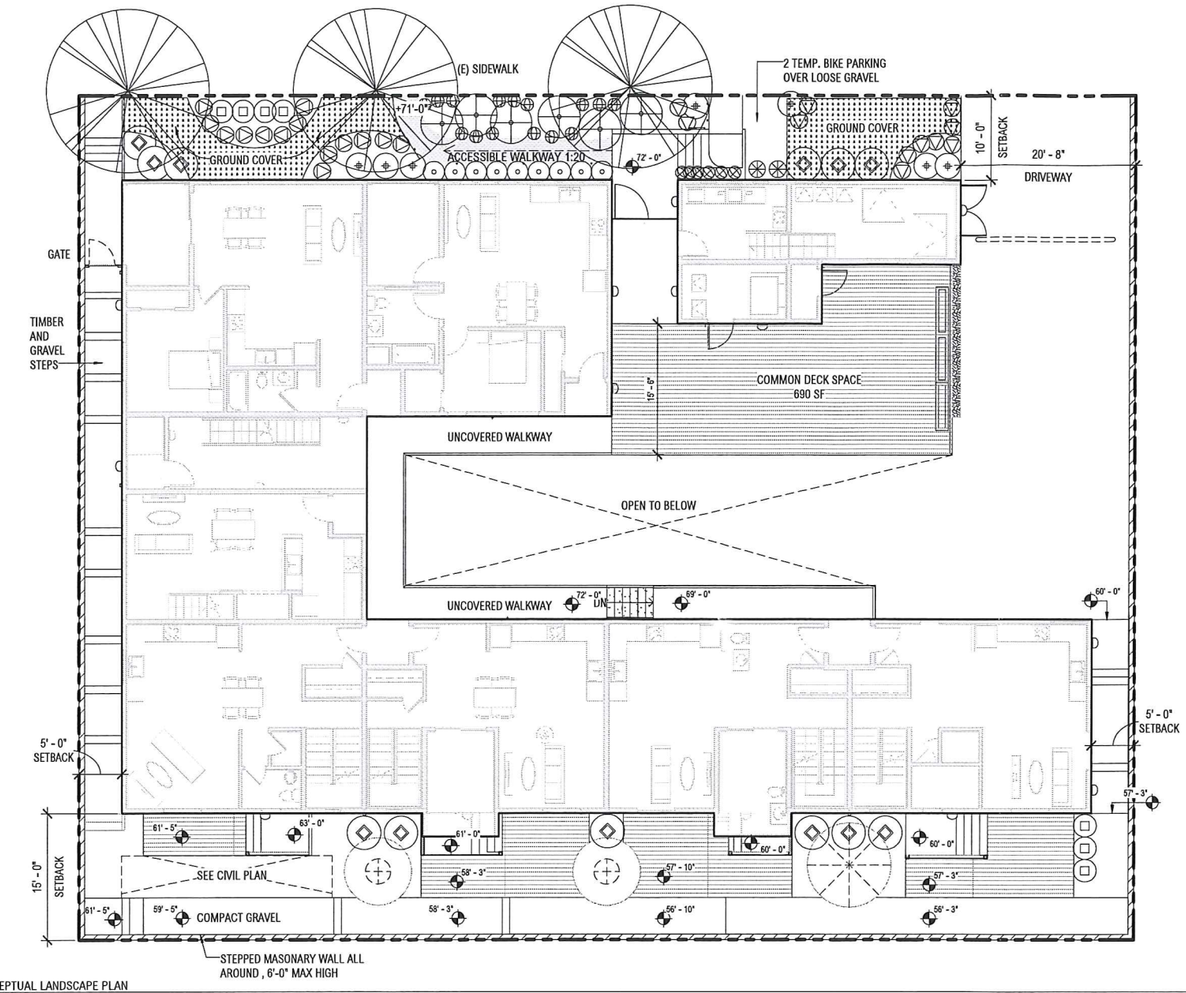
BOUNDARY AND TOPOGRAPHIC SURVEY

OF THE LAND OF EVA AND STANLTY WU BEING LOTS 5-9 IN BLOCK 99
OF THE SUBDIVISION SHOWN ON THAT CERTAIN MAP
ENTITLED " MAP OF RICHMOND ANNEX" FILED MARCH 18, 1912
MAP BOOK 6 PAGE 144, CONTRA COSTA COUNTY RECORDS.
APN 510-045-006, COMMONLY KNOWN AS 3050 ELDORADO STREET

CITY OF EL CERRITO | CONTRA COSTA COUNTY | CALIFORNIA

RAM ENGINEERING CONSULTING SERVICE
433 TUDOR ROAD, SAN LEANDRO, CA 94577
(510) 483-1119
"DESIGN & SUPVIS & RAS IN THIS SURVE"

