



**REQUEST FOR QUALIFICATIONS
FOR THE ACQUISITION AND DEVELOPMENT OF THE
MAYFAIR PARCELS
FOR A MIXED-USE RESIDENTIAL DEVELOPMENT**

Submittal Deadline: 4:00 pm April 1, 2016



The City of El Cerrito is seeking experienced development teams to submit qualifications and proposals in a two-step process for the development of three parcels with a combined size of approximately 68,500 square feet. The parcels were previously acquired by the former Redevelopment Agency, and are located in the Uptown area of the San Pablo Avenue Specific Plan area. The parcels are located at the major intersection of San Pablo Avenue and Cutting Boulevard adjacent to the Del Norte BART station. The site is one block from Interstate 80 and the Cutting Boulevard on and off-ramps. This solicitation is for the first phase Request for Qualifications.

PROJECT DESCRIPTION AND OBJECTIVES

SITE AREA AND HISTORY

The base site consists of an assemblage of three parcels with an area of 1.57 acres, per the parcel map in Figure 1 and the parcel information in Table 1. The parcels are vacant, and were previously occupied by a service station and a commercial building. (Note that the dimensions on the parcel map may be internally inconsistent in some areas. The areas in Table 1 are approximate based on parcel map and Google aerial measurements, and will require confirmation by a survey).

The site area is expandable to a total of 102,500 square feet or 2.35 acres with developer acquisition of adjacent property. The adjacent parcels consist of the Kearney Street right of way (ROW) and adjacent BART parking area.

Figure 1 - Parcel Map

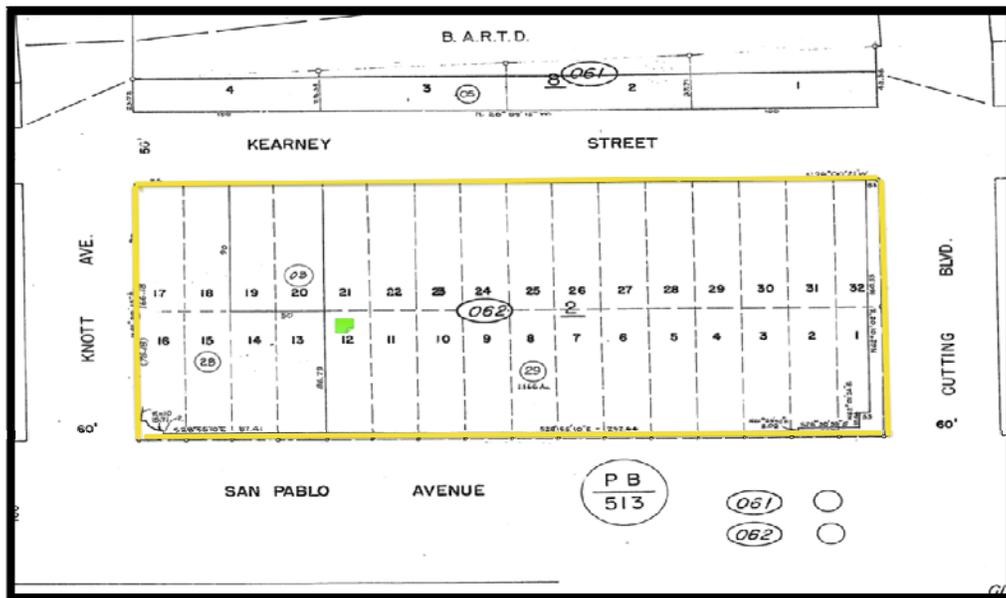


Table 1 – Parcel Information – Base Site

ITEM	PARCEL 003	PARCEL 028	PARCEL 029	COMMENTS
Parcel #	502-062-003	502-062-028	502-062-029	One block total
Address	1925 Kearney St.	11690 San Pablo Ave.	11600 San Pablo Ave.	
Parcel Size	4,500 sq. ft.	13,199 sq. ft.	50,791 sq. ft.	Total sq. ft. = 68,490
Current Use	Vacant land	Vacant land	Vacant land	
Zoning	Transit-Oriented Higher- Intensity Mixed Use	Transit-Oriented Higher- Intensity Mixed Use	Transit-Oriented Higher- Intensity Mixed Use	Per San Pablo Ave. Specific Plan
Acquisition Date	July-31-2008	May-29-1987	March-4-2009	
Acquisition Value/Cost	\$ 471,491	\$182,000	\$ 3,333,750	\$ 3.99 million total
Assessed Value (FY 2015-16)	\$ 300,216	\$ 811,507	\$ 2,602,562	\$ 3.7 million total
Environmental Condition	None	None	Some prior analysis completed	
Prior Development Proposals	Yes	Yes	Yes	See summary of prior proposals below

