

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? (No Impact)</i>				

No known mineral resources are present at the project site. Implementation of the proposed project would not result in the loss of availability of a known mineral resource.

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? (No Impact)*

The project site is not designated by the general plan, specific plan, or other land use plans as a locally-important mineral recovery site.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following section is based on a noise study for the project site completed by Charles Salter Associates, Inc.¹³

- 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? (Potentially Significant Unless Mitigation Incorporated)*

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement which indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a ten-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements which better represent how humans are more sensitive to sound at night. These measurements include the day/night noise level (L_{dn}) and the Community Noise Equivalent Level (CNEL).¹⁴

The City has set acceptable noise exposure levels, consistent with the California Building Code, as shown in Table 1. The California State Noise Insulation Standards require a study of proposed project design to ensure that interior noise levels of new housing units will not exceed an L_{dn} of 45 dB. Where residential units are exposed to 60 dB L_{dn} or higher, the City stipulates that interior instantaneous noise levels should not exceed 50 dB in the bedrooms or 55 dB in other rooms. This measure is particularly important for noise from BART trains. The City has set a noise level goal of 60 dB L_{dn}

Table 1: General Plan Noise Level Standards

Location	Standard
Residential Exterior	60 dB L_{dn} ^a
Residential Interior	45 dB L_{dn}
Retail Exterior	60 dB L_{dn}
Retail Interior	45 dB L_{eq}

^a Does not apply to apartment patios. Where 60 dB is not feasible, the Planning Commission may increase the standard to 65 dB. Projects located near BART are allowed a level of 70dB L_{dn} .

Source: LSA Associates, Inc., 2006.

¹³ Charles Salter Associates, Inc., 2006. El Cerrito Condominiums Environmental Noise Study. April.

¹⁴ L_{dn} is the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

CNEL is the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 decibels to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

Source: Handbook of Acoustical Measurement and Noise Control, 1991.

for outdoor residential uses, which are defined as backyards in single-family houses and recreation areas in multi-family housing. This goal does not apply to small decks associated with apartments and condominiums. The Planning Commission is permitted to raise this goal to 65 dB upon their discretion. Additionally, if the noise source is BART, the City allows outdoor noise exposure up to 70 dB L_{dn} for residential uses. Residential uses exposed to higher levels may be permitted once noise insulation techniques are included in the project design. Interior noise levels for commercial space are not to exceed 45 dB L_{eq} (hourly average).¹⁵

Existing Noise Environment

Primary sources of noise at the project site include San Pablo Avenue traffic and BART trains running along the elevated tracks. Noise levels produced by BART trains entering and leaving the Del Norte BART station typically range from 72 to 76 dBA L_{max} . Noise levels increase to 75 to 80 dBA further from the station as the trains travel at faster speeds. Studies included in the General Plan indicate that typical noise levels from I-80 are between 70 and 75 dB L_{dn} at a distance of 1,200 to 400 feet from the centerline, respectively and are not expected to increase significantly through 2020.^{16,17} Noise levels from the freeway are attenuated at the project site by the buildings located west of the site.

The noise level at the project site was measured at three locations, including a single location on San Pablo Avenue toward the center of the project block and at two locations on Kearney Street toward the ends of the block. See the noise study in the Appendix for specific locations. Sound measurements were conducted for two 24-hour periods. A 15-minute measurement was also conducted along Kearney Street near Knott Avenue. The correlation between the short-term and the long-term measurements was used to calculate the L_{dn} . Noise levels along San Pablo Avenue were 74 dB L_{dn} . Noise levels measured near either end of the project site along Kearney Street were 73dB L_{dn} .

These levels exceed the City's 70 dB L_{dn} noise level goal for exterior residential uses. However, small decks, such as those proposed in the project, are not normally subject to this standard, as identified under policy H3.2 of the General Plan.