DRAWN BY:	WRR	REVISIONS:
CHECKED BY:	HVP	
JOB NO:	BDTP101122013	
DATE:	11/20/13	
SCALE:	1"=10'	
SHEET: 1 OF: 1		



1 CONCEPTUAL LANDSCAPE PLAN
1/8" = 1'-0"

PLANTING SCHEDULE

TREES

NO.	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
3		ULMUS PARVIFOLIA	CHINESE ELM	EXISTING TREE	LOW WATER-USE
1		CITRUS AURANTIFOLIA	BEARSS SEEDLESS	3 GAL	HIGH WATER-USE
2		CITRUS LIMON	IMPROVED MEYER	3 GAL	HIGH WATER-USE

SHRUBS

NO.	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
9		BUXUS MICROPHYLLA JAPONICA	GREEN BEAUTY	1 GAL. 3'-0" O.C.	LOW WATER-USE
7		LAVANDULA ANGUSTIFOLIA	ENGLISH LAVANDER	1 GAL. 2'-8" O.C.	LOW WATER-USE
7		LAVANDULA STOECHAS	FRENCH LAVANDER	1 GAL. 3'-0" O.C.	
12		PITTOSPORUM TOBRIA "WHEELER'S DWARF"	JAPANESE MOCK ORANGE	3 GAL. 8'-0" O.C.	LOW WATER-USE
6		NANDINA DOMESTICA	HEAVENLY BAMBOO	1 GAL. SEE PLAN	LOW WATER-USE
2		PHORMIUM TENAX 'TOM THUMB'	NEW ZEALAND FLAX (DWARF)	1 GAL. 4' O.C. OR CLUSTERED (SEE PLAN)	LOW WATER-USE

GROUNDCOVER

NO.	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
		ARCTOSTAPHYLOS HOOKERI 'MONTEREY CAPPET'	MONTEREY MANZANITA	1 GAL.	LOW WATER-USE
		CEANOTHUS GRISEUS HORIZONTALIS	CARMEL CREEPER	1 GAL.	LOW WATER-USE
		TRACHELOSPERMUM ASIATICUM	ASIATIC JASMINE	1 GAL. 3' O.C.	MODERATE WATER-USE

GRASSES

NO.	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
21		CAREX OSHIMENSIS	EVERGOLD	1 GAL.	LOW WATER-USE
25		FESTUCA GLAUCA 'ELIJAH BLUE'	ELIJAH BLUE FESCUE	1 GAL.	LOW WATER-USE

SUCCULENTS

NO.	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
6		SEDUM RUBROTINCTUM 'AURORA'	PINK STONECROP	6" POT	LOW WATER-USE
6		SENECIO MANDRALISCAE	BLUE CHALK STICKS	6" POT	LOW WATER-USE

EL DORADO APARTMENTS

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DRAWINGS PREPARED BY:
PROPERTY OWNERS: EVA WU AND STANLEY WU

CONCEPTUAL LANDSCAPE PLAN & PLANT SCHEDULE

0' 4' 8' 16' 32'
1/8" = 1'-0"

