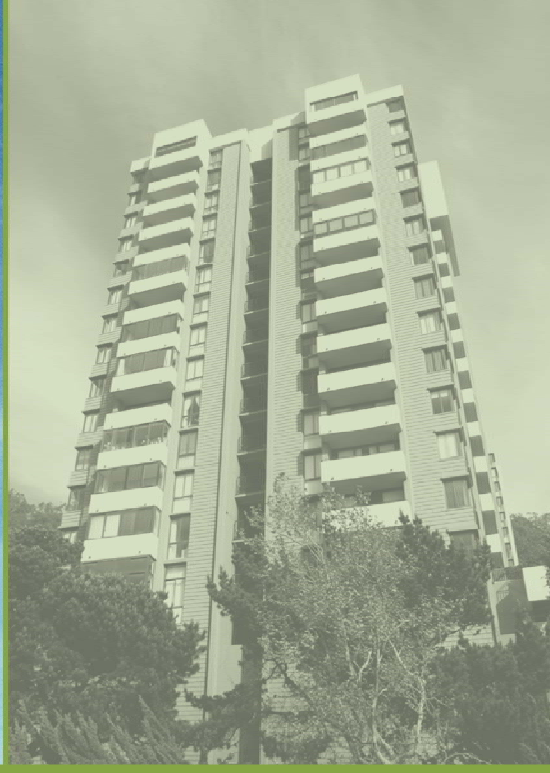
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
FOR THE

CITY OF ALBANY CLIMATE ACTION PLAN

February 2010



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INITIAL STUDY / MITIGATED NEGATIVE DECLARATION FOR THE CITY OF ALBANY CLIMATE ACTION PLAN

Lead Agency:

City of Albany

Contact:

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February 12, 2010

NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR ALBANY CLIMATE ACTION PLAN

The City of Albany has prepared an Initial Study pursuant to California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code, Division 13 and California Code of Regulations, Title 14, Chapter 3) evaluating the potential environmental impacts of the Albany Climate Action Plan (CAP). The City proposes to adopt a Mitigated Negative Declaration ("MND") because, although the CAP 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. This MND and the Initial Study describe the reasons that this project will not have a significant effect on the environment with mitigation incorporated and, therefore, does not require the preparation of an environmental impact report under CEQA.

PUBLIC REVIEW AND COMMENT

Comments on the Initial Study and proposed Mitigated Negative Declaration must be submitted in writing prior to the close of the public comment period. From **February 12 to March 15, 2010**, the Draft CAP, the Mitigated Negative Declaration and its Initial Study of environmental effects are available for public review on the web at http://www.albanyca.org and during normal office hours at the City of Albany Planning Division, located at 1000 San Pablo Avenue, Albany 94706. Written comments on the Initial Study and proposed mitigated Negative Declaration should be submitted prior to 5:00 pm on February 15, 2010 to:

Nicole Almaguer, Environmental Specialist
City of Albany
1000 San Pablo Avenue
Albany, CA 94706
nalmaguer@albanyca.org
Phone: (510) 528-5754

The Albany Sustainability Committee held duly noticed public meetings concerning the CAP on September 17 and December 17, 2008; March 18, April 15, June 15, and September 16, 2009; and January 20 and February 17, 2010. The Planning Commission considered the CAP at its regularly scheduled meeting on November 24, 2009. The City Council considered the CAP at a duly noticed study session on January 4, 2010. In addition the City held a publicly noticed Climate Action Community Forum on May 17, 2009. The Climate Action Plan has been available on the City's website and at City Hall for a public review period beginning November 6, 2009. **The Planning and Zoning Commission will hold a public hearing on the CAP and MND on March 9, 2010. The City Council will hold a public hearing on the CAP and MND on March 15, 2010.**