Based on *Protective Noise Levels, Condensed Version* of EPA Levels Document (EPA 550/9-79-100, November 1978), with a combination of exterior walls, doors, and windows, standard construction for Northern California residential buildings would provide more than 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open (national average). With windows or doors closed, interior noise levels at the project site would still exceed the interior standard of 45 dB L_{dn} .

Implementation of the following mitigation measures would lower the interior noise levels to acceptable levels and reduce the impact of existing noise on proposed uses to a less-than-significant level:

¹⁵ L_{eq} is the Equivalent Continuous Noise Level. The L_{eq} is the level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound. Source: Handbook of Acoustical Measurement and Noise Control, 1991.

¹⁶ Project site distance to I-80 centerline is approximately 625 feet.

¹⁷ El Cerrito, City of, 1999. *General Plan*. August.

Mitigation Measure NOISE-1: Windows with increased Sound Transmission Class (STC) shall be installed to reduce the interior noise levels below an L_{dn} of 45 dB, as indicated in Figures 2 through 12 in the noise study (see Appendix).

Mitigation Measure NOISE-2: Retail spaces along San Pablo Avenue shall comply with an interior maximum hourly Leq of 45dB. As described in the noise study, windows with an STC rating of 38 shall be installed for spaces having 80 percent window area and windows with an STC rating of 35 shall be installed for spaces with 40 percent window area.

Mitigation Measure NOISE-3: Where sound-rated windows need to be closed to meet the interior standards, the California Building Code requires an alternative form of ventilation to provide fresh air. Residential units and retail spaces that require increased STC rated windows shall also install alternative forms of ventilation, such as air conditioning.

Construction Activities

The proposed project would result in construction activities over approximately 13 months on the project site, resulting in short-term noise impacts associated with demolition, excavation, grading, and building construction. Construction-period noise levels are higher than existing noise levels, but cease once construction is complete.

Noise levels from construction activities could average from 76 to 90 dBA within 50 feet from the noisiest source and would be audible to the Del Norte Place apartments and other residences in proximity to the proposed project. However, construction period noise is not expected to be significant as it would be short-term and generally set back from existing residential areas.

Construction activities are regulated by the El Cerrito Municipal Code, which restricts construction work hours to 7:00 AM to 6:00 PM, Monday through Friday, and 8:00 AM to 5:00 PM on weekends and holidays.¹⁸ There would, at times, be high intermittent construction noise in the project area during the construction period. Implementation of the City's construction restrictions would limit these noise impacts to a less-than-significant level:

Mitigation Measure NOISE-4: Consistent with the municipal code, the hours of construction shall be limited to 7:00 AM. to 6:00 PM, Monday through Friday, and 8:00 AM to 5:00 PM on weekends and holidays.

Project Operation

Noise sources for the proposed project would include the retail uses, mechanical machinery, and traffic associated with the project. Noise generated by the retail uses would be regulated by the General Plan, which restricts noises created by commercial sources associated with new development. Retail operations hours would be limited to no more than 6:00 a.m. to 10:00 p.m. daily. The proposed project would be in compliance with these restrictions on the allowable noise exposure from stationary noise sources.

¹⁸ El Cerrito Municipal Code, Title 16, Chapter 16.02, Section 110.1.

Noise generated by mechanical machinery such as air conditioners and emergency generators would be similar to noise levels existing in the vicinity of the project site and would not create a significant increase in noise levels. Likewise, noise generated from the residential parking area would not be substantially greater than the current noise levels generated by similar uses in the project area.

- b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? (Potentially Significant Unless Mitigation Incorporated)*

Existing noise sources in the project vicinity include BART trains and traffic from San Pablo Avenue. The BART tracks adjacent to the project site are elevated, reducing potential ground-born vibration levels. Therefore, vibration levels at the project site are less than significant. Noise levels at the project site range from 73 to 74 dBA L_{dn}. Construction activities associated with implementation of the proposed project could temporarily expose persons in the vicinity of the project site to ground-borne vibration or ground-borne noise levels. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure NOISE-5: Implement Mitigation Measures NOISE-4.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Less-than-Significant Impact)*

Existing noise levels at the project site range from 72 dB to 76 dB. Noise sources in the vicinity of the site include BART and traffic on San Pablo Avenue. The uses associated with the proposed project would generate noise resulting from traffic, retail use operations, and mechanical equipment for the residential and retail uses. However, these uses are consistent with the type of development envisioned for the area within the General Plan and with the nearby mixed-used senior apartments and are not expected to create a substantial increase in ambient noise levels.

