

C i t y o f B e r k e l e y

E N V I R O N M E N T A L I N I T I A L S T U D Y

1. Project Title:

Rail Stop / Transit Plaza

2. Lead Agency Name and Address:

City of Berkeley
Redevelopment Division
Planning and Development Department
2118 Milvia St., 3rd Floor
Berkeley, CA 94704

3. Contact Person and Phone Number:

Iris Starr, AICP
Redevelopment Coordinator
510-981-7520
Istarr@ci.berkeley.ca.us

4. Project Location:

The project site is a “T”-shaped land parcel located in Berkeley, Alameda County, California. The site includes the easternmost portion of the Union Pacific Railroad Right-of-way between Addison Street on the south and Hearst Avenue on the north, and a portion of University Avenue underlying the University Avenue bridge, between the railroad right-of-way on the west (former 3rd Street) and midway between 4th and 5th Street on the east.

The railroad portion of the project site measures approximately 27,405 square feet, and the University Avenue portion of the site measures approximately 55,100 square feet, creating an overall square footage of 82,505. According to the USGS Oakland West, California 7.5-Minute Quadrangle Map, the project site is located at latitude 37°51’02” North and longitude 122°18’02” West. See Figure 3.

5. Project Sponsor’s Name and Address:

City of Berkeley Redevelopment Agency
2118 Milvia Street. 3rd Floor
Berkeley, CA 94704

6. General Plan Designation:

The property is designated as **General Commercial** in the West Berkeley Plan, adopted in 1993. The property is designated as **Avenue Commercial** in the 2001 Berkeley General Plan.

7. Zoning:

The property is located in the West Berkeley Commercial (C-W) District as described in the City of Berkeley Zoning Ordinance. See Figure 2.

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The project consists of a series of capital improvements intended to create a safer and better-utilized rail stop and transit plaza. The basic infrastructure configuration and operational characteristics of the project already exist. The capital improvements described below are required to improve passenger safety and security, provide smooth connections with other transportation modes such as bicycling and walking, and to allow full and equal access for people with disabilities.

Rail Stop

Improvements include additional nighttime safety lighting, access improvements to and from the public streets and sidewalks to the level transit and train platform, and signs showing the location of the train stop and the bus/Para-transit/shuttle stops. The train platform will stretch into a ten-foot wide multi-use path on the north and south ends of the station from Hearst Street to Addison Street. This “trail-alongside-rail” route is to be separated from the train tracks by a six-foot high ornamental fence that may or may not be able to include fifteen bottlebrush trees on the northeastern side of the Union Pacific tracks. This portion of the project is the focus of ongoing discussions with Union Pacific, and is included here a potential project element (with trees, or with replacement trees, or with no trees) for environmental review purposes.

The project will include a Berkeley signboard, or information kiosk, as well as an Amtrak “real time” schedule board with up-to-the-minute train schedules, ticketing, and fare information. The kiosk will give directions to the nearest BART station and AC Transit routes. Posted maps will show the location and routes to nearby public facilities and places of interest.

Transit Plaza

Access to the transit plaza/train stop platform will be improved for passengers from the three AC Transit lines that serve the immediate project area. This includes repaving and striping for the circulation lanes and the on-site parking, widening of existing sidewalks and the creation of ramps to improve disabled access, signs to direct patrons to the transit stop, and other connections for bicyclists with the nearby bike lanes. Also included are pavement and curb improvements to the public parking for Amtrak patrons, bike parking, bike lockers, and public telephones.

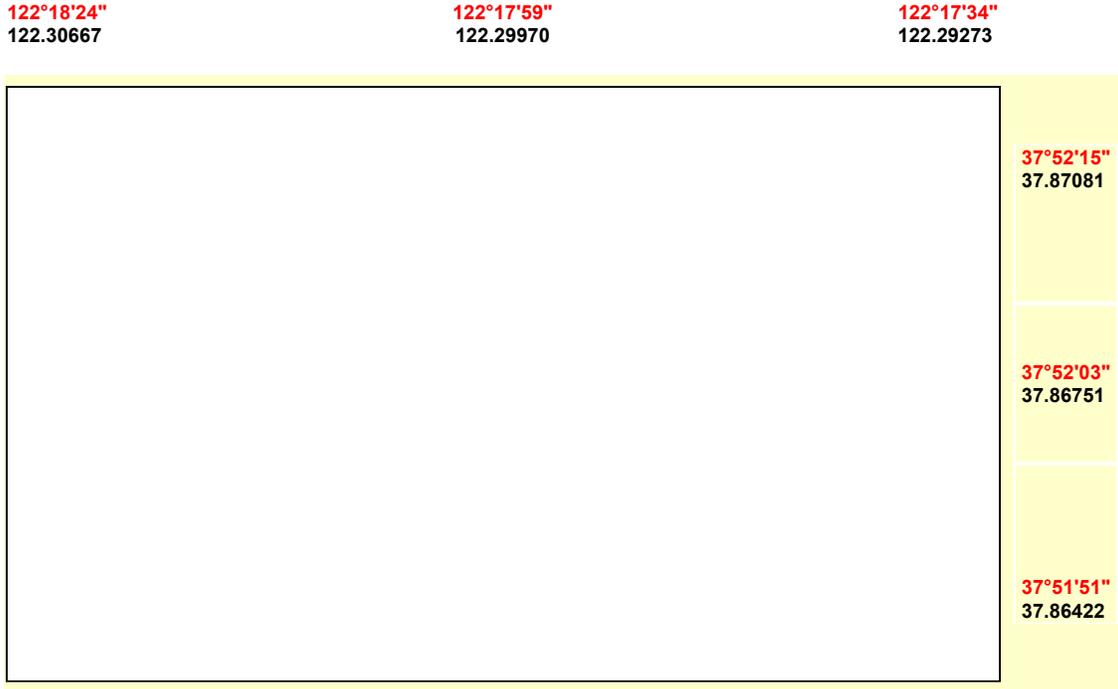
A canopy or shelter will be installed to protect patrons from inclement weather and pigeons roosting on the existing abutment adjacent to the tracks. This canopy is expected to hang from the abutment at a height between 10 and 15 feet, and will not be a significant visual addition to the area, nor will it block views or create undesirable views. Benches for passengers will be upgraded and public art will be incorporated into the final design. Discussion is underway about the nature of the public art, with most proponents asking that it reflect the existence of the Native American Ohlone Shellmound and the ancestry and presence of other peoples and cultures that have lived and contributed to the culture, health, and improvement of this area over the last three thousand years.

