BUCHANAN STREET BICYCLE/PEDESTRIAN PATH PROJECT INITIAL STUDY/DRAFT MITIGATED NEGATIVE DECLARATION

LSA

November 2009

NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION FOR THE
BUCHANAN STREET BICYCLE/PEDESTRIAN PATH PROJECT

NOTICE IS HEREBY GIVEN that the City of Albany has completed an Initial Study/Mitigated Negative Declaration for the proposed Buchanan Street Bicycle/Pedestrian Path Project in accordance with the California Environmental Quality Act.

Project Location: The project site is located in the City of Albany and generally follows an east-west alignment along the length of Marin Avenue and Buchanan Street, beginning at the intersection of Marin Avenue and Cornell Avenue and continuing west to the Buchanan Street overcrossing located near the intersection of Cleveland Avenue, Pierce Street and Buchanan Street.

Proposed Project: The proposed project includes the development of Class I and II bicycle facilities along both sides of Marin Avenue/Buchanan Street from Cornell Avenue to the Buchanan Street overcrossing. The project would also include signalization and location of a crosswalk at the Pierce Street/Buchanan Street intersection, closure of Cleveland Avenue at Pierce Street, reconfiguration of the existing U.S. Department of Agriculture driveway on the south side of Buchanan Street, relocation of power and utility poles and other infrastructure, and landscaped buffers. Approximately 33,085 square feet of additional right of way on the south side of Marin Avenue/Buchanan Street would be acquired.

Findings: The Initial Study prepared by the City was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of the Initial Study, City staff has concluded that the project will not have a significant effect on the environment and, therefore, has prepared a Mitigated Negative Declaration. Furthermore, the project site is not on a list of hazardous waste sites compiled pursuant to Government Code Section 65962.5.

Public Review: Copies of the Initial Study/Mitigated Negative Declaration are on file and available for review at the City of Albany Community Development Department, 979 San Pablo Avenue, Albany, California. Written comments will be accepted between **November 9, 2009 and December 8, 2009**. Verbal and written comments will also be received by the City's Traffic and Safety Commission, at a regular session scheduled for **7:00 p.m., November 19, 2009** at the Albany Library – Edith Stone Room, 1247 Marin Avenue. Comments from all Responsible Agencies are requested. Any person wishing to comment on the Draft Initial Study/Mitigated Negative Declaration must submit such comments, in writing, to the following address:

Ann Chaney, Director
City of Albany
Community Development Department
979 San Pablo Avenue
Albany, CA 94706

BUCHANAN STREET BICYCLE/PEDESTRIAN PATH PROJECT INITIAL STUDY/DRAFT MITIGATED NEGATIVE DECLARATION

Submitted to:

City of Albany
979 San Pablo Avenue
Albany, CA 94706

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, CA 94710
510.540.7331

LSA

November 2009

TABLE OF CONTENTS

FIGURES

TABLES

BUCHANAN STREET BICYCLE/PEDESTRIAN PATH PROJECT
INITIAL STUDY/DRAFT MITIGATED NEGATIVE DECLARATION

1. Project Title:

Buchanan Street Bicycle/Pedestrian Path Project

2. Lead Agency Name and Address:

City of Albany
979 San Pablo Avenue
Albany, CA 94706

3. Contact Person and Phone Number:

Ann Chaney, Director
City of Albany Community Development Department
Phone: 510-528-5768

4. Project Location:

The project site is located in the City of Albany and generally follows an east-west alignment along the length of Marin Avenue and Buchanan Street, beginning at the intersection of Marin Avenue and Cornell Avenue and continuing west to the Buchanan Street overcrossing located near the intersection of Cleveland Avenue, Pierce Street and Buchanan Street. The project site's regional and local context is depicted in Figure 1.

5. Project Sponsor's Name and Address:

City of Albany
979 San Pablo Avenue
Albany, CA 94706

6. General Plan Designation:

Buchanan Street/Marin Avenue is classified as a Major Arterial Street on the Circulation Plan Map of the City's General Plan. Cleveland Avenue is classified as a Minor Arterial Street.

7. Zoning:

The project site consists of major and minor arterial streets, which are not classified on the City's Zoning Map.

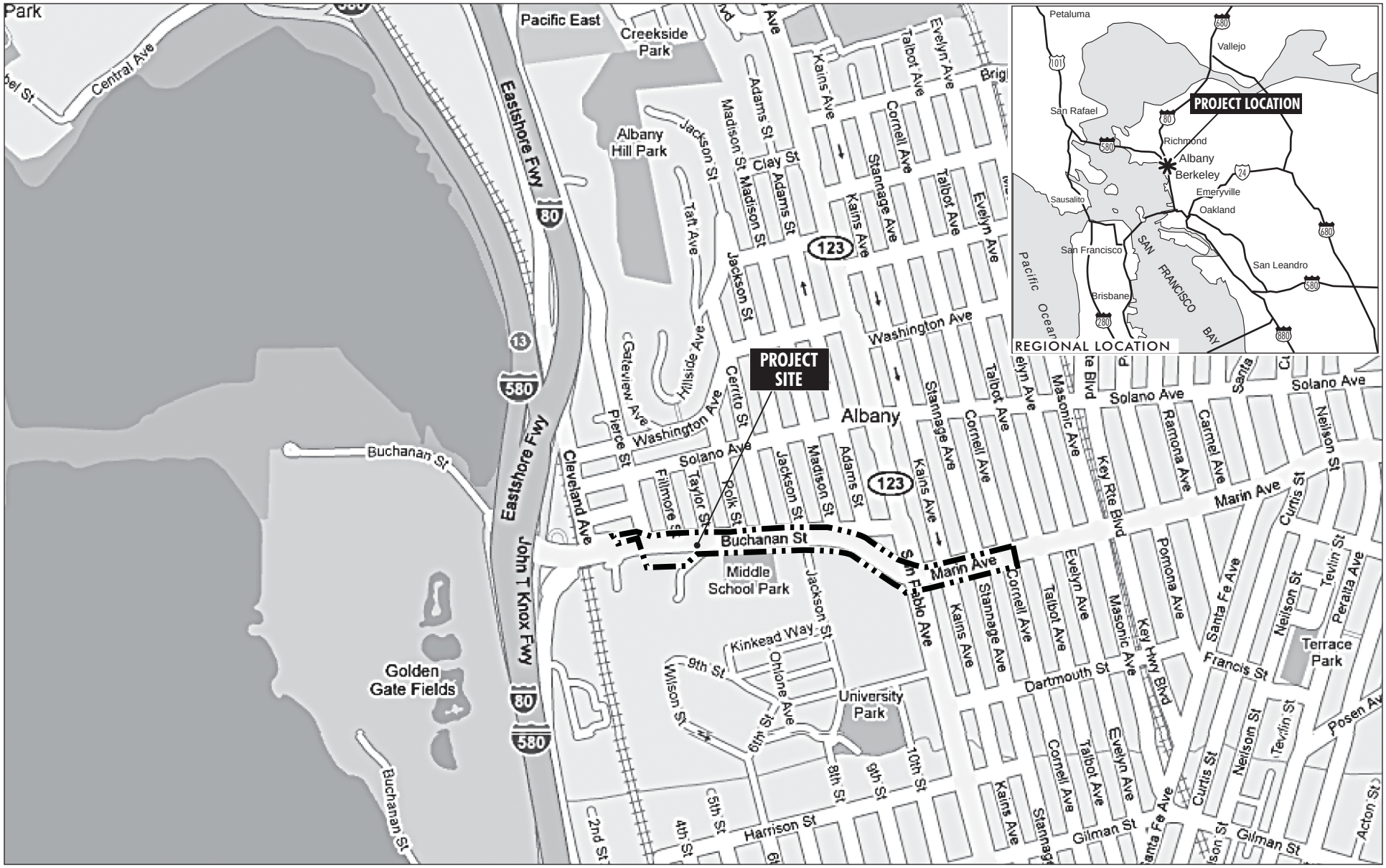

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FIGURE 1

Buchanan Street Bicycle/Pedestrian Path IS/MND

Project Vicinity and Regional Location

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PROJECT AREA BOUNDARY

SOURCE: GOOGLE MAPS; LSA ASSOCIATES, INC., 2009

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8. Description of Project:

The proposed project includes the development of a Class II bicycle facility[1] along both sides of Marin Avenue from Cornell Avenue to San Pablo Avenue and on the north (westbound) side of Marin Avenue/Buchanan Street, from San Pablo Avenue to Pierce Street. A new Class I facility would also be developed along the south (eastbound) side of Marin Avenue/Buchanan Street from San Pablo Avenue to Pierce Street. The project would also include signalization and location of a crosswalk at the intersection of Pierce Street and Buchanan Street, closure of Cleveland Avenue at Pierce Street, reconfiguration of the existing U.S. Department of Agriculture (USDA) driveway on the south side of Buchanan Street, relocation of power and utility poles and other infrastructure, and landscaped buffers. The existing site conditions, project background, and proposed project are described in further detail below.

a. Existing Conditions. The project site consists of an approximately 1 mile segment of Marin Avenue/Buchanan Street, beginning at the intersection of Marin Avenue and Cornell Avenue, and continuing west on Buchanan Street to the Buchanan Street overcrossing. The project boundary includes existing rights of way along the length of the roadway as well as additional rights of way to be acquired. The project site boundary is depicted in Figure 2.

The Marin Avenue segment of the project site begins at Cornell Avenue as a two-lane roadway with a parking lane on both sides of the roadway. At Stannage Avenue, Marin Avenue becomes a four-lane roadway with the parking lanes terminating at Kains Avenue. Marin Avenue then continues west across San Pablo Avenue, a busy north-south four-lane arterial roadway. West of San Pablo Avenue, Marin Avenue continues as a four lane divided roadway with limited parking on the north side of the roadway. Marin Avenue then merges with and becomes Buchanan Street at the intersection with Madison Street. The Buchanan Street segment continues west to the intersection with Pierce Street. Parking lanes are located on both sides of the divided roadway and dedicated turn lanes are located at various intersections.

While the existing roadways that comprise the project site and much of the adjacent rights of way are owned by the City of Albany, the project site alignment also crosses through rights of way owned by other entities, including: the University of California, Berkeley (UC Berkeley), Albany Unified School District (AUSD), and the USDA.

Sidewalks of various widths are located along the length of Marin Avenue/Buchanan Street, with landscape buffers located along Marin Avenue from Cornell Avenue to San Pablo Avenue. Approximately 99 trees are located within or immediately adjacent to the project site alignment. Additionally, existing light poles and other utility and roadway infrastructure are located along the length of the proposed project site alignment. This includes the main driveway to the USDA building.

b. Project Background. The proposed project was first envisioned in the Albany Bicycle Master Plan as a way to close the east-west gap between the Ohlone Greenway and the San Francisco Bay Trail (Bay Trail). The project was also ranked as a top priority in the Alameda Countywide Bicycle Plan because of its local and regional significance in the expansion of the county's bicycle network.

[1] A Class I bike path generally provides a completely separated off-street right of way for the exclusive use of bicycles and pedestrians. A Class II bike lane generally provides a dedicated area for bicyclists within the paved street width through the use of striping and appropriate signage.

In 2005, the City engaged in a feasibility analysis of the Buchanan Street path concept. In March 2007, the City obtained a grant from the Alameda County Transportation Improvement Program, (ACTIA) for the development of 35 percent design plans, specifications and engineering for the proposed project. Matching funds for this grant are provided by Albany residents through Measure F. In February 2008 the Albany City Council authorized preparation of the 35 percent plans. Because of the location of the path alignment, and the community interest in the pathway design, the City and the design team have held many meetings with the community and project stakeholders. Key stakeholders include: UC Berkeley, Albany Unified School District, USDA, and the Albany Strollers and Rollers Group, as well as local residents. Approximately 10 meetings have been held with the stakeholders during the project design process in order to discuss different design features or desired amenities. Neighborhood meetings and meetings with the City's Traffic and Safety Commission and City Council have been held throughout the project's development process.

In October 2008, a Tree Survey and Arborist Report (included as Appendix A) was prepared to identify the number and species of trees located along the project site alignment. The City and the design team used this report to determine which trees should be avoided by the proposed pathway and which trees could be removed or replaced. City staff presented this information to the Parks and Recreation Commission, which is the body responsible for granting tree removal permits in the City. The Parks and Recreation Commission recommended a design that would allow for tree replacement opportunities to compensate for the loss of trees identified for removal. Recommendations included adding mid-block bulbouts, wherever feasible, between Cornell Avenue and San Pablo Avenue, and also exploring opportunities for planting new trees adjacent to the UC Berkeley property. These recommendations have been incorporated into the proposed project, where feasible.

At its July 20, 2009 meeting, the City Council approved the Traffic and Safety Commission's recommendation for the preferred path alignment (evaluated in this document as the proposed project). The City is currently meeting with key stakeholders to define right of way easements for the development of 100 percent design plans for the project. The City has also applied for a Safe Routes to Transit (SR2T) Grant for construction of the Class II bicycle lanes from Cornell Avenue to San Pablo Avenue and construction of the Class I path along the south side of Marin Avenue/Buchanan Street from San Pablo Avenue to Jackson Street. Funding for remaining segments is yet to be determined.

Development of the proposed project is influenced by the proximity of other local and regional bicycle and pedestrian facilities located within the vicinity of the site, as well as related projects occurring within the vicinity of the site. These are discussed below.

(1) Regional and Local Trails. As illustrated in Figure 2, bicycle and pedestrian facilities in the vicinity of the project site include the San Francisco Bay Trail (Bay Trail), Ohlone Greenway, Cerrito Creek Trail, the planned Pierce Street Path, and the Buchanan Street Connector Trail, which are further described below.

San Francisco Bay Trail. The Bay Trail is a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 500-mile network of bicycling and hiking trails. It will connect the shoreline of nine Bay Area counties, link 47 cities, and cross the major toll bridges in the region. To date, approximately 290 miles of the alignment have been completed. Within the vicinity of the site, the Bay Trail currently runs through the Albany Mudflats Ecological preserve on the eastern edge of San Francisco Bay and along the western

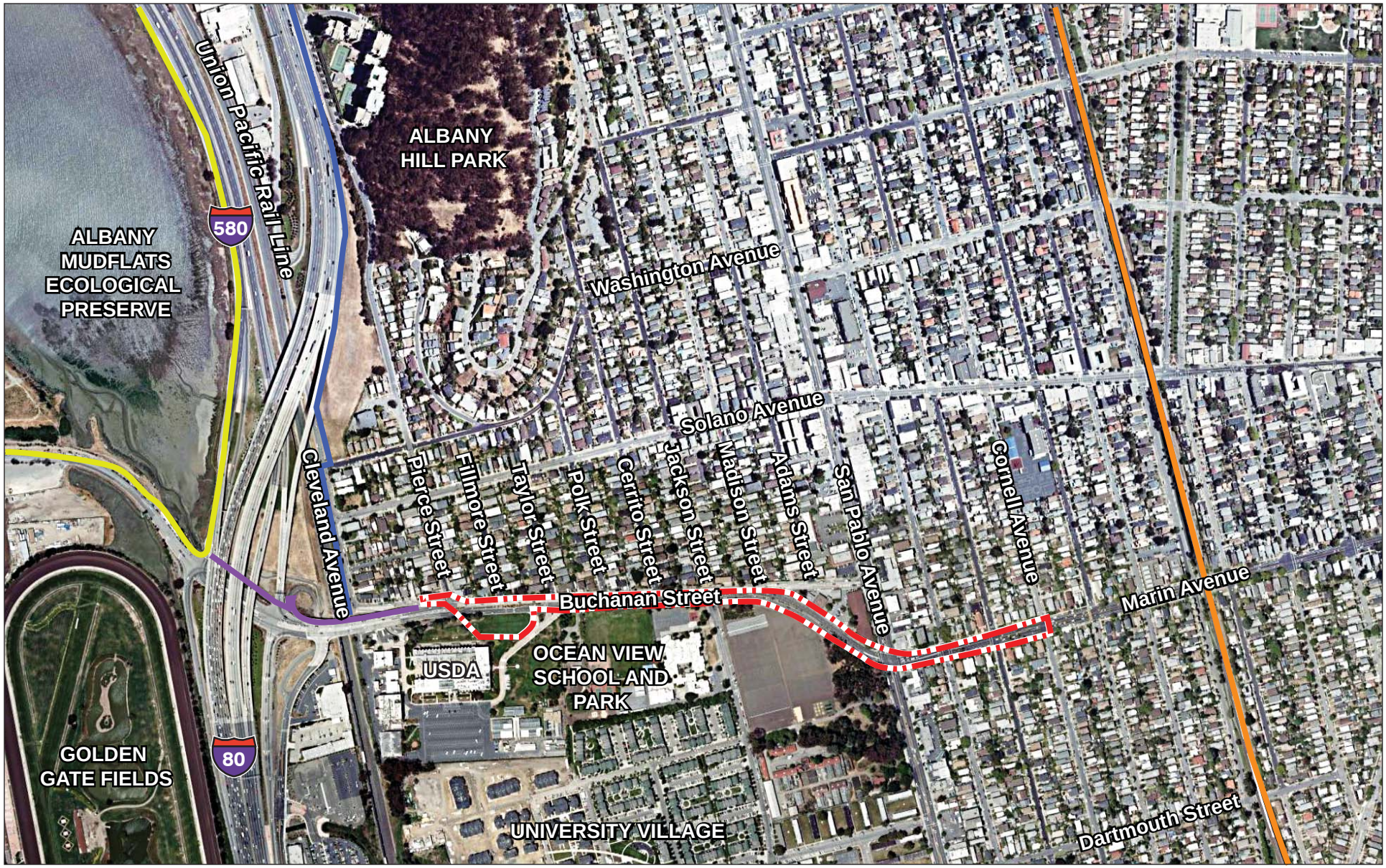

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FIGURE 2

Buchanan Street Bicycle/Pedestrian Path IS/MND

Aerial Photograph and Surrounding Land Uses

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FEET

PROJECT AREA BOUNDARY

SAN FRANCISCO BAY TRAIL

PLANNED PIERCE STREET PATH

OHLONE GREENWAY

BUCHANAN STREET CONNECTOR TRAIL

SOURCE: GOOGLE EARTH; LSA ASSOCIATES, INC., 2009

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terminus of Buchanan Street. Access to the Bay Trail from Buchanan Street is provided by the existing Buchanan Street Connector Trail (described in more detail below).

Ohlone Greenway. The Ohlone Greenway is an approximately 9-acre linear park that provides a continuous bicycle and pedestrian link between Richmond and Berkeley. For most of its length, the Ohlone Greenway runs along what was formerly a railroad right-of-way, and alongside the elevated tracks of the Bay Area Rapid Transit (BART) Richmond line. Most of the pathways are divided for pedestrian and bicycle use.

