

REGIONAL PARKS

EAST BAY REGIONAL PARK DISTRICT

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NEGATIVE DECLARATION

LEAD AGENCY: East Bay Regional Park District

NAME OF PROJECT: Ferry Point Pier and Ferry Point Terminal
 Amendment to the Miller-Knox Regional Shoreline Land Use-Development Plan

PROJECT LOCATION: Miller-Knox Regional Shoreline, near Point Richmond, Richmond, Contra Costa County, California

PROJECT DESCRIPTION: Adding Ferry Point, a 10 acre Recreation Unit, to Miller-Knox Regional Shoreline for the purposes of general recreation, including a shoreline trail, picnicking, fishing, and rehabilitation of the pier for public use.

MITIGATION MEASURES:

Mitigation: The open water and shoreline of Ferry Point provides potential migration routes for two listed fish species, chinook and coho salmon; and aquatic habitat for migratory waterfowl. Shoreline construction (ie., replacement of riprap areas, rehabilitation and construction of piers) will be in conformance with permits under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, if found necessary by the Corps of Engineers (ACOE) and permits under the McAteer-Petris Act (BCDC).

Mitigation: Rehabilitation and preservation of the Ferry Point Pier and Terminal to be carried out consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. (1992)

Mitigation: In the event that cultural resources are accidentally discovered all work within 100 feet of the resource will be halted and the District will consult with a qualified archaeologist/architectural historian to assess the significance of the find.

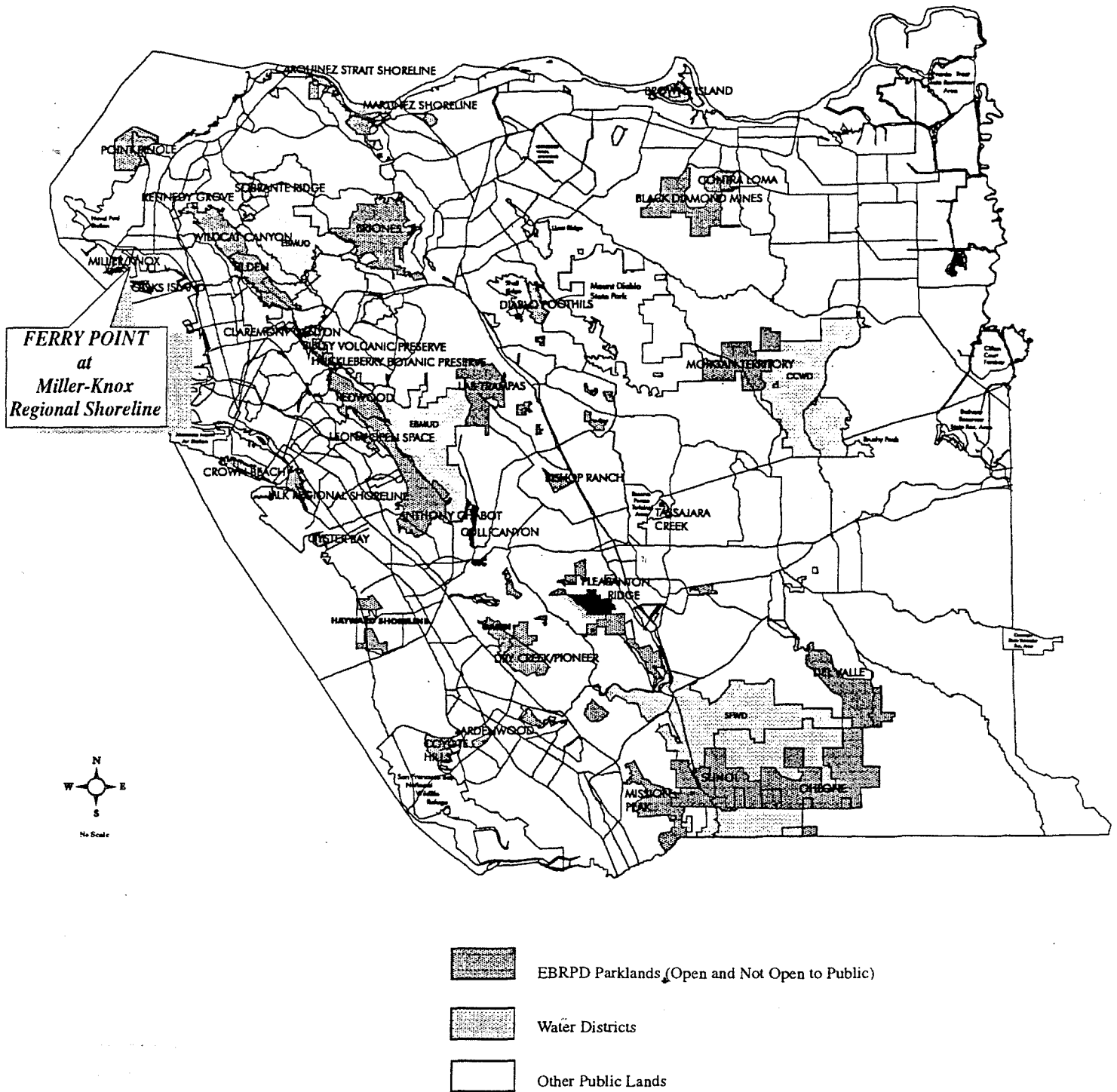
DETERMINATION: An Initial Study has been prepared under the direction of the East Bay Regional Park District's Planning/Stewardship Department in which the environmental effects of the proposed project have been evaluated. On the basis of this Initial Study, a copy of which is attached, the EBRPD has found that the proposed project (including any mitigation measures which will be incorporated in the project) would not have a significant effect on the environment and, therefore, does not require an Environmental Impact Report.