The removal of ten trees on the northern side of University Avenue may become necessary to meet ADA standards that require a minimum four-foot path width for ADA required accessibility. This potentiality, and the possible impact of tree replacement in these areas are also considered in the initial study.

TOPOGRAPHIC MAP

FIGURE 1

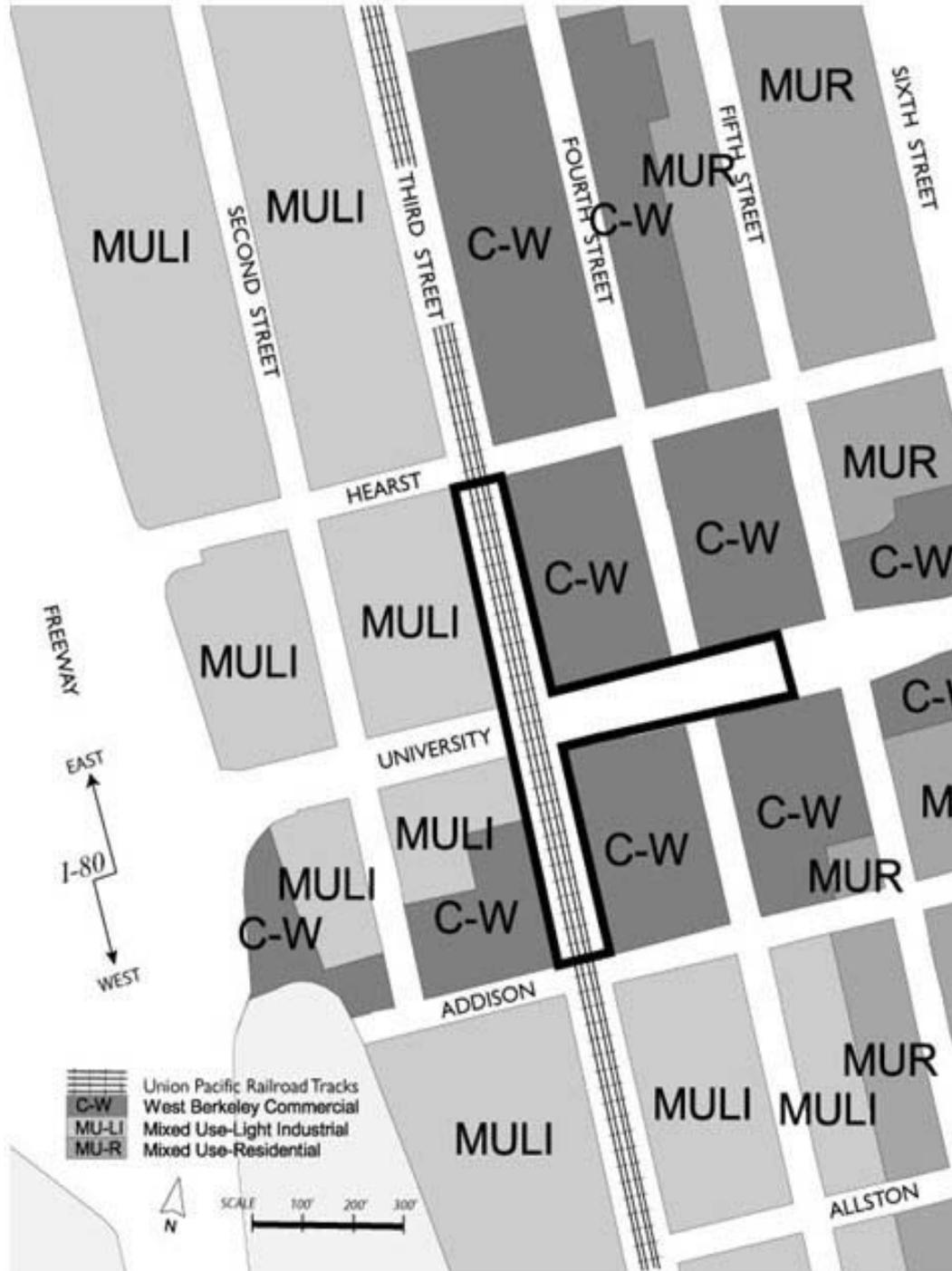
Source: USGS



ZONING MAP

FIGURE 2

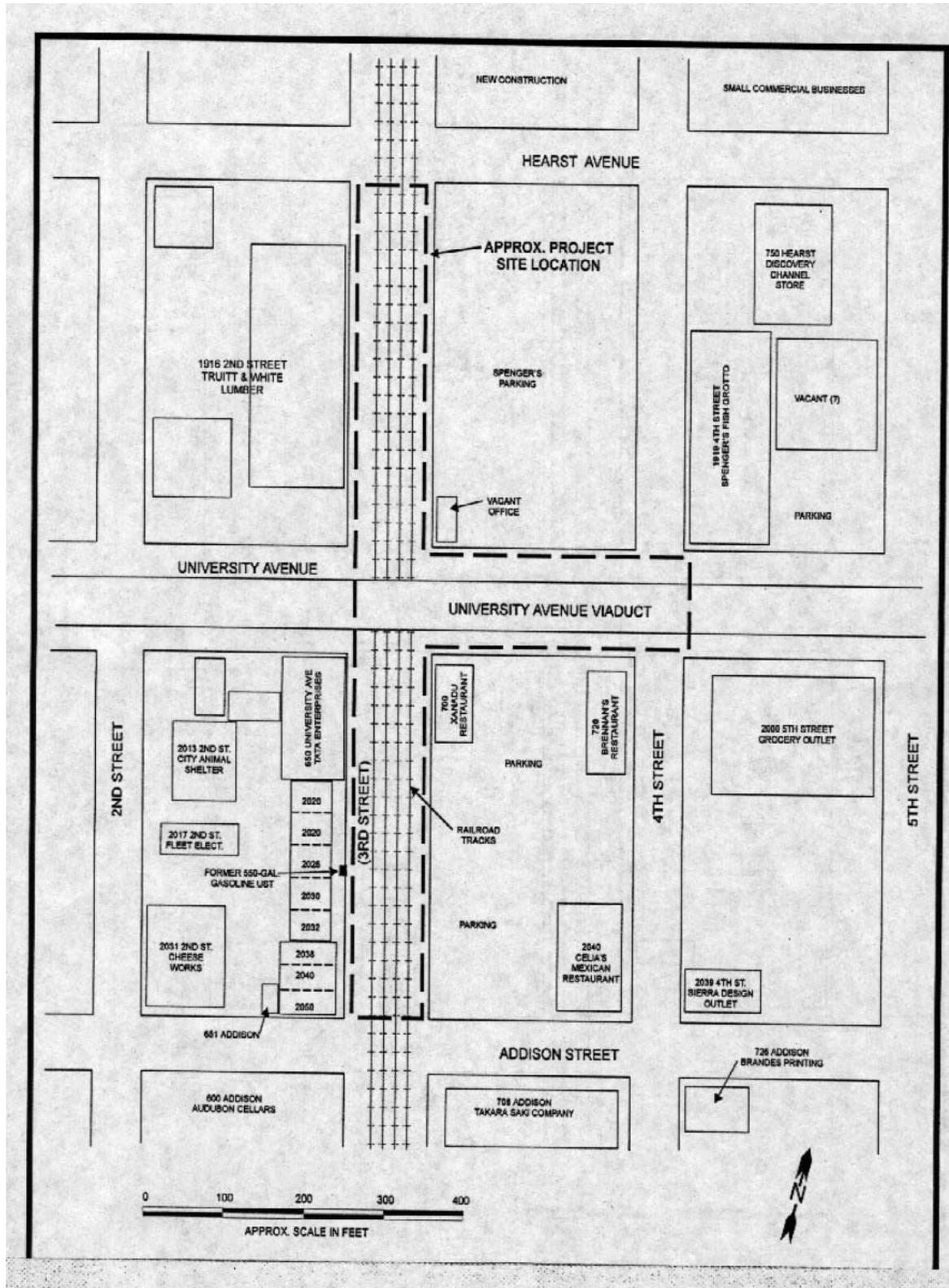
Source: Official Zoning Map of the City of Berkeley adopted on March March 18, 1999



SITE MAP

FIGURE 3

Source: Planning Department of the City of Berkeley



RELATIONSHIP OF PROJECT TO AREA TO CITY LANDMARKS

FIGURE 4

Source: Planning Department of the City of Berkeley

2nd St.

RR
Tracks

4th St.

5th St.

E
A
S
T

Hearst
Ave.

Univ
Ave

Univ
Ave



Thick Black Line: Landmarked Shellmound Area
 Black Box: Spenger's Restaurant
 Rectangular White Box: Former Southern Pacific Train Station
 White Line: Project Area

9. Surrounding Land uses and Setting:

The proposed project is primarily located within the West Berkeley Redevelopment Area, an urbanized area of the City. Immediately to the west of the project site are four sets of railroad tracks, of which two sets are in use as the north- and south-bound tracks of the Union Pacific Railroad. The land uses immediately west of the tracks are primarily commercial and light industrial and include a large hardware and lumber store and associated storage, an animal shelter, motorcycle repair facility, a building that has been converted to live work lofts, and several small mechanical/industrial shops. Immediately north of the project site is the parking lot for Spenger's Restaurant and Hearst Street. Immediately south of the project site is a parking lot and three restaurants, one of which is the former Southern Pacific Train Station (now a designated City landmark). There are no purely residential uses near the project site. Commercial businesses exist along Fourth Street to the northeast of the site, while industrial, large scale commercial, and arts/crafts types of businesses are located to the south east of the project site.

10. Reviews By Other Public Agencies Whose Approval Is Required:

Caltrans Local Assistance: responsible for project site field review, approval of the Area of Potential Effects (APE) map, approval of required hazardous waste and parking assessment reports, review of cultural resources reports submitted under Section 106 of the National Historic Preservation Act, and negotiation of memoranda of agreements regarding mitigation of cultural resources impacts.

Caltrans Rail: responsible for review of the design of the station area and administration of the State Highway Operation and Protection Program TEA grant which funds a portion of the project construction costs.

Federal Highway Administration (FHWA): responsible for review of cultural resources reports submitted under Section 106 of the National Historic Preservation Act.