Cerrito Creek Trail. The Cerrito Creek Trail (not shown on Figure 2) includes a multi-use pathway that is planned to eventually extend west from the Ohlone Greenway through El Cerrito Plaza and along Cerrito Creek to Pierce Street. Permanent and interim alignments, which include El Cerrito streets that are not adjacent to the creek, currently complete the connection. In its final configuration, the trail will extend along the length of El Cerrito Creek. The trail provides local bicycle and pedestrian access to the Pacific East Mall and El Cerrito Plaza.

Pierce Street Path. The City plans to construct a Class I bicycle and pedestrian path along the west side of Pierce Street, beginning at the terminus of the Cerrito Creek Trail. The pathway would continue through vacant Caltrans property immediately east of and adjacent to the I-80 freeway, south along the west side of Cleveland Avenue to connect to the Buchanan Street overcrossing. The pathway will be constructed in phases, with the Pierce Street segment to be constructed by 2011.

Buchanan Street Connector Trail. The Buchanan Street Connector Trail begins at the pedestrian bridge located at the Buchanan Street overcrossing and extends west beneath the I-80 and I-580 overpasses to connect with the Bay Trail. The bridge pathway allows bicyclists and pedestrians to avoid crossing the freeway on-ramps.

(2) Related Projects. Development and design of the proposed project is influenced by three related projects in the immediate vicinity of the site: the University Village project, the Buchanan/ Jackson Signal project and the Marin Avenue/Buchanan Street Utility Undergrounding project. These projects are described in more detail below.

University Village Project. UC Berkeley is currently proposing to develop a 5.3-acre site within the existing University Village, which is located south of the proposed project. The project includes development of a 55,000 square foot Whole Foods Market, 30,000 square feet of retail space, and a 175-unit senior housing facility. A number of improvements would be made at the intersection of Buchanan Street and Jackson Street as part of the University Village project, including: traffic signal modernization, protected left-turn movements on all four approaches, new bulb-outs on the west side of the intersection (including a bus bulb at the southwest corner), and the addition of exclusive left turns on the Jackson Street approaches with the associated loss of a few parking spaces. Dedication of an exclusive right-turn lane along eastbound Marin Avenue, west of San Pablo Avenue is also proposed as part of this project.

Buchanan/Jackson Signal Project. The City recently obtained a Safe Routes to School grant (SR2S) for the replacement of the outdated traffic signal and controller at the intersection of Buchanan and Jackson Streets and the installation of curb ramps and bulbouts at this location. The new signal will feature 4-way protected left turns and will add left turn lanes on both of the Jackson

Street approaches to the intersection with Buchanan Street. In addition, the project includes installation of speed feedback signs on Buchanan Street, striped crosswalks along the intersection of the side streets with Buchanan Street and with Solano Avenue, and additional curb ramps at Madison and Solano Avenues. This project will likely be implemented in the summer of 2010.

Marin Avenue/Buchanan Street Utility Undergrounding Project. The City is currently working with the Pacific Gas and Electric Company (PG&E) to underground all electrical facilities along Marin Avenue/Buchanan Street. This project is anticipated to be implemented between 2011 and 2012, and would likely coincide with development of the proposed project.

c. Proposed Project. As previously described, the proposed project would develop Class I and II bicycle and pedestrian facilities along the length of Marin Avenue/Buchanan Street to complete the connection between the Ohlone Greenway and the Bay Trail. The complete path alignment is shown in Figure 3 and Figures 4a and 4b depict conceptual segments of the proposed project. Figures 5a and 5b depict existing and proposed cross sections for each roadway segment, traveling from east to west. Each component of the proposed project is described in detail below.

(1) Class II Bike Lane. As shown in Figures 4a and 4b, the proposed project would develop Class II bike lanes along both sides of Marin Avenue, beginning at the intersection with existing Class II bike lanes that currently terminate at Cornell Avenue, and continuing west to San Pablo Avenue. The westbound bike lane would be extended from the intersection of San Pablo Avenue and Marin Avenues to the Buchanan Street overcrossing. Sharrow[2] markings and share the road signs would be installed in the eastbound direction on this stretch of the alignment. The striped bike lanes would be 5 feet wide in all locations and would be located between existing parking and travel lanes. The bike lane would not be striped at roadway intersections. No additional right of way would be acquired for development of the Class II bike lanes.

(2) Class I Bicycle/Pedestrian Path. The proposed project would develop a Class I pedestrian and bicycle path along the southern length of Marin Avenue/Buchanan Street, between San Pablo Avenue and Pierce Street. The two-way pathway would be 8 feet wide from San Pablo Avenue to Taylor Street, where it would be widened to 10 feet as it continues west to Pierce Street. Two-foot wide shoulders would be provided on both sides of the Class I path, for a total of 12 to 14 feet, respectively. The path would terminate at this intersection, then continue on the north side of Cleveland Avenue as an 8-foot wide path, where it would connect to the existing pedestrian and bicycle path at the Buchanan Street overcrossing.

This segment of the proposed project would pass through property owned or occupied by UC Berkeley, AUSD, and the USDA. Approximately 19,500 square feet of additional right of way would need to be acquired from UC Berkeley and AUSD. The pathway would also cross through the USDA facility's existing driveway and landscaped areas, requiring approximately 14,400 square feet of additional right of way, for an approximate total of 33,900 square feet.

[2] A "sharrow" is a lane that is shared by both vehicles and bicycles. The lanes have special arrow markings to alert motorists to use caution and allow cyclists to safely travel in these lanes.

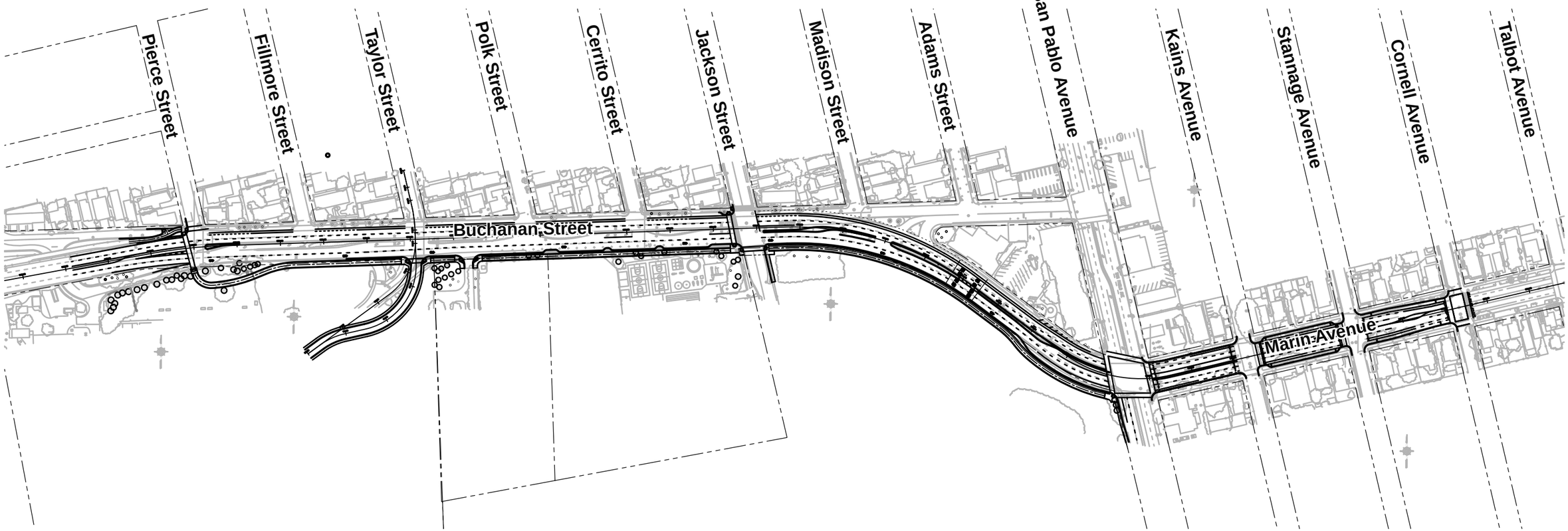

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FIGURE 3

Buchanan Street Bicycle/Pedestrian Path IS/MND
Conceptual Project Alignment

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NOT TO SCALE

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2009
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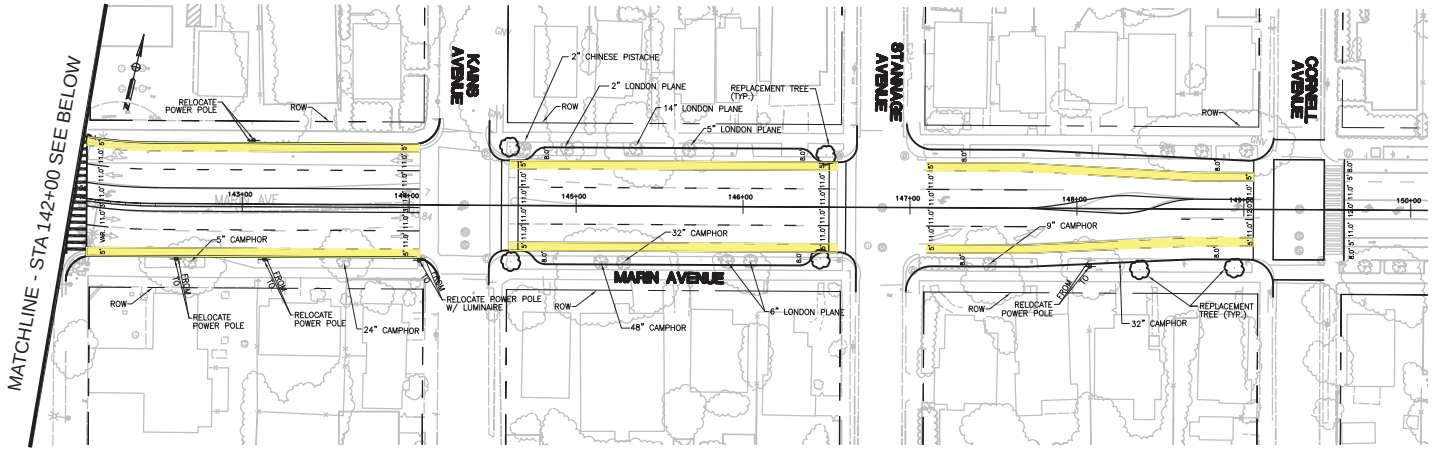
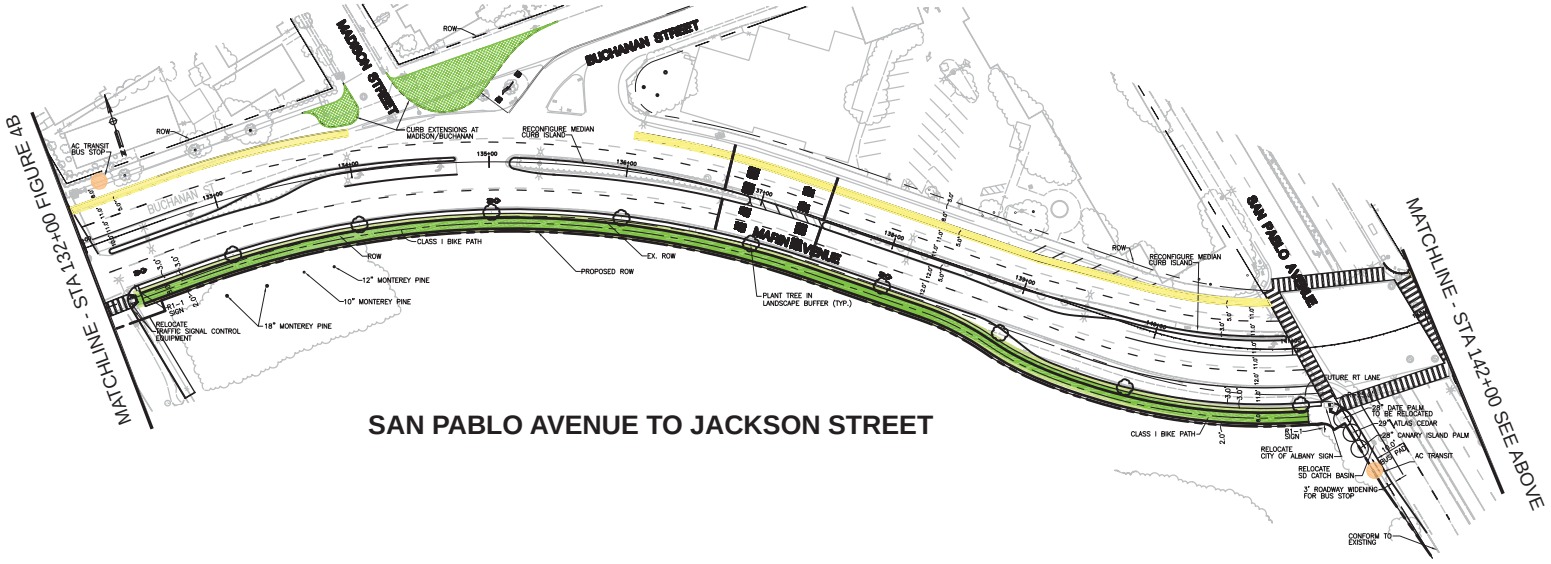


CORNELL AVENUE TO SAN PABLO AVENUE



SAN PABLO AVENUE TO JACKSON STREET

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FIGURE 4a

Buchanan Street Bicycle/Pedestrian Path IS/MND
Conceptual Segments

NOT TO SCALE

SOURCE: AECOM USA, INC, 2009

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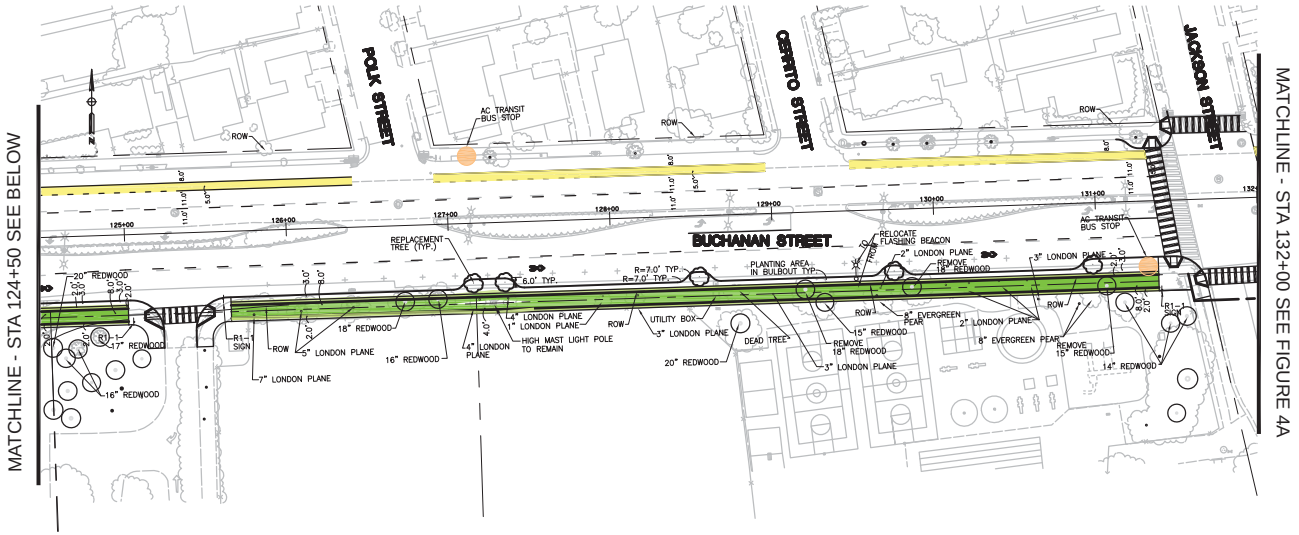
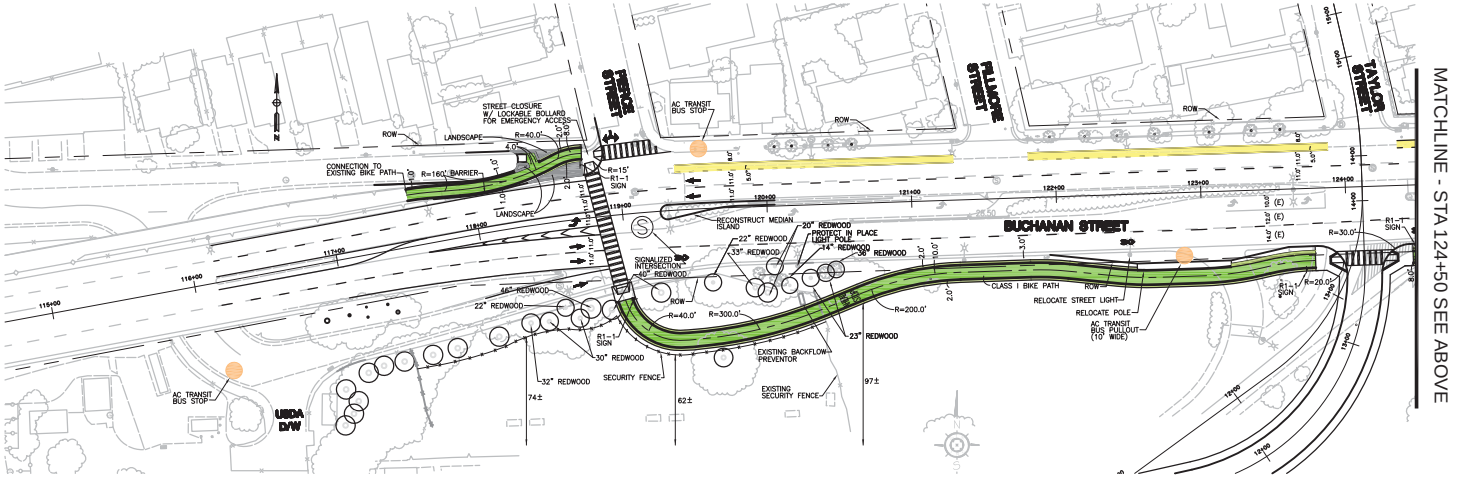


JACKSON STREET TO TAYLOR STREET



TAYLOR STREET TO PIERCE STREET

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FIGURE 4b

Buchanan Street Bicycle/Pedestrian Path IS/MND
Conceptual Segments

NOT TO SCALE

SOURCE: AECOM USA, INC, 2009

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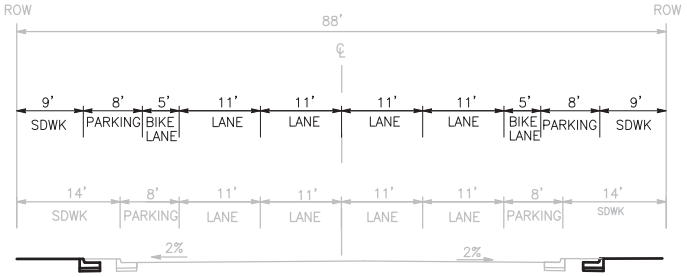
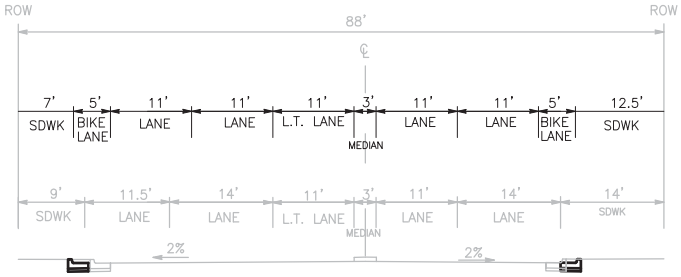


KAINS AVENUE TO CORNELL AVENUE

STA 144+60 TO 149+05



SAN PABLO AVENUE TO KAINS AVENUE

STA 142+00 TO 144+60

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FIGURE 5a

N

NOT TO SCALE

EXISTING CROSS SECTION

PROPOSED CROSS SECTION

Buchanan Street Bicycle/Pedestrian Path IS/MND

Existing and Proposed Cross Sections

SOURCE: AECOM USA, INC. NOVEMBER 2009.

