

The following table provides an assessment of the potential environmental effects resulting from changes to the Northern Layover facility proposed as part of the East Bay BRT Project. The BRT line terminates at a curbside station on Broadway at 20th Street in downtown Oakland. Upon reaching this station in Oakland and prior to beginning the southbound return, Northbound BRT buses would travel approximately seven city blocks to a new Northern Layover facility located near San Pablo Avenue between West Grant Avenue and 20th Street.

An aerial view of the Northern Layover facility project site is provided in Figure 1 and street view photographs are shown in Figure 2. Figure 1 also shows the outline of the areas proposed for improvements by AC Transit for bus layover areas and a bus operator lounge area.

TABLE 1: IMPACTS ASSESSMENT FOR PROPOSED BRT NORTHERN LAYOVER FACILITY IN CENTRAL OAKLAND

Proposed Location	Change from FEIS/R	Description
a) San Pablo Avenue between W. Grant Avenue and 20th Street, Oakland CA.	New facility not previously included in FEIS/R	<p>The Northern Layover facility would provide on-street short-term space for three buses to lay over for five to fifteen minutes while operators are able to use a restroom or rest between completing their northbound and beginning their southbound revenue trips on the East Bay BRT line connecting downtown Oakland with downtown San Leandro. The facility would be located along the west curb of San Pablo Avenue in central Oakland, between W. Grant Avenue and 20th Street. Two layover spaces would be located between West Grand Avenue and Castro Street; the third layover space would be located just south of Castro Street.</p> <p>Construction of the Northern Layover facility would repurpose one existing southbound lane on San Pablo Avenue to create a bus-only lane with a layover area that could accommodate up to three buses. The layover area would include three bus pads, along San Pablo Avenue between West Grand Avenue and 20th Street within the City of Oakland. As part of the project, AC Transit is required to provide restroom access at the end of the line for bus operators. AC Transit intends to either build a standalone restroom facility adjacent to the bus layover area or come to terms with a nearby Greyhound Bus Terminal to provide restroom access. If a standalone bus operator restroom is chosen, it would take the form of a modular, wheeled bus operator lounge facility, which would include two restrooms divided by a space large enough to accommodate a four-person table, chairs, and storage cabinets. For the purposes of analyzing potential environmental impacts, it is assumed throughout this document that a standalone structure would be constructed. Each restroom would be ADA compliant and would include one sink, one toilet, one urinal, low flush systems, an electric hand-dryer or paper towel dispenser, and a circulation vent fan. The bathroom facility would have a maximum footprint of 40 feet by 16 feet. As part of the project, the existing bike lane on San Pablo Avenue would be shifted west out of the layover zone between the bus lane and curb to reduce potential conflicts between buses and cyclists. Pedestrian-scale lighting along the path of travel between the bus pads and the operator lounge, which would be surrounded security fence with electric badge access, is also proposed. Adjustments to traffic signal splits and offsets at the intersections of San Pablo Avenue and West Grand Avenue, San Pablo Avenue and Castro Street, San Pablo Avenue and 20th Street, Martin Luther King Jr Way and West Grand Avenue, and Telegraph Avenue and West Grand Avenue are also proposed to optimize signal phasing (Parsons 2018).</p> <p>Construction is estimated to last 45 to 60 days and would include realignment and reconstruction of the west curb of San Pablo Avenue, construction of the three concrete bus pads, placement of the operator lounge, and installation of supporting and necessary services and amenities, such as sewer, power, and water connections; roadway striping and curb painting; and lighting and security features.</p> <p>Layover of buses is necessary to allow bus operators contractually specified rest, or break, time between revenue vehicle trips. Operators generally remain with the same buses during their work shifts. A facility at the proposed location avoids parking buses in downtown Oakland at the BRT line terminus, which would likely displace curb parking and potentially adversely affect visual, noise and other characteristics of downtown commercial and residential neighborhoods.</p>