11. Summary of Reports

The next section outlines briefly the reports and studies that were specifically developed to evaluate the potential impact of the Rail Stop and Transit Plaza on the environment.

A. Preliminary Environmental Study

Caltrans conducted a field review of the project site on November 30, 2000. To complete any necessary reports, an Area of Potential Effect had to be identified. On January 30, 2001, Caltrans approved an Area of Potential Effects Map (APE) that identified 13 properties as potentially affected by the development. Upon further review with Federal Highway Administration, Caltrans approved a modified Area of Potential Effects Map on September 12, 2002 that identified the project site and two specific properties (Spenger's Restaurant and the former Southern Pacific Train Station) as potentially affected by the project.

The Preliminary Environmental Study (PES) Form was completed and signed by Caltrans District 4 on December 1, 2000. The PES concluded that the following data / reports were required:

- Phase I Initial Site Assessment Hazardous Waste Study

- Parking Study
- Section 106 Study: Archeological Survey Report
- Section 106 Study: Historical Architectural Survey Report and Historical Property Survey Report

1. Phase I Initial Site Assessment Hazardous Waste Study

A Phase I Environmental Site Assessment (ESA) was conducted for land parcels that included the Union Pacific Railroad right-of-way between Hearts Avenue and Addison Street, and University Avenue east of the railroad right-of-way to 4th Street. The purpose of the Phase I ESA was to identify potential onsite and offsite sources or practices that could adversely impact the project site development. Gribi and Associates conducted the Phase I ESA in March 2001, in accordance with the scope and limitations of ASTM Practice E 1527-00.

Conclusion:

- The Phase I Hazardous Waste Study has been completed and approved, and no Phase II assessment is required.

2. Parking Study

A parking study on improvements at the Berkeley Rail Stop was submitted for Caltrans' review. The parking area must be redesigned to accommodate two new wheelchair accessible spaces, as required by the Americans with Disabilities Act (ADA). This results in a total of twenty-four (24) parking spaces. Capitol Corridor Joint Powers Authority (CCJPA) reviewed and approved the current design that contains 24 on-site parking spaces.

Conclusion:

- The parking study was submitted on 4/03/01, and requires no mitigation.

3. Archaeological/Cultural Resources

A "Section 106 Report" addresses two areas: site archaeology and historic buildings. The first report covered archaeology.

Garcia and Associates, registered archaeologists of San Francisco, worked for almost two years to determine the possible location and extent of Native American shellmound remains within the public right-of-ways near the project. The area of their work extended beyond the boundaries of this specific project area, in the event future streetscapes or other unrelated projects are proposed.

Conclusion:

- That the area where the Ohlone Shellmound was once visible may be "Eligible for the National Register of Historic Places". (The Shellmound area has already been designated as a City Landmark in 2001).
- In the public right-of-way area along the northern edge (13 feet from the curb) on University Avenue, between the railroad tracks and 4th street, the archaeologist found four cultural deposits beginning at three feet below the street surface and extending an additional six inches to a foot-

and-a-half in depth (3 - 3.5 ft.; 3 - 4.5ft. and 3 - 4.5ft.) A fourth deposit extended from four and one-half feet to six and one-half feet below the surface (4.5 – 6.5ft.)

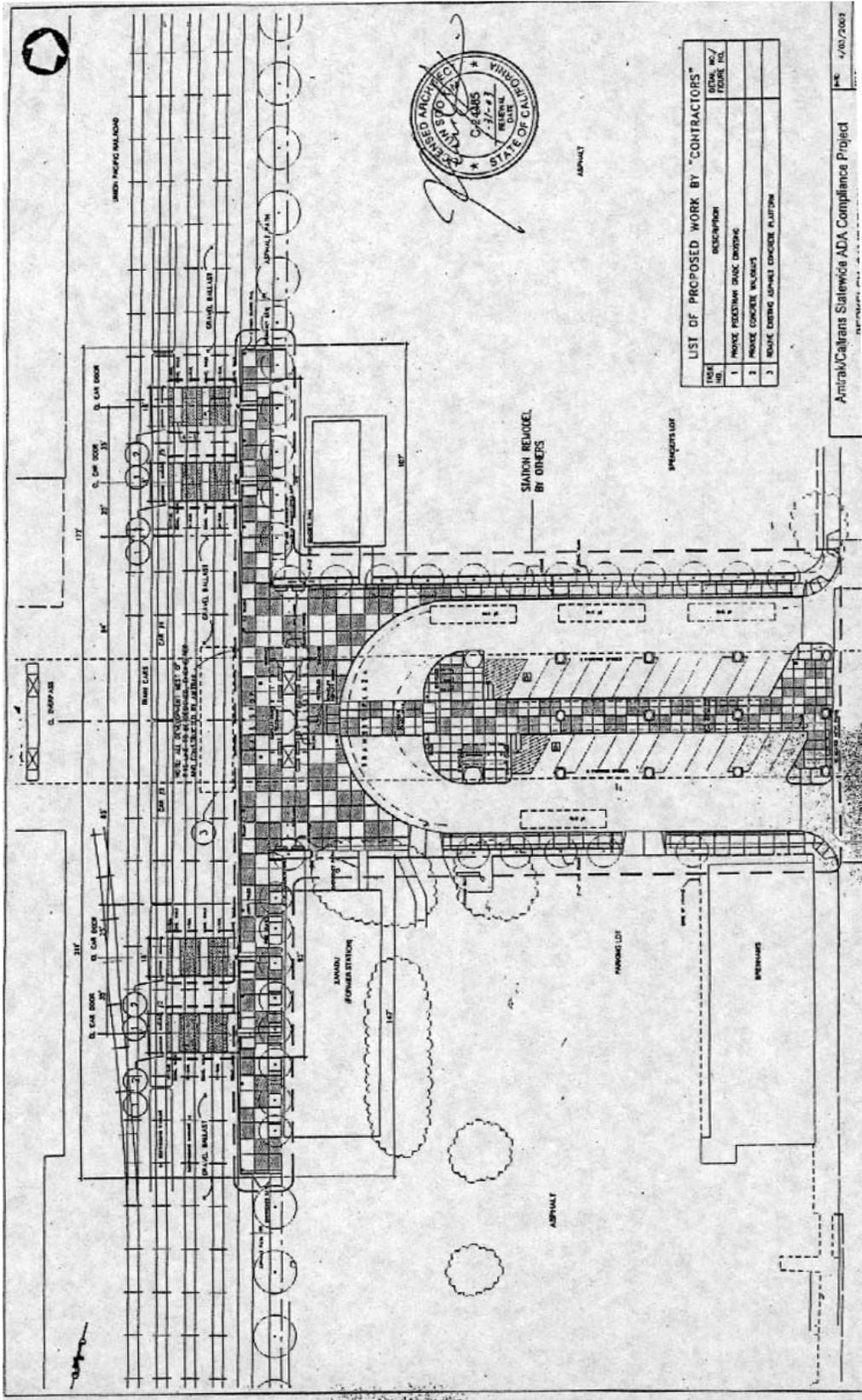
- While the specific shell midden characteristics are not known in the area where these cultural deposits were found, the area will nevertheless be protected from potential disturbance by a two-foot limit on the depth of digging.
- Mitigations should include the retention of a qualified Native American archaeologist or monitor that is retained prior to all grading or digging in the northern section of University Avenue.