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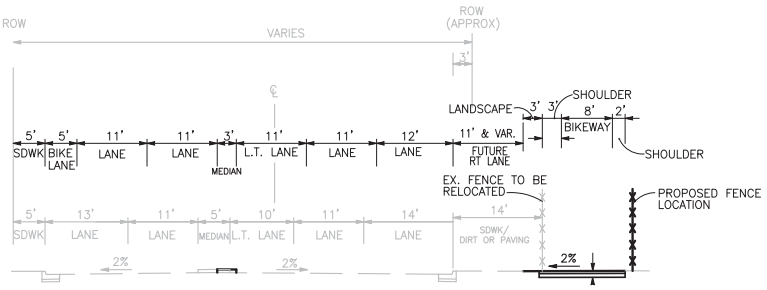
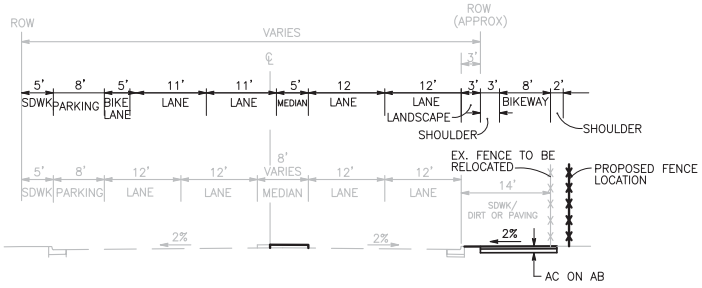


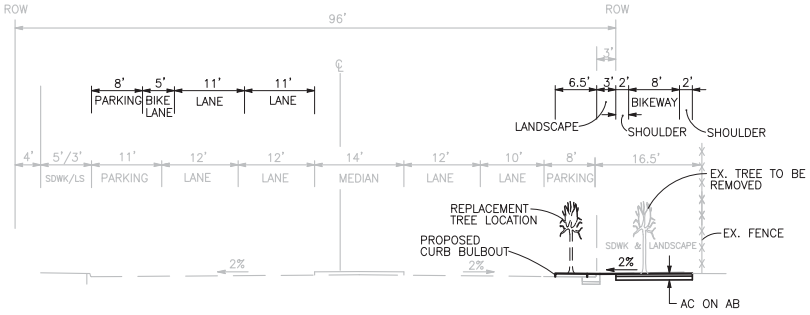
WEST OF SAN PABLO AVENUE

STA 139+50 TO 141+00



JACKSON STREET TO WEST OF SAN PABLO AVENUE

STA 132+00 TO 139+50



PIERCE STREET TO JACKSON STREET

STA 119+00 TO 132+20

LSA

FIGURE 5b

N

NOT TO SCALE

EXISTING CROSS SECTION

PROPOSED CROSS SECTION

Buchanan Street Bicycle/Pedestrian Path IS/MND

Existing and Proposed Cross Sections

SOURCE: AECOM USA, INC. 2009.

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(3) Transportation System Improvements. Construction of the proposed Class I and Class II facilities would require various improvements to the existing street system. A new crosswalk would connect the Class I pathway at Pierce Street and a new signal would be located at the intersection of Buchanan Street and Pierce Street. The signalized crossing would facilitate the path crossing to the north side of the street, where it would continue as a Class I facility to the Buchanan Street overcrossing. This new signalized intersection would allow full vehicular access (left and right turns) from Buchanan Street onto Pierce Street in both directions on Buchanan Street. Left turns from Buchanan Street onto Pierce Street are currently restricted to bus-only movements. This restriction would be lifted with development of the proposed project. Additionally, to accommodate construction of the Class I pathway and its connection to the Buchanan Street overcrossing, Cleveland Avenue would be closed to through traffic and would become a cul de sac at Pierce Street. A lockable bollard would be located at this intersection to allow emergency access.

Another substantial component of the proposed project is the reconfiguration of the existing USDA driveway located generally at the intersection of Buchanan Street and Taylor Street. The driveway is currently configured as a wide intersection that presents safety hazards to pedestrians along Buchanan Street. For the proposed project, the driveway would be reconfigured from a three lane driveway with a dedicated right turn lane and a landscaped median to a two-lane driveway. The overall frontage width of this intersection on Buchanan Street would be reduced from about 220 feet to 50 feet.

Existing travel lanes, parking lanes, medians, and sidewalks along the length of the project site alignment would be narrowed to City standard widths, as shown in Figures 5a and 5b. Approximately 9 existing parking spaces would be removed along the south side of Buchanan Street to accommodate the new bicycle and pedestrian facilities. In addition, mid-block bulbouts would be added along the Cornell Avenue to San Pablo Avenue segment.

(4) Landscaping. A 3-foot wide landscaped buffer would be located along the roadway side of the Class I pathway, with an additional 2- to 3-foot wide shoulder on both sides. Approximately 38 trees would be removed or adversely affected by the proposed project. Bulbouts would be located at various points along the bike lanes and pathway to accommodate replacement tree plantings and to buffer the proposed Class I pathway from the adjacent roadway. Approximately 11 trees would be replaced along the length of the Class I pathway and approximately 10 replacement trees would be planted along the Class I segment adjacent to the UC Berkeley property (Gill Tract) between San Pablo Avenue and Jackson Street.

(5) Utilities and Infrastructure. Where necessary, existing street lights and poles on both sides of Marin Avenue/Buchanan Street would be relocated to accommodate the new Class I facility. New lighting is not proposed as part of the pathway design. The City and project design team would coordinate with the appropriate utility providers for relocation of existing infrastructure. The City is currently working with PG&E on the Marin Avenue/Buchanan Street Utility Undergrounding project, which is estimated to take place sometime between 2011 and 2012.

(6) Grading and Construction. The maximum depth of excavation for construction of the Class I path would be approximately 24 inches. The maximum limit of disturbance on either side of the construction area would be approximately 5 feet.

All existing infrastructure, asphalt, and concrete would be collected and off-hauled. Construction is anticipated to occur outside of the rainy season, between the months of April and October. The

project would be constructed in phases, with construction of the Class II bicycle lanes from Cornell Avenue to San Pablo Avenue and construction of the Class I path along the south side of Marin Avenue/Buchanan Street from San Pablo Avenue to Jackson Street to occur during the first phase, if the application for SR2T funds is successful. The construction period would occur for a duration of 6 months, which is anticipated to commence in Spring 2011, in coordination with the Marin Avenue/ Buchanan Street Undergrounding project. Subsequent phases of construction for completion of pathway would be determined at a later date.

9. Surrounding Land Uses and Setting. As previously described, the project site begins at the intersection of Marin Avenue and Cornell Avenue and continues west along Marin Avenue/Buchanan Street to the Buchanan Street overcrossing, generally located at the intersection of Cleveland Avenue, Pierce Street, and Buchanan Street. Land uses in the vicinity of the site are described below and depicted in Figure 2.

- *North*. Land uses to the north of Marin Avenue/Buchanan Street consist primarily of one- and two-story single- family residential uses east of San Pablo Avenue and medium and high density residences west of San Pablo Avenue. At the intersection of Marin Avenue and San Pablo Avenue, land uses consist of commercial uses, as well as the City of Albany City Hall and administrative offices, Police Department, and Fire Station (all currently undergoing a seismic retrofit). Residential neighborhoods primarily characterize the land uses farther north of the site.
- *East*. Land uses to the east of the site consist primarily of one- and two-story single family residences along Marin Avenue. Class II bicycle lanes are located on both sides of the street and the Ohlone Greenway is located approximately three blocks east of the site, where it intersects with Marin Avenue.
- *South*. East of San Pablo Avenue and south of Marin Avenue, land uses consist primarily of single-family residential neighborhoods. West of San Pablo Avenue and south of Marin Avenue/Buchanan Street, land uses bordering the project site alignment include institutional uses such as land owned by UC Berkeley (known as the Gill Tract), Ocean View Elementary School, Ocean View Park, and the USDA facility. Land uses farther south consist of multiple-family housing (University Village) and Eastshore Highway commercial and industrial uses.
- *West*. Immediately west of the project site's terminus at Pierce Street/Cleveland Avenue is the Buchanan Street overcrossing, which provides pedestrian and bicycle access to the Bay Trail. Interstate 80 (I-80), I-580, and the Union Pacific Railroad line are also located immediately to the west. Buchanan Street continues beneath the freeways and provides vehicle access to the Bay Trail, Eastshore State Park, and Golden Gate Fields. San Francisco Bay and the Albany Mudflats are located farther to the west.

10. Other agencies whose approval may be required:

- United States Department of Agriculture (USDA)
- University of California (UC)
- California Department of Transportation (Caltrans)
- Regional Water Quality Control Board (Water Board)
- Albany Unified School District (AUSD)

Environmental Factors Potentially Affected:

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

❒ Aesthetics	❒ Agricultural Resources	❒ Air Quality
❒ Biological Resources	❒ Cultural Resources	❒ Geology/Soils
❒ Hazards & Hazardous Materials	❒ Hydrology/Water Quality	❒ Land Use/Planning
❒ Mineral Resources	❒ Noise	❒ Population/Housing
❒ Public Services	❒ Recreation	❒ Transportation/Traffic
❒ Utilities/Service Systems	❒ Mandatory Findings of Significance	

Determination. (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

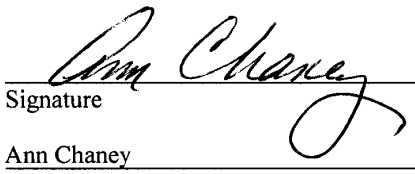
❒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

❒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

❒ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

❒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature — November 6, 2009 (Date)

Ann Chaney (Printed Name) — City of Albany (For)

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	❒	❒	❒	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	❒	❒	❒	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	❒	❒	■	❒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❒	❒	■	❒

a) Have a substantial adverse effect on a scenic vista? ***(No Impact)***

The project site is located along the existing alignment of Marin Avenue/Buchanan Street, between Cornell Avenue and Pierce Street. The site is bordered to the north by residential uses and to the south by residential uses, vacant land, a park, and institutional uses. The City's General Plan[3] identifies views of San Francisco, San Francisco Bay, Albany Hill, and the Berkeley Hills as visual resources within the City. Protection of these views from public viewpoints should be considered with new development. Albany Hill is located less than ¼ mile north of Buchanan Street and San Francisco Bay is located approximately ¾ mile to the west. Views of these scenic resources from Buchanan Street are generally blocked by existing development, although Albany Hill is intermittently visible as motorists, bicyclists, and pedestrians travel east and west on the roadway. Views of Albany Hill would not be affected by the proposed project. While approximately 11 trees would be planted to replace the trees proposed for removal as part of the project, these replacement trees would not grow to a height or width that would adversely block views of Albany Hill. Therefore, the project would result not adversely affect scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? ***(No Impact)***

The project site does not include any portions of a State scenic highway and is not located in the vicinity of a State scenic highway. The closest State scenic highway is a section of I-580 in Oakland, approximately 7 miles away. The proposed project would not impact scenic resources within a State scenic highway.

[3] Albany, City of, 1992. *City of Albany, California General Plan 1990-2010*.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? ***(Less-than-Significant Impact)***

The project site primarily consists of existing paved sections and adjacent rights of way along Marin Avenue and Buchanan Street. Vacant and developed or landscaped areas along the south side of Marin Avenue/Buchanan Street, between San Pablo Avenue and Pierce Street, would be acquired for development of the proposed Class I pathway. Existing vegetation includes ornamental trees and shrubs along the length of the project site alignment, as well as lawn areas on the Ocean View Park and USDA properties. Development of the proposed project could affect approximately 38 existing trees along the site alignment, although the Class I pathway is specifically designed to avoid a number of redwood trees on the USDA property. Tree removal is addressed in Section IV.e. With respect to visual impacts, tree removal would not substantially degrade the existing visual character or quality of the site. The City would plant 11 replacement trees at bulbouts along several segments of the Class I and Class II pathway and approximately 10 replacement trees would be planted along the Class I segment adjacent to the UC Berkeley property (Gill Tract) between San Pablo Avenue and Jackson Street. Project landscaping would also include ornamental grasses and shrubs and would be developed along the most of the southern length of Marin Avenue and Buchanan Street. The proposed project would not only be visually consistent with, but would enhance the visual character of the area.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ***(Less-than-Significant Impact)***

Existing utility and light poles would be removed and relocated as part of the proposed project. No new lighting is proposed, beyond that which already exists. In is anticipated that light fixtures would be replaced at approximately the same locations as existing fixtures. Therefore, the project would not introduce new sources of light or glare to the project area and would not affect day or nighttime views.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	❒	❒	❒	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❒	❒	❒	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	❒	❒	■	❒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? ***(No Impact)***

The project site is classified as "Urban and Built-Up Land" by the State Department of Conservation, Farmland Mapping and Monitoring Program.[4] Therefore, development of the proposed project would not convert agricultural land to non-agricultural uses.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ***(No Impact)***

The project site is not zoned for agriculture use, nor is it under a Williamson Act contract.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? ***(Less-than-Significant Impact)***

No agricultural resources are located on or near the project site, which consists of an existing roadway and associated rights of way in an urban area. New rights of way to be acquired for project development generally include landscaped areas and vacant land dedicated for institutional uses. However, the UC Berkeley property (known as the Gill Tract) located at the intersection of Marin Avenue and San Pablo Avenue is used by the College of Natural Resources as an academic reserve for agricultural experiments. The City would acquire approximately 14,000 square feet of right of way from the northern property boundary for development of the Class I bike path along Marin Avenue/Buchanan Street. Future use of this property, which would be determined by the University of California, would not be affected by the implementation of the proposed project. In addition, this property is not zoned for agricultural production and this and other properties in the vicinity of the site have not been subject to agriculturally productive use in recent history. In addition, development of the proposed project would not result in the extension of infrastructure into an undeveloped area, the development of urban uses on a greenfield site, or other physical changes that would result in the conversion of farmland to non-agricultural uses.

[4] California Department of Conservation. Alameda County Important Farmland 2006, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/ala06.pdf. Accessed February 23, 2009.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	❒	❒	■	❒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❒	■	❒	❒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	❒	■	❒	❒
d) Expose sensitive receptors to substantial pollutant concentrations?	❒	■	❒	❒
e) Create objectionable odors affecting a substantial number of people?	❒	❒	■	❒

a) Conflict with or obstruct implementation of the applicable air quality plan? ***(Less-than-Significant Impact)***

The project site is located within the San Francisco Bay air basin and is subject to the rules and regulations of the Bay Area Air Quality Management District (BAAQMD). The BAAQMD's Bay Area 2005 Ozone Strategy is the latest Clean Air Plan (CAP) applicable to the project site and surrounding area within the air basin. The air quality plan describes air pollution control strategies to be implemented within the San Francisco Bay region, which is classified as a nonattainment area for ozone and particulate matter, and is intended to bring the area into compliance with the requirements of federal and State air quality standards for these pollutants.

Air quality plans use assumptions and projections from local planning agencies, including data used in the development of General Plans, to determine control strategies for regional compliance with air quality standards. The City of Albany General Plan is consistent with the ozone strategy. The project would not require amendments to the General Plan. The proposed project would not lead to increased emissions and would be consistent with the BAAQMD's 2000 CAP and the Bay Area 2005 Ozone Strategy.

The proposed project would: 1) comply with State and national ambient air quality standards; 2) be consistent with the air quality management policies in the current air quality plan; and 3) would not create emissions that exceed the emissions thresholds established in BAAQMD's *CEQA Guidelines*,

December 1999, as discussed in Section III.b, below. As the proposed project would not violate air quality standards or exceed emission thresholds, and is generally consistent with the buildout scenario envisioned in the City's General Plan and current air quality management policies, the project would not conflict with the Ozone Attainment Plan or the CAP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ***(Potentially Significant Unless Mitigation Incorporated)***

Air Quality Emissions. The proposed project would not generate new vehicle trips that would increase ozone precursor or $PM_{2.5}$ emissions such that the project would contribute to the Bay Area's existing non-attainment status. Air pollutant emissions associated with the proposed project would occur over the short term in association with construction activities such as grading and vehicle/equipment use. The discussion below describes potential air quality violations that could occur as a result of construction equipment exhaust emissions and fugitive dust.

Construction Equipment Exhaust Emissions. Construction period emissions would result from development of the proposed project. Construction activities are a source of organic gas emissions. Asphalt used in paving is also a source of organic gases for a short time after its application.

Various diesel-powered vehicles and equipment would be in use during the construction period. In 1998, the California Air Resources Board (ARB) identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). The ARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.[5] High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic (e.g., distribution centers and truck stops) were identified as having the highest associated risk.

Health risks from TACs are a function of both concentration and duration of exposure. Unlike the above types of sources, construction diesel emissions are temporary, affecting an area for a period of days or perhaps weeks. Additionally, construction-related sources are mobile and transient in nature. Residential uses adjacent to the project site could be exposed to health risks from TACs during construction phases. However, due to their short duration and with implementation of Mitigation Measure AIR-1a, below, health risks from construction emissions of diesel particulate would be less than significant.

Construction Dust. Construction dust would affect local air quality at various times during construction of the proposed project. The dry, windy climate of the area during the summer months creates a high potential for dust generation if and when underlying soils are exposed. Clearing, grading and earthmoving activities have a high potential to generate dust whenever soil moisture is low and particularly when the wind is blowing.

Construction activities would result in increased dustfall and locally elevated levels of particulates downwind of construction activity. Construction dust has the potential to create a nuisance at nearby properties.

[5] California Air Resources Board (ARB), 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. October.