Environmental Resource	FEIS/R Section	Potential Impacts of Change	Mitigation Summary
Transit Conditions	3.1	The Northern Layover facility would not alter ridership or functionality of the East Bay BRT Project. As discussed in Section 3.1 of the FEIS/R, the two alternatives analyzed therein were found to not significantly impact existing transit systems, such as the Bay Area Rapid Transit (BART) system. The FEIS/R determined that implementation of the East Bay BRT Project would result in a net increase in total transit rideshare in the region by closing public transit availability and access gaps, which would result in fewer vehicles on the road and associated impacts to air quality, noise, and transportation and circulation. The Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation is warranted.
Vehicular Traffic	3.2		
Roadway Volumes	3.2.3-7 & 3.2.9	<p>Roadway capacity in the vicinity of the Northern Layover facility would not be measurably affected by implementation of the Northern Layover facility. The BRT service is proposed to operate every five minutes during peak (commute) and base (midday and early evening) periods and less frequently at others. Therefore, 12 buses per hour would arrive at the East Bay BRT line terminus in downtown Oakland, and these buses would then proceed to the Northern Layover facility. This would add 12 bus trips per hour along roadways leading to and from the facility. These roadways are existing major arterials and include West Grand Avenue, San Pablo Avenue, Telegraph Avenue, 20th Street, and Broadway Avenue. The bus pads included in the Northern Layover facility would occupy the right side general purpose lane on southbound San Pablo Avenue between West Grand Avenue and 20th Street while the operator lounge would be located west of the sidewalk along San Pablo Avenue's west side. No other existing traffic lanes would be dedicated to transit use. BRT buses traveling along the non-revenue route to and from the Northern Layover facility would use general purpose, mixed-flow traffic lanes and would not require special facilities beyond the Northern Layover facility. Buses would not block arterial traffic flow while stationed at the Northern Layover facility.</p> <p>In the event some of the urban arterials leading to and from the Northern Layover facility experience congestion—and BRT buses would be likely to either experience delays and/or possibly add to the congestion—alternate routes to the Northern Layover facility would be available. Only San Pablo Avenue itself, between West Grand Avenue and 20th Street, is a roadway segment buses must always use. Should alternate routes to and from the facility be required under special circumstances, local residential streets would be avoided. As the Northern Layover facility would not measurably affect roadway capacity, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	No traffic mitigation measures are warranted for the small change in traffic volumes on streets to and from the Northern Layover facility.
Intersection Level of Service (LOS)	3.2.3-7 & 3.2.9	The small increase in bus volumes through intersections along connecting roadways to the Northern Layover facility and proposed changes to the surrounding intersections and roadway segments would not significantly impact nearby intersection LOS. As illustrated in the Traffic Analysis Memorandum for the Northern Layover facility (Parsons 2018), the LOS at nearby study intersections would not degrade to an unacceptable level with implementation of the Northern Layover facility under 2020 and 2040 conditions. As the Northern Layover facility would not degrade nearby intersection LOS below acceptable levels, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation of impacts is warranted.
Neighborhood Traffic Effects	3.2.8	Buses proceeding to and from the Northern Layover facility would not substantially affect local access or traffic circulation. No changes to street layouts or restrictions on traffic movements that may necessitate increased traffic through neighborhood areas would occur. Along the two arterials likely to be used by buses via the Northern Layover facility, AC Transit currently operates bus service, including Broadway (e.g., Route 51A at 10 minute peak and 12 minute off-peak frequencies) and Telegraph Avenue (e.g., Route 6 at 10 minute peak and 12 minute off-peak frequencies). Other arterials providing a pathway to the facility, such as West Grand Avenue and Castro Street, do not have existing bus service, but are three- and four-lane arterials with divided medians in segments and designed to handle larger vehicles. The buses using the Northern Layover facility would not substantially affect local access or	No additional mitigation measures are warranted.

		traffic circulation, or impact existing nearby transit services. Therefore, the Northern Layover facility would result in no new or more severe impacts to nearby neighborhood traffic than previously identified in the FEIS/R for the East Bay BRT Project.	
Non-Motorized Transportation	3.3	The Northern Layover facility would include the addition of lighting and provision of a buffered bike lane thus would improve transportation facilities for pedestrians and cyclists. Pedestrian-scale lighting would be installed along the path of travel between each bus zone and the operator lounge facility, and a buffered bike lane would be added along the western curb of San Pablo Avenue, which would reduce potential conflicts between cyclists and buses pulling into and out of layover spaces. The new pedestrian-scale lighting would improve the existing facility's quality and safety for those walking along the sidewalk and bus operators walking to and from the bus zones and the operator lounge, and the buffered bike lane would enhance cyclist safety. As the components of the Northern Layover facility would enhance safety of non-motorized transportation in the immediate area, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	Because the proposed changes do not substantially affect bicycle and pedestrian access, no mitigation is warranted.
Parking	3.4	<p>The construction of bus pads would eliminate an estimated 11 non-metered parking spaces along the west curb of San Pablo Avenue from West Grand Avenue to Castro Street. Although a relatively small number of parking spaces would be displaced by the Northern Layover facility, the site visit conducted by Rincon Consultants, Inc., on January 4, 2019, determined that the parking exceeds the 85 percent occupancy threshold established in the FEIS/R. However, most parking in the area is in off-street public and private lots and side streets connecting with San Pablo Avenue resulting in ample parking in the surrounding area to serve surrounding residential and commercial uses.</p> <p>As discussed in the FEIS/R, even with the implementation of the proposed parking mitigation measures, a net loss in the number of spaces would result along the entire East Bay BRT Project corridor. Based on the overall evaluation contained in the FEIS/R of parking demand and supply, a net loss in parking is not expected to result in a substantial deficit of parking or considerable inconvenience to individuals intending to park in a specific area. In the FEIS/R, AC Transit developed an approach for mitigating parking loss; however, the approach was not formally endorsed or approved by the cities involved. The primary elements of the approach are as follows:</p> <ul style="list-style-type: none"> ▪ Replace all metered spaces lost by metering with meters at an equivalent number of other non-restricted or time-restricted spaces. ▪ Ensure parking supply is not reduced such that occupancies will consistently exceed 85 percent of supply due to implementation of build alternatives identified in the FEIS/R. ▪ Ensure parking changes due to mitigations does not adversely affect residential neighborhoods, in particular residential parking. <p>As the project would displace 11 non-metered parking spaces along the west curb of San Pablo Avenue, the first element of the FEIS/R's mitigation approach does not apply. Nevertheless, the site visit conducted on January 4, 2019, determined that parking for these spaces exceeds 85 percent occupancy under existing conditions; therefore, parking in the immediately surrounding spaces could be reasonably expected to consistently exceed 85 percent occupancy after construction of the Northern Layover facility. In addition, the Northern Layover facility would be adjacent to a residential complex as well as in relatively close proximity to other surrounding residential land uses. As a result, displacement of these 11 non-metered parking spaces could adversely affect nearby residential parking.</p> <p>As discussed in the FEIS/R, ensuring parking supply is not reduced such that occupancies consistently exceed 85 percent of supply can be accomplished by converting non-metered or unrestricted commercial spaces parking supply along the corridor or on the cross-streets into time-restricted or metered spaces. The FEIS/R further states that the maximum spaces provided by mitigation measures would not exceed the total number of spaces displaced. By changing the types of parking in an area through additional metering and/or signing, there is the possibility for secondary impacts, or spillover effects, on nearby neighborhoods. Therefore, the FEIS/R clarifies that parking spaces in residential neighborhoods not be metered or signed, and only spaces currently available for other, non-residential uses are considered for mitigation. Therefore, AC Transit has committed to coordinating with the City of Oakland to</p>	The mitigation commitments of the FEIS/R apply to any project changes post-Record of Determination (ROD). Displacement of parking spaces would be mitigated to the same extent as in the FEIS/R. For the Northern Layover Facility, this could result in the conversion of up to 11 non-metered or unrestricted off-site parking spaces to metered or time-restricted spaces. AC Transit committed in the FEIS/R to coordinate with the City of Oakland to identify appropriate locations for replacement parking and to monitor locations where spillover parking into residential neighborhoods might occur.