Project Description: The proposed project is the adoption of a policy document intended to provide policy direction and identify actions the City and the community can take to significantly reduce the generation of Greenhouse Gases (GHG) consistent with California Assembly Bill (AB) 32 and Executive Order S-3-05. The purpose of the plan is to guide the development, enhancement, and ultimately the implementation of actions and strategies that reduce Albany's greenhouse gas emissions. The plan consists of five chapters and five appendices that:

- Summarize climate change, outline actions by the State and City to reduce emissions, and describe how Albany residents and business owners can participate in GHG reduction efforts;
- Describe the role public participation played in the formation of the CAP, State regulations governing climate action planning, and regional climate change initiatives and programs;

- Characterize Albany's current GHG emissions, indicate the projected community-wide emissions in 2020 and 2050, and note the action by City Council to establish a reduction target;

- Propose strategies and measures the City can take to achieve its emissions reduction target, and analyze the estimated cost of the proposed measures; and

- Discuss the means by which the City will monitor the Plan's implementation, verify achievements; and fund the selected measures.

The Albany CAP was developed under the premise that local governments and the communities they represent can address the main sources of the emissions that cause global warming: the energy consumed in buildings and for transportation and the solid waste sent to landfills.

Project Sponsor & Lead Agency: City of Albany
Project Location: Citywide

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1 PROJECT DESCRIPTION

1.1 PURPOSE

In 2008, the City of Albany began preparing a Climate Action Plan (CAP). Over the course of the past 16 months, the City has gathered input from residents and businesses and has prepared a Draft CAP for public review and comment. Pursuant to the California Environmental Quality Act (CEQA), the City has also prepared this Initial Study (IS) to assess the environmental effects of implementing the CAP. This IS consists of a project description, followed by a description of various environmental effects that may result from implementation of the Draft CAP.

1.2 REGIONAL SETTING

As shown in Exhibit 1, the City of Albany lies on the eastern shore of San Francisco Bay, in the highly urbanized northwest portion of Alameda County. To the north are the cities of El Cerrito and Richmond in Contra Costa County. To the south and east is the City of Berkeley. Albany is an essentially built-out community of 16,884 people. Interstate and regional access to the city is provided predominantly by Interstate 80 (I-80), I-580, and San Pablo Avenue (State Route [SR] 123) as shown in Exhibit 1.

1.3 CITY CHARACTERISTICS

The CAP area consists of all land area located within the incorporated limits of the City of Albany (see Exhibit 2). The city limits encompass approximately 1.7 square miles. Albany has 7,375 housing units, of which about 55 percent are single-family houses, most of which are more than 50 years old. The city also features a range of housing types with a variety of commercial and light industrial businesses – most of which are located along the Solano Avenue and San Pablo Avenue corridors.

1.4 PROJECT BACKGROUND

California has adopted a wide variety of regulations aimed at reducing the State's greenhouse gas (GHG) emissions. While State actions alone cannot stop global warming, the adoption and implementation of this legislation demonstrates California's leadership in addressing this critical challenge. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs the California Air Resources Board (ARB) to develop and implement regulations that reduce statewide GHG emissions. The *Climate Change Scoping Plan* (Scoping Plan) was approved by ARB in December 2008 and outlines the State's plan to achieve the GHG reductions required in AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 million metric tons of carbon dioxide equivalent (MMT CO_2e), or approximately 28% from the State's projected 2020 emission levels.