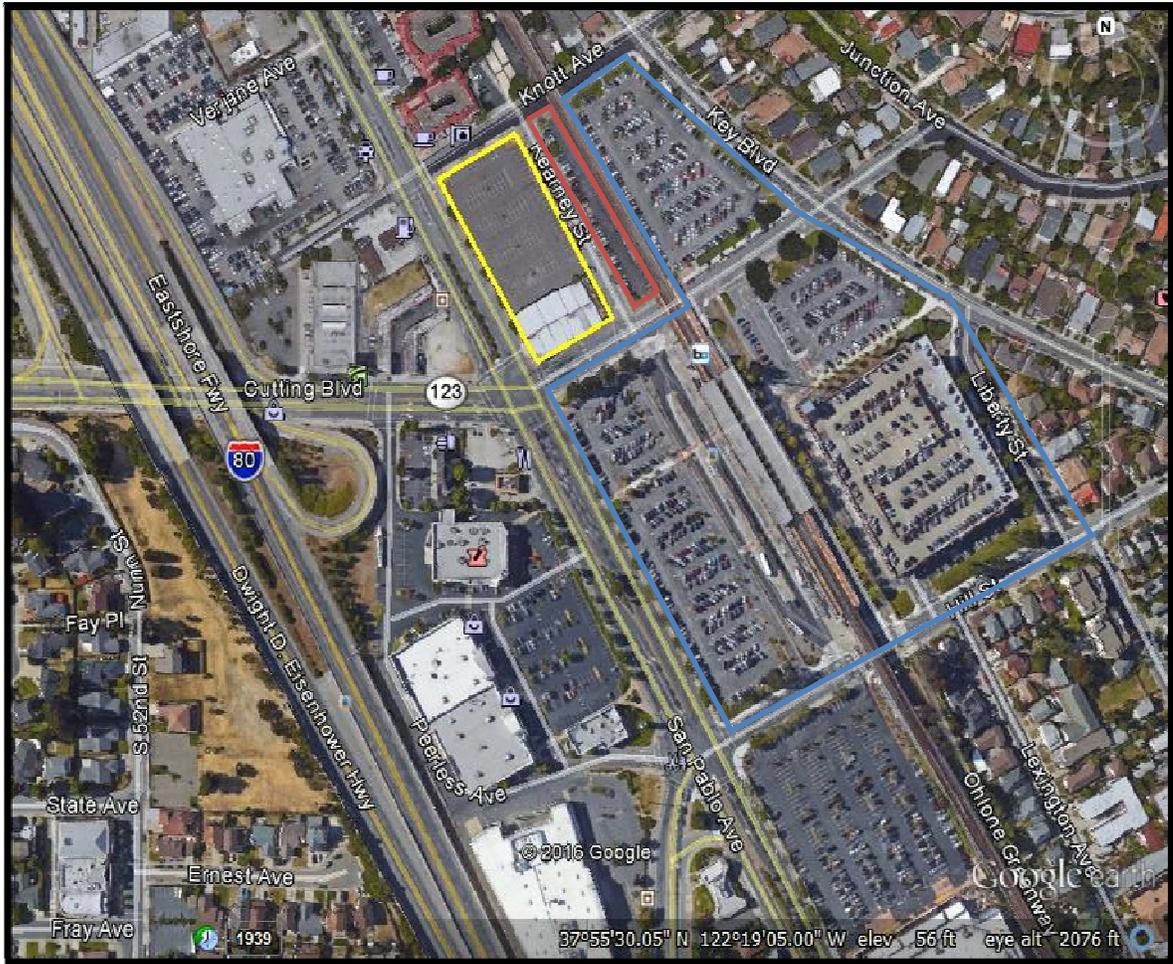
KEARNY STREET VACATION

As shown in Figure 1, Kearney Street forms the east boundary of the site. Responding developers may consider adding this area to the site (approximately 17,000 square feet, or 380’ length x 45’ width). It should be noted the City’s right of way (ROW) is in the form of an easement. It will be necessary for developers interested in pursuing this option to formally request the vacation of the street as a part of the ENRA process. The processing of the request by the City is governed by the provisions of the State of California Streets and Highways Code and would include a public hearing and action by City Council. The processing of street vacation applications is subject to CEQA. The adjacent property owners own the underlying fee (Successor Agency and BART, one half to each). If Kearney Street is vacated to become part of the site, the developer will be required to compensate the Successor Agency for its fee interest (for the western half). To obtain the eastern half the developer will have to negotiate acquisition with BART for its fee interest.

BART PARKING PARCEL ACQUISITION

In addition to adding the Kearney Street right of way to the site area, it may also be possible to add a rectangular BART parking lot. (See parcel number 502- 062-005 in Figure 1, and the area delineated in red in Figure 2). This parking is somewhat isolated from the balance of the BART parking area, and BART staff has indicated potential willingness to recommend a long term ground lease of the parcel for the Mayfair development. The parcel shown on the parcel map is narrower than the actual area being used for parking. The parking area is narrower at the north end with a total area of approximately 17,000 square feet (average width of 45’ x 380’ length). Acquisition of a lease of this parcel from BART will be the responsibility of the developer.

Figure 2 – Site Aerial



COMBINED EXPANDED SITE AREA

Table 2 shows the potential site area if the selected developer is able to successfully increase the site area by negotiating the acquisition of the Kearney Street fee and the BART parking parcel, and combines them with the base site area offered by the Successor Agency:

Table 2 – Combined Expanded Site Area

Parcel Name	Size Square Feet	Dimensions	Owner	Comments
Mayfair Site	68,500	380' x 180'	Successor Agency	Base site offered
Kearney Street ROW	17,000	380" x 45"	City ROW; SA & BART fee	Requires street vacation (City Council approval required)
BART Parking	17,000	380' x 45'	BART	To be negotiated separately with BART
Total	102,500	380' x 270'		2.35 Acre

POTENTIAL FOR TRANSIT ORIENTED DEVELOPMENT

The site is a prime location for transit-oriented development (TOD). It is adjacent to the Del Norte BART station, which is a regional serving station due to its proximity to Interstate 80. AC Transit, WestCAT, and Golden Gate Transit bus lines serve the site including local serving and express buses to San Francisco. The BART station has the highest ridership in Contra Costa County. The potential of the site for TOD development is recognized by the City’s General Plan, and the 2014 San Pablo Avenue Specific Plan, which encourages higher intensity development near the BART stations. The Specific Plan’s Form Based Code (FBC) allows heights up to 65’ (or 70’ with a waiver) or 85’ if project is submitted for consideration as a Tier IV application of submitted for consideration under the California State Density Bonus laws. The FBC also significantly reduces parking requirements, allowing zero to one space per residential unit and reduced commercial parking requirements. (See Appendix 1 and the San Pablo Avenue Specific Plan www.el-cerrito.org/SPASP for details and specific development standards.)

ENVIRONMENTAL CONDITIONS

Per a Phase 1 report prepared in 2005 by SECOR, the site has been analyzed for soils contamination from prior uses consisting of a Chevron station and a small commercial building. The gas station gas tanks leaked and there were remediation activities performed including soils removal and ground water monitoring. The report is available for review on the City’s webpage www.el-cerrito.org/Mayfair. Additional Phase II testing and reporting may be needed.

PRIOR DEVELOPMENT PROPOSALS

The property has been the subject of development proposals in the past, including the following two proposals:

- 1) The first was from Olson Urban Housing. Olson and the Redevelopment Agency entered into an Exclusive Negotiating Rights Agreement (ENRA) in 2005 for development of a transit- oriented

mixed-use project on the Mayfair Block, with 15 percent of its units to be affordable to low and moderate income households. The developer elected not to proceed due to economic conditions, and the ENRA expired. The Olson project was considered by the former Redevelopment Agency prior to the adoption of the Specific Plan allowing greater intensity.

2) The second proposal was from Build Inc. The developer entered into an ENRA in 2013 for the development of a mixed-use project consisting of 282 units and 18,000 square feet of ground floor retail. The project did not proceed to the property disposition stage, due to the inability of the Successor Agency to convey clear title to the property as a result of pending litigation with the State over redevelopment assets. The existing ENRA has expired. Since the expiration of the Build Inc. ENRA, the Successor Agency has obtained approval of the Long Range Property Management Plan (LRPMP), which will remove any encumbrances on the property resulting from the dissolution of the former Redevelopment Agency.

EL CERRITO AND AREA AMENITIES

The City of El Cerrito is a well-educated community of approximately 24,000 residents located on the eastern shore of the San Francisco Bay. With two BART stations in the City, major bus lines and direct access to Interstate 80, residents and businesses enjoy easy access to San Francisco and the entire Bay Area. Average daily trips along San Pablo Avenue range are 29,500 along San Pablo Avenue south of Cutting Blvd.

El Cerrito residents enjoy abundant park and open space recreational areas and public facilities, including a City-operated Senior Center, Community and Swim Center, Recycling + Environmental Center, Contra Costa Civic Theater, Rialto Cerrito theater, the 108-acre Hillside Natural Area and 2.7 mile Ohlone Greenway bicycle-pedestrian path that runs the length of the City (immediately adjacent to the project site). The City's location also affords easy access to regional amenities such as East Bay Regional Park District (EBRPD) Wildcat Canyon, the Bay Trail and adjacent commercial areas including Solano Avenue, North Berkeley, Downtown Berkeley and Richmond's south shore (including the site of the planned UC Berkeley Global Campus).

The City has made significant investments along San Pablo Avenue, including a new City Hall and the San Pablo Avenue Streetscape project. The streetscape project included landscaping, lighting, signage, rain gardens, crosswalks, bulb outs and seating. The Ohlone Greenway traverses the City adjacent to the subject site and has recently been upgraded in a joint project of the Bay Area Rapid Transit (BART) district and the City. Both the City and BART have upcoming capital projects adjacent to the project site, including the Ohlone Greenway Placemaking, Access and Safety project and BART's Del Norte Gateway project. (See www.el-cerrito.org/Mayfair for more information.)

Shopping, restaurants and recreation opportunities surround the site including neighborhood and regional shopping and dining within walking distance. Neighborhood retail includes a new Safeway, a Walgreens drug store and various restaurants. The City has also received recent development applications for nearby improvements.