Emissions of particulate matter or visible emissions are regulated by the BAAQMD under Regulation 6 "Particulate Matter and Visible Emissions." Specifically, visible particulate emissions are prohibited where the particulates are deposited on real property other than that of the person responsible for the emissions and cause annoyance.

Implementation of the following two-part mitigation measure would reduce construction period air quality impacts resulting from construction equipment exhaust emissions and construction dust to a less-than-significant level.

Mitigation Measure AIR-1a: The City shall require contractors to include the following emissions control measures in construction specifications for the project:

1) Alternative powered construction equipment (i.e., CNG, biodiesel, electric) shall be utilized when feasible;
2) Idling time of diesel powered construction equipment shall be limited to 3 minutes;
3) Heavy-duty (>50 horsepower) off-road vehicles shall achieve a project-wide fleet average of 40 percent NO_x reduction and 45 percent particulate reduction compared to the most recent ARB fleet average.
4) Add-on control devices shall be used such as diesel oxidation catalysts or particulate filters;
5) Construction equipment shall be located away from sensitive receptors, such as fresh air intakes to buildings, air conditioners and operable windows; and
6) The operating hours of heavy duty equipment and/or the amount of equipment in use shall be minimized.

Mitigation Measure AIR-1b: Consistent with guidance from the BAAQMD, the City shall require construction contractors to include the following dust control measures in construction specifications for the project.

Demolition. The following controls shall be implemented during demolition:

1) Water during break-up of pavement to control dust generation;
2) Cover all trucks hauling demolition debris from the site; and
3) Use dust-proof chutes to load debris into trucks whenever feasible.

Construction. The following controls shall be implemented during construction:

1) Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing sensitive land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers to control dust;
2) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard;
3) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;

4) Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites;

5) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets;

6) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);

7) Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)

8) Limit traffic speeds on unpaved roads to 15 mph;

9) Install sandbags or other erosion control measures to prevent silt runoff to public roadways;

10) Replant vegetation in disturbed areas as quickly as possible;

11) Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;

12) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph;

13) Route any temporary haul roads to the soil stockpile area away from existing sensitive receptors to the extent feasible. Any temporary haul roads shall be surfaced with gravel and regularly watered to control dust or treated with an appropriate dust suppressant;

14) Utilize water sprays to control dust when material is being added or removed from the stockpile. When the stockpile is undisturbed for more than 1 week, the storage pile shall be treated with a dust suppressant or crusting agent to eliminate blown dust generation; and

15) All neighboring properties located within 500 feet of property lines of a construction area shall be provided with the name and phone number of a designated construction operation control coordinator who will respond to complaints within 24 hours by suspending all dust producing activities or providing additional personnel or equipment for dust control deemed necessary. The phone number of the BAAQMD pollution complaints contact shall also be provided. The dust control coordinator shall be on-call during construction hours. The coordinator shall keep a log of complaints received and remedial action taken in response.

According to the BAAQMD, if control measures of the type set forth above are implemented, then air pollution from emissions from construction activities would be considered less-than-significant.

Greenhouse Gas Emissions. At this time, there has been limited direction from the State or the region regarding specific thresholds of significance. In July 2009 the Natural Resources Agency began the rulemaking process for certifying and adopting CEQA Guideline Amendments for greenhouse gas emissions. The BAAQMD is also conducting a public review process for updated CEQA guidelines, including establishing thresholds of significance for greenhouse gas emissions. Both processes are anticipated to be completed by early 2010. The following considerations were developed for the proposed project from a review of recent publications and actions from ARB that address how the state plans to achieve goals of reducing greenhouse gases. These considerations include: (1) Would the project have the potential to conflict with the 44 early action strategies identified by ARB; or (2) Would the project conflict with the State goal of reducing greenhouse gas emis-

sions in California to 1990 levels by 2020 as set forth by the timetable established in AB 32, Global Warming Solutions Act of 2006.

These considerations will be used to evaluate whether the projects would conflict with the State goals for reducing greenhouse gas emissions. If a project implements (when applicable) or does not conflict with strategies identified above, it could reasonably follow that the project would not result in a significant contribution to the cumulative impact of global climate change.

The 44 early action items focus on industrial production processes, agriculture, and transportation sectors. Early action items associated with industrial production and agriculture do not apply to the proposed project. The transportation sector early action items such as truck efficiency, low carbon fuel standard, proper tire inflation, truck stop electrification and strengthening light duty vehicle standards are also not specifically applicable to the proposed project. Therefore, the proposed project would not conflict with early action items and no significant global climate change impacts associated with this project would occur.

The project would increase pedestrian and bicycle access through Albany, allowing for longer-distance bike commutes and connectivity between the Bay Trail (via the Buchanan Street overcrossing) and the Ohlone Greenway, which could contribute to an overall reduction in regional greenhouse gas emissions. Therefore, this project would not conflict with the goals of AB 32 and SB 375, which require planning agencies to develop strategies for meeting greenhouse gas emission targets as part of regional transportation plans. Based on the project's consistency with these measures, the project would not have a significant impact on global climate change.

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

As of September 2009, the San Francisco Bay air basin is classified as nonattainment for ozone (O_3), PM_{10}, and $PM_{2.5}$ per State standards. The air basin is classified as nonattainment for ozone under the federal standard.[6]

The proposed project would develop Class I and II bicycle and pedestrian facilities along the length of an existing roadway and immediately adjacent rights of way, and would not generate new vehicle trips. Therefore, it would not increase ozone precursor emissions such that the proposed project would contribute substantially to the Bay Area's existing ozone nonattainment status. Temporary increases in PM_{10}, and $PM_{2.5}$ due to construction of the proposed project would be minimized by implementation of Mitigation Measure AIR-1a and AIR-1b. In addition, the project, which would increase pedestrian and bicycle access through Albany, would not substantially increase vehicle trips to the project site and associated cumulative long-term air quality impacts. By allowing for longer-distance bike commutes and connectivity between existing bicycle and pedestrian facilities, such as the Class II bike lanes that currently exist on Marin Avenue, the Ohlone Greenway, the Bay Trail (via the Buchanan Street overcrossing), and the future Pierce Street Bicycle/Pedestrian Path and Cerrito

[6] Bay Area Air Quality Management District, 2009. Website: www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm. September 28.

Creek Trail further to the north, the proposed project could result in a decrease in the emission of criteria pollutants associated with internal combustion engines. Thus, the project would not generate long-term emissions in excess of the BAAQMD's air quality thresholds and would not result in a cumulatively considerable net increase of any criteria pollutant. The project's impact would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations? ***(Potentially Significant Unless Mitigation Incorporated)***

Construction of the proposed project could expose surrounding, sensitive land uses to airborne particulates and fugitive dust, as well as pollutants associated with the use of construction equipment (e.g., diesel-fueled vehicles and equipment). Sensitive receptors are facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Sensitive receptors in the vicinity of the project site include: single-family residences on both sides of Marin Avenue and on the north side of Buchanan Street and Ocean View Elementary School and Ocean View Park. Construction of the proposed project could expose these sensitive receptors to increased levels of particulate matter and toxic air contaminants during the construction period. However, implementation of Mitigation Measures AIR-1a and AIR-1b would reduce this impact to a less-than-significant level.

Operation of the bicycle and pedestrian path holds the potential to reduce pollutant concentrations as commuters shift from autos to bicycles.

e) Create objectionable odors affecting a substantial number of people? ***(Less-than-Significant Impact)***

Development of the proposed project would not result in the removal or disturbance of large quantities of saturated or hydric soils with high proportions of organic matter that would cause objectionable odors during desiccation. Construction and operation of the proposed bicycle and pedestrian path and associated facilities would not create objectionable odors.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❒	■	❒	❒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❒	❒	❒	■
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	❒	❒	❒	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❒	■	❒	❒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❒	■	❒	❒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	❒	❒	❒	■

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

The proposed project located in an urbanized area and is mostly developed with existing roadways and adjacent rights of way. Existing vegetation on the site consists of trees, shrubs, and open lawn areas used for ornamental landscaping. Due to past disturbance within and around the proposed project site and consequent lack of suitable native habitats, the proposed project would not result in any impacts to special-status plant species.

Special-status wildlife species known to occur in the region and for which suitable habitat is present on the project site, include: white-tailed kite (*Elanus leucurus*; a California Fully Protected Species [CFP]), northern harrier (*Circus cyaneus*; a California Species of Special Concern [CSC]), and Bryant's savannah sparrow (*Passerculus sandwichensis alaudinus*; CSC). The white-tailed kite, northern harrier, and Bryant's savannah sparrow are known to occur in the vicinity of the Berkeley Marina and may occasionally forage over the project site and, though considered unlikely, could nest on the site. The CNDDB contains a 1994 record (Occurrence #59) of a pair of white-tailed kites nesting approximately 1.3 mile southwest of the project site in a tree on the north side of the Berkeley

Marina and a 1990 record (Occurrence #13) of white-tailed kites nesting approximately 2.6 miles to the northwest on Brooks Island in Richmond. This species has also been observed nesting in an acacia tree on Cedar Street in Berkeley, less than 1 mile southeast of the project site.[7] Northern harriers are known to nest less than 1 mile southwest of the project site in a meadow near the Berkeley Marina (CNDDB occurrence #15). LSA biologists have observed Bryant's savannah sparrow foraging in Cesar Chavez Park and they likely nest at this location based on the presence of suitable habitat.

Native birds including white-tailed kite, northern harrier, and Bryant's savannah sparrow could nest on or near the project site and, therefore, could be adversely affected by the project, particularly tree removal and trimming during the construction period. Implementation of the following two-part mitigation measure would ensure that potential impacts to the above-described special-status and common native bird species would be reduced to a less-than-significant level.

> Mitigation Measure BIO-1a: For construction activities occurring during the nesting season (February 1 through August 31), a qualified biologist shall conduct nesting bird surveys no more than 30 days prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate active nests on or immediately adjacent to the project site. If construction activities are delayed, additional preconstruction surveys, at 30 day intervals, shall be completed until construction is initiated.
>
> Mitigation Measure BIO-1b: If nesting birds are identified on the project site, the locations of active nests shall be mapped and protective measures implemented. Protective measures shall include establishment of clearly delineated (i.e., orange construction fencing) exclusion zones around each nest site. Each exclusion zone shall have a 300-foot radius centered on the nest tree for raptor nests and a 50-foot radius centered on the nest for other birds. Active nest sites shall be monitored periodically throughout the nesting season to identify any sign of disturbance. These protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active nest. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to the City and CDFG by November 30 of each year during the construction period.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ***(No Impact)***

The project site does not support any riparian habitats or other sensitive natural communities. Therefore, no impact to these habitats or communities would occur as a result of the proposed project.

[7] LSA Associates, Inc. Personal observation in 2002.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ***(No Impact)***

The project site does not support any federally protected wetlands. Therefore, no impact to federally protected wetlands would occur as a result of the proposed project.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ***(Potentially Significant Unless Mitigation Incorporated)***

The proposed path would not interfere with wildlife movement. Wildlife that currently move through the site would continue to do so after the project is complete since the site itself and other adjacent uses would remain largely unaltered following construction. In addition, most of the species that likely occur in the area are generalists that are adept at moving through urban and semi-urban landscapes. The relatively limited extent of habitat loss that would result from the project would not affect the ability of these species to move through the project site and surrounding areas following construction of the project.

Several trees and shrubs would be removed or disturbed during construction of the proposed project. Construction activities on the project site could temporarily affect nesting birds both on the site and in adjacent habitats. Trees and shrubs on the project site, if occupied by nesting native birds, could be considered a wildlife nursery site. Therefore, destruction or abandonment of an active nest as a result of project related activities would result in direct effects to a wildlife nursery site. Implementation of Mitigation Measures BIO-1a and BIO-1b would ensure that potential impacts to birds and their nursery sites are reduced to a less-than-significant level.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ***(Potentially Significant Unless Mitigation Incorporated)***

Tree removal in the City of Albany typically requires a permit under Section 20.48 of the City's Municipal Code. A *Tree Report and Arborist Survey*[8] (see Appendix A) was prepared for the proposed project to help inform the project design and to identify the number, location, and species of trees that would be affected by the project. Based on the current project plans, approximately 38 trees along the length of Marin Avenue/Buchanan Street would be affected by project construction. This includes approximately 19 london plane trees, 7 camphor trees, 6 coast redwoods, 2 evergreen pear trees, and 1 chinese pistache, pine, incense cedar, and purple leaf plum trees. Besides direct removal of trees, construction could also adversely impact the root system of trees where the grading limits of the proposed path are within the dripline of any tree canopy.

In addition to identifying the trees to be affected by the project, the report also makes recommendations for tree replacement and treatment of trees that would be affected by the project, but not removed. The design of the proposed project incorporates these recommendations, to the extent

[8] LSA Associates, Inc., 2008. *Arborist Survey Report, Buchanan Street Bicycle/Pedestrian Path Project, Albany, California*. October 24.

feasible. To ensure compliance with the City's tree ordinance, the following two-part mitigation measure, which is detailed in the Tree Report and Arborist Survey, shall be implemented.

Mitigation Measure BIO-2a: Root or canopy pruning along the length of the project site shall be monitored by a certified arborist or the City's urban forester.

Mitigation Measure BIO-2b: Appropriate care shall be provided to trees proposed for retention. Initially the trees shall be protected by enclosing them within a tree protection zone (TPZ). The TPZ and associated elements would prevent direct damage to the trees and their growing environment during the construction process.

A TPZ shall be established around each tree or group of trees by installing a fortified fence around the perimeter of the tree(s). The fencing shall be installed before site preparation, construction activities, or tree trimming begins and shall consist of chain-link fencing material supported by metal posts driven into the ground. A more substantial barrier shall be placed around trees with qualities that make them important to or prized by the community. For broad canopy trees the TPZ shall be located at a distance slightly beyond the drip line, where feasible. For trees with narrow or irregular shaped canopies, a larger diameter TPZ may be required by the certified arborist or the City's urban forester. Required actions associated with this tree protection include deep irrigation of the trees once a month prior to and during construction activities. Additionally there shall be no soil disturbance within the TPZ and the soil shall be dressed with a 3- to 4-inch layer of bark mulch (mulch should not make contact with the tree bark).

Heavy machinery shall not be allowed to operate or park within the TPZ unless the following actions are implemented. If it is necessary for heavy machinery to operate within the dripline of the protected trees, then a layer of mulch or pea gravel at least 4 inches in depth shall be placed on the ground beneath the dripline. A¾-inch sheet of plywood shall be placed on top of the mulch. The plywood and mulch will reduce compaction of the soil within the dripline.

Debris or materials shall not be placed within TPZs or against tree trunks. It may be necessary to trim the canopy of a tree to reduce the hazard of accidental limb failure or to allow the movement of construction machinery. Although no specific branch or branches are recommended for removal, planned tree work should consider removing dead, crossed and/or malformed limbs. All branches to be removed should be pruned back to an appropriate size laterally or to the trunk by following proper pruning guidelines. A professional tree company with certified arborists shall be retained to do this work.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan? ***(No Impact)***

The proposed project would not conflict with the provisions of any adopted or other approved local, regional, or State habitat conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	❒	■	❒	❒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	❒	■	❒	❒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❒	■	❒	❒
d) Disturb any human remains, including those interred outside of formal cemeteries?	❒	■	❒	❒

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? ***(Potentially Significant Unless Mitigation Incorporated)***

The proposed project would develop bicycle and pedestrian facilities within disturbed areas that include existing roadways and immediately adjacent vacant and landscaped lands. No known historical resources are located within or in the vicinity of the proposed path alignment. However, it is possible that historical resources, as defined by *CEQA Guidelines* section 15064.5, could be encountered during construction activities. Implementation of the following mitigation measure would ensure that potential impacts to historic resources that may be encountered during project activities would be reduced to a less-than-significant level.

> Mitigation Measure CULT-1: Should an archaeological resource be encountered during project construction activities, the construction contractor shall halt construction in the vicinity of the find and immediately notify the City of Albany. Construction activities shall be redirected and a qualified archaeologist, in consultation with the City, shall: 1) evaluate the archaeological deposit to determine if it meets the CEQA definition of a historical or unique archaeological resource and 2) make recommendations about the treatment of the deposit, as warranted. If the deposit does meet the CEQA definition of a historical or unique archaeological resource, then it shall be avoided to the extent feasible by project construction activities. If avoidance is not feasible, then adverse effects to the deposit shall be mitigated as specified in *CEQA Guidelines* section 15126.4(b) (for historic resources) or CEQA section 21083.2 (for unique archaeological resources). This mitigation may include, but is not limited to, a thorough recording of the resource on Department of Parks and Recreation Form 523 records, or archaeological data recovery excavation. If data recovery excavation is warranted, *CEQA Guidelines* section 15126.4(b)(3)(C), which requires a data recovery plan prior to data recovery excavation, shall be followed. If the significant identified resources are unique archaeological resources, mitigation of these resources shall be subject to the limitations on mitigation measures for archaeological resources identified in CEQA sections 21083.2(c) through 21083.2(f).

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ***(Potentially Significant Unless Mitigation Incorporated)***

It is possible that archaeological resources, as defined by CEQA section 21083.2(g) could be encountered during construction activities. Implementation of Mitigation Measure CULT-1 would ensure that impacts to any archaeological resources discovered during construction would be reduced to a less-than-significant level.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***(Potentially Significant Unless Mitigation Incorporated)***

Although there is no documentation that suggests paleontological resources are present within or in the vicinity of the project site, there is a possibility that construction activities could uncover paleontological resources beneath the surface. Implementation of the following mitigation measure would ensure that potential impacts to paleontological resources would be reduced to a less-than-significant level.

> Mitigation Measure CULT-2: If paleontological resources are encountered during site preparation or grading activities, all work within 25 feet of the discovery shall be redirected until a qualified paleontologist has assessed the discoveries and made recommendations. Paleontological resources include fossil plants and animals, and evidence of past life such as trace fossils and tracks.
>
> If the paleontological resources are found to be significant, adverse effects to such resources shall be avoided by project activities to the extent feasible. If project activities cannot avoid the resources, the adverse effects shall be mitigated. In accordance with *CEQA Guidelines* Section 15126.4(b)(3), mitigation may include data recovery and analysis, preparation of a final report, and the formal transmission or delivery of any fossil material recovered to a paleontological repository, such as the University of California Museum of Paleontology (UCMP). Upon completion of project activities, the final report shall document methods and findings of the mitigation and be submitted to the City of Albany and a suitable paleontological repository.

d) Disturb any human remains, including those interred outside of formal cemeteries? ***(Potentially Significant Unless Mitigation Incorporated)***

The potential to uncover Native American human remains exists in locations throughout California. Although not anticipated, human remains could be identified during site-preparations and grading activities, specifically within the undeveloped or landscaped areas of the site, resulting in a significant impact to Native American cultural resources. Implementation of the following Mitigation Measure would reduce potential adverse impacts to human remains to a less-than-significant level.