BART noise reflecting off the proposed project onto residences east of the BART tracks will be substantially quieter than the direct noise from BART passbys and is not expected to have a significant impact due to the distance between the proposed project and the BART tracks (approximately 110 feet).¹⁹ Therefore, project impacts to ambient noise levels would be less than significant.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Potentially Significant Unless Mitigation Incorporated)*

Project related construction activities could result in a substantial temporary increase in ambient noise levels. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

Mitigation Measure NOISE-6: Implement Mitigation Measure NOISE-4.

¹⁹ Charles Salter Associates, Inc., 2006. El Cerrito Condominiums Environmental Noise Study. April.

- 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? (No Impact)*

The project site is not located within an airport land use plan or within 2 miles of an airport. Therefore, implementation of the proposed project would not expose persons within the project site to high levels of airport-related noise.

- 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? (No Impact)*

The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose on the project site to excessive airport-related noise.

	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--	------------------------------------	--------------

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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- 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)? (Less-than-Significant Impact)*

The estimated population in El Cerrito in 2005 was 23,407, with an average household size of 2.26 persons.²⁰ The total number of housing units in the City was estimated to be 10,504. The proposed project, comprising 58 housing units, would increase the population of the site by approximately 131 persons (58 x 2.26 = 131). This population growth represents an increase of less than one percent of the City's population.

The 2003 Housing Element of the General Plan indicates that between 838 and 1,112 housing units can be built on vacant or underutilized sites throughout the City. Based on an average household size,

²⁰ California Department of Finance, 2005. *E-5 City/ County Population and Housing Estimates, 2005, Revised 2001-2004, with 2000 DRU Benchmark.* www.dof.ca.gov. May.

the construction of these housing units would result in a population increase of approximately 1,886 to 2,502 people. The proposed project is included in this list of potential development sites and represents five to seven percent of the projected growth for the City. The proposed project would not indirectly induce substantial unanticipated population growth because it is located in an urban infill site and is included in the El Cerrito development projections.

It is estimated that the 11,000 square feet of retail would generate up to 22 jobs, or one job for every 500 square feet of retail space.²¹ It is expected that these employees would already live in the area or would commute to the area from other communities in the Bay Area; however, even if these employees move to the area, they would not substantially increase the population of El Cerrito. Therefore, the proposed project would not directly or indirectly induce substantial population growth.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (No Impact)*

The project site does not currently contain any residential units. Implementation of the proposed project would not displace existing housing.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (No Impact)*

See XII. b above.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

²¹ Commercial uses generally provide one job per 300 to 800 square feet of building area. The midpoint of this figure, 500 square feet, was used for this calculation. Source: Natelson Notes-An Economic Development Resource of the Natelson Company, Inc. (TCNI), Spring 2002.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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: Fire protection, police protection, schools, parks, other public facilities? (Less-than-Significant Impact)*

Fire

The El Cerrito Fire Department operates two fire stations that provide first response services to the project site. Additionally, the City has an automatic response agreement with Richmond, Kensington, and West County fire departments to provide service across jurisdictional boundaries. Service standards set a maximum response time of 6 minutes for 95 percent of emergency calls. The first engine should arrive in 6 minutes or less after an emergency call is made, and is required to have a least a 3-person company having training levels of Fire Fighter 1 and Emergency Medical Technician 1 or greater. As part of the development review process, the project applicant must demonstrate that adequate emergency water supply, storage, and conveyance facilities, and access for fire protection exist or will be provided for the development. The Fire Department also would review the project applicant to ensure that protection services can be provided.