ATTEST: Maxine Turner
Chief, Planning/Stewardship

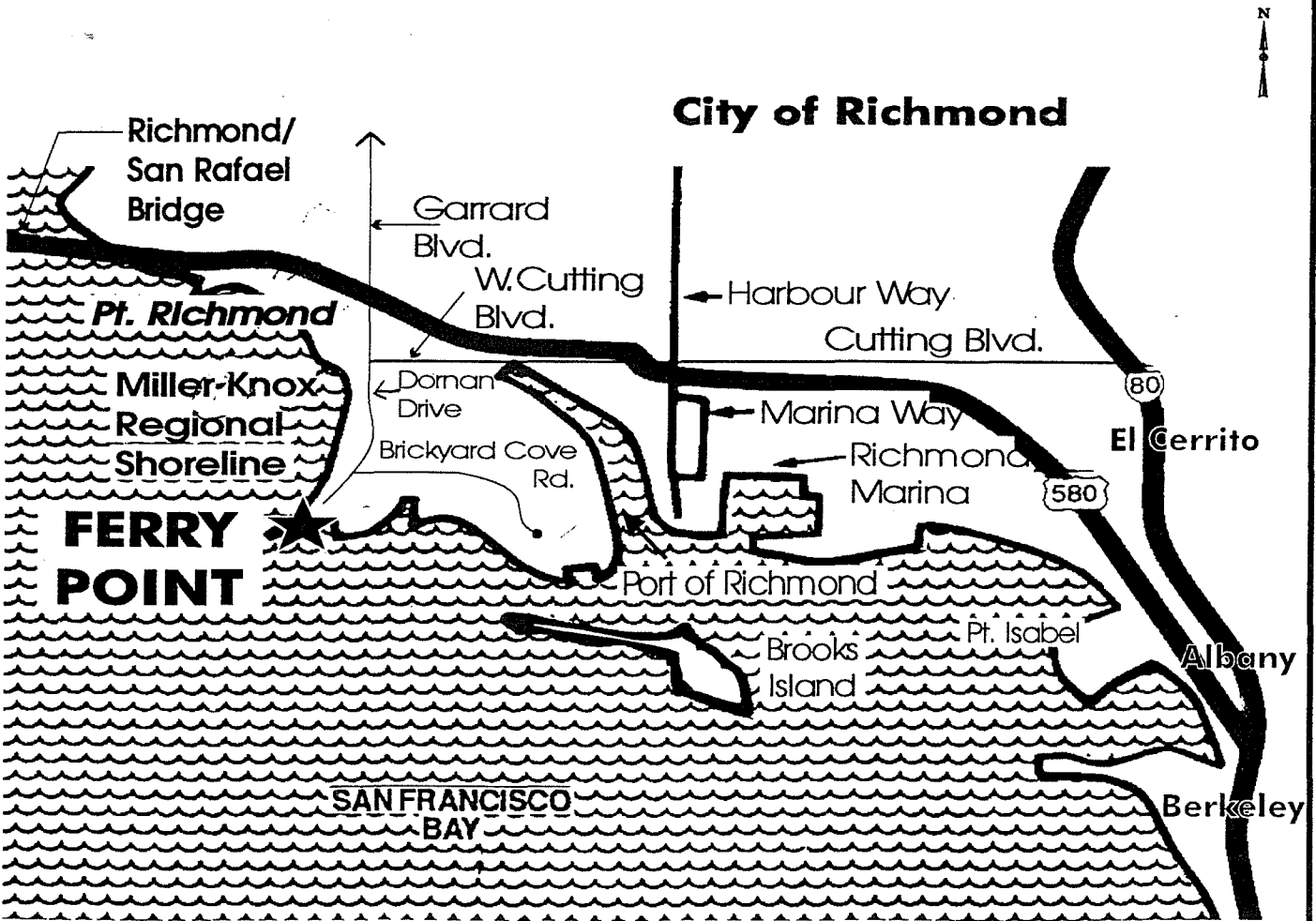
DATE: 8/8/95



East Bay Regional Park District



LOCATION MAP



FERRY POINT

Miller-Knox Regional Shoreline

Land Use-Development Plan Amendment



ENVIRONMENTAL CHECKLIST/INITIAL STUDY

PROJECT TITLE	Ferry Point Pier and Ferry Point Terminal Amendment to the Miller-Knox Regional Shoreline Land Use- Development Plan
PROJECT LOCATION	Miller-Knox Regional Shoreline, near Point Richmond, Richmond, Contra Costa County, California
PROJECT DESCRIPTION	Adding Ferry Point, a 10 acre Recreation Unit, to Miller-Knox Regional Shoreline for the purposes of general recreation, including a shoreline trail, picnicking and fishing. Rehabilitation of an historic intermodal pier on San Francisco Bay for public use.

PROJECT SITE ENVIRONMENTAL SETTING

Geology: Sandstone outcrops, part of the Franciscan complex of the Cretaceous and Jurassic period, are found along the shoreline and in adjacent Miller-Knox (Jennings, 1972). Recent well borings revealed rocky, sandy fill over interbedded shale and sandstone (Levine Fricke, 1991). This filling, levelling and compacting of the Ferry Point peninsula used local rock and occurred between 1900 and 1960 for railyard purposes.

The soils in adjacent Miller-Knox are of the Millsholm series, typically formed on interbedded shale and fine-grained sandstone, have a loamy texture and are typically well drained (SCS, 1977).

Information provided by Santa Fe to the Regional Water Quality Control Board (RWQCB) suggested that bedrock exists 2.5 to 11 feet below the surface (LF, 1988). The well borings indicated that the rocky, sandy fill was 4'-5' deep in the central and southwestern parts of the peninsula; 