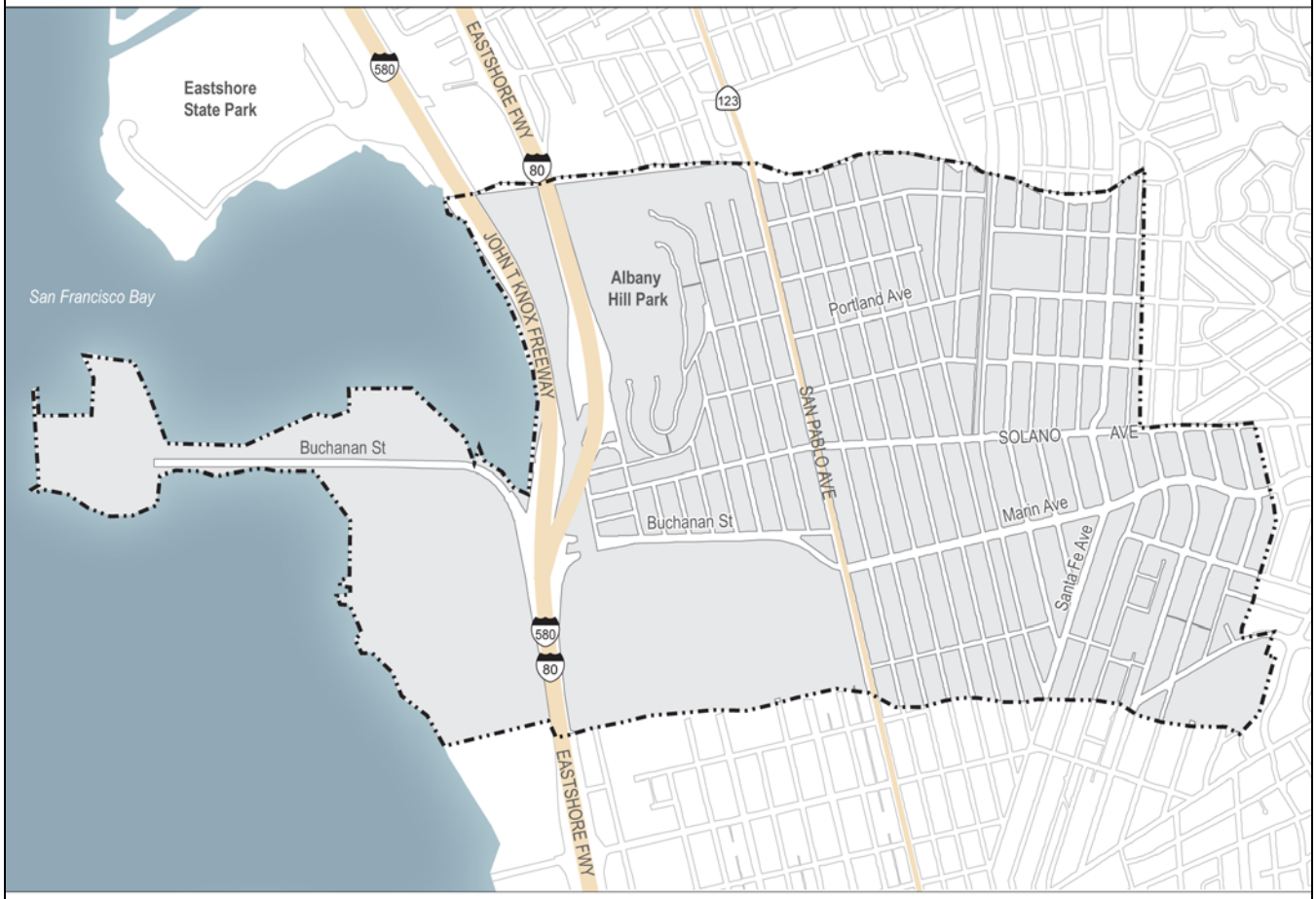
In the Scoping Plan, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. Though the specific role local governments will play in meeting the State's AB 32 goals is still being defined, they will nonetheless be a key player in implementing GHG reduction strategies.

Albany's Draft CAP articulates the City's intentions with respect to reducing community-wide GHG emissions in a manner consistent with AB 32. Throughout the Draft CAP, the City outlines strategies, objectives, measures and actions to create an interconnected transportation system and land use pattern; minimize energy consumption and waste; celebrate water as an essential community resource; and conserve, create and enhance natural assets that improve the community's quality of life. An action, program, or project would be considered consistent with the Draft CAP if, considering all of its aspects, it would further the strategies, objectives, measures, and actions set forth within the Draft CAP and not obstruct their attainment.