> Mitigation Measure CULT-3: If human remains are encountered during construction activities, work within 25 feet of the discovery shall be redirected and the Alameda County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with the appropriate agencies. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most

Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the City of Albany and the Northwest Information Center.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❒	❒	❒	■
ii) Strong seismic ground shaking?	❒	❒	■	❒
iii) Seismic-related ground failure, including liquefaction?	❒	❒	■	❒
iv) Landslides?	❒	❒	❒	■
b) Result in substantial soil erosion or the loss of topsoil?	❒	■	❒	❒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	❒	❒	■	❒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	❒	❒	■	❒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	❒	❒	❒	■

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ***(No Impact)***

Fault rupture is the displacement of the earth's surface resulting from fault movement associated with an earthquake. There are 30 known faults in the Bay Area that are considered capable of generating earthquakes. The Hayward Fault is the nearest active fault to the project site, and is located approximately 2 miles northeast of the project site.

The project site is not located within a State of California Earthquake Fault zone for active faults (formerly referred to as Alquist-Priolo Special Study Zones). Since surface faulting or ground rupture tends to occur along previous fault lines, and identified fault lines or similar surface expressions are not located within the vicinity of the project site, construction of the proposed project would not adversely affect persons or structures due to the rupture of a known earthquake fault.

ii) Strong seismic ground shaking? ***(Less-than-Significant Impact)***

The project site is located in the San Francisco Bay Area, which is one of the most seismically active regions in the United States. Historically, numerous moderate to strong earthquakes have been generated in northern California by several major faults and fault zones in the San Andreas Fault Zone system. The level of active seismicity results in a classification of the San Francisco Bay Area as seismic hazard Zone 4 (the highest risk category) in the California Building Code (CBC).

As it affects a much broader area, ground shaking, as opposed to surface fault rupture, is the cause of most damage during earthquakes. Three major factors that affect the intensity of ground shaking at a site in an earthquake are: (1) the size (magnitude) of the earthquake; (2) the distance to the fault that generated the earthquake; and (3) the geologic materials that underlie the site. Thick, loose soils, such as bay mud, tend to amplify and prolong ground shaking.

The adverse impacts of seismically-generated ground shaking on infrastructure, structures, and people can be reduced to acceptable levels by incorporating appropriate seismic design standards and construction and conforming to current best standards for earthquake resistant construction per the CBC and Seismic Hazards Mapping Act. Construction of the proposed Class I bicycle and pedestrian path on the south side of Marin Avenue/Buchanan Street and modifications to the existing roadway and adjacent rights of way would be consistent with applicable design codes and City standards for construction of such facilities. The proposed project would not construct new structures and potential safety hazards associated with seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction? ***(Less-than-Significant Impact)***

Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface that lose strength during ground shaking. Due to the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively

close to the ground surface. However, loose sands that contain a significant amount of fines (minute silt and clay fraction) may also liquefy.

Liquefaction hazard maps provided by the Association of Bay Area Governments identify the project site as having a "moderate" to "low" potential for liquefaction during a seismic event.[9] Construction of the proposed Class I bicycle and pedestrian path on the south side of Marin Avenue/Buchanan Street and modifications to the existing roadway and adjacent rights of way would be consistent with applicable design codes and City standards for construction of such facilities. Therefore, potential safety hazards associated with ground failure and liquefaction would be less than significant.

iv) Landslides? ***(No Impact)***

The project site is relatively flat and is comprised of existing roadways and adjacent rights of way. The proposed project would not be subject to landslide activity.

b) Result in substantial soil erosion or the loss of topsoil? ***(Potentially Significant Unless Mitigation Incorporated)***

The potential for soil erosion exists during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established or hardscape is installed. Implementation of Mitigation Measure HYDRO-1, which requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the project (see Section VIII.a, below), would reduce potential erosion impacts to a less-than-significant level.

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

Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the project site. Landscape irrigation infrastructure for the proposed project would connect to the City's water infrastructure and would not utilize groundwater resources; therefore, subsidence or collapse of site soils is not likely.

Lateral spreading is a form of horizontal displacement of soils toward an open channel or other "free" face, such as an excavation boundary. Lateral spreading can result from either the slump of low cohesion unconsolidated material or more commonly by liquefaction of either the soil layer or a subsurface layer underlying soil material on a slope, resulting in gravitationally driven movement. Earthquake shaking leading to liquefaction of saturated soil can result in lateral spreading where the soil undergoes a temporary loss of strength. As discussed in Section VI.a, the project site is relatively flat and would not be susceptible to liquefaction or landslides. Therefore, potential impacts associated with landslides, lateral spreading, and liquefaction would be less than significant.

[9] Association of Bay Area Governments. 2009. Liquefaction Scenario Hazard Maps. Website: www.abag.ca.gov/bayarea/eqmaps/liquefac/ liquefac.html. September 30.

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

Expansive soil undergoes changes in volume that correspond with changes in water content (i.e., expansive soil shrinks when dry and swells when wet). Expansive soils on the project site could result in differential soil movement and resultant damage to the proposed path and accessory structures (i.e., lighting fixtures, signs, etc). However, project compliance with applicable design standards would ensure that the proposed project would not create a substantial risk to life or property due to the presence of expansive soils at the site.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ***(No Impact)***

The proposed bicycle and pedestrian facilities and associated improvements would not require the treatment or disposal of wastewater; therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❒	❒	■	❒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❒	■	❒	❒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❒	❒	■	❒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	❒	❒	❒	■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	❒	❒	❒	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	❒	❒	❒	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❒	❒	■	❒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❒	❒	■	❒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***(Less-than-Significant Impact)***

Although small quantities of commercially-available hazardous materials could be used during project construction activities (e.g., oil, gasoline, paint) and for landscape maintenance within the project site, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, development of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ***(Potentially Significant Unless Mitigation Incorporated)***

Development of the proposed project would not result in the release of substantial quantities of hazardous materials into the environment. Utility providers would be consulted and the City would work with the providers to relocate existing utility poles and other infrastructure along the roadway. Concrete removal and disposal would be performed in accordance with City standards. However, demolition and excavation activities at the site, particularly within the undeveloped and landscaped areas immediately adjacent to Marin Avenue/Buchanan Street, could expose construction workers and the public to contaminated site soils. Exposure of construction workers to contaminated soils during grading and construction could result in adverse health effects, depending on the duration and extent of exposure and type of contamination. As is the case for any project that proposes excavation, there is the potential for unknown hazardous material contamination to be encountered during project construction. Implementation of the following mitigation measure would ensure that potential impacts associated with contaminated site soils would be less than significant.

> Mitigation Measure HAZ-1: Prior to construction activities the construction contractor shall prepare a contingency plan that includes procedures to follow should suspected hazardous waste be encountered during construction. The Caltrans Construction Hazardous Waste Contingency Plan or an equivalent plan shall form the basis of the contingency plan. The plan

shall include procedures for notifying the City and for protecting the safety of workers and the public until the nature of the suspected hazardous materials can be determined.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* ***(Less-than-Significant Impact)***

Ocean View Elementary School and Ocean View Park are located immediately adjacent to the project site. The proposed project does not include facilities that would result in emissions of hazardous materials or the regular handling of hazardous waste. Hazardous materials, including pesticides, fuels, and paint, could be used temporarily on the site during the construction period. However, the use of these materials would not pose a hazard to children that attend school or visit the park within the vicinity of the project site.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?* ***(No Impact)***

The project site is not located on the list of hazardous materials sites prepared pursuant to Government Code Section 65962.5[10] and would not pose a significant health hazard to the public or environment.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?* ***(No Impact)***

Oakland International Airport, which is the closest airport to the project site, is located approximately 12 miles southeast of the site. The proposed project would not be located in an airport land use plan or within 2 miles of a public or public use airport. Therefore, development of the proposed project would not expose people to airport-related hazards.

f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?* ***(No Impact)***

The project site is not located within the vicinity of a private airstrip. Therefore, development of the proposed project would not expose people to airport-related hazards.

g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* ***(Less-than-Significant Impact)***

The proposed project would enhance pedestrian and bicycle access and circulation in the vicinity of the project site, and would improve the ability of bicyclists and pedestrians to travel in the event of an emergency or evacuation. Development of the proposed project would not impair the implementation of or substantially interfere with an adopted emergency response plan or emergency evacuation plan.

[10] California Department of Toxic Substances Control, 2009. Website: www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. September 30.

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

According to ABAG maps of wildland fire risk areas, sections of Buchanan Street are identified as a "community at risk."[11] The project, which would develop bicycle and pedestrian facilities on existing rights-of-way and vacant land, would not introduce inappropriate uses or materials to the site – for example, introducing housing or a large amount of fire-susceptible vegetation to the site – that would increase the risk of wildland fires on the site. Therefore, this impact would be less than significant.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	❒	■	❒	❒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	❒	❒	■	❒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❒	❒	■	❒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	❒	❒	■	❒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	❒	■	❒	❒
f) Otherwise substantially degrade water quality?	❒	❒	■	❒

[11] Association of Bay Area Governments, 2009. *Wildland Urban Interface-Fire Threatened Communities*. Website: http://www.abag.ca.gov/bayarea/eqmaps/wildfire. September 30.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❒	❒	❒	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❒	❒	❒	■
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	❒	❒	■	❒
j) Inundation by seiche, tsunami, or mudflow?	❒	❒	❒	■

a) Violate any water quality standards or waste discharge requirements? ***(Potentially Significant Unless Mitigation Incorporated)***

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the Clean Water Act). The NPDES program objective is to control and reduce pollutants to water bodies from stormwater and non-stormwater discharges. Locally the NPDES program is administered by the Water Board. The Water Board has conveyed responsibility for implementation of stormwater regulations in the vicinity of the project site to the Alameda Countywide Clean Water Program (ACCWP).[12] The ACCWP maintains compliance with the NPDES Permit and promotes stormwater pollution prevention within that context. Compliance with the NPDES Permit is mandated by state and federal statutes and regulations. Participating agencies (including the City of Albany)[13] must comply with the provisions of the County permit by ensuring that new development and redevelopment mitigate water quality impacts to stormwater runoff both during construction and operation periods of projects. The required stormwater management provisions are described in Water Board Order R2-2003-0021 (NPDES Permit No. CAS0029831).[14]

New development and significant redevelopment projects that that would create or replace more than 10,000 square feet of impervious surface are subject to Provision C.3 of the Water Board order. The proposed project would create up to 33,900 square feet of impervious surface and therefore would be required to meet all the terms of the permit. However, given that the path would have 2-foot wide pervious shoulders on either side of the Class I facility and a 3-foot wide pervious landscaped buffer on the roadway side, the net increase in impervious surface would likely be approximately 18,000 square feet.

[12] Alameda Countywide Clean Water Program (ACCWP). Program Information, www.cleanwaterprogram.com /aboutus_home.htm, (accessed April 2, 2009).

[13] City of Albany, 2009. Urban Runoff Program, www.albanyca.org/index.aspx?page=505, (accessed April 3, 2009).

[14] Water Board, 2003. Alameda Countywide NPDES Municipal Stormwater Permit, Order R2-2003-0021, www.waterboards.ca.gov/sanfranciscobay/board_decisions/adoporders.shtml, (accessed April 2, 2009).

During the construction period, grading and excavation activities would result in exposure of soil to runoff, potentially causing erosion and entrainment of sediment and contaminants in the runoff. Soil stockpiles and excavated areas on the project site would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation and pollutants in stormwater.

The potential for chemical releases is present at most construction sites given the types of materials used, including fuels, oils, paints, and solvents. In addition, as described in Section VII.b, soils on the site could contain previously unidentified contaminants. Site grading during the construction period could result in releases of contaminants in site soils. Once released, these substances could be transported to San Francisco Bay in stormwater runoff, wash water, and dust control water, potentially reducing water quality. Erosion of contaminated soils could result in the transport of pollutants (along with the sediments) to the Bay. The proximity of the project site to the Bay reduces the chances that the pollutants would be naturally attenuated in a standard-design storm drainage system prior to discharge to the Bay. Implementation of the following mitigation measure would ensure that potential impacts to water quality during construction and operation of the proposed project would be reduced to a less-than-significant level.

Mitigation Measure HYDRO-1: The project contractor shall comply with the City of Albany Municipal Code relating to grading projects, erosion control, and discharge regulations and requirements (Chapter XX, Section 15-4.7). In addition, the construction contractor shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction of and life of the project. The SWPPP shall act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with the implementation and operation of the proposed project. The SWPPP shall include:

1) Specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. Specific and detailed BMPs included in the SWPPP shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g. fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.
2) Specific BMPs designed to reduce erosion of exposed soil that may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased if grading is performed during the heavy rainy season, as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMP's selected shall focus on erosion control (i.e., keeping sediment on the site). End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional both during dry and wet conditions.
3) A monitoring program to be implemented by the construction site supervisor that included both dry and wet weather inspections.
4) Measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development.

The proposed project would result in discharge of a relatively minimal amount of urban pollutants to stormwater runoff. Runoff from landscaped areas at the site may contain residual pesticides and nutrients. Impacts associated with potential discharge of pollutants related to the operational phase of the project would be reduced to a less-than-significant level with implementation of the following mitigation measure.

> Mitigation Measure HYDRO-2: The City of Albany shall ensure that the proposed project drainage design meets all the requirements of the current Countywide NPDES Permit (NPDES Permit No. CAS0029831). The drainage plan shall include features and operational Best Management Practices to reduce potential impacts to surface water quality associated with operation of the project. These features shall be included in the project drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation of runoff from all applicable portions of the completed development. In general, "passive," low-maintenance BMPs (e.g., stormwater planters, grassy swales, pervious pavements) are preferred over active filtering or treatment systems.
>
> The final design team for the project shall review and incorporate as many concepts as practicable from *Start at the Source, Design Guidance Manual for Storm Water Quality Protection*[15] and the California Storm water Quality Association's *Storm Water Best Management Practice Handbook, Development and Redevelopment,* and the Alameda County Clean Water Program (ACCWP) technical guidelines. The City Public Works Department shall review and approve the drainage plan prior to project construction.

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

The proposed project would not require the use or extraction of groundwater. Although the project would introduce new impervious surfaces to vacant and landscaped rights-of-way along the proposed path alignment, stormwater would generally drain into adjacent landscaped areas adjacent to the new Class I pathway, allowing continued groundwater recharge in the area. Therefore, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ***(Less-than-Significant Impact)***

The proposed project would not alter the course of a stream or river, as none are located within the vicinity of the site. The project site is generally flat and surface runoff from the site drains to San Francisco Bay. The introduction of impermeable surfaces to sections of the project site would not

[15] Bay Area Storm Water Management Agencies Association, 1999. *Start at the Source,* Design Guidance Manual for Storm water Quality Protection.

substantially alter the drainage pattern of the area, such that substantial on- or off-site erosion/siltation or flooding would occur.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? ***(Less-than-Significant Impact)***

Refer to Section VIII.c. The project would not substantially alter the existing drainage or flooding pattern of the site.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ***(Potentially Significant Unless Mitigation Incorporated)***

Please refer to Sections VII.a and VII.c. Implementation of Mitigation Measures HYDRO-1 and HYDRO-2 would ensure that potential impacts associated with polluted runoff from the project site would be reduced to a less-than-significant level. In addition, the drainage pattern of the site would not be substantially altered and stormwater would generally drain into landscaped areas adjacent to the Class I pathway or into existing drainage facilities located along the roadway; therefore, the proposed project would not exceed the capacity of the stormwater system.

f) Otherwise substantially degrade water quality? ***(Less-than-Significant Impact)***

Aside from potential impacts related to construction activities and post-construction site uses (see Section VII.a), the proposed project would not adversely affect water quality.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ***(No Impact)***

The project site is located in an urbanized area and is not subject to flooding hazards.[16] The proposed project does not include housing. Therefore, the placement of housing in a floodplain would not occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ***(No Impact)***

Please refer to Section VII.h. The proposed project would not result in the placement of structures in an area prone to flooding.

[16] Association of Bay Area Governments, 2009. *Flood Hazard Areas*. Website: www.abag.ca.gov/bayarea/eqmaps/eqfloods/floods.html. September 30.

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

Within the project boundaries, the western section of Buchanan Street is located within a Dam Failure Inundation Area for Berryman Reservoir.[17] Although development of the project could result in a small increase in the number of bicyclists and pedestrians in the area, the increase in the number of people exposed to flooding risks as a result of a failure of a levee or dam on the site would be small. Therefore, this impact would be less-than-significant.

j) Inundation by seiche, tsunami, or mudflow? ***(No Impact)***

The project site is not located near any large open bodies of water; therefore, impacts associated with seiches would not occur. Although the project site is located near San Francisco Bay, coastal hazards such as tsunamis, extreme high tides, and sea level rise would not adversely affect the project site. The project site is relatively flat, and would not be affected by mudflows.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	❒	❒	■	❒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❒	❒	■	❒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❒	❒	❒	■

a) Physically divide an established community? ***(Less-than-Significant Impact)***

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area.

The project would enhance pedestrian and bicycle access through Albany and would improve connectivity between existing bicycle and pedestrian facilities in the area. Therefore, the proposed

[17] Association of Bay Area Governments, 2009. *Dam Failure Inundation Areas*. Website: www.abag.ca.gov/bayarea/eqmaps/damfailure/damfail.html. September 30.

project would not physically divide an established community and would result in an overall benefit to community integrity and connectivity.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ***(Less-than-Significant Impact)***

The proposed project is consistent with the City of Albany General Plan (Bikeways section of the Circulation Element) and Zoning Ordinance. Buchanan Street/Marin Avenue is classified as a Major Arterial Street on the Circulation Plan Map of the City's General Plan. Cleveland Avenue is classified as a Minor Arterial Street. Adjacent rights of way that would be acquired are dedicated to institutional uses. Development of the proposed Class I and Class II bicycle facilities would not be inconsistent with existing General Plan or zoning designations.

The proposed project is also consistent with other planning documents. By providing a designated bicycle/pedestrian path along the proposed site alignment, the project is consistent with the Master Bicycle Plan (Section 3 Goals, Objectives, and Standards) and the Alameda Countywide Bicycle Plan (Chapter 3 Goals and Policies). Development of Class II bicycle lanes along Buchanan Street and other improvements along Marin Avenue are identified as Priority 1 in the Albany Master Bicycle Plan (Table 1, Bicycle System Improvements and Priorities). Also refer to Section XV.g, below, which provides a detailed discussion of the project's consistency with adopted plans and programs supporting alternative transportation.

For the reasons listed, above, the proposed project would not conflict with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ***(No Impact)***

No habitat conservation plan or natural community conservation plan exists for the project site.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
X. MINERAL RESOURCES. Would the project:				
a) 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?	❒	❒	❒	■
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?	❒	❒	❒	■

a) 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)***

The Albany General Plan[18] does not identify mineral resources within the City. No known mineral resources are located on or adjacent to the project site.