The City has a long-standing commitment to environmental sustainability and to providing a healthy, walkable, bikeable, and public transportation environment. In September 2014, the City Council adopted the San Pablo Avenue Specific and Complete Streets Plan to articulate a vision for San Pablo Avenue, identify improvements and adopt context-sensitive development regulations. The Specific Plan creates a framework for transforming San Pablo Avenue into a multimodal corridor that functions not just as a thoroughfare, but also as a place that supports and provides opportunities for living, working and community life. The City is seeking development proposals for the Mayfair property that demonstrate a strong contribution to this vision. (See Appendix 1 and www.el-cerrito.org/SPASP or www.el-cerrito.org/Mayfair for more information.)

Figure 3 – Regional Context



LONG RANGE PROPERTY MANAGEMENT PLAN

The disposition of the parcels is governed by the Successor Agency to the El Cerrito Redevelopment Agency's Long Range Property Management Plan (LRPMP). The plan states the purpose of the acquisition and assemblage of the parcels:

“The property was acquired to put a prime vacant site located on a major arterial (San Pablo Avenue) and State highway (SR 123), served by AC Transit bus service, and directly adjacent to a BART station, to a higher and better use consistent with the objectives of the Five Year Implementation Plan, the General Plan and the San Pablo Avenue Specific Plan, which promote higher density transit oriented development”

CITY VISION

The City seeks a mixed-use development with a portion of the ground floor devoted to commercial uses and high-density residential above. Prior to the dissolution of the Redevelopment Agency, the Agency required developers to address the Redevelopment Law housing production requirements that at least 15% of all units built in the project area be affordable. The City encourages developers to consider the inclusion of affordable housing units as a part of their proposal. There are no City sources of funds to assist with the cost of creating affordable units. The vision for the parcels and the surrounding Uptown area is set forth in the San Pablo Avenue Area Specific Plan (<http://www.el-cerrito.org/SPASP>). The Specific Plan contains the following land use objectives that apply to the site:

UPTOWN

Uptown is a mixed-use commercial area that serves as the northern gateway to the City. Positioned within 1/2 mile of the Del Norte BART Station, a regional multi-modal center, this district is characterized by larger lots and building footprints. The area has potential to be humanized to be a stronger neighborhood that is more walkable and bikeable, while still serving as a regional transportation hub.

ASSETS

- Recent public investment in Baxter Creek Gateway Park, Ohlone Greenway and streetscape improvements
- Recent private investment in new Safeway
- Planned commercial and mixed-use investment on large parcels
- Planned major San Pablo Avenue, Del Norte BART station and Ohlone Greenway improvements to increase connectivity, sustainability and placemaking

OPPORTUNITIES

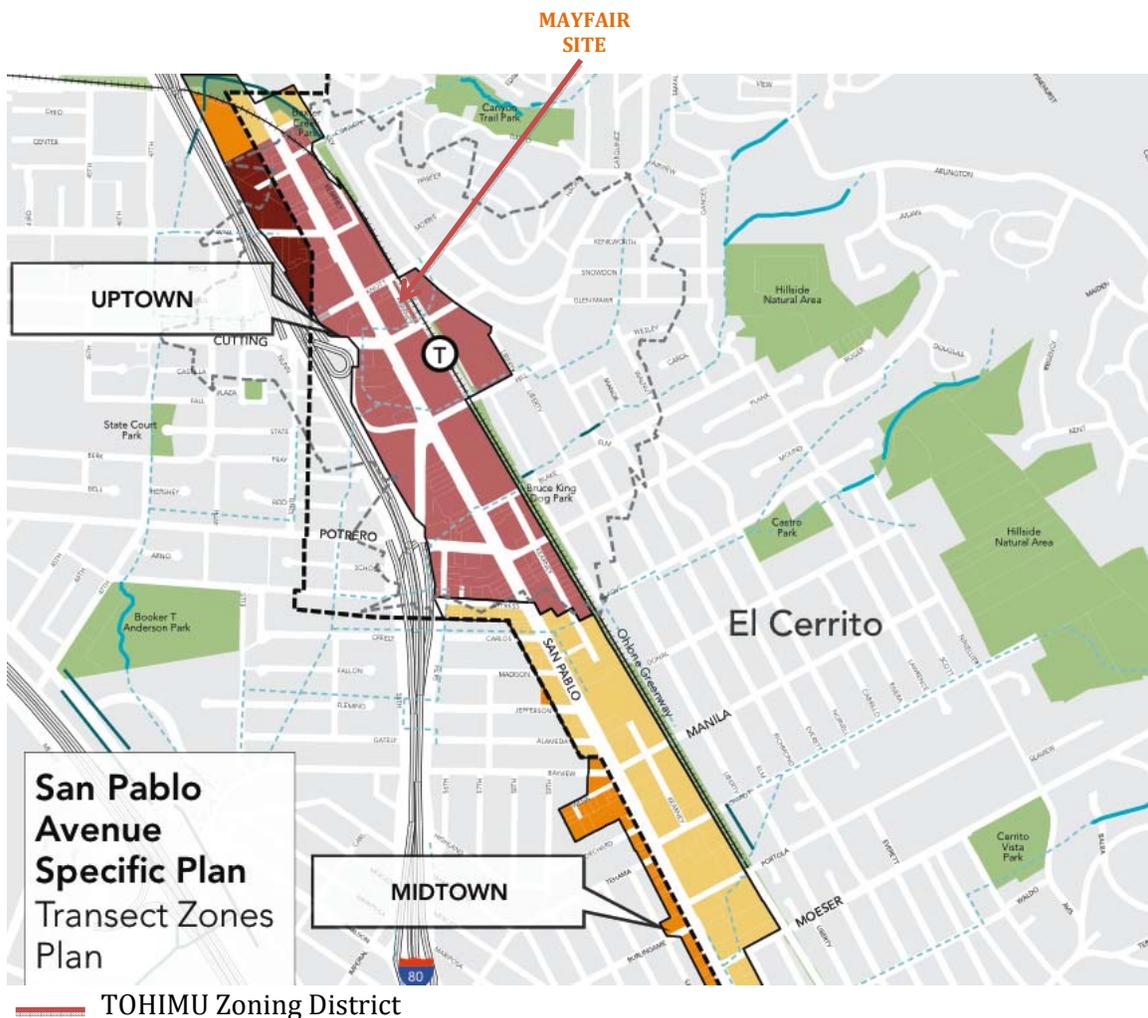
- Provide midblock connections to improve pedestrian and bicycle connectivity on large blocks.
- Encourage placemaking through active ground floor commercial spaces and public open spaces.
- Widen sidewalks to improve accessibility and pedestrian connectivity.
- Construct higher density development on large underutilized lots in proximity to the BART station.
- Construct bicycle and pedestrian connectivity improvements within the Plan Area to close important circulation gaps.

DEVELOPMENT STANDARDS - SAN PABLO AVENUE SPECIFIC PLAN CHAPTER 2 FORM BASED CODE

The development will be shaped by the standards set forth in the San Pablo Avenue Specific Plan Form Based Code (Chapter 2 of the Specific Plan). Appendix 1 to this RFQ includes a summary of the Form Based Code to assist in initial analysis of the development potential. Development proposals or plans will require a full reading of the Form Based Code to fully realize the potential of the site.

The site is designated as Transit Oriented Higher Intensity Mixed Use (TOHIMU) in the Specific Plan and fronts both the San Pablo Avenue Community Street type and the Gateway street type. The Form Based Code specifies the development standards associated with both this transect and street types.