Source: CASIL 1990

Regional Location Map **Exhibit 1**

City of Albany



Source: Adapted by AECOM 2009

City of Albany **Exhibit 2**

1.5 PROJECT OBJECTIVES

The Draft CAP establishes a comprehensive, community-wide GHG emissions reduction strategy for Albany with regard to six elements: a) buildings and energy, b) transportation and land use, c) waste reduction, d) green infrastructure, e) water conservation, and f) food and agriculture. The Draft CAP includes the following vision statement:

> *The City of Albany prides itself on being one of the "greenest" cities in California. The community has dedicated itself to protecting its natural, livable surroundings, and promoting a sustainable, healthy urban environment. Albany continues to be proactive by implementing a number of programs and incentives to assist the community in preserving our local environment. These actions are crucial given the concerns raised by human-induced climate change. Climate change is a global crisis with the potential for wide-ranging environmental and social consequences in the Albany community. Albany residents are actively confronting the threat of climate change, and have worked diligently to create this climate action plan to enable our small city to further green its efforts and reduce greenhouse gas emissions by 25% below 2004 levels by the year 2020. Together, we can make a local difference on this global issue.*

The project objectives, derived from the vision statement, are expressed below.

- Adopt a Climate Action Plan that will comply with and implement State law, advance citywide sustainability and reflect community values.
- Place the City on a path to reduce annual community-wide GHG emissions by 25% below 2004 baseline emission levels by 2020.
- Provide clear guidance to City staff and decision-makers regarding when and how to implement key actions to reduce GHG emissions.
- Inspire residents and businesses to participate in community efforts to reduce GHG emissions.

Based on these objectives, the Draft CAP defines community strategies and GHG reduction measures through text and maps. The Draft CAP also recommends implementation actions for each quantified GHG reduction measure. The recommended actions serve as the basis for future programming decisions subject to the availability of staff and funding.

1.6 PROJECT DESCRIPTION

The proposed project is the adoption of the CAP, a document that provides policies and actions intended to reduce GHG emissions within the City and assist in the fight against climate change. Overall, the goal of the CAP is to reduce Albany's community-wide GHG emissions by 25 percent below 2004 emission levels by the year 2020. The Draft CAP provides general information about climate change and how GHG emissions within the City contribute to it, as well as an analysis of the potential effects of climate change on the city. In addition, the Draft CAP describes the baseline GHG emissions produced in Albany, and projects GHG emissions that could be expected if the Draft CAP is not implemented. The strategies, measures, and actions proposed in the Draft CAP are described in more detail under "Greenhouse Gas Emission Reduction Strategies," below.

The Draft CAP is the result of extensive community outreach and public participation. The City established a Sustainability Committee, composed of seven appointed members, to provide leadership, technical assistance, education and outreach to the public, schools, local businesses, and city agencies on innovative programs and the promotion of environmental sustainability through energy and water conservation, solid waste reduction and recycling, pollution prevention, transportation efficiency, as well as other means. In addition to reviewing the

Draft CAP with the Sustainability Committee, the City used several other methods to reach out to the community and receive feedback on the Draft CAP. The City asked residents to participate in both an online climate action survey to gather data about residents' habits that contribute to GHG emissions, and a mail survey used to establish a general sense of how many residents would support various measures proposed within the Draft CAP. The City also conducted two community workshops at Green Albany Day to present preliminary CAP strategies and measures and receive public comment.

1.6.1 EMISSIONS INVENTORY, BASELINE AND PROJECTIONS

Appendix A of the Draft CAP, "Emissions Inventory, Baseline and Projections Methodologies," presents a GHG emissions inventory, establishes an emissions baseline, provides projections of emissions in 2020 and 2050, and describes the City's emissions reduction target. The emissions inventory identifies the sources, distribution, and amount of GHG emissions by emission sector, including energy consumption, transportation, and solid waste.