4. Historic (Structural) Resources

In a separate study, Carey and Company, Inc. Architects of San Francisco have prepared a Historic Architectural Survey Report (HASR) and Historic Resource Evaluation Report (HRER) to assess the project's potential impacts on nearby buildings or structures that may be eligible for the National Register of Historic Places.

Conclusion:

- The proposed project will have no adverse impact on our local landmarks: Spenger's restaurant and the former Southern Pacific Train Station. The consultant's report does not recommend either of these buildings as eligible for the National Register.



Proposed Rail Stop and Transit Plaza Project

INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

D E T E R M I N A T I O N

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input checked="" type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>
I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	<input type="checkbox"/>

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Involves other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

There is no farmland at or adjacent to the project site.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

Project Description: The single largest source of air pollution in the City of Berkeley is the automobile. One intent of the proposed project is to enhance the functionality and appearance of the existing Rail Stop / Transit Plaza to encourage use of transit and bicycles for accessing the train station. The proposed project will not significantly alter or increase vehicular traffic to or within the project site. Existing transit service to the site (AC Transit and shuttle) is unaltered by the proposed project. The planned amenities will enhance the circulation and existing on-site parking. Bicycle racks and lockers are included in the project to facilitate use of the train and other transit by cyclists.

- a) Conflict with or obstruct implementation of the applicable air quality plan?

The proposed project supports local and regional air quality objectives to increase transit use, enhance bicycle access and reduce single-occupant vehicle trips. The proposed project is consistent with policies outlined in the publication: "Improving Air Quality Through Local Plans and Programs, A Guidebook for City and County Governments" which emphasizes the development of pedestrian-, bicycle- and transit-oriented improvements and transit service expansions.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The proposed project will not violate any air quality standards.

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

The proposed project will not increase emissions in the area. The project is expected to reduce the need for single-occupant vehicle trips to the rail stop, transit plaza, and nearby destinations such as Aquatic park and the 4th Street shopping district. The planned enhancements are designed to increase the emphasis on transit and bicycle access.

- d) Expose sensitive receptors to substantial pollutant concentrations? X

According to the West Berkeley Plan, the nearest sensitive receptors are the West Berkeley Senior Center located at 1900 Sixth Street, the Black Pine Circle School located at 2027 Seventh Street and 2015 Sixth Street, the Via Center School located at 2126 Sixth Street and the Rosa Parks Elementary School located at 920 Allston Way. Since the proposed project is an enhancement of an existing use (improvements to lighting, signs, landscaping, etc.) and will not significantly alter vehicular or transit use of the site, it will not increase existing emissions from automobiles and transit vehicles traveling to and from the project site. The proposed project will not expose sensitive receptors to substantial pollutant concentrations.

- e) Create objectionable odors affecting a substantial number of people? X

The proposed project is an enhancement of an existing facility, the operation of which will not be altered by the completion of the project. However, patrons using the Rail Stop / Transit Station will continue to be exposed to odors from buses and trains. Ambient odors from the operation of the buses and trains and will not be altered by the development of the proposed project.

IV. BIOLOGICAL RESOURCES -- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? X

The proposed project will not effect either directly or indirectly any species other than the pigeons currently roosting in the over crossing abutment at the Rail Stop. The proposed project will provide a canopy for waiting passengers to protect them from pigeon activity and includes pigeon abatement strategies.

area. The monitor will be given adequate opportunity to comment on all archaeological monitoring and activities related to discoveries, removal, documentation, and curation of remains and artifacts.

Mitigation 3.

If a cultural resource is discovered, construction will be temporarily halted within 10 meters (32 feet) of the find. Construction may begin once the project archaeologist or archaeological monitor has completed the necessary investigations and a written authorization-to-proceed has been issued. The purpose of this measure is to determine if significant cultural resources are present and if they will be adversely affected by continuing construction operations.