13' deep in the northern portions, and over 18' deep in the northeast corner. The adjacent area to the northeast was largely landfill with clay or silty clay texture (LF, 1991). The latter may suggest dredgefill; its filling is consistent with the Bay Conservation & Development Commission (BCDC) original shoreline maps.

Surface Hydrology: As part of the acquisition program for Ferry Point, a site remediation plan was prepared by Levine Fricke and was reviewed and approved by the RWQCB. The remediation plan was subjected to CEQA review during the land acquisition process and is not part of this project. Levine-Fricke evaluated site hydrology in 1988 and 1991. Subsurface groundwater movement from Miller-Knox, draining through the Bray Oil property, moves in a bayward direction under Point Richmond. The initial evaluation indicates the groundwater is shallow and may be tidally influenced. (LF, 1988) The 1991 Levine-Fricke report suggests limited hydraulic movement, limited tidal influence and the potential for perched groundwater in low areas of the buried bedrock. Surface water percolates slowly after rain events in a few locations.

In June 1995, Levine Fricke, updated the 1991 site remediation plan and submitted it to the RWQCB for review and approval. This plan includes groundwater testing at fixed locations (monitoring wells) within the 10 acre parcel prior/during/after site clean-up, to document contaminant trends in the groundwater. This data will be interpreted to determine if any additional

site remediation is needed and to determine the success of the clean-up efforts. Post remediation groundwater testing will continue for two years after clean-up to assure that no further groundwater degradation occurs.