Figure 4 - Transect Zone Map



The intent of the Form Based Code is to provide a vibrant, walkable, transit oriented higher intensity area within a 1/2 mile BART walkshed that allows a wide variety of uses including retail, commercial, residential and public uses. The City encourages multifamily residential uses to provide a variety of housing types, including studios and units with 3 or more bedrooms to meet the diverse needs of residents. See Appendix 1 for a summary of the Form Based Code and www.elcerrito.org/SPASP for the complete regulations.

CEQA

A Programmatic Environmental Impact Report was prepared for the San Pablo Avenue Specific Plan area. Applicants are required to prepare a checklist (and special studies as needed) to demonstrate that the proposed project's impacts have been adequately analyzed in the Programmatic EIR. The results of the checklist will determine what if any additional environmental review will be required for the proposed Project.

DEVELOPMENT FEES

The development will be subject to the following development fees that are applicable to all developments (in addition to Building Division and Planning Division Fees). See the City's Master Fee Schedule available on the City's webpage. During the entitlement and environmental review process additional fees may be identified to mitigate impacts associated with the Project.

- Art in Public Places: 1% of project cost (Maximum \$150,000)
- San Pablo Avenue Specific Plan Maintenance Fee: (\$200 per residential unit/\$0.18 per square foot non-residential)
- West Contra Costa Unified School District: (<http://www.wccusd.net/Page/180>)
- Sewer Fees: (<http://www.steges.com/services/permits-and-fees>)
- WCCTAC Sub-Regional Transportation Fee (STMP) – (See City's Master Fee Schedule)

SITE VALUE

The site is currently encumbered with a deed of trust securing a loan from the prior property owner to the former Redevelopment Agency. As a condition to conveyance of the property, the developer will need to either pay the outstanding balance on the note, which is \$1,737,820, or negotiate an assumption of the note and deed of trust with the former property owner's heirs. A purchase price that is less than fair market value may trigger the application of State prevailing wage laws. In no event may the property be sold for less than fair reuse value. The assessed value of the combined parcels is \$ 3.7 million, or approximately \$54 per square foot. Land price will be negotiable based on the type of development, and amount of affordable housing provided.

SUBMITTAL REQUIREMENTS

PRE-SUBMITTAL MEETING, SITE VISIT & SUBSEQUENT QUESTIONS

Responders to the RFQ are encouraged to attend a pre-submittal meeting and site visit on **Tuesday, March 15, 2016**. Responders should meet City staff **at the site at 4 pm**. All interested respondents should submit their contact information at that time. If there are subsequent questions that arise, responders must email them to the contact person below. Information from individual emailed questions that pertains to all interested responders will be emailed to all responders that provided contact information at the site meeting.

SUBMITTAL

Please submit: 1) hard copies consisting of five [5] original collated binders and one [1] unbound, 8.5" x 11" collated copies of the developer qualifications, and 2) an electronic copy of the submittal with the following materials included in the following order:

DEVELOPMENT CONCEPT

Submit:

- A narrative description of what the developer team might be interested in proposing for the site, including uses and a rough idea of units and square footage of development.
- Plans are not required at this stage. (They will be required at the request for proposals stage for the short list of developers that are selected to submit proposals).

DEVELOPMENT TEAM

Provide information about your development team's professional experience demonstrating the capacity and experience to deliver a project at the subject site. Submit a list of development team members including their role on the team, their company affiliation and their contact information. Teams should include the following areas of expertise, as appropriate:

- Developer
- Ownership entity
- Architect
- Construction contractor
- Legal representation
- Proposed property manager
- Equity and debt financing sources
- Public financing advisor

Submit information describing the qualifications of each of the team members. Resumes of the principals and other team members undertaking the project should be included in the submittal. The information submitted must be sufficiently detailed to allow the City to judge the team's ability to complete the project. Clearly identify the principal party or parties who will be responsible for representing the team during negotiations. Include names of any proposed, general, limited or joint venture partners. The relationship between the ownership entity and the developer should be explained if the developer is undertaking the project on a fee basis.

PAST EXPERIENCE

Include a statement of prior relevant development experience of key individuals with project descriptions similar in size and nature, as well as visuals of those projects. Past experience should include project names, locations, sizes, and development costs. Include information about prior development projects that required property acquisition from a former Redevelopment Agency or current Successor Agency. Include information about previous projects that development team members have collaborated on.

FINANCIAL STATEMENTS

Submit a copy of a current financial statement of the development firm with overall responsibility for undertaking the project to:

Patrick OKeefe
Special Advisor
Management Partners
pokeeffe@managementpartners.com

The financial statement submittal will be provided separately from the response to the RFQ. Patrick OKeefe is a consultant to the city and will prepare a report for the city summarizing financial capability to undertake the project based on the financial information submitted. Additional information on recent or current relationships with sources of equity and debt financing are also welcome.

REFERENCES

Contact persons and phone numbers should be provided on at least three prior projects. References from other public entities and lenders are desirable.

COMMUNITY OUTREACH

Submit a narrative statement of how local resident input will be solicited for the proposed project and how such outreach has been conducted for prior projects.

GREEN AND ENVIRONMENTAL BENEFITS

Submit a narrative summary of potential green development elements. See the San Pablo Avenue Specific Plan (*Sustainable Design Element and Public Art, 2.05.05* and *General Public and Private Open Space Standards, 2.05.06*) and the City's Urban Greening Plan (particularly *Focus Area 10, p. 109*) and Climate Action Plan (*Chapter 3*) for guidelines and desirable elements. Include examples of green elements in prior completed projects. All referenced plans are available at www.elcerrito.org/Mayfair

LABOR RELATIONS

Please submit information regarding how the development team has collaborated with labor in past projects.

DEVELOPER SELECTION PROCESS AND SCHEDULE

RFQ & RFP

The City will use a two-step process to select the development team. The first step is to solicit qualifications from interested teams that will be open to all interested parties. A panel of staff will evaluate the submittals, and the top three to five teams (depending on the submittals) will be asked to submit more detailed proposals in the second stage of the selection process. See selection criteria below.

ESTIMATED SCHEDULE

The submittal and developer selection process for both the *Request for Qualifications* and the *Request for Proposals* will involve the following steps and estimated timing through project approvals and property conveyance:

Table 3 – RFQ and RFP Process and Timing

ITEM	DATE DUE
1. RFQ Issued	March 7, 2016
2. Site meeting of developers and staff for submittal questions (4pm)	March 15, 2016 (4pm)
3. RFQ responses from development teams due (4pm)	April 1, 2016 (4pm)
4. Staff selection committee meets to discuss submittals and create a short list to be invited to submit proposals	April 4, 2016
6. Transition from RFQ to RFP - Staff Committee recommends 3- 5 teams to advance to the RFP stage, RFP distributed to short list	April 11, 2016
7. a) RFP responses from development teams due b) Committee reviews proposals and selects team(s) to interview c) Committee conducts interviews and selects team for recommendation to City Council	May 16, 2016 Week of May 23, 2016 May 25, 2016
8. City Council meeting to consider staff recommendation for selected development team and approve ENRA with selected development team.	June 21 or July 5, 2016
9. a) City Council approves Disposition and Development Agreement (DDA) for property conveyance b) Developer completes entitlement process and starts design development and construction drawings	Approximately 5 months
10. a) City submits DDA to Oversight Board for approval of land sale b) Developer completes construction drawings & submits for building permits	January 2017
11. Property conveyance/close of escrow/ start of construction Upon meeting all DDA pre-conveyance conditions and approvals from Oversight Board	June 2017

SELECTION STEPS

The following provides further explanation of the steps set forth above:

- Selection Committee (for RFQ and RFP)– May be comprised of: the City Manager, Community Development Director, Development Services Manager, Fire Chief, Public Works Director, Economic Development Committee member, or others.
- The number of development teams that are included on the short list for submitting RFP’s will depend on the number and quality of the submittals received in the qualifications stage.