		<p>monitor locations where spillover parking into neighborhoods might occur.</p> <p>The mitigation commitments of the FEIS/R apply to the Northern Layover facility; therefore, the Northern Layover facility would not result in a significant impact to parking after implementation of the mitigation measure contained in the FEIS/R. Because AC Transit has committed to coordinate with the City of Oakland to replace displaced parking spaces and mitigate project impacts resulting in parking demand that exceeds an 85 percent occupancy threshold, where feasible, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	
Land Use	4.1	<p>The construction of a bus layover facility along San Pablo Avenue would not adversely affect adjacent or nearby land uses. The specific areas on which the facility would be built are on existing right-of-way (ROW) dedicated to transportation uses (much of the area is within a freeway underpass, beneath Interstate 980).</p> <p>Land uses that surround the project site generally include office and commercial spaces to the north, west, and south, and residences to the east. In addition to residences, immediately east is the Alameda County Social Services office, surrounded on three sides by 21st Street, San Pablo Avenue, and Thomas L Berkley Way, and a doctor's office, located on the northeastern corner of Castro Street and San Pablo Avenue at 2221 Martin Luther King Jr Way. Immediately west of the Northern Layover facility is the existing Greyhound Bus Station, positioned on the southwestern corner of Castro Street and San Pablo Avenue.</p> <p>BRT buses would not affect activities at adjacent or nearby uses along San Pablo Avenue or the cross streets of West Grant Avenue, Castro Street, 21st Street, Martin Luther King Jr Way, and Thomas L Berkley Way. In addition, as the inclusion of the Northern Layover facility would not substantially alter the East Bay BRT Project, it would remain consistent with applicable planning goals and policies. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	No mitigation for land use effects of the Northern Layover facility is warranted.
Growth Inducement	4.2	The Northern Layover facility would not affect growth patterns in the area. It is not a revenue-generating facility that would attract users or change mobility patterns of area residents or alter local access. The facility would have no permanent employees and would serve existing bus operators. Therefore, the proposed Northern Layover facility would not induce growth and would have no impact related to growth-inducing effects.	No mitigation measures are warranted since the facility would have no effect on population or employment growth.
Farmlands/Ag Lands	4.3	There are no agricultural lands present in the vicinity of the project site, which is located in the fully urbanized area of downtown Oakland. The proposed Northern Layover facility would have no impacts on farmlands or agricultural lands.	None
Community Impacts	4.4		
Community Cohesion	4.4.1	The proposed Northern Layover facility would not result in the division or require the relocation of an established community. The Northern Layover facility would be located on the west side of San Pablo Avenue and would not interrupt developed commercial and residential land uses. Pedestrian pathways through the area would be maintained. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation of effects to the nearby residential and commercial neighborhoods is warranted.
Public Services and Community Facilities	4.4.2	There are no public institutions immediately adjacent to the proposed location of the Northern Layover facility. See the discussion of Land Use for community facilities which identifies surrounding public and medical offices on the east side San Pablo Avenue. The construction and operation of the Northern Layover facility would not affect these community facilities. In addition, the installation of pedestrian pathway lighting would improve safety conditions along the sidewalk on the west side of San Pablo Avenue. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation measures are warranted.
Right-of-Way and Relocations	4.4.3	Development of the Northern Layover facility would take place on public street ROW owned by the City of Oakland and ROW owned by the State of California (Caltrans). The Northern Layover facility would involve the installation of bus pads and the repurposing of an existing traffic lane in the City's ROW and the installation of the bus operator lounge in a location that includes both City and Caltrans ROW. No ROW acquisition is proposed as part of the Northern Layover facility, and no residential units or businesses would be relocated. Therefore, the Northern Layover	No mitigation of right-of-way impacts of the Northern Layover facility is warranted.

		facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	
Economic and Business Impacts	4.4.4	The BRT project is anticipated to generate economic benefits overall for communities along its alignment over which revenue service would be operated. The Northern Layover facility would not be located along the revenue service alignment of the project. While traveling to and from the facility and while laying over at the facility, buses would not transport passengers or change mobility patterns in the area. The elimination of 11 parking spaces under the I-980 overpass would not have a noticeable effect on businesses, as sufficient alternate parking, located both on- and off-street, is available in the surrounding area of downtown Oakland. The Northern Layover facility would result in less than significant impacts to other nearby development activity and private business location decisions or operations, and it would not result in new or more severe impacts than previously identified.	A less than significant impact on the local economy is anticipated from implementation of the Northern Layover facility. No mitigation of effects is warranted.
Section 4(f)	4.4.5	As illustrated under the discussion below concerning potential impacts to historic resources, there would be no impacts to historic properties from construction and operation of the Northern Layover facility. In addition, no parks or other publicly owned recreation areas would be affected by the Northern Layover facility. The nearest park to the project site is the 25th Street Mini Park, located over 0.25 mile northeast of the project site. In addition, the existing bike lane on San Pablo Avenue would be shifted west out of the layover zone between the bus lane and curb to reduce potential conflicts between buses and cyclists. All improvements are being made within existing public ROW already dedicated to public transportation uses. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No 4(f) resources are affected; therefore, no mitigation is warranted.
Utilities	4.5	The Northern Layover facility would require connections to existing electrical, water, and sewer facilities along San Pablo Avenue. Service interruptions to nearby land uses would be avoided as feasible when construction occurs. The bus operator lounge component of the Northern Layover facility would include two restrooms, each with one urinal, one toilet, one sink, a circulation vent fan, and potentially one electric hand dryer. The bus operator lounge would also have an electric badge entry, an alarm system, necessary lighting, and a surrounding security fence with electric badge access. The level of water and electricity usage, and wastewater production, would be small and not significantly impact the capacity of existing utilities, as bus operators who would use the facility likely would otherwise have used the restroom in an alternate location within the City. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	Utilities would be modified/relocated to maintain services during (and after) facility construction. No new mitigation measures are recommended.
Visual/Aesthetics	4.6	The existing visual character of the site for the Northern Layover facility consists of a built environment dominated by the I-980 overpass. As shown in Figure 2, the site has low to moderate visual quality. Construction and operation of the Northern Layover facility would not substantially alter the existing visual character of the site. The Northern Layover facility would not introduce vertical structures that would obstruct the view of a visual or aesthetic resource. The Northern Layover facility would include lighting along the sidewalk on the western side of San Pablo Avenue, which may result in glare or lighting impacts, particularly at night; however, the immediate area is a developed and has existing buildings and street lighting. Furthermore, the fenced bus operator lounge would be positioned adjacent to the I-980 overpass and would not inhibit views in any direction. Moreover, the Northern Layover facility would not require the removal of visually significant features, such as trees or buildings, and would result in a less than significant impact to visual and aesthetic resources.	No mitigation of visual/aesthetics impacts is warranted. The transportation purpose of the facility is consistent with existing uses. Visual/aesthetic features of the area would not be substantially altered by the Northern Layover facility
Cultural Resources	4.7		
Archaeological	4.7.2	Due to the relocated Northern Layover facility location outside the area evaluated in the FEIS/R, an Archaeological Survey Report Addendum was prepared in March 2019 (Haas 2019). As detailed therein, no archaeological resources within or adjacent to the project's area of potential effects were identified during the cultural resources records search or pedestrian survey. Given the level of disturbance within the project site and surroundings for construction of the existing overpass and utilities as well as the limited amount of ground disturbance proposed for the project, it is not likely the project would affect cultural resources. The project site is not considered sensitive for archaeological resources (Haas 2019). However, the possibility exists that previously unknown resources may be discovered during construction. In that case, the project would follow the recommended measures in the Archaeological Survey Report Addendum and those contained in Section 4.17.6 of the FEIS/R, including halting work until an archaeologist can evaluate the nature and significance of the find and contacting a coroner if human remains	AC Transit has committed to monitor construction activities that could affect archaeological sites.