The emissions inventory was developed by the City in collaboration with ICLEI – Local Governments for Sustainability using Clean Air Climate Protection (CACP) software. GHG emissions were calculated for both community-wide and government-related sources for 2004 based on activity data (i.e., energy consumption, vehicle miles traveled [VMT]) for California, Alameda County, and the City of Albany for each emission sector.

To establish an effective baseline for the CAP, the City modified the inventory to remove GHG emissions associated with through-city travel on state highways and to add emissions generated by water consumption. With these revisions, total community-wide emissions were determined to be 69,830 MT CO_2e. Electricity and natural gas consumption within buildings contributed approximately 59% of Albany's community-wide GHG emissions. Transportation-related activities contributed approximately 34% of Albany's annual GHG emissions. Waste disposal contributed approximately 5%, and water use contributed approximately 2%. Government-related emissions were estimated to be 918 MT CO_2e, or about 1.3% of the city's total emissions. For purposes of the Draft CAP, Albany's reduction target of 25% below 2004 emissions by 2020 applies to these baseline emissions.

Albany's GHG emissions levels were also projected for the years 2020 and 2050 to determine the emission reductions needed to achieve the City's goal. Projections were calculated for a trend scenario, which assumes that historical emission trends would continue. Under this scenario, Albany's GHG emissions are expected to increase to approximately 72,000 MT CO_2e by 2020, and 85,106 MT CO_2e by 2050. Based on the 2020 projection, Albany will need to reduce its GHG emissions to 52,400 MT CO_2e, a reduction of about 19,600 MT CO_2e below currently anticipated emissions.

1.6.2 GREENHOUSE GAS EMISSION REDUCTION STRATEGIES

The Draft CAP identifies six GHG emission reduction strategies. Combined, these strategies would decrease emissions by approximately 15,660 MT CO2e. A Community Challenge is also proposed. If successful, the Community Challenge would result in an additional 3,940 MT CO_2e of reductions, enabling the City to achieve its target.

Each proposed strategy is made up of objectives, measures, and actions. Measures that have a quantifiable emissions reduction also identify recommended action steps. Measures that would aid in reducing GHG emissions, but which cannot be quantified, are also included. A summary of proposed CAP strategies, objectives, measures, and actions is provided as Attachment A.

The Draft CAP strategies include the following:

BUILDINGS AND ENERGY

Minimize energy consumption; create high performance buildings, and transition to clean, renewable energy sources.

The buildings and energy strategy recommends energy efficiency retrofits for existing buildings, enhances energy performance requirements for new construction, increases use of renewable energy, and improves community energy management.

TRANSPORTATION AND LAND USE

Create an interconnected transportation system and land use pattern that shifts travel from auto to walking, biking, and public transit.

The transportation and land use strategy identifies ways to reduce automobile emissions, including improving pedestrian and bicycle infrastructure, enhancing public transit service, supporting pedestrian- and transit-oriented development, discouraging single-occupancy vehicle use, and improving the City's vehicle fleet.

WASTE REDUCTION

Minimize waste.

The waste reduction strategy builds on past City successes by increasing waste diversion rates and educating residents to become well-informed consumers.

GREEN INFRASTRUCTURE

Enhance natural assets that improve community quality of life.

The green infrastructure strategy expands Albany's urban forest for carbon sequestration purposes.

WATER CONSERVATION

Celebrate water as an essential community resource.

The water conservation strategy recommends water conservation measures applicable to both indoor and outdoor water use in existing buildings and new construction.

FOOD AND AGRICULTURE

Create a sustainable and climate-friendly food system.

The food and agriculture strategy strengthens the regional food system, including urban agriculture, and increases awareness of sustainable food choices.

COMMUNITY CHALLENGE

The City's adopted GHG reduction target calls for 19,600 MT CO_2e of GHG emissions reductions by 2020. The strategies described above achieve 15,660 MT CO_2e of reductions. The Community Challenge calls upon Albany residents, businesses, employees, and City staff to mobilize and achieve the remaining 3,940 MT CO_2e of GHG reductions. This can be attained through higher levels of community participation in the proposed strategies

and measures and/or from future reduction sources not envisioned today. Citizen involvement and leadership will be required to achieve these remaining reductions.