It is estimated that 3-5 teams will be selected for the short list and asked to submit proposals.

- Development teams selected for the RFP list may be asked to make a presentation of their proposal to the selection committee and respond to questions regarding the proposal and team experience
- The single development team that is selected to undertake the project will be asked to enter into an Exclusive Negotiating Rights Agreement (ENRA) and compensate the City for the counsel expenses required to complete the ENRA. The ENRA will provide a timeline and process for the negotiation of a Disposition and Development Agreement (DDA).
- During the DDA negotiation period, the developer will be expected to commence the entitlement and environmental review process for the development.
- If the negotiations are successful, the product of the negotiations will be a DDA that will serve as the property purchase contract, and will include: the pre-disposition requirements, including the receipt of permits and approvals, financing conditions, terms of the purchase of the property and conditions for development of the project.
- The land is owned by the Successor Agency to the former Redevelopment Agency. The sale of the property requires the approval of the Successor Agency's Oversight Board before the sale terms in the DDA are final.
- The DDA will contain pre-conveyance conditions including obtaining building permits and construction financing, to be satisfied prior to conveyance of the property.

SELECTION CRITERIA

The following criteria will be used by the Selection Committee to evaluate the qualifications of teams that have responded to the RFQ (in no particular order):

- Experience of each of the team members with similar developments
- Completeness of response for information requested
- Financial capacity to obtain funding commitments and fund pre-development costs
- Consistency of development concept with City objectives set forth in the San Pablo Avenue Specific Plan and the Redevelopment Plan
- Commitment to provide open space and sustainability features
- Experience with community engagement during entitlement process
- Design quality of prior similar projects
- Results of staff interviews of references

The RFP will outline and specify the criteria by which proposals will be evaluated at that stage.

ADDITIONAL INFORMATION

LIMITATIONS AND CONDITIONS

The City reserves the right to:

- Request additional information from any development team.
- Extend the due date of the RFQ.
- Interview any or all development teams.

- Reject, in whole or in part, any or all qualifications submittals, and to waive minor irregularities in the submittal.
- Obtain additional qualifications beyond the due date if the qualifications received are unsatisfactory.
- Cancel, in whole or in part, this *Request for Qualifications* solicitation.
- The RFQ and any statements made by City staff or representatives are not a contract or a commitment of any kind by the City or the Successor Agency and do not commit the City or Successor Agency to award an exclusive negotiating agreement or constitute an offer to sell the property.
- Developers are responsible for all costs associated with preparing their submittal. No reimbursement will be made by the City for any cost incurred by developers in preparation of the response to this RFQ.
- The issuance of this RFQ does not constitute an agreement by the City/Successor Agency that the City Council will approve any contract or that the City/Successor Agency will enter into any contract.
- Respondent's Duty to Investigate:
 1. It will be the sole responsibility of the selected Respondent to investigate and determine conditions of the Site, including existing and planned utility connections, the suitability of the conditions for any proposed improvements, the status of any hazardous material remediation and the need for any additional remediation of the property.
 2. The information presented in this RFQ and in any report or other information provided by the City is provided solely for the convenience of the interested parties. It is the responsibility of interested parties to assure themselves that the information contained in this RFQ or other documents is accurate and complete. The City, the Successor Agency and their employees and advisors provide no representations, assurances or warranties pertaining to the accuracy of the information and no persons responding to this RFQ is entitled to rely upon any of the information provided.
- All responses to this RFQ shall become the property of the City. The City may use any and all ideas and materials included in any submittal, whether or not the respondent is selected as the developer.
- Proposals and all other information and documents submitted in response to this RFQ are subject to the California Public Records Act, California Government Code §§ 6250 through 6276.48) ("CPRA"), which generally mandates the disclosure of documents in the possession of the City upon the request of any person upon conclusion of the selection process, unless the content of the document falls within a specific exemption category.
- Non-Liability: By participating in the RFQ process, each Respondent agrees to hold the Successor Agency and City and its and their officers, employees, agents, representatives, and consultants harmless from all claims, liabilities, and costs related to all aspects of this RFQ, the Property and any information provided by the City or the Successor Agency regarding the Property.
- "As-Is" Property Condition: As will be addressed in ENRA and Disposition and Development Agreement, the property will be conveyed to the selected developer in an "as-is" condition, without representation or warranty by the City or the Successor Agency as to physical or environmental conditions of the land or any existing structures. The City makes no representations regarding the character or extent of soil or subsurface conditions or the conditions and existence of utilities that may be encountered during the course of construction of any work, development, construction or occupancy of the property. Respondents will be responsible for independently reviewing all available information that may be available about existing conditions, and undertaking independent analysis of site conditions, including any environmental, health and safety issues.

CONTACT INFORMATION

For additional information or questions about this solicitation for qualifications please contact by email:

Melanie Mintz, Community Development Director

mmintz@ci.el-cerrito.ca.us

RESOURCE DOCUMENTS AVAILABLE

The following documents and information are available on-line through the City's web site <http://www.el-cerrito.org/Mayfair> and will provide additional background information.

- San Pablo Avenue Specific & Complete Streets Plan and Programmatic EIR (2014)
- Long Range Property Management Plan (LRPMP) (2015)
- SECOR Phase 1 Environmental Site Assessment (2005)
- Urban Greening Plan (2015)
- Climate Action Plan (2013)
- Ohlone Greenway Master Plan (2009)
- BART Del Norte Improvements (underway)
- Ohlone Greenway Access, Safety and Placemaking project (@ Del Norte) (underway)
- 2016 Active Transportation Plan
- Current Master Fee Schedule

Appendices

1. San Pablo Avenue Form Based Code Summary

2.03.02 TRANSECT ZONES



FBC Figure 01. Transect Zones Map

Zoning designations for all properties in the City of Richmond are subject to change pursuant to the *Richmond Livable Corridors Form-Based Code* adoption process. Please refer to the *Richmond Livable Corridors Form-Based Code* for all zoning regulations.

Parcels in both jurisdictions shall be subject to the entitlement process of the jurisdiction in which it has the majority of its lot acreage.