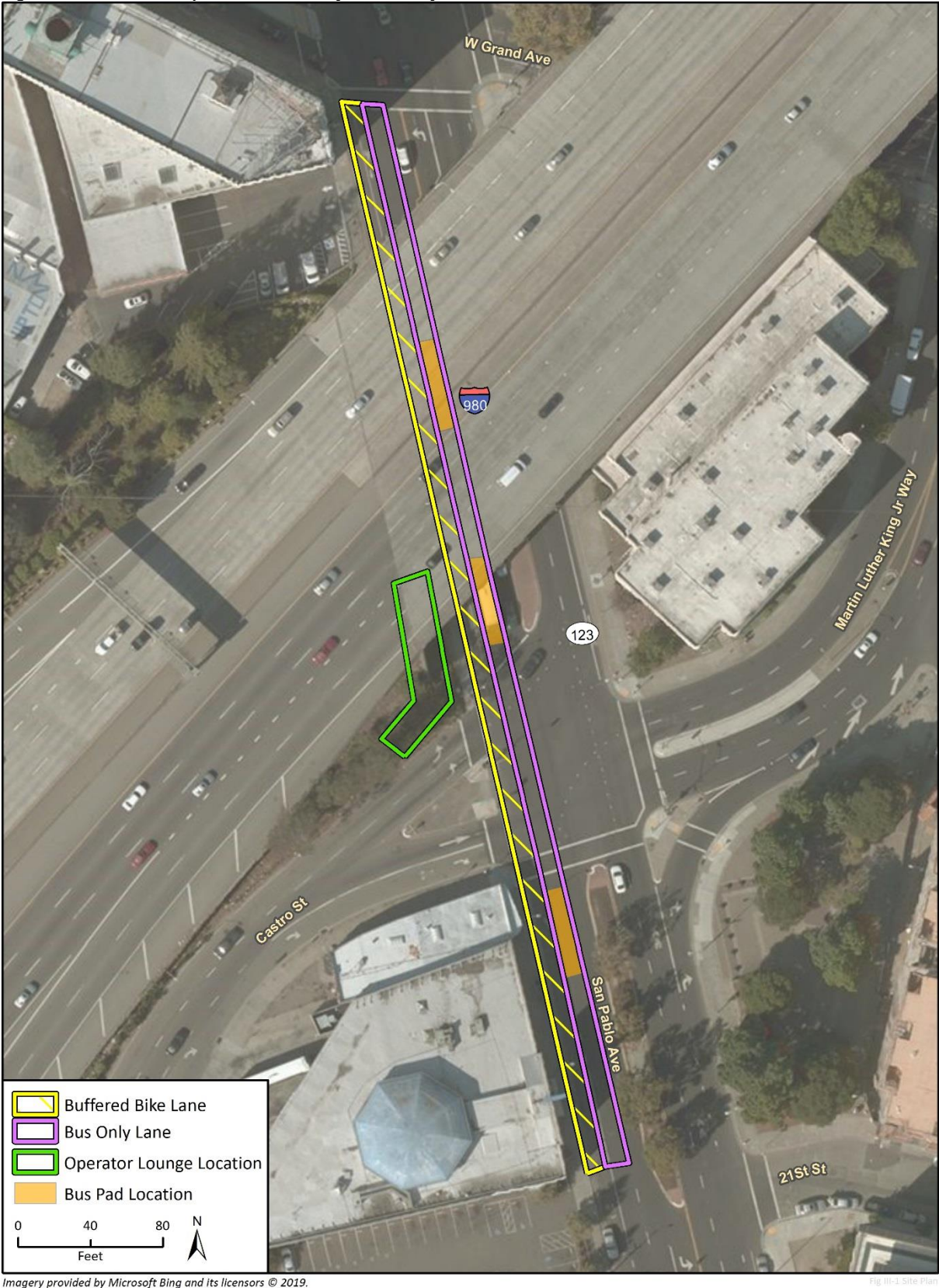
		are encountered. The findings of the archaeological evaluation for the area including the Northern Layover facility are contained in the Archaeological Survey Report Addendum for the Northern Layover Terminal for the East Bay Bus Rapid Transit System. The Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	
Historic Resources	4.7.3	As described in Section 4.7 of the FEIS/R, the construction activities required for construction and installation of the East Bay BRT Project are not considered to result in an adverse effect to historic properties outside of the ROW because such construction would not cause a change in the character or setting of historic properties (AC Transit 2012). As stated in Section 4.7.3.1 of the FEIS/R, the construction of BRT stations and reconstruction of roadways that include widening with the taking of new ROW could have the potential to result in the change in the setting of a historic architectural resource. However, the Northern Layover facility would not involve construction of a new BRT station, nor include taking new ROW. The construction of bus pads and the installation of the bus operator lounge located either entirely or mostly under the I-980 overpass would be located within existing public ROW; it would not have the potential to change the setting of a historic architectural resource. In addition, the location of the Northern Layover facility would be limited to beneath the I-980 overpass and adjacent to the I-980 overpass, the Greyhound Bus Station, and the StorQuest Self Storage. As none of these facilities are registered as historic places in Alameda County on the California Office of Historic Preservation online database (California Office of Historic Preservation 2019), no historic properties would be affected by construction and installation of the Northern Layover facility. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation of impacts to historic properties is warranted.
Hydrology and Floodplains	4.8	The Northern Layover facility project site is not in floodplain and is located in an area of minimal flood hazard (FEMA 2018) and is within an urbanized area. The Northern Layover facility would not affect ground or surface water conditions in the area. The Northern Layover facility would not result in an increase in impervious surface at the site, as it includes the installation of three bus pads where roadway pavement currently exists and the placement of a modular, wheeled bus operator lounge; however, compaction before placement of the lounge may reduce permeability. No activity is proposed on site that would generate water use (e.g., vehicle or equipment washing) that could potentially affect the movement, distribution, or quality of water. Wastewater generated by the operator lounge facility would be captured into the existing sewer system and treated before it returns to the natural environment. Because the Northern Layover facility would not result in a measurable increase in impervious surface, be placed in a floodplain, or potentially affect the movement, distribution, or quality of water, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation to reduce the impact of runoff on water resources is necessary.
Water Quality & Storm Water Run-off	4.9	<p>New development or redevelopment projects that increase the extent of impervious surface above certain thresholds, thereby significantly increasing the level of stormwater runoff, are subject to various permanent control measures to reduce the long-term impact of development on stormwater quality, including runoff into creek channels. The measures have been established in accordance with federal and State law. In California, the Regional Water Quality Control Boards, in coordination with cities and counties, have prepared technical guidance for project sponsors to follow and ensure compliance with clean water regulations. In Alameda County, developments must comply with what is referred to as C.3 Stormwater Technical Guidance ("Provision C.3"). In addition, developers must comply with the federal Clean Water Act, California Porter-Cologne Water Quality Control Act, Municipal Separate Storm Sewer System Program, and provisions of the Construction General Permit (AC Transit 2012).</p> <p>For a facility of this type, an increase in impervious surface of 10,000 square feet would trigger requirements for implementation of storm water control measures/low impact development practices. However, as described under the discussion concerning potential impacts to hydrology and floodplains, the Northern Layover facility would not measurably increase the amount of impervious surface, though compaction before placement of the operator lounge may decrease the permeability of the ground. Stormwater would be captured by the existing storm drain system along San Pablo Avenue, Castro Street, and West Grand Avenue. This system has the capacity to accommodate the small to moderate increase in runoff from the Northern Layover facility. Drainage inlets are located along the west side of San Pablo Avenue.</p>	<p>Standard measures, including construction best management practices listed in Mitigation Measure WQ-1 of the FEIS/R, would be implemented during construction to avoid water quality deterioration. The construction contractor would be required to prepare and comply with a Storm Water Pollution Prevention Plan.</p> <p>No other water quality control measures are required for long-term operation of the Northern Layover facility.</p>