If human remains are found, construction personnel will promptly vacate the area within 20 meters (65 feet) of the find. After construction has been halted in the vicinity of the find, appropriate steps will be taken to ensure that the discovery is not further disturbed. Steps to secure and protect the discovered remains will be taken depending on the nature and particular circumstances of the discovery, potentially including measures such as the posting of a security person, placement of a security fence around the area of concern, or a combination of these measures.

If the remains are determined to be from a prehistoric Native American, the County Coroner will be contacted. The Coroner's office is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours of notification. The NAHC then designates and notifies a Most Likely Descendant (MLD). The MLD has 24 hours to consult and provide recommendations for the treatment or disposition, with proper dignity, of the human remains and grave goods. The NAHC will notify the City of their rights and responsibilities under such a discovery and will offer to mediate consultation with Native Americans, if necessary.

Any remains and associated funerary objects shall be reburied according to the provisions of California Public Resources Code 5097.98(a) and (b). The reburial shall be done in a manner that shall discourage or deter future disturbance. Reburial shall be conducted by persons designated by the MLD. The location shall be fully documented, filed with the NAHC and the California Historical Resources Information System (CHRIS), and treated as confidential information. An archaeological data recovery/burial treatment report will be prepared by the project archaeologist. The MLD and other interested Native American representative(s) shall be provided an opportunity to review the report and submit comments within the same time period as accorded any other reviewers.

If remains are found, the archaeological monitor or project archaeologist will prepare a comprehensive monitoring report following the completion of the construction. In addition, a new or updated Department of Parks and Recreation (DPR) 523 form will be completed for each identified cultural resource.

Mitigation 4.

The Redevelopment Agency will work with the Civic Arts Commission to ensure that 1.5% of project funding will be pledged toward the arts will be used in developing artistic and/or educational works that recognize the theme of "the past and present Muwekma Ohlone and other historic

inhabitants of this area, including historic changes in topography over the time of human habitation.”

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Not applicable.

- d) Disturb any human remains, including those interred outside of formal cemeteries?

The remains of Native Americans have been haphazardly excavated from this area over the last 100 years. The Redevelopment Agency proposes to apply the ‘principle of avoidance’ in this area, and has developed the prior listed mitigations to protect against damage to potential cultural resources. Should human remains be discovered, the Agency will follow adopted State protocols.

VI. GEOLOGY AND SOILS -- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The proposed project site is located approximately 2.4 miles west of the Hayward Fault trace, and well outside the Alquist-Priolo Special Study Zone. According to the Berkeley General Plan EIR, the project site area is located on alluvium soil (weak to moderately consolidated, moderately sorted sand forming alluvial plains and stream levees). The site is also located in a liquefaction area where ground shaking in the event of a magnitude 7.3 earthquake on the Hayward Fault is expected to be violent, resulting in damage to masonry and frame structures and underground pipes. The proposed project does not add any structures to the site, but does include installation of a canopy on the existing bridge abutment that will be secured, according to code, to prevent its collapse.

- ii) Strong seismic ground shaking?

The site area is subject to violent ground shaking in the event of a significant (magnitude 7.3) earthquake on the Hayward Fault. The proposed project will not increase or decrease exposure to risk of ground shaking. The only proposed changes to the existing site are the installation of new streetlights that replace existing light poles, the addition of bicycle racks and lockers and the addition of a canopy to be suspended from the existing abutment adjacent to the railroad tracks. The structures will be installed to prevailing code to reduce the risk of failure due to ground shaking.

iii) Seismic-related ground failure, including liquefaction?

According to the Draft Berkeley General Plan EIR, the project site is located in a liquefaction area where ground shaking in the event of a magnitude 7.3 earthquake on the Hayward Fault is expected to be violent, resulting in damage to masonry and frame structures and underground pipes. The proposed project does not add any structures to the site, but does include installation of a canopy on the existing bridge abutment that will be secured, according to code, to prevent its collapse. Paved areas may be subject to cracking and failure during a seismic event. The repaving of the site as proposed in the project plan will not substantially alter the exposure to ground failure over existing conditions.

iv) Landslides?

The proposed project will not increase the danger of or expose Rail Stop / Transit Plaza patrons to landslides.

b) Result in substantial soil erosion or the loss of topsoil?

The proposed project site area is almost entirely paved with asphalt and concrete. Therefore there is no potential for soil erosion or loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The project site is located in a liquefaction area where ground shaking in the event of a magnitude 7.3 earthquake on the Hayward Fault is expected to be violent. Soils may become unstable which may affect not only the bridge structure, but also the Union Pacific rail lines. The project does not include any excavation that would expose the site or surrounding area to unstable soil, and will not alter the existing exposure to the risk of unstable soils.

d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Not applicable. The existing University Avenue bridge structure is unaltered by the proposed project except for the addition of a canopy that will be attached to the abutment next to the railroad tracks, according to prevailing code.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? X

Not applicable. Neither sewer connection nor the use of septic tanks is included in or contemplated for the proposed project.

VII. HAZARDS AND HAZARDOUS MATERIALS --

Project Description: In March 2001, the City of Berkeley conducted a Phase I Environmental Site Assessment (ESA) of the Rail Stop / Transit Plaza project. The study was conducted in accordance with the scope and limitations of American Standards Testing Materials (ASTM) Practice E 1527-00. The report concluded: “Results of the Phase I ESA revealed no known environmental conditions on the project site parcels.” The study further found that: “The only possible past site uses identified during the Phase I ESA that might have resulted in environmental conditions are possible releases associated with vehicular traffic.” In addition, the ESA concluded that there were no significant environmental releases in the immediate vicinity of the project site.