2.03.02.01 Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)



- A. Intent: Provide a vibrant, walkable, transit oriented higher intensity area within a 1/2 mile BART walkshed that allows a wide variety of uses including retail, commercial, residential and public uses in the distinctive Downtown and Uptown areas. Encourage multifamily residential uses to provide a variety of housing types, including units with 3 or more bedrooms, to meet the diverse needs of residents.
- B. Desired Form:
 - 1. Attached, simple wall plane and buildings at or close to ROW along San Pablo Avenue
 - 2. Small to large footprint/grain in Downtown, medium to large in Uptown
 - 3. Up to 65 feet (85 feet max. if project is consistent as an affordable housing project, as defined by state law)
 - 4. Flush ground floor - ADA compliant
 - 5. Primarily with Shop Fronts on commercial street types, 'flex' spaces all along San Pablo Avenue and forecourts on Gateway and Neighborhood Street types
- C. General Use:
 - 1. Vertical mixed use such as residential over retail and horizontal mixed use which includes buildings with different uses on the same block
 - 2. Primarily commercial on the ground floor with upper residential uses on Commercial Street Types
- D. Parking:
 - 1. Low to no automobile parking requirements
 - 2. Individual, shared, un-bundled off-street lots or on-street.
 - 3. Bicycle parking requirements

2.03.02.02 Transit-Oriented Mid-Intensity Mixed Use (TOMIMU)



- A. Intent: Provide a walkable and bikeable, transit-friendly medium intensity area that allows a wide variety of uses including residential, civic and public uses along with commercial and retail uses around Stockton and Moeser nodes. Encourage multifamily residential uses to provide a variety of housing types, including units with 3 or more bedrooms, to meet the diverse needs of residents.
- B. Desired Form:
 - 1. Attached, simple wall plane and buildings at or close to ROW along San Pablo Avenue
 - 2. Medium to large footprint/grain in Midtown
 - 3. Up to 55 feet (65 feet max. if project is consistent as an affordable housing project, as defined by state law)
 - 4. Flush ground floor - ADA compliant
 - 5. Primarily with Shop Fronts on Commercial Street types, 'flex' spaces all along San Pablo Avenue and forecourts on Neighborhood Street types
- C. General Use:
 - 1. Vertical and horizontal mixed use
 - 2. Primarily residential with mixed use (ground floor commercial with upper residential uses) at Stockton and Moeser nodes
- D. Parking:
 - 1. Low to moderate parking requirements
 - 2. Individual, shared, un-bundled off-street lots or on-street
 - 3. Bicycle parking requirements

FBC TABLE 06. STREET TYPES DESCRIPTIONS

San Pablo Avenue Commercial Street and Major Commercial Street: To strengthen a sense of place, streets should be designed to walk, shop and socialize with building frontages that activate the street. Commercial uses are prioritized at corners and intersections with flex spaces on the ground floor throughout.



San Pablo Avenue Community Street: To catalyze mode shift and maintain a strong sense of place along the Avenue, new developments allow a wide variety of uses through ground floor flex space and pedestrian friendly design elements that encourage walking and provide for gathering opportunities.



Gateway Street: To establish a sense of place in El Cerrito, new developments along these major auto routes maximize the large-scale commercial opportunities provided by proximity to the freeway, while using distinct building form and landscaping elements to buffer pedestrians from traffic and soften the urban feel of wide, busy streets.



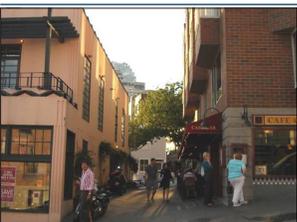
Neighborhood Street: To support and maintain the character of existing neighborhoods, new developments along low traffic volume residential and commercial streets respect existing building types by stepping down the building's height, breaking up the building's mass and incorporating pedestrian design elements.



Ohlone Greenway: To enhance this major regional pedestrian and bicycle connection, adjacent buildings orient windows, doors and balconies towards the Ohlone Greenway, while providing connections, ground floor uses and additional open spaces along the Greenway to increase activity, connectivity and safety.



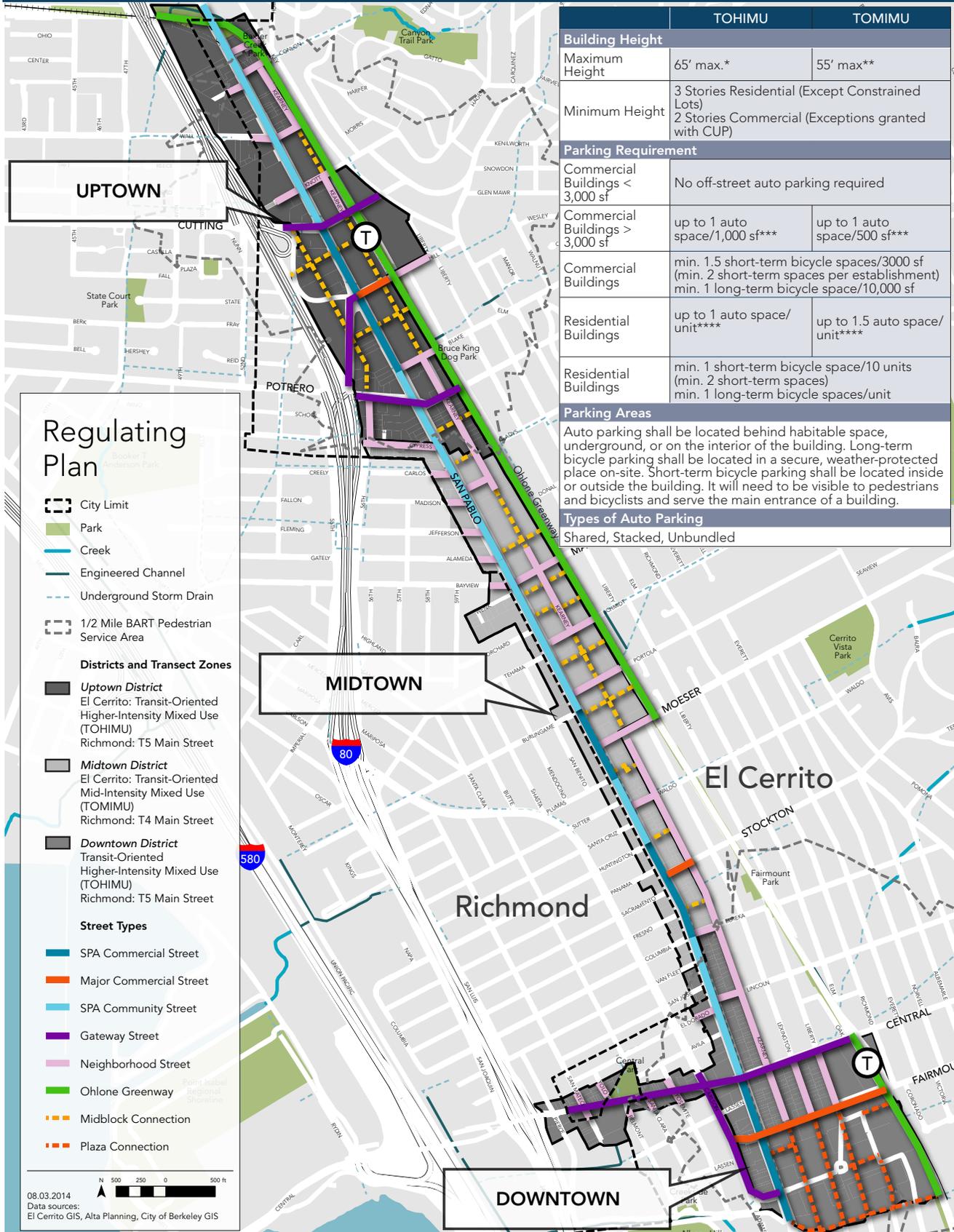
Midblock Connection: To catalyze mode shift and strengthen a sense of place, new developments provide pedestrian and bicycle passageways through long blocks to enhance connectivity, reduce travel distances, encourage non-motorized transportation and provide active open spaces. Adjacent buildings orient windows, openings and balconies onto Midblock Connections to increase safety and activate the space.



Potential Plaza Connection: To provide additional commercial opportunities and increase walkability in the El Cerrito Plaza shopping center, additional buildings provide pedestrian, bicycle and auto connections and gathering spaces through the site.