		During construction, when there is the potential for temporary impacts to water quality while existing pavement is removed and new facilities are constructed, best management practices to avoid degradation of water quality would be employed. The commitments identified in the FEIS/R and ROD to avoid runoff impacts would be maintained. See the Construction section below for more information. The Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	
Geology/ Soils/ Seismic/ Topography	4.10	The geologic setting and soil conditions in the area do not present special issues for construction and operation of the Northern Layover facility. The unpaved ROW on which grading and compaction before installation of the bus operator lounge would occur has have been disturbed at various times for construction of the freeway and local arterials. Columns and foundations for the elevated freeway overpass are adequately supported by existing ground conditions in the immediate area. In addition, the proposed bus pads would be placed where existing pavement is located, and the bus operator lounge would be a mobile structure without a ground foundation. No special ground stabilization or related measures would be necessary for the construction of the Northern Layover facility. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No specific mitigation measures are warranted.
Hazardous Waste/ Materials	4.11	Due to the relocated Northern Layover location outside the area evaluated in the FEIS/R, an Initial Site Assessment was prepared in March 2019 to evaluate the project site to identify potential or known hazardous materials, hazardous waste, and contamination on the project site and included site reconnaissance and a records review (Rincon Consultants 2019). Based on the results of this investigation, several nearby environmental risk sites were identified, including historic gasoline service stations adjacent to the project site and historical adjacent and nearby laundry and suspected dry cleaning facilities. In addition, as the site is adjacent to I-980, there is the potential for aerially-deposited lead to be present in soil on the site (Rincon Consultants 2019). Due to the presence of nearby environmental risk sites and the potential for unknown historical releases and aerially-deposited lead, construction activities have the potential to disturb and distribute contaminated soils. As a result, construction workers, as well as the public in the vicinity at the time construction, could be exposed to contaminated materials. However, the measures included in Section 4.11.4 and 4.17.8.2 of the FEIS/R would ensure impacts of any potential contamination are mitigated, including site evaluation before construction and subsurface exploration, if warranted. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No additional mitigation is warranted.
Air Quality	4.12	The Northern Layover facility would result in an increase in bus diesel engine emissions at the layover and along the arterial routes buses would follow to and from the layover. The increase would be small and not significantly affect air quality. At the layover site itself, buses would not remain idling while parked. As described in Section 4.12 of the FEIS/R, BRT buses would be hybrid diesel-electric buses, which can brake and start-up in electric mode, during which the diesel engine shuts down or operates at very low revolutions per minute. This would help to reduce emissions from the internal combustion engine, particularly when accelerating from the site. Acceleration is a major source of fuel use and emissions for standard diesel-only buses. The East Bay BRT Project is projected to produce a net overall decrease in vehicle emissions, which would be an air quality benefit. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	No mitigation of air quality impacts is warranted.
Noise and Vibration	4.13	<p>BRT buses traveling to and from the Northern Layover facility would follow existing major arterials. The noise level increase from an additional 12 buses per hour would not be significant. The buses are rubber tired and would not generate substantial vibration impacts on structures along the routes to and from the Northern Layover facility. These conclusions are based on the findings of the noise analysis contained in the FEIS/R.</p> <p>At the facility itself, there is the potential for increased noise when buses stop to park and start up to leave the facility. The starting of a large diesel engine can be a major source of noise. However, as noted in 4.12, BRT buses would be hybrid diesel-electric propelled vehicle. Diesel engines can be shut off or operate at low revolutions per minute during braking, idling, and start-up, substantially reducing noise levels. In addition, the site is in an elevated noise environment as a result of the auto traffic on I-980 and along San Pablo Avenue. Bus activity would not substantially alter existing noise conditions.</p>	The addition of the Northern Layover facility would not affect East Bay BRT Project related noise or vibration impacts relative to the original project. No mitigation of impacts is warranted.