In April 2001 the Phase I ESA was submitted to Caltrans, District 4 for approval. On April 24, 2001, an internal memorandum from the Office of Environmental Engineering indicated that the Office had no comment on the Phase I ESA. Caltrans has confirmed that no Phase II assessment is required.

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? X

The proposed project is an enhancement of an existing passenger waiting area. Whether the project is completed or not will not alter the use of the adjacent railroad tracks for the transport of materials which may or may not be hazardous.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? X

The proposed project will not create a significant hazard to the public or the environment. The patrons of the station will be at no greater or lesser risk of exposure to materials transported on the railroad if the project is not completed. Planned access improvements at the existing rail stop will improve safety for passengers at the station area. Completion of the proposed project enhancements will not result in the release of hazardous materials into the environment.

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The nearest schools within one-quarter mile of the site are the Black Pine Circle School located at 2027 Seventh Street and 2015 Sixth Street and the Via Center School located at 2126 Sixth Street. The Rosa Parks Elementary School located at 920 Allston Way is beyond the one-quarter mile distance from the proposed project area. Neither the completion of planned improvements nor the operation of the Rail Stop / Transit Plaza will result in the emission of hazardous or acutely hazardous materials, substances, or waste.

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

According to the consultant report (Gribi Associates, March 14, 2001), the proposed project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

- 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 result in a safety hazard for people residing or working in the project area?

The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The proposed project is not located within the vicinity of a private airstrip.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The site in its current configuration provides adequate access for emergency vehicles. According to the City of Berkeley Fire Department, the proposed project does not alter existing access to or within the site and will not interfere with adopted emergency response plans or emergency evacuation plans.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The proposed project site is not adjacent to any wildland area or wildland interface. It is in an urbanized area, and the project site is underneath the existing University Avenue bridge. There are no adjacent residential uses.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- a) Violate any water quality standards or waste discharge requirements?

The proposed project will not violate any water quality standards or waste discharge requirements.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The proposed project will not deplete groundwater supplies or interfere with groundwater discharge. The only water required for the site is for the irrigation of introduced landscape materials. No other source of water is required.

- 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?

The existing project site is almost entirely paved. Several catch basins currently collect the generated runoff and these will not be moved. The proposed project enhancements will not significantly alter the current drainage patterns and will not result in any erosion or siltation on- or off-site. The Strawberry Creek channel is approximately 30 feet north of the project site, paralleling University Avenue. It runs approximately 8' below the surface of Spenger's parking lot. Since there will be no excavation near this privately held area, the project is not anticipated to affect the Strawberry Creek channel.

- 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?

The existing drainage patterns are not significantly altered by the project. In accordance with proposed mitigations to protect the potential limits of the underground shellmound, drainage at the

northern edge of University Avenue will be developed using or working within existing drainage facilities, and all work will remain within the top two feet of the surface. The site's other catch basins will remain substantially the same. The proposed project will not alter the course or flow of any stream or river or increase the rate or amount of surface runoff, nor will it generate flooding on- or off-site.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

The proposed project will not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. The existing site is almost entirely paved with asphalt and concrete.

- f) Otherwise substantially degrade water quality?

The project will not degrade water quality. The quality and quantity of runoff at the site is unaltered by the proposed project since existing paved areas will either remain in their current condition (the sidewalk area) or be repaved and restriped (the parking and circulation area). Water quality controls will be implemented in accordance with the Alameda County Storm water Management Plan, New Development and Construction Site Control requirements.

- 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?

The proposed project does not include provisions for any housing.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

According to the Draft Berkeley General Plan EIR the proposed project site is not within a 100-year flood hazard area.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The current Environmental Impact Report for the Berkeley General Plan shows the project site area within the inundation hazard area for Berryman Reservoir located to the northeast of the site in the Berkeley hills. The proposed project does not reduce or increase the threat of flooding due to failure of the reservoir.

- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The project will not result in the loss of any locally important mineral resource recovery site.

XI. NOISE -- Would the project result in:

- 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?

The Berkeley General Plan EIR indicates that train noise in the year 2000 exceeded 60 dB within 480 feet of the centerline of the Union Pacific Railroad track. Sensitive noise receptors would be any proposed residences within range of the noise generated, however, there are no residential uses at, adjacent to, or allowed by the zoning of the project site. The project's enhancements of the existing physical setting will not alter the frequency or audibility of train service. There will be no change in ambient noise as a result of the operation of the completed project. There will be temporary increases in ambient noise levels during the construction process.

- b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Since passenger and freight rail service is unaltered by the proposed project, there will be no increase in exposure of persons to ground borne vibration or ground borne noise above existing levels.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

There will be no permanent increase in ambient noise levels at the project site, only temporary construction noise.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The temporary construction noise associated with the proposed project will be similar to the noise currently generated as a result of ongoing private construction on nearby properties.

Anticipated Impact: Noise generated during grading and construction operations may exceed the daytime 65-decibel maximum noise levels set for commercial areas by the City of Berkeley Community Noise Ordinance, Chapter 13.40. Such exceptions are permitted for construction operations, and such work is allowed to occur by the ordinance between 7:00 AM and 7:00 PM. The following measures are appropriate and necessary to reduce the noise impacts to a level of insignificance.

Mitigation: (1) Prior to the start of construction the contractor or his agents shall provide written notification to all the residential or commercial neighbors within 500 feet of the property of the limitation of hours set by this mitigation, provide the name and telephone number of an individual within the Redevelopment Agency who is empowered to take corrective measures to reduce the noise complaints. The name and phone number of this individual shall also be posted on the property in a location where it is easily read by the public, indicating the individual's responsibility and availability. This individual will provide weekly reports to the City of Berkeley's Zoning Officer of all the noise complaints received and all actions taken to prevent any reoccurrences.