Wildlife and Vegetation: On May 21, 1994 a wildlife inventory and on May 2, 1994 a vegetation survey was carried out by Stewardship staff. The inventory sheets are available on request. No listed species were identified on site.

Coastal plant communities include Coyote Brush Scrub and Non-native Grassland. Wildlife sightings include Double-crested Cormorant, House Finch, Red-Tailed Hawk, Turkey Vulture, California Ground Squirrel, Western Fence Lizard, gopher snakes, jack rabbits and frogs (EBRPD Stewardship, 1994).

Marine Inventory: Bottom dwelling animals likely include burrowing clam, crab, shrimp and burrowing polychaete worm. Submerged piers may support toredo worm, other shellfish and provide retreat zones for fish. Fish life likely includes goby, sculpin, shark, flatfish, perch, anchovy, smelt, herring, striped bass, shad, salmon, steelhead and sturgeon. Bird life includes gull species, loon, grebe, scaup, scoter, brown pelican and the double crested cormorant (Lindenmeyer, 1993). Listed species that may be found offshore during migratory runs may include coho salmon and winter run chinook salmon. Potential habitat for California Split-tail may exist offshore at Ferry Point.

Archaeologic Resources: An archaeological survey was carried out in 1991 by Miley Holman and Associates and included a survey of the archaeological literature. Two prehistoric sites were recorded for the eastern portion of Point Richmond, near the base of the Miller-Knox uplands. These sites have been greatly altered with the landfill and other rail terminal activities this century. Holman made the determination given this level of disturbance that park improvements will have no impacts on prehistoric cultural resources.

Historic Resources: Historic context prior to 1900 is described in the Miller-Knox Resource Analysis, 1983, EBRPD. Research on the Ferry Point Pier and Terminal focussed on the period 1899 - 1945 was carried out between October 1994 and January 1995 by Robert Bruce Anderson of Urban Conservation and Urban Design of San Francisco in a Historic Resource Evaluation (HRE). This HRE describes the historic context of other intermodal rail slip facilities. The history of the Ferry Point Pier and Terminal is tied to the history of the Santa Fe rail system, bridge and port development in the San Francisco Bay Area and the development of oil-fired railroad technology.

Traffic: Miller-Knox Regional Shoreline and Ferry Point are presently served by a single access road, the two-lane Dornan Drive, connected by Garrard Tunnel to Garrard Boulevard. There is local neighborhood access to Dornan Drive from Western Drive in Point Richmond. Dornan Drive also provides access to the Richmond Pier and Brickyard Cove boating and residential facilities. Local arterials providing access to Garrard Tunnel include the four-lane arterial West Cutting Boulevard and two-lane South Garrard Boulevard with average daily traffic (adt) of 3,529 (1991) and 12,264 (1987) respectively. Dornan Drive, on the south side of the two-lane Garrard Tunnel has an adt of 2,907 vehicles (July, 1995).

The morning peak hour volume for southbound traffic in the July 19, 1995 volume count report (City of Richmond, Public Works) was 86 vehicles arriving between 11 am and 12 am. Northbound traffic morning peak hour volume was 132 vehicles leaving between 8 am and 9 am.

The afternoon peak hour volume for southbound traffic in the July 19, 1995 volume count report was 183 vehicles arriving between 12:30 pm and 1:30 pm. Northbound traffic peak hour volume was 121 vehicles in the evening between 7:30 pm and 8:30 pm.

Site Utilities: Sewer and water utilities are found in the service road along the south shoreline of Ferry Point. Electrical and telephone utilities were previously above ground along the service access. Sewer outfalls serving the larger area of the City of Richmond are found both north and south of Ferry Point, the south outlet has recently been inactivated. (Burger, July, 1995)

Visual Resources: Dornan Drive has been included as a Scenic Corridor in the Richmond General Plan since 1975. Ferry Point is visible from Dornan Drive, Miller-Knox Regional Shoreline, parts of old Point Richmond bayside residential area and is a navigation feature on San Francisco Bay.

PROJECT IMPACT EVALUATION

An impact level has been assigned to each question below, assuming no mitigation. The impact category levels are: **YES, MAYBE** or **NO**. Locations and descriptions of impacts, and feasible mitigations are explained below each question.