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)***

No locally important mineral resource recovery sites are delineated by the Albany General Plan for the project site. Development of the proposed project would not result in an impact to mineral resources.

	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?	❒	❒	❒	■
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	❒	❒	■	❒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
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?	❒	❒	❒	■
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?	❒	❒	❒	■

[18] City of Albany, 1992. *City of Albany General Plan and Final EIR.* December 7.

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? ***(No Impact)***

The proposed project would encourage pedestrian and bicycle use and improve access and connectivity within the City of Albany. The project site and vicinity is already subject to motor vehicle use, and the project would not increase vehicle trips or introduce other generators of high noise levels to the site. Therefore, the project would not expose persons to or generate high noise levels in excess of established standards.

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? ***(Less-than-Significant Impact)***

Construction of the proposed project would require excavation and earthwork activities adjacent to residential areas and institutional uses. Although these activities could result in infrequent periods of high noise, this noise would not be sustained and would occur only during the temporary construction period. No pile driving or other construction activity that would generate very high noise levels or ground borne vibration would occur. Project construction would comply with Section 8-1.7g.1 of the City's Municipal Code which regulates the hours of construction activities. Construction activities would be restricted to the hours of 8:00 a.m. to 6:00 p.m. Mondays through Saturdays and 10:00 a.m. to 6:00 p.m. on Sundays and legal holidays, unless otherwise approved by the City Engineer. Therefore, the proposed project would not expose people to or generate excessive ground-borne vibration or noise and the temporary increase in noise levels during the construction period would be less than significant.

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

The proposed project would introduce new bicycle and pedestrian users to the project site. These users would not generate an increase in ambient noise levels. The path alignment is adjacent to a busy roadway that is subject to motor vehicle traffic. Construction-related noise levels would be temporary in nature and no long-term increase in ambient noise levels would result from development of the proposed project.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ***(Less-than-Significant Impact)***

Construction activities on the site would increase ambient noise levels during the construction period. However, this increased noise level would be temporary, and would occur in association with excavation, earthwork, and paving activities, would be intermittent and short term, and would be less-than-significant.

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)***

Oakland International Airport, which is the closest airport to the project site, is located approximately 12 miles southeast of the site. The proposed project would not be located in an airport land use plan or within 2 miles of a public or public use airport. Development 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. Development of the proposed project would not expose persons within the project site to high levels of airport-related noise.

	Potentially Significant Impact	**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)?	❒	❒	❒	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■

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)? ***(No Impact)***

The proposed project would result in the development of bicycle and pedestrian facilities, and would not directly or indirectly induce population growth.

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

No housing is located within the project site. Development of the proposed project would not remove existing housing.

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

There are no residential units or residents within the project site. Development of the project would not displace substantial numbers of people requiring the construction of replacement housing elsewhere.

	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:				
i) Fire protection?	❒	❒	■	❒
ii) Police protection?	❒	❒	■	❒
iii) Schools?	❒	❒	❒	■
iv) Parks?	❒	❒	■	❒
v) Other public facilities?	❒	❒	❒	■

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?

i) Fire protection? ***(Less-than-Significant Impact)***

The City of Albany Fire Department serves as the first responder to emergency fire calls to the project site. The Albany Fire Station (1000 San Pablo Avenue) is located within the immediate vicinity of the site, although it is currently undergoing seismic retrofitting. The temporary station is located at 1051 Monroe Street, which is located less than a ¼ mile south of the project site.

The proposed project would result in the development of bicycle and pedestrian facilities and associated improvements along existing roadways and adjacent rights of way to be acquired for the

project. Although the Class II bike lane would cross in front of the Albany Fire Station, where emergency vehicles exit onto eastbound Marin Avenue, bicyclists may already travel along this length of the roadway without the designated bike lane and are expected to yield to the fire engines. Roadway widths along Marin Avenue/Buchanan Street would be narrowed to City minimum standard and would not impair emergency access in the vicinity of the site. In addition, the site would continue to be adequately served by the Albany Fire Department. Therefore, the project would result in a less-than-significant impact to fire protection services.

ii) Police protection? ***(Less-than-Significant Impact)***

The Albany Police Department provides police services to the project site. The Albany Police Station (1000 San Pablo Avenue) is located approximately adjacent to the project site. Like the City's Fire Station, the Police Station is also currently undergoing seismic retrofitting, and operating out of a temporary station at 1051 Monroe Street.

The proposed project would result in the development of bicycle and pedestrian facilities and associated improvements along existing roadways and adjacent rights of way to be acquired for the project. The site would continue to be adequately served by the Albany Police Department. Therefore, the project would result in a less-than-significant impact to police services.

iii) Schools? ***(No Impact)***

The proposed project does not involve the construction of housing or employment-generating facilities. Therefore, it would not increase demand for school services.

iv) Parks? ***(Less-than-Significant Impact)***

The proposed project includes development of new bicycle and pedestrian facilities in the City of Albany. Development of the project would increase bicycle and pedestrian access between existing recreational facilities and parks in the vicinity of the site; however, an increase in the usage of these facilities is unlikely. It is anticipated that bicyclists and pedestrians that would use the path to visit other parks and recreational facilities in the area would either use alternate routes or another mode of transportation to visit these facilities without the availability of the new Class I and II facilities. Therefore, the proposed project would not result in deterioration of recreational facilities.

v) Other public facilities? ***(No Impact)***

The proposed project bicycle and pedestrian facilities would not increase demand for other public facilities, such as libraries, beyond those discussed above.

	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?	❒	❒	■	❒
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?	❒	❒	■	❒

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? ***(Less-than-Significant Impact)***

As noted in XIII.a.(iv), the proposed project would not result in an increase in park usage. The project is intended to increase bicycle and pedestrian connectivity between existing and future trails, including the Bay Trail, the Cerrito Creek Trail, and the Ohlone Greenway. Because the project would provide enhanced access to these other trials in the vicinity of the project site, use of these facilities could increase. However, the increase in use resulting from development of the proposed project would not cause physical deterioration of existing local and regional trail facilities, and thus would result in a less-than-significant impact.

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 bicycle and pedestrian path is a recreational facility. As noted in XIV.a, the proposed project would not substantially increase use of local recreational facilities, and would not require the construction or expansion of recreational facilities. Therefore, the project would not have a significant impact on recreational facilities.

	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)?	❒	■	❒	❒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?	❒	■	❒	❒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❒	❒	❒	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❒	❒	■	❒
e) Result in inadequate emergency access?	❒	❒	❒	■
f) Result in inadequate parking capacity?	❒	❒	■	❒
g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	❒	❒	■	❒

The following section is based on information provided in the *Buchanan Bike Path Traffic Study*[19] prepared for the proposed project and included as Appendix B. The study evaluates the transportation impacts that would result from the proposed project, including impacts associated with traffic congestion, transit services, and pedestrian and bicycle circulation.

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)? ***(Potentially Significant Unless Mitigation Incorporated)***

Overview

The following scenarios were evaluated to identify the potential transportation impacts associated with the proposed project; cumulative conditions are discussed in Section XV.b:

- Existing Conditions;
- Existing plus Project Conditions;
- 2030 Cumulative Conditions; and
- 2030 Cumulative plus Project Conditions.

[19] AECOM Transportation, 2009. *Buchanan Bike Path Study*. September 21.

The basis of this analysis is peak hour Level of Service (LOS) calculations for the key intersections in the project area. Intersection levels of service were analyzed at the following study intersections for the weekday AM and PM peak hours:

1. San Pablo Avenue/Marin Avenue;
2. Marin Avenue/ Buchanan Street;
3. Buchanan Street/Jackson Street;
4. Buchanan Street/Taylor Street /USDA Entrance;
5. Buchanan Street/Pierce Street;
6. Buchanan Street/Eastshore Highway;
7. Buchanan Street/I-580 EB Ramps; and
8. Buchanan Street/I-580 WB Ramps.

These intersections were selected so as to cover all locations where in the proposed project could have a significant traffic impact.

Existing Roadway Network. Regional access to the project site is provided by I-80 and I-580. Local access is provided by several arterial roads and local streets. A description of the key roadways in the project area is provided below.

- *Interstate 80.* In Alameda County, I-80 is a major commute route connecting the northeast Bay Area to employment centers in the region. In the vicinity of the project, I-80 has a north-south orientation. I-80 is also designated I-580 through Albany, Berkeley, and Emeryville. Access to the project site from I-80 is provided via the interchange at Buchanan Street.
- *Interstate 580.* I-580 is a major east-west freeway that begins in Marin County at Highway 101 and traverses east across the Altamont Pass into San Joaquin County where it connects with I-5. Access to the project site from I-580 is provided via an interchange at Buchanan Street.
- *Buchanan Street*. Buchanan Street is an east-west arterial that originates south of the proposed project at the intersection of Frontage Road/Gilman Street and terminates at San Pablo Avenue. Between the I-80/I-580 ramp intersections and Marin Avenue, Buchanan Street provides two travel lanes in each direction. The posted speed limit on this street is 25 miles per hour.
- *Marin Avenue*. Marin Avenue is an east-west arterial that extends from Buchanan Street in Albany to the Berkeley Hills, with two travel lanes in each direction west of San Pablo Avenue. The posted speed limit on this street is 25 miles per hour.
- *San Pablo Avenue (State Route 123).* San Pablo Avenue is a four-lane north-south arterial with a center median or two-way left-turn lane. San Pablo Avenue extends between 17th Street in Oakland in the south to Willow Avenue in Rodeo to the north.
- *Jackson Street*. Jackson Street is a two-lane north-south local street that extends between 8th Street to the south and north of Castro Street. The posted speed limit on Jackson Street is 25 miles per hour.

Data Collection. The peak hour is defined as the hour with the highest traffic volumes for each intersection between the peak periods of 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.

on weekdays. Traffic signal timing and phasing data were collected for the signalized study intersections from field observations.

Existing weekday AM and PM peak-hour vehicular turning movement, bicycle and pedestrian counts were obtained from two sources:

- Three study intersection counts were obtained from the *Draft Albany Traffic Impact Analysis*[20] recently prepared for the City.
- Five study intersection counts were collected on September 11, 2008 by AECOM Transportation.

Analysis Methodology. Traffic conditions at the study intersections were evaluated using level of service calculations. The LOS concept qualitatively characterizes traffic conditions associated with varying levels of traffic. A LOS determination is a measure of congestion, which is the principal measure of roadway service. Level of service definitions for signalized and unsignalized intersections are included in Table 1. The qualitative measure ranges from LOS A which indicates a free-flow condition to LOS F, which indicates a congested or overloaded condition, with extremely long delays.

Table 1: Intersection Level of Service Definitions

LOS	Description	Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Little or no delay	$\leq$ 10.0	$\leq$ 10.0
B	Short traffic delay	> 10.0 and $\leq$ 20.0	> 10.0 and $\leq$ 15.0
C	Average traffic delay	> 20.0 and $\leq$ 35.0	> 15.0 and $\leq$ 25.0
D	Long traffic delay	> 35.0 and $\leq$ 55.0	> 25.0 and $\leq$ 35.0
E	Very long traffic delay	> 55.0 and $\leq$ 80.0	> 35.0 and $\leq$ 50.0
F	Extreme traffic delay	> 80.0	> 50.0

Source: Highway Capacity Manual, Transportation Research Board, 2000.

Traffic conditions at the study intersections are evaluated for the morning and evening peak hours using the methodology of the Transportation Research Board's 2000 Highway Capacity Manual (HCM) and calculated using the Synchro 7 software package. With this methodology, a Level of Service is assigned based on average vehicle delay.

Significance Criteria. All of the study intersections are located in the City of Albany's jurisdiction, and are therefore subject to the City of Albany Level of Service standards, except for the I-580 eastbound and westbound ramps intersections, which are located within the Caltrans right-of-way. Currently, the City of Albany does not have an adopted LOS standard. This study was evaluated according to the requirements of the City of Berkeley based on recent environmental review documentation.[21] The City of Berkeley has set LOS D as the lowest acceptable LOS for signalized and all-way stop-controlled intersections. The lowest acceptable LOS for side-street stop-controlled intersections is LOS F for the worst movement if the overall intersection does not satisfy the peak hour signal warrant. I-580 eastbound and westbound ramp intersections with Buchanan Street are analyzed per Caltrans guidelines.

[20] Fehr and Peers, 2008. *Draft Albany Traffic Impact Analysis*. April.

[21] LSA Associates, Inc., 2009. *University Village at San Pablo Avenue Project Draft Environmental Impact Report*. July.

Existing Conditions

The existing lane configurations and traffic control at the study intersections are shown in Figure 6. Existing weekday AM and PM peak-hour vehicular turning movement, bicycle, and pedestrian counts at the study intersections were obtained from the *Draft Albany Traffic Impact Analysis*[22] and from vehicle turning movement counts conducted on September 11, 2008. The existing peak-hour intersection volumes are shown as Figure 7.

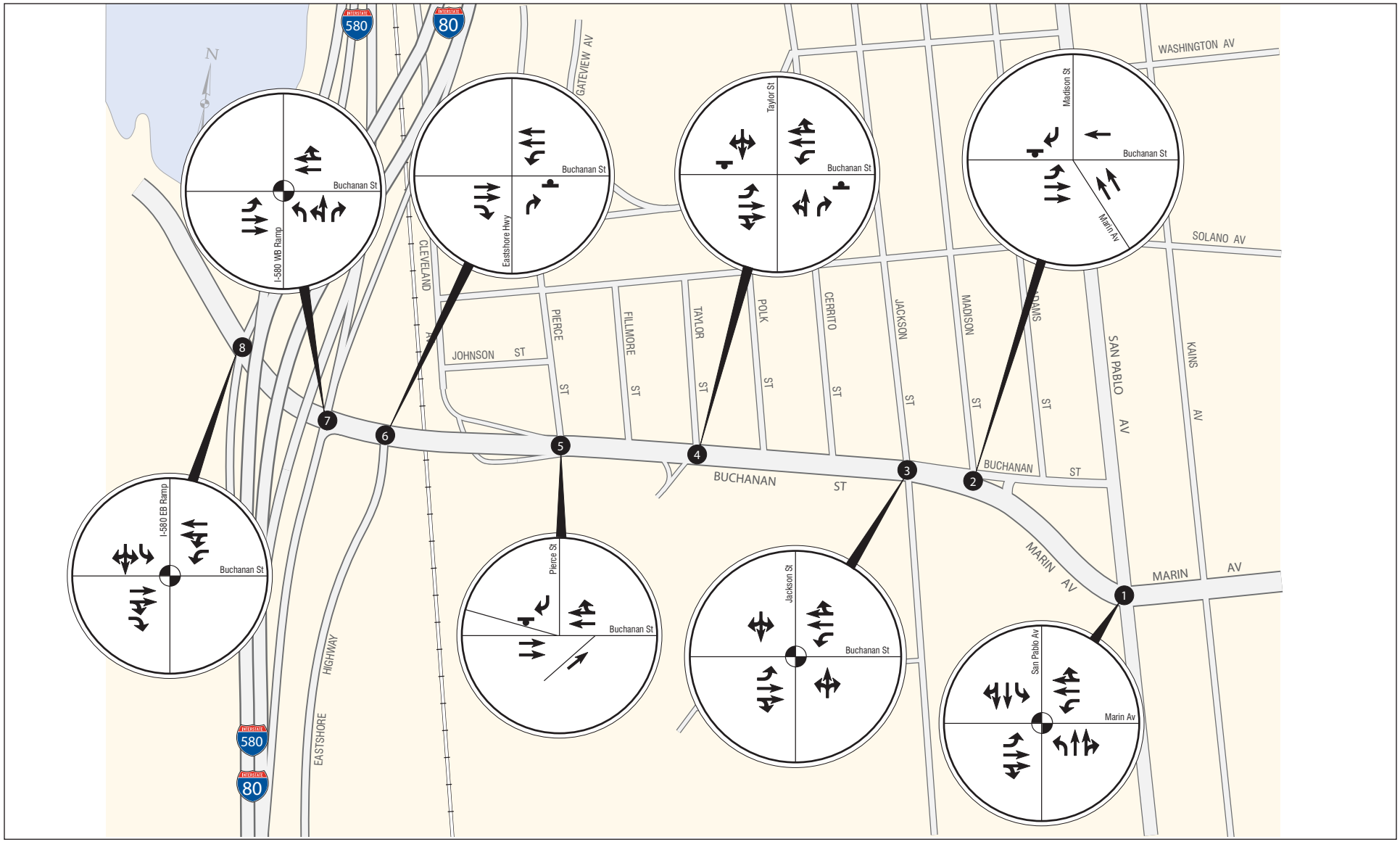
Existing Intersection Operations. The results of the Existing Conditions Level of Service analysis are summarized in Table 2. The results indicate that all of the study intersections currently operate at an acceptable LOS D or better during the peak hours except the side street movements at the Buchanan Street/Taylor Street and Buchanan Street/Pierce Street intersections.

Existing Plus Project Conditions. The proposed project was assessed assuming the following modifications to the roadway network:

- Class I bike path along the south side of the Marin Avenue/Buchanan Street corridor between San Pablo Avenue and Pierce Street;
- Class II bike lane on the north side of the Marin Avenue/Buchanan Street corridor between Pierce Street and San Pablo Avenue, and on the eastbound and westbound sides of the roadway between San Pablo Avenue and Cornell Avenue, east of the San Pablo Avenue/Marin Avenue intersection;
- The signalization of the current two-way stop controlled Buchanan Street/Pierce Street intersection along with addition of an eastbound left-turn lane;
- The closure of skewed westbound one-way single lane Buchanan Street section (Cleveland Avenue Spur) on the north side of the corridor between Pierce Street and Cleveland Avenue;
- A dedicated right-turn lane in the eastbound direction at the intersection of San Pablo Avenue/Marin Avenue;
- Traffic signal improvements including actuation and protected left-turns on all four-approaches to the Buchanan Street/Jackson Street intersection (including the striping of new exclusive left turns on the Jackson Street approaches to Buchanan Street, with some minor loss of on-street parking); and
- The width of travel lanes on the north side of Buchanan Street corridor would be reduced to 11 feet each to accommodate the Class II bike lane.

Proposed lane configurations are shown in Figure 8. The existing plus project traffic volumes for the proposed project are shown in Figure 9. The results of the LOS analysis are summarized in Table 3.

[22] Fehr and Peers, 2008. op. cit..