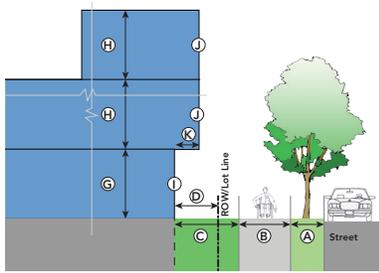
2.01.02 FBC SUMMARY: REGULATING PLAN AND DEVELOPMENT STANDARDS

Standards are for Tier 2 projects. See Tier IV for projects which vary from these standards.

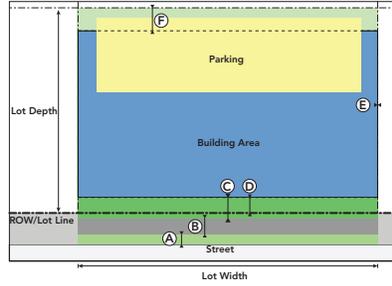


*85'-0" max. if project is consistent as an affordable housing project, as defined by state law
 **65'-0" max. if project is consistent as an affordable housing project, as defined by state law
 *** All projects include basic Transportation Demand Management (TDM). Projects proposing 0-0.5 auto spaces/residential unit may be required to perform a parking study and/or provide additional TDM measures.
 **** All projects include basic TDM. Projects proposing 0-1 auto spaces/residential unit may be required to perform a parking study and/or provide additional TDM measures.

2.01.03 FBC SUMMARY: REGULATION BY STREET TYPE



Development Standards Section Diagram



Development Standards Plan Diagram



Amenity Zone Pedestrian Zone Activity Zone

Building Placement	SPA/Major Commercial	SPA Community Street	Gateway Street	Neighborhood Street	Ohlone Greenway	Midblock Connection	Potential Plaza Connection
Sidewalk Amenity Zone	A 6'-0" min.	6'-0" min.	4'-0" min.	5'-0" min.	n/a	5'-0" min.	14'-0" min.
Sidewalk Pedestrian Zone	B 8'-0" min. clear pathway	8'-0" min. clear pathway	6'-0" min. clear pathway	6'-0" min. clear pathway commercial uses, 5' min. clear pathway residential uses	n/a	10'-0" min. clear pathway	20'-0" min.
Sidewalk Activity Zone	C 4'-0" min.	0'-0" min.	0'-0" min.	0'-0" min.	n/a	Same as Amenity Zone	Same as Amenity Zone
Ground Floor Front Setback	D Min: Distance from ROW necessary to accommodate zones A, B, and C Max: Up to 10' non-residential uses, Up to 15' residential uses	Min: Distance from ROW necessary to accommodate zones A and B Max: Up to 10' non-residential uses, Up to 15' residential uses	Min: Distance from ROW necessary to accommodate zones A and B Max: Up to 10' non-residential uses, Up to 15' residential uses	Min: Distance from ROW necessary to accommodate zones A and B Max: Up to 10' non-residential uses, Up to 15' residential uses	Up to 10' non-residential uses, Up to 15' residential uses	n/a	n/a
Side Setback	E 0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"	0'-0"
Rear Setback	F See Shadows*	See Shadows*	See Shadows*	See Shadows*	See Shadows*	n/a	n/a
Pedestrian Access	Street fronting ground floor units and spaces to have individual entries along front. Upper floor units and spaces to be accessed by common entry along front.	Street fronting ground floor units and spaces to have individual entries along front or side streets. Upper floor units and spaces to be accessed along the front or side streets.	Street fronting ground floor units and spaces to have individual entries along front or side streets.	Street fronting ground floor units and spaces to have individual entries along front or side streets.	Ground floor units and spaces to have individual entries along front or side streets.	Ground floor units and spaces to have individual entries along front or side streets.	Ground floor units and spaces to have individual entries along front or side streets.
Vehicular Access	Max. 24' 2-way driveways, min. 100' apart. Side access on corner lots	Max. 20' 2-way driveways, min. 100' apart. Side access on corner lots	Max. 24' 2-way driveways. Side access on corner lots	Max. 20' 2-way driveways, and 10' 1-way driveways	n/a	n/a	n/a
Building Form							
Upper Floor Setbacks	See Shadows*	See Shadows*	See Shadows*	See Shadows*	See Shadows*	0'-0"	0'-0"
Ceiling Height Ground Floor (fin. floor to fin. ceiling)	G 14'-0" min. clear to allow for flex space	14'-0" min. clear to allow for flex space	14'-0" min. clear to allow for flex space	14'-0" min. clear to allow for flex space	9'-0" min. clear	Regulated by primary street	9'-0" min. clear
Ceiling Height Upper Floors (fin. floor to fin. ceiling)	H 9'-0" min. clear	9'-0" min. clear	9'-0" min. clear	9'-0" min. clear	9'-0" min. clear	9'-0" min. clear	9'-0" min. clear
Building Length	200' max. (Downtown), 300' max. (Uptown and Midtown)	200' max.	300' max.	200' max.	200' max (Downtown), 300' max (Uptown and Midtown)	300' max.	300' max.
Transparency Ground Floor	I 75% min.	Non-residential 75% min., Residential 40% min.	Non-residential 50% min., Residential 30% min.	Non-residential 50% min., Residential 30% min.	Non-residential 50% min., Residential 30% min.	Non-residential 50% min., Residential 30% min.	Non-residential 50% min., Residential 30% min.
Transparency Upper Floors	J 30% min.	30% min.	25% min.	25% min.	25% min.	25% min.	25% min.
Encroachments Front	K 4'-0" max	4'-0" max	2'-0" max	2'-0" max with ground floor commercial	not allowed	n/a	n/a
Encroachments Rear	4'-0" max	4'-0" max	4'-0" max	4'-0" max	4'-0" max	n/a	n/a
Allowed Frontage Types	Min. 50% Shop Front Max. 50% Arcade (NE side), Forecourt (NE side), Flex, or Eco-front	Min: 50% Flex Max: 50% Forecourt (NE side) Max: 100% Shop Front, Arcade (NE side SPA), or Eco-front	Shop Front, Forecourt (NE side), Flex, Frontyard, or Eco-front	Front Yard, Forecourt (NE side), Flex (commercial), Shop Front (commercial)	Forecourt (NE side), Flex, Frontyard, or Eco-front Max. 50%: Shop Front	Flex, Frontyard, or Eco-front Max. 50%: Shop Front	Front Yard, Forecourt (NE side), Flex, Shop Front, Eco-front

* See Section 2.01.05 FBC Summary: Shadows

2.01.04 FBC SUMMARY: FRONTAGE STANDARDS

Frontage Type	Street Type						MBC	PPC
	SPC	SPM	MC	GWY	NS	OG		
Shop Front	•	•	•	•	•***	•	•	•
Flexible	•	•	•	•	•***	•	•	•
Arcade/Gallery*	•	•						
Forecourt**	•	•	•	•	•	•		•
Front Yard				•	•	•	•	•

STREET TYPE GLOSSARY:

- SPC:** San Pablo Avenue Commercial
- SPM:** San Pablo Avenue Community
- MC:** Major Commercial
- GWY:** Gateway
- NS:** Neighborhood
- OG:** Ohlone Greenway
- MBC:** Midblock Connection
- PPC:** Potential Plaza Connection

* Note: Arcades are allowed only on the south and west facades of buildings to minimize sun glare.