Would The PROJECT result in:	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
1. Hazard because of geologic, hydrologic, or soil conditions (seismic risk, flooding, landslides)?			X
2. Grading, excavation, fill, or change topsoil?		X	
3. Altered stream, lake, pond, aquifer, bay, or marsh?		X	
4. Changed site runoff rate or drainage pattern?		X	
5. Degraded water quality or increased erosion and sedimentation affecting any water body?			X
6. Air quality deterioration or objectionable odors?			X
7. Increased average noise levels or intrusive noise from equipment or traffic on or off site?			X
8. Disturbance or removal of valuable vegetation or wildlife habitat (especially marsh or riparian)?			X
9. Reduction of number or habitat of any rare, unique, or endangered plant or animal?		X	

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
10. Barrier to animal migration or species eliminated from the parkland?			X
11. New species of plants or animals introduced to the detriment of the native flora and fauna?			X
12. Effects on mosquito abatement program?			X
13. Changes to wildfire conditions (intensity, frequency or hazard)?			X
14. Damage to known or probable prehistoric or historic archaeological resources?		X	
15. Change or restrict unique ethnic cultural or religious uses?			X
16. A change to land use inconsistent with: city or county zoning; District parkland classification, Master Plan Units, Land Use-Development Plan; or adjacent land uses?			X
17. Effects to human population distribution, growth rate or density, or quality/quantity of housing?			X
18. A reduction in any type of recreational opportunity reduced parkland acreage, access, or facilities)?			X
19. Altered views from surrounding communities or within the parkland (because of grading, construction, structures, vehicle encroachment)?			X
20. Changes to vehicular, equestrian, bicycle, or pedestrian circulation or access?			X
21. Changes to on or off site parking?		X	
22. Increased traffic?		X	
23. Hazard to pedestrians, equestrians, bicyclists, or motorists on trails or roads, or at intersections?			X
24. A change in utility facilities or service level			X

YES MAYBE NO

- | | | | |
|-----|---|---|---|
| 25. | A change in levels of police or fire protection? | X | |
| 26. | Increased vandalism, trespass, or arson? | | X |
| 27. | Exposure of people to natural or man-made health hazard; required emergency medical precautions; or increased risk of explosion or release of hazardous substances? | | X |
| 28. | Increased use or decreased availability of energy or any resource? | | X |

Mandatory Findings of Significance

Does the PROJECT have the potential to:

YES OR NO

- | | | |
|-----|--|----|
| 29. | 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 have a significant effect upon unique archaeological resources? | NO |
| 30. | Achieve immediate, but not long-term, environmental goals? | NO |
| 31. | Cause impacts which are individually limited, but cumulatively considerable? | NO |
| 32. | Have direct or indirect environmental effects which will cause substantially adverse effects on human beings? | NO |

Public Agency Consultation and Possible Public Controversy

YES OR NO

Have other agencies been consulted about the project?

YES

City of Richmond, California Regional Water Quality Control Board,
State Lands Commission, California Department of Transportation (Caltrans),
State Historic Preservation Office (SHPO), California State
Coastal Conservancy, BCDC and U.S. Army Corps of Engineers

Does the project have identified public controversy?

NO

CEQA DETERMINATION: PREPARE A

(X) NEGATIVE DECLARATION - Project would have NO significant impact.

() ENVIRONMENTAL IMPACT REPORT - Project needs further evaluation to determine impacts. Identified areas of focus are:

If you have any questions please contact Jill Singleton, Park Planner at (510) 635-0138, ext. 2325

Date: August 8, 1995



Maxine Turner
Chief, Planning/Stewardship Dept.

Reference: CAC, Title 14, Sections 15029.5, 15080, 15081.

PROJECT IMPACT EVALUATION

1. No

The site remediation plan includes review by a RWQCB toxicologist to assure public use of the park will not expose the public to chemical concentrations that would be of concern to public health. The site remediation is a separate project from the LUDP Amendment, and was subject to CEQA review during December 1991 and June 1993, during the land acquisition phase of Ferry Point. The Miller-Knox LUDP Amendment is based on the completion of the actions in the Ferry Point Soil Remediation Plan.

2. Maybe

The existing site is presently not landscaped. Clean fill is necessary to facilitate new park landscaping. The approximate earth volumes of 30,000 cu. yds of earth for 2' of topsoil in turf areas and a mound on the site of the previous hillock would be imported. Haul routes may include Garrard Boulevard or West Cutting Boulevard; clean dredge fill may also be brought to the site via barge. All hauling and site work activities would occur during weekday daytime hours, and may require permits from the City of Richmond and BCDC. The material would be obtained from clean fill sources in the East Bay Regional Park District. This does not have the potential for significant adverse impacts.