LSA

FIGURE 6

NOT TO SCALE

Traffic Signal

Buchanan Street Bicycle/Pedestrian Path IS/MND
Existing Intersection Geometry and Traffic Control

SOURCE: AECOM USA, INC, 2009

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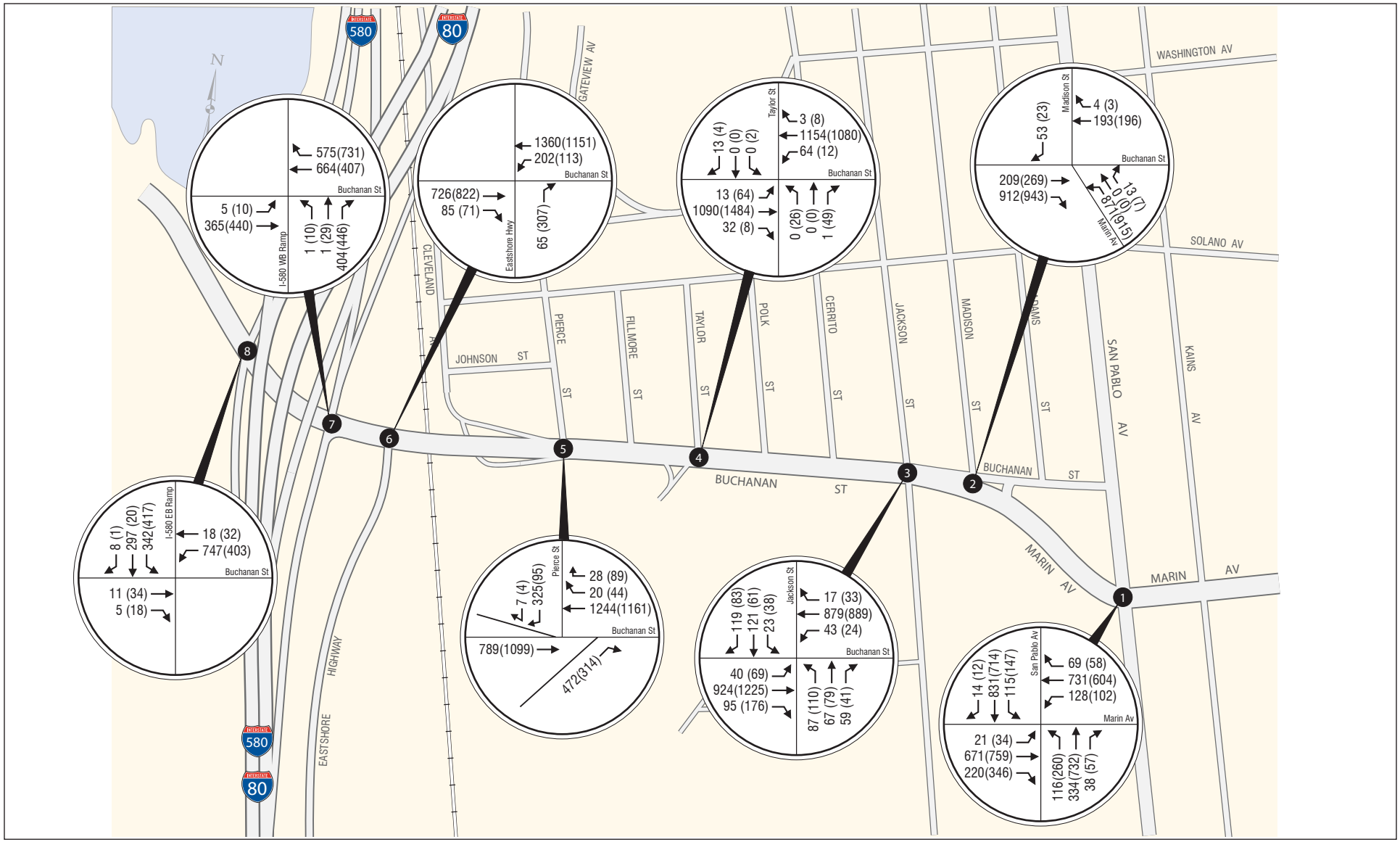

LSA

FIGURE 7

Buchanan Street Bicycle/Pedestrian Path IS/MND
Existing Traffic Volumes
AM(PM) Peak Hour

NOT TO SCALE

SOURCE: AECOM USA, INC, 2009

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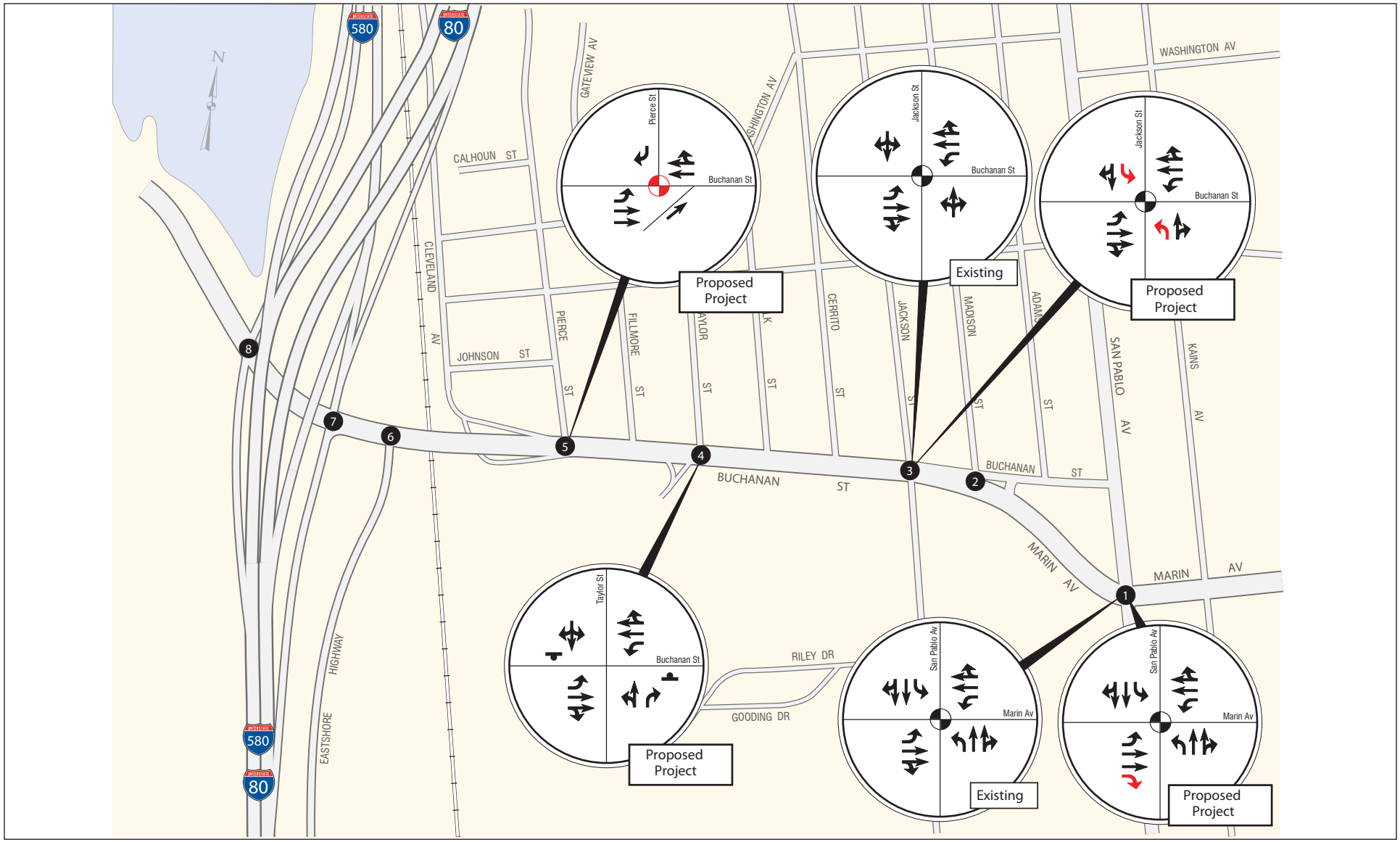

LSA

FIGURE 8

N

NOT TO SCALE

Traffic Signal

Buchanan Street Bicycle/Pedestrian Path IS/MND

Proposed Intersection Geometry and Traffic Control

SOURCE: AECOM USA, INC, 2009

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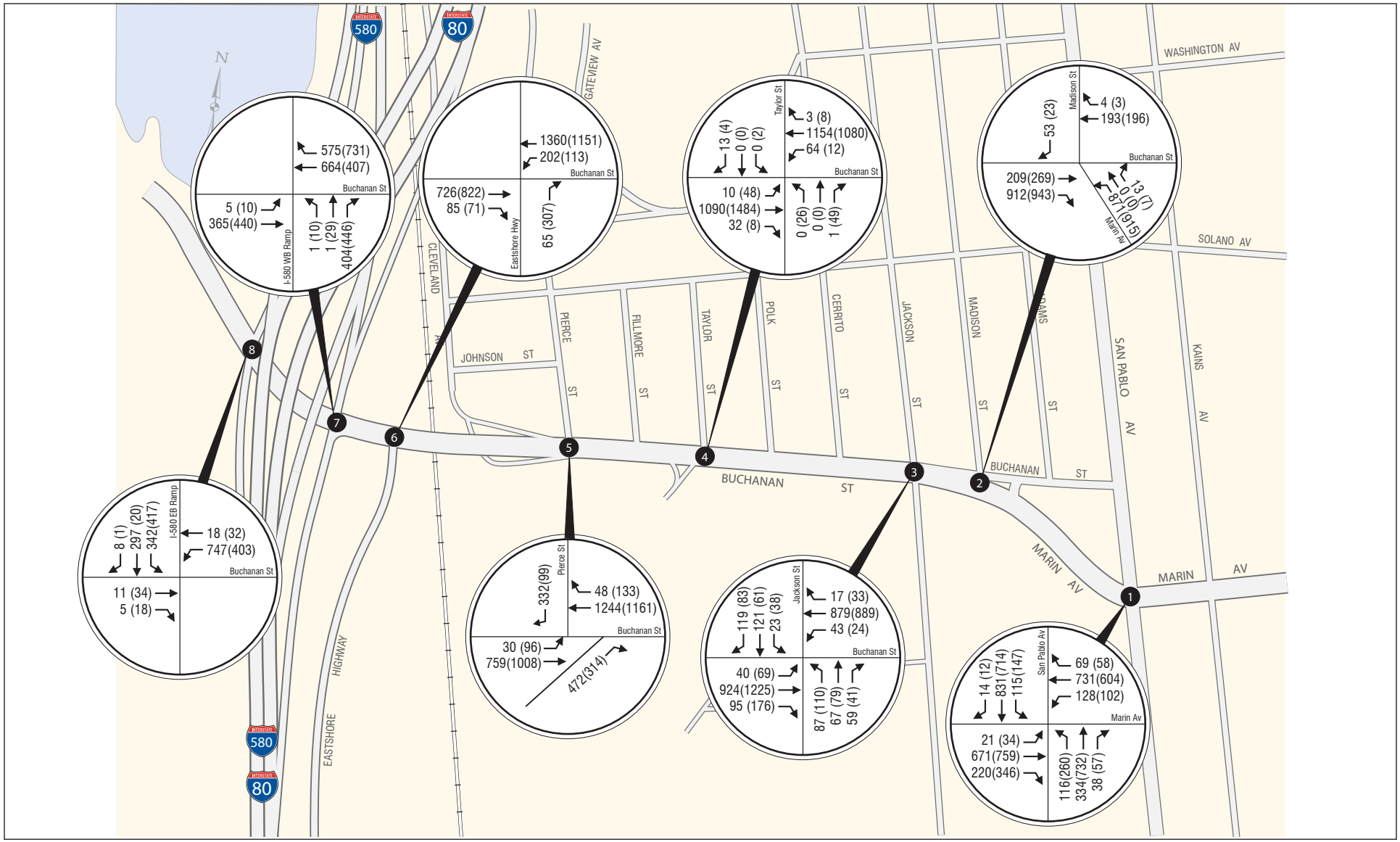

LSA

FIGURE 9

NOT TO SCALE

Buchanan Street Bicycle/Pedestrian Path IS/MND

Existing Plus Project Traffic Volumes

AM(PM) Peak Hour

SOURCE: AECOM USA, INC, 2009

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Table 2: Intersection Level of Service – Existing Conditions

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				LOS	Delay (sec/veh)
1	San Pablo Avenue/Marin Avenue	Signal	AM	D	39.0
			PM	D	54.0
2	Marin Avenue/Buchanan Street	OWSC[a]	AM	A	9.1
			PM	A	9.0
3	Buchanan Street/Jackson Street	Signal	AM	B	13.4
			PM	B	17.2
4	Buchanan Street/Taylor Street	TWSC[a]	AM	B	13.3
			PM	F[b]	> 50.0
5	Buchanan Street/Pierce Street	TWSC[a]	AM	F[b]	> 50.0
			PM	E	36.2
6	Buchanan Street/Eastshore Highway	OWSC[a]	AM	B	12.1
			PM	C	18.2
7	Buchanan Street/I-580 EB Ramps	Signal	AM	A	8.6
			PM	A	9.7
8	Buchanan Street/I-580 WB Ramps	Signal	AM	B	16.7
			PM	B	13.7

[a] Level of service and delay provided for the intersection's worst approach.
[b] Estimated average delay is greater than 50 seconds per vehicle for un-signalized intersections.
OWSC – One-Way Stop Control
TWSC – Two-Way Stop Control
Source: AECOM, October 2009.

Table 3: Intersection Level of Service – Existing Plus Project Conditions

#	Intersection	Traffic Control	Peak Hour	Existing Conditions		Existing Plus Project Conditions	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
1	San Pablo Avenue/Marin Avenue	Signal	AM	D	39.0	D[a]	35.2
			PM	D	54.0	D[a]	44.3
2	Marin Avenue/Buchanan Street	OWSC[b]	AM	A	9.1	A	9.1
			PM	A	9.0	A	9.0
3	Buchanan Street/Jackson Street	Signal	AM	B	13.4	B	15.8
			PM	B	17.2	B	19.4
4	Buchanan Street/Taylor Street	TWSC[b]	AM	B	13.3	B	12.0
			PM	F[c]	> 50.0	F[c]	> 50.0
5	Buchanan Street/Pierce Street	TWSC[b]	AM	F[c]	> 50.0	B[d]	13.3
			PM	E	36.2	A[d]	8.7
6	Buchanan Street/Eastshore Highway	OWSC[b]	AM	B	12.1	B	12.0
			PM	C	18.2	C	18.2
7	Buchanan Street/I-580 EB Ramps	Signal	AM	A	8.6	A	8.9
			PM	A	9.7	A	9.7
8	Buchanan Street/I-580 WB Ramps	Signal	AM	B	16.7	B	16.7
			PM	B	13.7	B	13.7

[a] Addition of dedicated right-turn lane in eastbound direction.
[b] Level of service and delay provided for the intersection's worst approach.
[c] Estimated average delay is greater than 50 seconds per vehicle for un-signalized intersections.
[d] Analyzed as a signalized intersection.
OWSC – One-Way Stop Control
TWSC – Two-Way Stop Control
Source: AECOM, October 2009.

The proposed project was evaluated for the potential attraction of traffic with the introduction of a traffic signal at the Buchanan Street/Pierce Street intersection. The attraction of traffic to Pierce Street was evaluated based on the additional time required to travel to reach the traffic signal with respect to the baseline (without the traffic signals) time required to travel without any change to the travel pattern. Based on the additional time required to travel to the new signal under the proposed bike lane alternative, the shift in local travel pattern was determined to be small. A small volume of left-turning vehicles for the eastbound approaches of the Buchanan Street/Taylor Street and Buchanan Street/Fillmore Street intersections would divert to the intersection of Buchanan Street/Pierce Street.

With the implementation of the proposed project under existing conditions, all study intersections would operate at an acceptable LOS D or better during the weekday peak hours except the side street movement at the intersection of Buchanan Street/Taylor Street. Also, it should be noted that the signalization of the Buchanan Street/Pierce Street intersection under this alternative would have a significant benefit in operations with a LOS improvement from F (operating as stop controlled intersection) to A for the weekday PM peak hour (as a signalized intersection). The intersection of Buchanan Street/Jackson Street would operate at acceptable levels of service with the addition of separate left-turn lanes for the northbound and southbound approaches.

The worst movement at the two-way stop-controlled intersection of Buchanan Street/Taylor Street operates at an unacceptable level of service for the weekday PM peak hour for both the existing condition and existing plus project conditions. The delay for the intersection's worst approach is relatively better at 87 seconds per vehicle under existing plus project conditions from 297 seconds per vehicle under existing conditions. Therefore, the proposed project would have a less-than-significant impact on existing intersection operations.

Although the proposed project itself would not generate new vehicle trips, construction of the project could result in a minor temporary increase in traffic volumes during construction activities. Construction is anticipated to take approximately 6 months. Construction activities would be restricted to the hours of 8:00 a.m. to 6:00 p.m. Mondays through Saturdays and 10:00 a.m. to 6:00 p.m. on Sundays and legal holidays, unless otherwise approved by the City Engineer. If street closures are required along project roadways or adjacent side streets, traffic could be temporarily rerouted to adjacent roadways. Implementation of the following mitigation measure would reduce the impact of construction traffic on the adjacent roadways to a less-than-significant level.

> Mitigation Measure TRANS-1: Prior to construction, the City shall develop a construction traffic management plan that specifies measures that would reduce impacts to motor vehicle, bicycle, pedestrian, and transit circulation. The construction traffic management plan shall include the following:
>
> - Disclosure of all planned construction activity (such as provisions for staging, grading, and trash removal) and duration.
> - Location of construction staging areas for materials, equipment, and vehicles.
> - Anticipated number of truck trips, truck routes, employees, and employee parking locations.
> - Identification of haul routes for movement of construction trucks and vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety, and provision

for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the City or construction contractor.

- Notification procedures for adjacent property owners and public safety personnel regarding when major project-related deliveries, detours, and lane closures will occur.
- A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager.

The measures outlined in the construction plans shall be devised to reduce circulation impacts during the construction period to the maximum extent possible.