		<p>While residential neighborhoods are located on the east side of San Pablo Avenue and commercial land uses are located on either side of San Pablo Avenue. The layover would be approximately 150 feet from the closest noise-sensitive land use, the doctor's office located at the corner of Castro Street and San Pablo Avenue at 2221 Martin Luther King Jr Way; however, San Pablo Avenue is a major arterial and currently experiences substantial traffic noise, including buses starting and stopping at the existing AC Transit bus stop located in front of the Greyhound station. Operation of the Northern Layover facility would not substantially increase ambient noise in the area.</p> <p>In addition, construction of the Northern Layover facility would produce noise and vibration; however, construction activities and equipment required for the Northern Layover facility would not substantially differ from those analyzed in the FEIS/R. Therefore, noise and vibration impacts from construction and operation of the Northern Layover facility would be less than significant.</p>	
Greenhouse Gas Emissions	4.14	<p>Greenhouse gas (GHG) emissions would be generated by operation of BRT buses. Generation of GHGs would occur in proportion to operational bus Vehicle Miles Traveled (VMT). Section 4.14 of the FEIS/R concluded that the project would result in a 0.5 percent decrease in overall carbon dioxide emissions from drivers shifting to transit when the public transit system operates faster and is more convenient. Each BRT bus trip would carry several former auto drivers, generating a net reduction in total VMT. This analysis included a conservative allowance for BRT buses operating out of service, including when proceeding to and from the line termini from the AC Transit operating divisions. However, layover locations between revenue vehicle trips were assumed to be at or near the line termini. As the project site is located approximately seven blocks from the terminus of the line at Broadway and 20th, the overall increase in bus VMT would not be substantial and does not alter the finding that total VMT with the East Bay BRT Project, including autos, trucks, and buses, would decrease compared to total VMT without the project. Therefore, the Northern Layover facility would result in no new or more severe impacts regarding GHG emissions than previously identified in the FEIS/R for the East Bay BRT Project.</p>	Greenhouse gas emissions, as analyzed in the FEIS/R, would be reduced relative to the No Build condition. No mitigation of GHG emissions is warranted.
Energy	4.15	<p>The energy analysis performed in Section 4.15 of the FEIS/R concluded that the energy impacts of the East Bay BRT Project are essentially neutral, and the Northern Layover Facility would not change that conclusion. Reduced auto VMT reduces gasoline use and increased bus VMT increases diesel use. Buses are less fuel-efficient than personal automobiles, so despite the overall decrease in total VMT, there was no substantial effect on total energy usage.</p> <p>AC Transit is pursuing and would continue to pursue measures to reduce the energy footprint of the East Bay BRT Project and of the District's operations. The hybrid BRT buses are more fuel-efficient than other buses of similar size in its fleet. Lighting at stations and bus facilities would be energy efficient and the Northern Layover operator lounge would have low-flow water amenities, such as low-flow sinks, toilets, and urinals.</p> <p>The small increase in bus VMT resulting from buses proceeding to and from the Northern Layover and electric power use at the Northern Layover itself (for lighting and electric power at the operator lounge facility) would add incrementally to the total energy consumption of the East Bay BRT Project. However, this change in energy use would not be substantial compared to the energy consumption estimates used in the analysis for the FEIS/R. Even if total energy use would be higher than under the no project condition, the difference would be minimal. Therefore, the Northern Layover facility would result in no new or more severe energy impacts than previously identified in the FEIS/R for the East Bay BRT Project.</p>	The Northern Layover facility would not result in a substantial increase in energy demand during construction or operation beyond that analyzed in the FEIS/R. No mitigation is warranted.
Biological Environment	4.16	<p>Section 4.16.3.2 of the FEIS/R provides information on sensitive species occurring in Alameda County. None of these habitat types are present in the urbanized area of downtown Oakland where the Northern Layover facility would be located. The Northern Layover facility would involve roadway reconstruction in previously disturbed areas, and unpaved areas in the roadway ROW do not provide important habitat for animals or plants. Although some marginal vegetation is present in the unpaved areas, it is extremely disturbed. As noted previously, no trees, which may provide habitat for nesting birds, are located on the Northern Layover site. The Northern Layover facility would have no impact on biological resources.</p>	No mitigation other than that previously identified in the FEIS/R is warranted.
Construction	4.17	<p>The same mitigation measures recorded in the ROD would apply to construction activities associated with the Northern Layover facility. These mitigation measures, detailed in Section 4.17 of the FEIS/R, include noise and</p>	Construction mitigation measures apply to all project improvements and