3. Maybe

Development of facilities in the park may result in the indirect alteration or fill of waters of the United States.

The rehabilitation of the Ferry Point Pier and construction of a ferry or boat mooring facility may require permits from the U.S. Army Corps of Engineers, BCDC and the City of Richmond. This area also provides potential migrant routes for salmon, migratory waterfowl and aquatic habitat for brown pelican.

Mitigation: The open water and shoreline of Ferry Point provides potential migration routes for two listed fish species, winter run chinook and coho salmon; and aquatic habitat for migratory waterfowl. Shoreline construction (ie., replacement of riprap areas, rehabilitation and construction of piers) will be in conformance with permits under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, if found necessary by the Corps of Engineers and permits under the McAteer-Petris Act (BCDC).

4. Maybe

Surface drainage from paved areas such as parking lots will increase the amount of impermeable surface in the park. This will increase and concentrate the amount of stormwater runoff. However, the relatively small size and dispersion of the new paved surfaces compared to the site would make this increase insignificant. No new structures are proposed within the 100 year flood zone. Therefore no new significant flood hazards would result from this project.

5. No

Erosion of the shoreline will be reduced with the redesign and replacement of existing riprap in the shoreline zone. This is a beneficial effect.

This project will not significantly increase groundwater contamination. The presence of contaminated groundwater that exceeds drinking water standards beneath the site has been established in the Soil Remediation Plan monitoring. This project will not increase exposure to that groundwater.

Construction of the proposed project would have short-term minor impacts upon the near shore areas of San Francisco Bay. Marine construction activities will be done in coordination with California Department of Fish & Game (CDF&G) to minimize turbidity. The project would comply with Title 22 regulations. Operation of the pier and shoreline for fishing purposes will produce "fish waste" from the fish cleaning stations. The fish waste will be ground up and transported from the site by truck. The restroom facilities will be sewerred and will not require a leachfield.

6. No

The LUDP Amendment for Ferry Point does not exceed the parking space threshold of 250 parking spaces established by the EBRPD (Environmental Review Manual, 1987) to identify potentially significant air quality impacts. The addition, spreading and mounding of clean fill at the site has the potential for fugitive dust, particularly in windy conditions. The District requires all contractors to meet dust control requirements, as per standard District contract. These requirements include water sprinkling and stop of work in excessive wind conditions. No sensitive receptors are located in the vicinity of Ferry Point.

7. No

Construction equipment would generate short-term noise, primarily from earth moving or pier rehabilitation/construction. Given the relatively isolated location of Ferry Point, there are no sensitive receptors in the vicinity of the project site. Special events may generate a greater noise level than typical park use. The intervening hilly terrain and distance from residential area would shield any sensitive receptors from these occasional noise intrusions.

8. No

No vegetative disturbance is proposed, other than the replacement of weedy industrial ground with turf areas. Other than aquatic habitat, no wetlands exist at Ferry Point, as the intertidal zone is either riprap, filled soil, or steep, coarse and rapidly draining small pocket beaches.

9. Maybe

The District shall consult with the CDF&G as part of the pier permit process. Potential migratory habitat for winter run chinook salmon and coho salmon may exist offshore of Ferry Point. Potential habitat for California Split-tail may also occur at Ferry Point. Rehabilitation and/or replacement of the pier pilings will avoid migratory periods of listed fish species, based on advice from CDF&G. Locally, the pier may support aquatic diversity by providing shade and spawning habitat for herring on the vertical structures. Although construction of the project would temporarily disturb the area around the old piles, this impact would be short-lived, would not affect aquatic diversity or abundance in the long run and does not meet the criteria for a significant adverse effect.

10. No

The project does not constitute a barrier to animal migration nor elimination of species.

11. No

Introduction of turf areas will not be a detriment to native species, as this is a weedy site and industrial rockfilled land.

12. No

Mosquito abatement is not an issue at Ferry Point, as limited or no breeding sites exist.

13. No

The District maintains its own fire department, based at Tilden Regional Park. The District coordinates an inter-agency fire management program. The City of Richmond maintains a fire station within a 2 - 3 minute response time to the site.