Cumulative Conditions

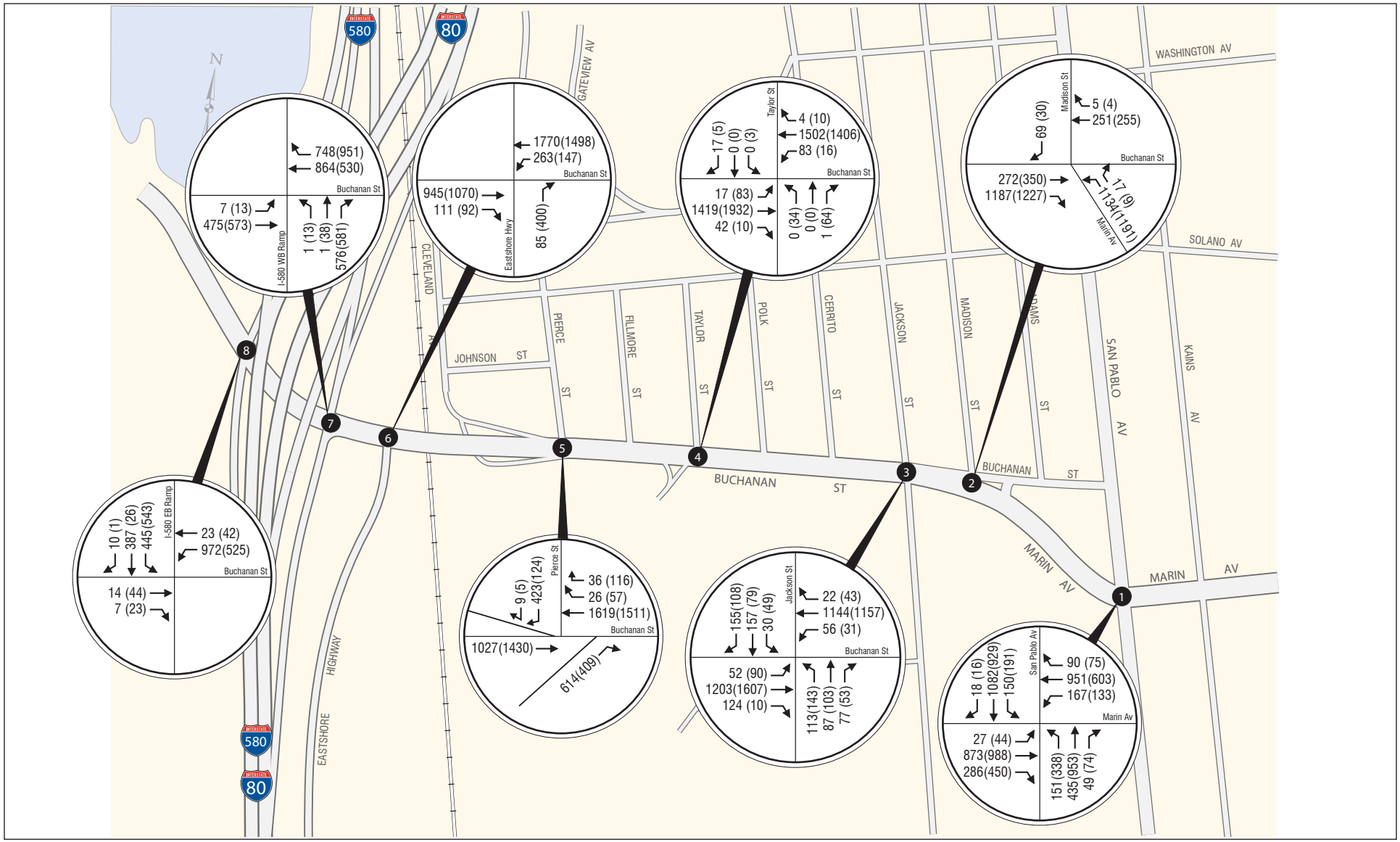
The cumulative scenario represents forecasted traffic conditions in the study area with build out of the City's General Plan for the year 2030. The travel demand forecasts are based on projections from the ACCMA regional travel demand model. Using ACCMA travel demand model outputs and land use data, growth factors between the base year (2005) and future year (2030) models were calculated for each intersection approach listed in Section XV.a. The growth factors were applied to existing traffic volumes at the study intersections to derive the 2030 cumulative traffic volumes. The cumulative peak-hour intersection volumes are shown in Figure 10.

Cumulative Intersection Operating Conditions. The results of the cumulative conditions LOS analysis are summarized in Table 4. Under cumulative conditions, most of the study intersections would continue to operate at acceptable levels of service, with the exception of the San Pablo Avenue/Marin Avenue, Buchanan Street/Taylor Street and Buchanan Street/Pierce Street intersections, which would operate at unacceptable levels of service.

Cumulative Plus Project Conditions. The year 2030 cumulative plus project conditions forecasted traffic volumes for the proposed project are shown in Figure 11. These were analyzed for the proposed project's lane geometry and traffic control shown in Figure 7.

The results of the LOS analysis for the cumulative plus project conditions are summarized in Table 5. With the implementation of the proposed project under cumulative conditions, most of the study intersections would continue to operate at an acceptable LOS D or better during both the weekday peak hours, with the exception of the San Pablo Avenue/Marin Avenue and Buchanan Street/Taylor Street intersections, which would operate at unacceptable levels of service. The signalization of the Buchanan Street/Pierce Street intersection under this alternative would have a significant benefit to operations, with an improvement from LOS F (operating as stop controlled intersection) to LOS A.

The two-way stop-controlled intersection of Buchanan Street/Taylor Street operates at unacceptable level of service for the weekday PM peak hour for both the cumulative condition and cumulative plus project conditions. The delay for the intersection's worst approach is relatively better at 197 seconds per vehicle under cumulative plus project conditions from an excess of 300 seconds per vehicle under cumulative conditions. Therefore, the proposed project would have a less-than-significant impact on study intersections during the cumulative condition.



LSA

FIGURE 10

NOT TO SCALE

Buchanan Street Bicycle/Pedestrian Path IS/MND
Cumulative Traffic Volumes
AM(PM) Peak Hour

SOURCE: AECOM USA, INC, 2009

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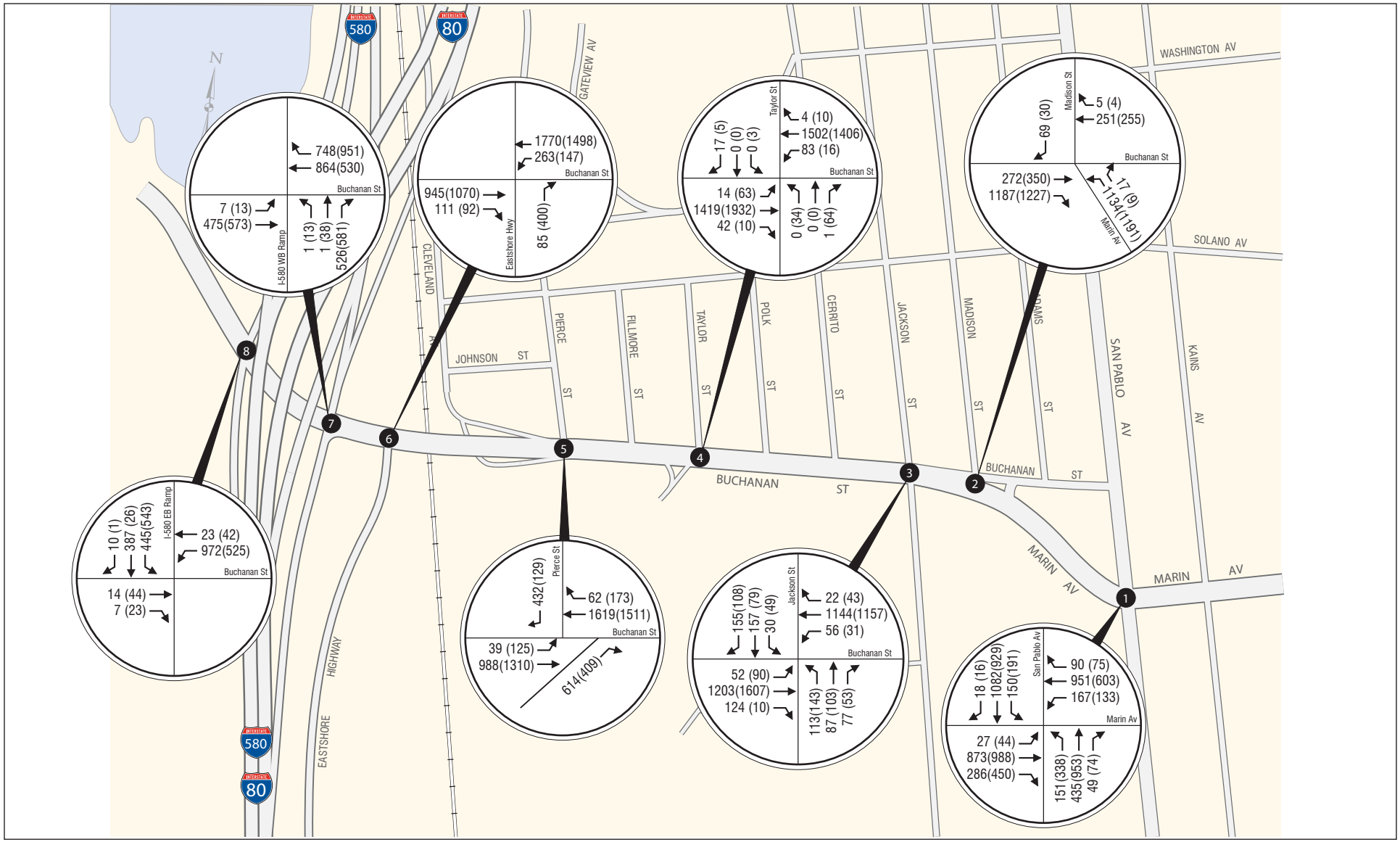

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FIGURE 11

Buchanan Street Bicycle/Pedestrian Path IS/MND

Cumulative Plus Project Traffic Volumes

AM(PM) Peak Hour

N

NOT TO SCALE

SOURCE: AECOM USA, INC, 2009

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Table 4: Intersection Level of Service – Cumulative Conditions

#	Intersection	Traffic Control	Peak Hour	Cumulative Conditions	
				LOS	Delay (sec/veh)
1	San Pablo Avenue/Marin Avenue	Signal	AM	E	73.9
			PM	F[b]	> 80.0
2	Marin Avenue/Buchanan Street	OWSC[a]	AM	A	9.3
			PM	A	9.2
3	Buchanan Street/Jackson Street	Signal	AM	B	16.5
			PM	C	27.5
4	Buchanan Street/Taylor Street	TWSC[a]	AM	C	16.0
			PM	F[b]	> 50.0
5	Buchanan Street/Pierce Street	TWSC[a]	AM	F[b]	> 50.0
			PM	F[b]	> 50.0
6	Buchanan Street/Eastshore Highway	OWSC[a]	AM	B	12.8
			PM	D	29.0
7	Buchanan Street/I-580 EB Ramps	Signal	AM	B	15.1
			PM	B	15.9
8	Buchanan Street/I-580 WB Ramps	Signal	AM	C	22.1
			PM	B	15.3

[a] Level of service and delay provided for the intersection's worst approach.
[b] Estimated average delay is greater than 50 seconds per vehicle for un-signalized intersections and 80 seconds per vehicle for signalized intersections.
OWSC – One-Way Stop Control
TWSC – Two-Way Stop Control for signalized intersections.
Source: AECOM – October 2009.

Table 5: Intersection Level of Service – Cumulative Plus Project Conditions

#	Intersection	Traffic Control	Peak Hour	Cumulative Conditions		Cumulative Plus Project Conditions	
				LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
1	San Pablo Avenue/Marin Avenue	Signal	AM	E	73.9	D[a]	52.3
			PM	F[c]	> 80.0	E[a]	74.9
2	Marin Avenue/Buchanan Street	OWSC[b]	AM	A	9.3	A	9.3
			PM	A	9.2	A	9.2
3	Buchanan Street/Jackson Street	Signal	AM	B	16.5	C	23.2
			PM	C	27.5	C	23.0
4	Buchanan Street/Taylor Street	TWSC[b]	AM	C	16.0	B	12.3
			PM	F[c]	> 50.0	F[c]	> 50.0
5	Buchanan Street/Pierce Street	TWSC[a]	AM	F[c]	> 50.0	C[d]	34.0
			PM	F[c]	> 50.0	B[d]	12.2
6	Buchanan Street/Eastshore Highway	OWSC[b]	AM	B	12.8	B	12.7
			PM	D	29.0	D	29.0
7	Buchanan Street/I-580 EB Ramps	Signal	AM	B	15.1	B	16.0
			PM	B	15.9	B	15.9
8	Buchanan Street/I-580 WB Ramps	Signal	AM	C	22.1	C	22.1
			PM	B	15.3	B	15.3

[a] Addition of dedicated right-turn lane in eastbound direction.
[b] Level of service and delay provided for the intersection's worst approach.
[c] Estimated average delay is greater than 50 seconds per vehicle for un-signalized intersections and 80 seconds per vehicle for signalized intersections.
[d] Analyzed as a signalized intersection.
OWSC – One-Way Stop Control
TWSC – Two-Way Stop Control
Source: AECOM, October 2009.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? ***(Potentially Significant Unless Mitigation Incorporated)***

Interstates 80 and 580 and San Pablo Avenue (State Route 123 [SR-123]) are the Alameda County Congestion Management Program (CMP) roadways in the vicinity of the project site. The proposed project would generate some temporary trips associated with construction. The number of construction workers, truck trips per day, and the truck routes are not known at this time, but they would be temporary, limited to portions of the construction period. These details would be disclosed in the construction traffic management plan that would be developed for the project with as required by Mitigation Measure TRANS-1. The implementation of Mitigation Measure TRANS-1 would reduce construction-related traffic impacts to the maximum extent possible during the construction period. As described in Section XV.a, the proposed project would not generate new traffic volumes and would have a less-than-significant impact on these CMP locations.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ***(No Impact)***

The proposed project is not located in the vicinity of any airfields or airports. Oakland International Airport, which is the closest airport to the project site, is located approximately 12 miles southeast of the site. Air traffic patterns would not be affected by the project.

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

The proposed project includes a Class I bicycle path on the south side of Buchanan Street from Pierce Street to San Pablo Avenue; and a Class II bicycle path on eastbound and westbound direction of Marin Avenue from San Pablo Avenue to Cornell Avenue. The proposed project would not increase hazards due to design features. The proposed project would provide a dedicated path for bicyclists and pedestrians via a physical separation from vehicular traffic on Buchanan Street and Marin Avenue. This bicycle/pedestrian path would be designed according to City and Caltrans standards.

Although the proposed bike lane project would narrow Buchanan Street/Marin Avenue travel lanes to 11 feet for the westbound and eastbound direction from Pierce Street to Cornell Avenue, this conforms to the City's standard lane width. The narrower travel lanes would generally reduce travel speeds on Buchanan Street/Marin Avenue. Therefore, the proposed bike lane project would not increase hazards in the area.

e) Result in inadequate emergency access? ***(No Impact)***

The proposed project would not result in inadequate emergency access. All roadway widths would be sufficient to accommodate fire trucks and other emergency vehicles. With the implementation of the proposed project, the intersection of Buchanan Street/Pierce Street would be signalized. The skewed westbound one-way single lane Buchanan Street/Cleveland Avenue spur would be closed for regular traffic in the westbound direction by installing lockable bollards. However, emergency vehicles would be able to access the Cleveland Avenue spur in the westbound direction by unlocking the bollards. Therefore, the proposed project would not result in inadequate emergency access.

f) Result in inadequate parking capacity? ***(Less-than-Significant Impact)***

The proposed project would result in the loss of 10 parking spaces along Marin Avenue and Buchanan Street, east of Taylor Street. Observations during peak parking periods found these spaces to be relatively lightly occupied; therefore the proposed project would not result in inadequate parking capacity.

g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? ***(Less-than-Significant Impact)***

The Alameda County Congestion Management Agency's (ACCMA) 2006 Countywide Bicycle Plan establishes a continuous network of bicycle facilities that connect the various communities in Alameda County. The 2006 Countywide Bicycle Plan identifies the planned Buchanan Street/Marin Avenue bikeway as a high priority project, which qualifies for priority in funding and implementation. The Albany Master Bicycle Plan also identifies Marin Avenue/Buchanan Street for a Class I facility installation and bicycle lanes along the path alignment are identified as Priority 1 (Table 1, Bicycle System Improvements and Priorities). Installation of a Class I facility along the length of the proposed alignment would implement this vision by providing a safe and visually desirable route for use by both bicyclists and pedestrians.

By providing a designated bicycle/pedestrian path along Buchanan Street/Marin Avenue, the project is consistent with the Albany General Plan (Bikeways section of the Circulation Element), Master Bicycle Plan (Section 3 Goals, Objectives, and Standards) and the Alameda Countywide Bicycle Plan (Chapter 3 Goals and Policies).

The City recognizes the need to provide additional routes and alternative transportation within Albany. The project would create a viable alternative to the automobile, reduce vehicle trips, improve existing bikeway facilities in the City and County, and promote a bicycle system that meets the needs of commuter and recreation users.

The proposed project is not anticipated to interfere with existing bus routes or other means of transportation. Therefore, the proposed project would not conflict with, but would actually implement, adopted policies, plans, and programs supporting alternative transportation.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❒	❒	❒	■

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❒	❒	■	❒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❒	❒	❒	■
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❒	❒	■	❒
g) Comply with federal, State, and local statutes and regulations related to solid waste?	❒	❒	■	❒

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ***(No Impact)***

The proposed project would not increase the demand for wastewater treatment and would therefore not compromise the treatment standards of the Water Board.

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

Development of the proposed project would not generate wastewater or require the use of substantial quantities of water. A small increase in water use would occur with landscape irrigation. However, the project would not require the construction of new wastewater or water facilities, or the expansion of existing facilities.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***(Less-than-Significant Impact)***

Refer to VIII.e. The proposed project would not generate a substantial quantity of runoff that would exceed the capacity of stormwater drainage systems that serve the site.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ***(Less-than-Significant Impact)***

Development of the proposed project could require small amounts of water for landscape irrigation. Existing water entitlements would be sufficient to supply water to the project.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ***(No Impact)***

The proposed project would not result in an increase in demand for wastewater treatment.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ***(Less-than-Significant Impact)***

Development of the proposed project would generate relatively small quantities of solid waste associated with demolition and construction activities. For those materials that would not be recycled and reused, existing landfills would have sufficient capacity to accommodate this additional waste.

g) Comply with federal, State, and local statutes and regulations related to solid waste? ***(Less-than-Significant Impact)***

Recycling receptacles would be provided along the proposed bicycle and pedestrian trail, as required, in accordance with all statutes and regulations related to solid waste.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	❒	■	❒	❒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	❒	❒	■	❒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❒	❒	❒	■

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

Development of the proposed project could adversely affect protected wildlife habitats. However, implementation of Mitigation Measures BIO-1a and BIO-1b would ensure that potential impacts to nesting birds would be reduced to a less-than-significant level. Implementation of Mitigation Measures CULT-1, CULT-2, and CULT-3 would ensure that potential impacts to cultural resources would also be reduced to a less-than-significant level. With mitigation, development of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history.

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

The proposed project's impacts are individually limited and not cumulatively considerable. In addition, most of the project's impacts result from construction-period activities and would be temporary. The project would result in the development of pedestrian and bicycle facilities that would provide increased connectivity between existing trails, including the San Francisco Bay Trail, and the Ohlone Greenway. All environmental impacts that could occur as a result of the proposed project would be reduced to a less-than-significant level through implementation of the mitigation measures recommended in this document.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***(No Impact)***

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings.

REPORT PREPARATION

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