** Note: Forecourts should be situated to maximize solar access.

***Note: Shop Fronts and Flex spaces are only allowed on Neighborhood Streets with planned commercial uses.



Shop Front



Flexible



Arcade/Gallery



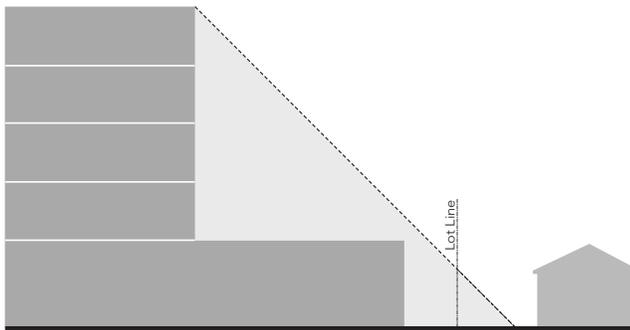
Forecourt



Frontyard

2.01.05 FBC SUMMARY: SHADOWS

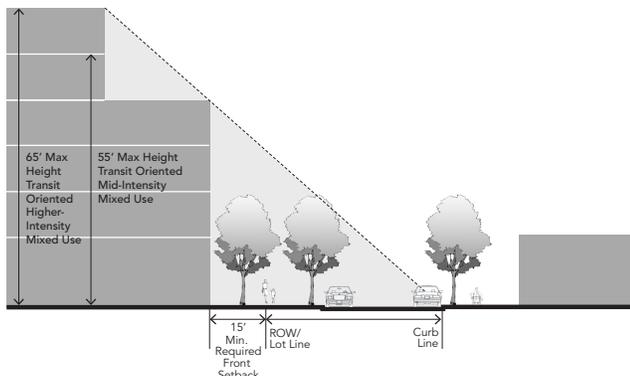
Rear and Upper Floor Rear Setback Adjacent to Residential Lot



Buildings shall not cast shadows onto adjacent existing residential uses on Winter Solstice (December 21):

- Adjacent parcels to the east greater than 14'-0" deep at 1:30pm.
- There is no requirement for shadows onto adjacent parcels to the west because shadows are negligible due to solar angle.

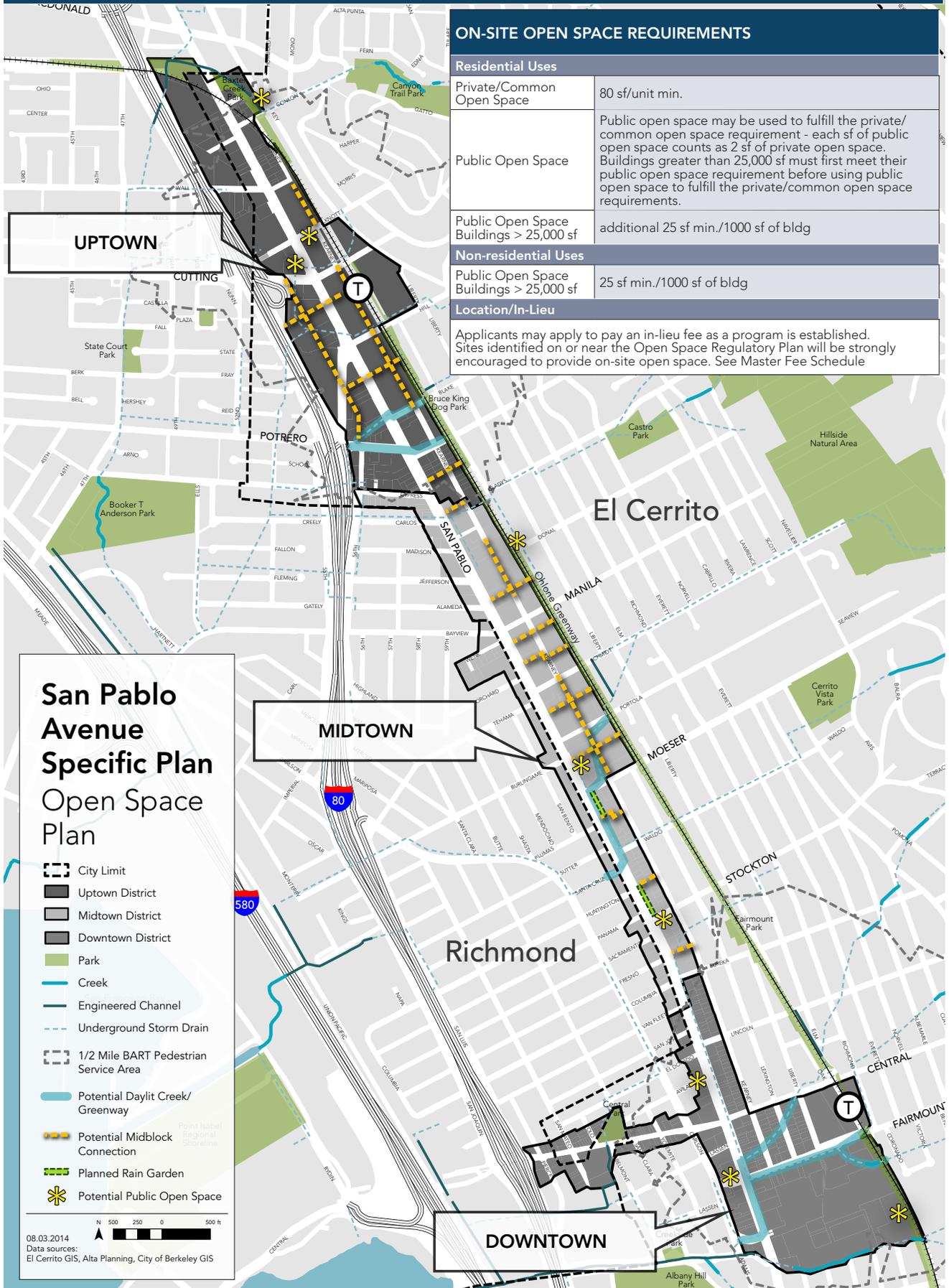
Front and Upper Floor Front Setback Along Street



Buildings shall not cast shadows beyond the curb line on the opposite side of the street on Winter Solstice (December 21):

- Streets to the east of the parcel at 1:30pm.
- Streets to the north of the parcel at 10:00am or 4:00pm.
- There is no requirement for streets to the south and west of the parcel because shadows are negligible due to solar angle.

2.01.06 FBC SUMMARY: OPEN SPACE STANDARDS



ON-SITE OPEN SPACE REQUIREMENTS	
Residential Uses	
Private/Common Open Space	80 sf/unit min.
Public Open Space	Public open space may be used to fulfill the private/common open space requirement - each sf of public open space counts as 2 sf of private open space. Buildings greater than 25,000 sf must first meet their public open space requirement before using public open space to fulfill the private/common open space requirements.
Public Open Space Buildings > 25,000 sf	additional 25 sf min./1000 sf of bldg
Non-residential Uses	
Public Open Space Buildings > 25,000 sf	25 sf min./1000 sf of bldg
Location/In-Lieu	
Applicants may apply to pay an in-lieu fee as a program is established. Sites identified on or near the Open Space Regulatory Plan will be strongly encouraged to provide on-site open space. See Master Fee Schedule	

San Pablo Avenue Specific Plan Open Space Plan

- City Limit
- Uptown District
- Midtown District
- Downtown District
- Park
- Creek
- Engineered Channel
- Underground Storm Drain
- 1/2 Mile BART Pedestrian Service Area
- Potential Daylit Creek/Greenway
- Potential Midblock Connection
- Planned Rain Garden
- Potential Public Open Space

08.03.2014
Data sources: El Cerrito GIS, Alta Planning, City of Berkeley GIS

Note: Daylighting creeks may be considered on a project by project basis. The City has no adopted Creek Daylighting requirement.