14. Maybe

The District proposes to preserve or rehabilitate the historic structures at the Ferry Point Pier and Terminal. The District proposes to develop and implement interpretive programs and visitor services as funding is available, focused on the history of railroad technology and intermodal movement of freight and passengers on San Francisco Bay.

The preservation of these resources in accordance with the Secretary of the Interior's Standards would enhance the possibility that the District could nominate the pier and the terminal site for inclusion on the National Register of Historic Places. Final determination for eligibility for and acceptance to the National Register would be the responsibility of the State Historic Preservation Officer (SHPO) and the Keeper of the National Register. The District has requested review and concurrence from SHPO on eligibility findings for the Ferry Point Pier in a Historic Property Survey Report (HPSR) and Finding of No Adverse Effect, submitted to SHPO July 1995.

Mitigation: Rehabilitation and preservation of the Ferry Point Pier and Terminal to be carried out consistent with the Secretary of the Interior's Standards.

Mitigation: In the event that cultural resources are accidentally discovered all work within 100 feet of the resource will be halted and the District will consult with a qualified archaeologist/architectural historian to assess the significance of the find.

15. No

16. No

The project is consistent with City, County, Park District and other land use plan designations for the site and adjacent properties.

17. No

18. No

The project will enhance both general and shoreline oriented recreational opportunities, adding a 10 acre Recreation Unit to Miller-Knox Regional Shoreline. This is a beneficial effect.

19. No

Views from surrounding areas will not be significantly altered by park and pier uses at Ferry Point. The project includes the rehabilitation of a historic navigation feature. This is a beneficial effect.

20. No

Bay Trail access will be increased in the vicinity of Ferry Point.

21. Maybe

Onsite parking is increased by 50 spaces for paved parking and an overflow capacity of 100 vehicles is provided for special events and special interest recreation activities. Peak

use occurs on long weekends between May and October, particularly during hot weather conditions. On-street parking is also available on Dornan Drive. The District maintains park open hours from sunrise to sunset. Combined peak use parking of 150 parking spaces is a 50% increase over existing Miller-Knox parking capacity of 300 parking spaces. This increase in parking capacity does not meet the criteria for a significant adverse effect

Planned parking facilities are outside the 100' shore zone jurisdiction of BCDC.

22. Maybe

Traffic generated by the 50 parking spaces at Ferry Point may be between 100 and 250 cars per day, using a multiplier of 2 for weekdays and a multiplier of 5 for weekends. Events that use the full overflow capacity may occur on weekends and holidays. These occasional weekend and holiday events may generate up to another 500 vehicles during park open hours.

Dornan Drive is a two lane highway that meets City of Richmond standards for width and roadway capacity. The maximum service volume for a 2 lane highway is 400 passenger vehicles per hour, for two way flows at a Level of Service A. At a Level of Service B the maximum service volume for a 2 lane highway is 900 passenger vehicles per hour, for two way flows. (Fundamental of Traffic Engineering, Inst. of Transportation, UCB, 1973)

Recorded peak hour volumes on Dornan Drive do not coincide with peak commute traffic time periods, and appear to be related to midday park use and favorable weather. The peak two-way service volumes for mornings and afternoons are typically between 200 and 300 vehicles per hour (City of Richmond, July 1995). This service volume must be increased by over 100 to 200 vehicles per hour to exceed the present LOS A on Dornan Drive. An increase of over 600 vehicles per hour would be required to exceed a LOS B on Dornan Drive. The traffic generated by the increased parking may be 100 to 750 vehicles per day.

The potential increase in traffic volumes does not meet the criteria for a significant adverse effect ie., a significant reduction in the level of service.

23. No

The project will have no effect on offshore navigation. The project will not affect the shipping channels.

24. No

Utilities will be replaced in an existing service corridor to service park facilities.

25. Maybe

The District has Master Plan policies and programs related to fire risk management and public safety. The District maintains a District-wide Public Safety Department, including both Police and Fire Departments. The District participates in the Mutual Aid System (MAS) inter-agency program. The District patrols Miller-Knox on a regular basis at the present time. The additional patrolling of the adjacent 10 acre Recreation Unit at Ferry Point does not have the potential for a significant adverse effect.

26. No

Vandalism is expected to decrease once the park is open for general public use.

27. No

The District is complying with its Soil Remediation Program, as reviewed by the RWQCB. The project does not constitute a potential significant adverse effect to human health.

28. No