Mitigation: (2) To ensure compliance with the City's noise control regulations and these mitigations, the city of Berkeley zoning officer is authorized to place additional limitations on the hours of operation and/or halt construction until corrective measures are taken.

Mitigation: (3) Operation of trucks and construction equipment shall be restricted to between the hours of 8:00 a.m. and 6:00 p.m. Mondays through Fridays and between 9:00 a.m. and noon Saturdays. No construction related activities shall be allowed on Sundays or holidays.

- 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?

Not applicable.

- 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?

Not applicable.

XII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The rail stop and transit plaza already exist, but are unsafe, unattractive, inaccessible, and little used. Improvements proposed will not significantly increase the infrastructure capacity, but will eliminate blight and other unsafe conditions.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project will not displace any existing housing.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project will not displace substantial numbers of people. There are occasionally homeless individuals who temporarily occupy the area adjacent to Fourth Street immediately beneath the University Avenue bridge and at the rail stop waiting area. The City's Health and Human Services Department is aware of the homeless individuals who from time to time occupy the area, and have been performing outreach services. Prior to construction start, staff from the Mental Health Division of the Department will do another series of visits to people occupying the area. Persons accepting services at the site will be assisted with securing housing, financial, health and other services.

XIII. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Project Description: The proposed project is an enhancement of an existing facility already served by existing governmental facilities and programs including fire and police service, street tree maintenance, street sweeping and grounds maintenance, and as such will not adversely impact the provision of these services when complete. The proposed project will not have any effect on the need for or use of schools or park facilities.

Currently, one or more homeless persons use the site on an intermittent basis. The City provides intervention and outreach services via the City Health and Human Services Department's Mobile Crisis Team and Mental Health Services programs. Staff of the Health and Human Services Department will be informed prior to beginning of construction activities at the site so that they may contact any homeless persons using the area at that time.

- | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. RECREATION --

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed project is a physical enhancement of an existing rail and transit facility. The project will not increase the potential use of existing neighborhood and regional parks such that substantial physical deterioration of the facility would occur or be accelerated.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project does not include or require the construction of recreation facilities.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

There will be no substantial increase in traffic as a consequence of the completion of the proposed project. The basic operational characteristics of the project already exist. Three bus lines and one shuttle currently serve the Rail Stop / Transit Plaza and no increases in the existing transit service are contemplated or necessitated by this project. No additional parking is required.

- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

The proposed project will not generate traffic that will exceed service standards established by the Alameda County Congestion Management Agency.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Not applicable.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project will not create or increase hazards due to design features, because the present circulation pattern for busses and cars is unaltered by the proposed project.

- e) Result in inadequate emergency access?

The proposed project does not alter existing emergency access that is adequate for emergency vehicle access. The proposed project site plan has been reviewed and approved by the Berkeley Fire and Police Departments.

- f) Result in inadequate parking capacity?

The planned improvements to the rail stop / transit plaza will decrease the number of former “regular” car parking spaces immediately adjacent to the rail stop from 33 to 24. The City requested and obtained approval of this new design configuration that would include two new American with Disabilities Act (ADA) required spaces for people with disabilities. City engineers, Caltrans, and the Capitol Corridor Joint Powers Authority all approved this change. Overall, the project will increase accessibility to the rail stop by both transit and bicycle by streamlining existing circulation and adding bike racks and amenities that do not presently exist.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The project is designed to encourage and increase both rail and transit use and includes provisions for bicycle racks and other amenities to encourage bike access to the rail stop / transit plaza. The project supports various policies in the Berkeley Bicycle Plan, specifically polices 1.5, 2.1 and 2.5. The project has been designed with the assistance of AC Transit in order to ensure that the needs and policies of AC Transit are supported. The proposed project is consistent with the Berkeley General Plan, Redevelopment Area Plan, and West Berkeley Plan.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board. The project does not include facilities that would generate any wastewater.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Not applicable.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? **X**

No. The project will not degrade the quality of the environment or substantially reduce habitat or impact the nature and range of species in the project area.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable) means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? **X**

No. The project does not have impacts that are cumulatively considerable.

- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Impact Mitigation Impact **X**

No. The project will not result in environmental effects that will cause substantial adverse environmental effects.

18. SOURCE REFERENCES

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4. Berkeley General Plan Environmental Impact Report (December 2001)
5. Report of Phase I Environmental Site Assessment, GRIBI Associates (March 2001)
6. Storm water Management Plan (July 1996 – June 2001)
7. West Berkeley Plan (December 1993)
8. West Berkeley Plan Final Environmental Impact Report (October 1993)
9. Berkeley Bicycle Plan, Volume 1 (April 2000)
10. Alameda Countywide Bicycle Plan, Volume 1 (March 2001)
11. Improving Air Quality Through Local Plans and Programs, A Guidebook for City and County Governments (April 1994)
12. West Berkeley Parking and Circulation Study, Final Report (June 1998)
13. Draft Transportation Study, Berkeley Crossings Development (June 1999)
14. Storm Drainage Master Plan (1994)
15. Historical Architectural Survey Report (HASR), Berkeley Rail Stop and Transit Plaza (October, 2002)
16. Historical Property Survey Report (HPSR), Berkeley Rail Stop and Transit Plaza (October, 2002)
17. Archaeological Survey Report (ASR), Garcia and Associates (October 2002)
18. Cultural Resources Inventory, Garcia and Associates (January 2002)
19. Letter from Christopher Dore, Garcia and Associates (June 21, 2002)
20. Uniform Building Code, Table 18-1-B, 1998