		vibration reduction measures, dust control measures, and hazardous materials management. Construction is estimated to last 45 to 60 days and would include realignment and reconstruction of the west curb of San Pablo Avenue, construction of the three bus pads, placement of the operator lounge, and installation of supporting and necessary services and amenities, such as sewer, power, and water connections; roadway striping and curb painting; and lighting and security features. These construction activities would not differ substantially from those analyzed in the FEIS/R, would be subject to the same mitigation measures contained in the FEIS/R, and would be limited in duration. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	do not change as a result of the inclusion of the Northern Layover facility.
Environmental Justice	4.18	AC Transit has been careful to locate the Northern Layover facility in an area where it would have minor effects on nearby communities. The Northern Layover Facility would be located in the downtown Oakland area, which is described in Section 4.18 of the FEIS/R as having both a higher percent of minority residents and a higher percent of low-income residents compared to Alameda County. However, implementation of mitigation measures identified in the FEIS/R would ensure that no significant noise, air quality, or construction impacts occur as a result of the Northern Layover facility. Construction would occur during the normal business day and, as discussed in Section 4.18.4 of the FEIS/R, construction activities would be mitigated with best management practices and construction mitigation measures to control noise and fugitive dust that may disproportionately affect environmental justice populations. In addition, the East Bay BRT Project as a whole is expected to result in substantial benefits by providing higher quality transit service. Therefore, the Northern Layover facility would result in no new or more severe impacts than previously identified in the FEIS/R for the East Bay BRT Project.	Construction mitigation measures to control noise and fugitive dust would apply to the Northern Layover facility to ensure environmental justice populations are not disproportionately affected. No further mitigation is warranted.
References		<p>Alameda County Transit District (AC Transit). 2012. <i>AC Transit East Bay Bus Rapid Transit Project in Alameda County Final Environmental Impact Statement/Environmental Impact Report</i>. January 2012.</p> <p>California Office of Historic Preservation. 2019. "California Historical Resources." [Online Database]. http://www.ohp.parks.ca.gov/ListedResources/?view=county&criteria=1 (accessed January 18, 2019).</p> <p>Federal Emergency Management Agency (FEMA). 2018. Map Panel 06001C0067H. Effective December 21, 2018.</p> <p>Haas, Hannah and Christopher Duran. 2019. Archaeological Survey Report for the Northern Layover Terminal for the East Bay Bus Rapid Transit System, Oakland, California. Prepared for Alameda-Contra Costa Transit District. Report on file, Northwest Information Center, Sonoma State University.</p> <p>Parsons. 2018. Northern Layover Traffic Analysis Memorandum. July 13, 2018.</p> <p>Rincon Consultants. 2019. Draft Initial Site Assessment. Northern Layover Terminal for the East Bay Bus Rapid Transit System Oakland, California. March 15, 2019.</p>	

Figure 1: Location of Proposed Northern Layover Facility at San Pablo Avenue and Castro Street, Oakland, CA



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Fig. 10-1 Site Plan

Figure 2: Northern Layover Street View



Photo 1: Proposed location of the southern bus pad on San Pablo Avenue, taken from the roadway median near 21st Street and San Pablo Avenue intersection looking northwest.



Photo 2: Proposed location of bus operator lounge on San Pablo Avenue, taken from southwestern corner of San Pablo Avenue and Castro Street intersection looking north.



Photo 3: Proposed location of middle bus pad on San Pablo Avenue, taken from the roadway median near the southern edge of I-980 overpass looking northwest.



Photo 4: Proposed location of northern bus pad on San Pablo Avenue, taken from the roadway median near northern edge of I980 overpass looking northwest.