L.1

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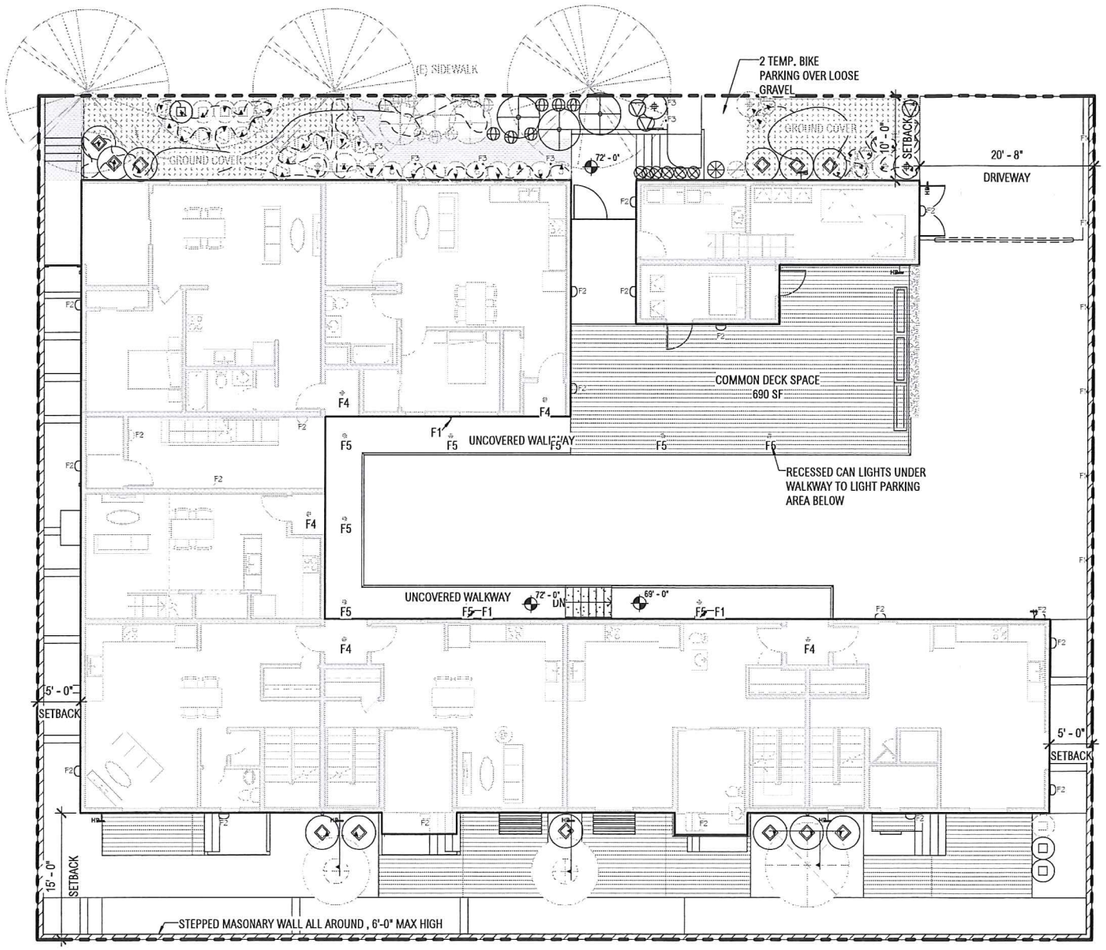
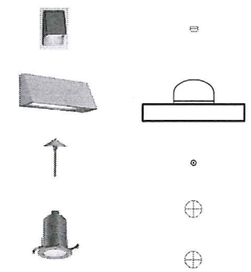
EL DORADO APARTMENTS