The proposed project would not result in the degradation of service standards and would not require the provision of new or physically altered facilities, the construction of which would cause significant environmental impacts.²²

Police

The City provides police services and contracts with the City of Richmond for emergency dispatching and with State and County agencies for investigative support services. The department has a 3-minute service standard for emergency responses. General Plan policies also set a level of service standard of 1.8 officers per 1,000 persons. As part of the development review process, the General Plan requires the Police Department to make a determination regarding the ability of the department to provide services and to make recommendations in order to maintain acceptable levels of service.

²² Maples, Lance, 2006. Battalion Chief, City of El Cerrito Fire Department. Personal communication with LSA Associates, Inc. March 3.

The Police Department currently lacks sufficient facilities and is understaffed.²³ The proposed project would incrementally contribute to the need for expanding personnel and facilities space. However, this impact would not be considered significant as it is not anticipated that this project would directly trigger the need for new or physically altered government facilities, the construction of which could cause potential significant environmental impacts. As part of the DDA negotiations, a fee for police operations has been proposed by the City.

Schools

El Cerrito is part of the West Contra Costa Unified School District (WCCUSD). The school district is responsible for levying impact fees on new development. Multi-family dwelling units are assessed a fee of \$2.64 per square foot.

The proposed project site is located within the school boundaries for Madera Elementary School (kindergarten through fifth grade), Portola Middle School (sixth through eighth grade), and El Cerrito Senior High School (ninth through twelfth grade). WCCUSD estimates that 35 students in kindergarten through 12 would be generated from a project with 50 residential units.²⁴ Based on these numbers, the proposed project would generate approximately 41 students. The proposed project would not create a significant adverse effect on schools or require the need for new or physically altered facilities.

Parks

As of 1999, the City of El Cerrito had a total of 182 acres of parks and open space including 32 acres of publicly-owned parks, 100 acres of public open space, 23 acres of recreation facilities, and 27 acres of School District-owned recreation areas. Canyon Creek Park, Windrush Elementary School, and Prospect Elementary School are approximately ½ mile from the project site. Other parks in close proximity to the project site in the City of Richmond include: Abraham Baxton Park; Plaza Park; John F. Kennedy Park; and Booker T. Anderson Park. El Cerrito has established a level of service standard of 5 acres of publicly owned parkland per 1,000 residents. The City has approximately 7.8 acres of parkland per 1,000 residents, which exceeds the established level of service standard.²⁵

The proposed project would increase the population of El Cerrito by approximately 131 persons and would not substantially diminish the parks and recreation level of service. Additionally, new multi-family residential projects are required to provide on-site open space and recreational facilities for residents or a combination of in-lieu fees and on-site facilities. The proposed project would not result in substantial adverse physical impacts associated with the provision, need, or construction of government facilities to maintain acceptable service ratios or other performance objectives for park and recreation facilities.

²³ Kirkland, Scott, 2006. Police Chief for El Cerrito Police Department. Personal communication with LSA, Associates, Inc. April 12.

²⁴ Kilmartin, Vince, 2006. Associate Superintendent for Operations, West Contra Costa Unified School District. Personal communication with LSA, Associates, Inc. March 7.

²⁵ The calculation is based on the 2005 Association of Bay Area Governments' population projections.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) <i>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? (Less-than-Significant Impact)</i>				

The proposed project would include 58 residential units and would increase the population in the area by approximately 131 persons. The proposed residences would include private and common decks. The increase in the use of existing neighborhood and regional parks or other recreational facilities as a result of the proposed project would not be such that substantial physical deterioration of the facility would occur or be accelerated. Where required, the payment of in-lieu fees would further reduce potential impacts related to the provision of parks. Refer to XIII. Public Services, Parks, above.

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? (Less-than-Significant Impact)*

The proposed project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Refer to XIII. Public Services, Parks, above.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>