1 CONCEPTURAL IRRAGRATION & EXTERIOR LIGHTING PLAN
1/8" = 1'-0"

LIGHT FIXTURE LEGEND



F1: WALL MOUNT PATH LIGHT

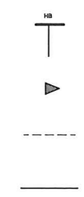
F2: EXTERIOR WALL SCONCE

F3: GARDEN PATH LIGHT

F4: RECESSED DOWNLIGHT

F5: RECESSED DOWNLIGHT UNDER WALKWAY

IRRIGATION LEGEND

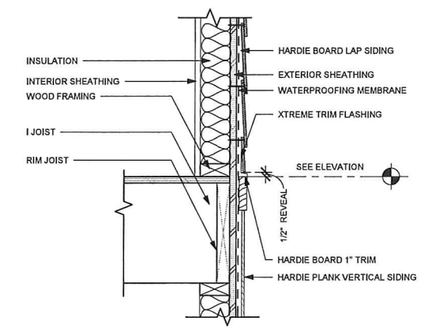


HOSEBIB

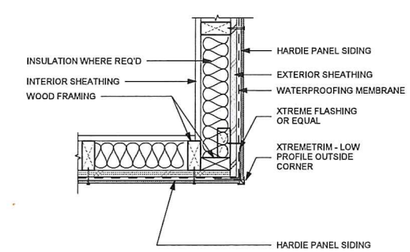
IRRIGATION HEAD

SUPPLY LINE

MAIN LINE



3 VERTICAL - HORIZONTAL TRANSITION
1 1/2" = 1'-0"



2 CORNER TRANSITION AT YELLOW BOXES
1 1/2" = 1'-0"

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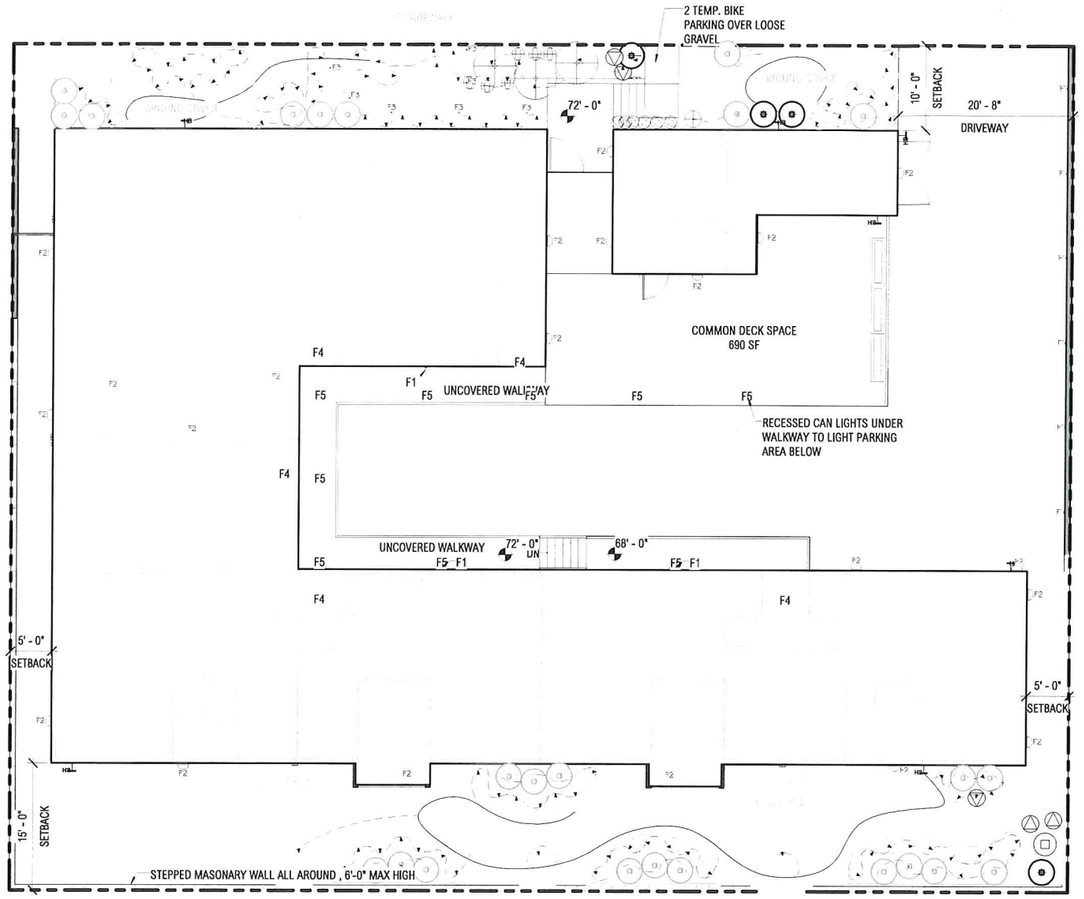
DRAWINGS PREPARED BY:
PROPERTY OWNERS: EVA WU AND STANLEY WU

CONCEPTUAL IRRIGATION & EXTERIOR LIGHTING PLAN & DETAILS

0' 4' 8' 16' 32'
As indicated

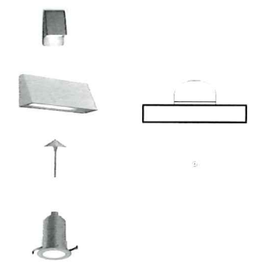
N

L.2



1 CONCEPTURAL IRRAGRATION & EXTERIOR LIGHTING PLAN
1/8" = 1'-0"

LIGHT FIXTURE LEGEND



F1: WALL MOUNT PATH LIGHT

F2: EXTERIOR WALL SCONCE

F3: GARDEN PATH LIGHT

F4: RECESSED DOWNLIGHT

F5: RECESSED DOWNLIGHT UNDER WALKWAY

IRRIGATION LEGEND

HB — HOSEBIB

IRRIGATION HEAD

SUPPLY LINE

MAIN LINE

EL DORADO APARTMENTS

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DRAWINGS PREPARED BY:
PROPERTY OWNERS: EVA WU AND STANLEY WU

CONCEPTUAL IRRIGATION & EXTERIOR LIGHTING PLAN

0' 4' 8' 16' 32'
As indicated

L.2

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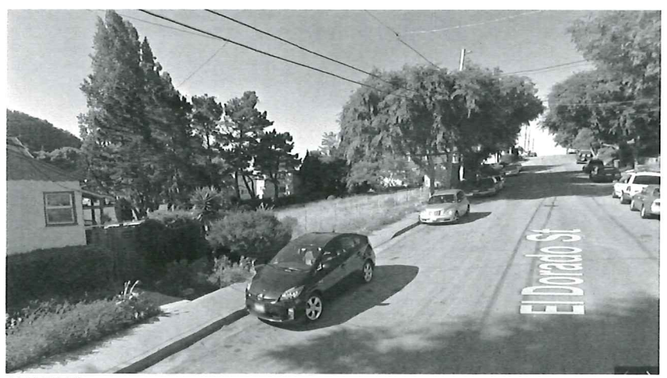
AERIAL VIEW



LEFT VIEW

FRONT VIEW

RIGHT VIEW

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DRAWINGS PREPARED BY:
PROPERTY OWNERS: EVA WU AND STANLEY WU

EXISTING PHOTOS

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