1.6.3 RESULTS OF IMPLEMENTATION

Implementation of the Draft CAP would result in annual community-wide GHG emissions reductions of approximately 15,660 MT CO_2e by 2020. The remaining reductions necessary to achieve the 25% reduction target would be achieved through the Community Challenge, described above. Table 1 below indentifies the MT CO_2e reductions and percentages that would be expected from implementation of each proposed strategy and objective.

Table 1
GHG Reduction Potential of Objectives

Strategy or Objective	GHG Potential Reduction (MT CO_2e)	Percentage of Strategy
Buildings and Energy Strategy		
BE-1: Lead by Example with Zero-Emission City Buildings by 2015	150	2%
BE-2: Retrofit Existing Residential and Commercial Buildings to Increase Energy Efficiency and Maximize Use of Renewable Energy	6,440	75%
BE-3: Require Energy Performance in New Construction	1,550	18%
BE-4: Community Energy Management	460	5%
Subtotal Buildings and Energy Strategy	**8,600**	**100%**
Transportation and Land Use Strategy		
TL-1: Facilitate Walking and Biking in the Community	2,295	49%
TL-2: Make Public Transit More Accessible and User-Friendly	126	3%
TL-3: Promote Pedestrian- and Transit-Oriented Development	860	18%
TL-4: Reduce Vehicle Emissions and Trips	1,384	30%
TL-5: Prepare for Peak Oil	-	-
Subtotal Transportation and Land Use Strategy	**4,665**	**100%**
Waste Reduction Strategy		
WR-1: Become a Zero-Waste Community	2,210	100%
Subtotal Waste and Water Strategy	**2,210**	**100%**
Green Infrastructure Strategy		
GI-1: Expand and Enhance the City's Green Infrastructure	130	100%
Subtotal Green Infrastructure Strategy	**130**	**100%**
Water Conservation Strategy		
WC-1: Conserve Water in Existing Buildings/Landscapes	10	18%
WC-2: Conserve Water in New Construction/Landscapes	45	82%
Subtotal Water Conservation Strategy	**55**	**100%**
Food and Agriculture Strategy		
FA-1: Strengthen the Regional Food System	-	-
FA-2: Promote Awareness of Sustainable Food Choices	-	-
FA-3: Increase and Enhance Urban Agriculture	-	-
Subtotal Food and Agriculture Strategy	**-**	**-**
Total	**15,660**	**100%**

1.6.4 POTENTIAL ENVIRONMENTAL IMPACTS

Although the overall purpose of the Draft CAP is to reduce the impact that the community will have on global climate change and, therefore, benefit the environment, implementation of the Draft CAP could potentially result in adverse impacts on the physical environmental as a result of construction activity, such as degrading visual resources, biological resources, or cultural resources. The following paragraphs summarize the possible impacts that could result from implementation of the Draft CAP. An analysis of each potential impact is included in the environmental checklist beginning on page 2-1.

Constructing photovoltaic panels, wind, or other alternative energy infrastructure or facilities; building new bike paths and walking infrastructure; retrofitting buildings; and constructing new mixed-use, transit-oriented development projects could result in changes to the overall visual character of the city, potentially change scenic views of San Francisco Bay and surrounding topography, and add new sources of light and glare. Developing wind energy facilities in the future could potentially affect avian wildlife and habitat. Completing energy-efficient retrofits of existing residential, commercial, and municipal buildings could potentially affect culturally-significant historical buildings.

Although the Draft CAP would result in long-term environmental benefits related to reduced GHG emissions, short-term construction emissions and noise impacts from construction activities could potentially occur. Such projects could also result in higher urban runoff and ambient noise levels, increases in population and resulting needs for services, utilities, and infrastructure.

In addition to these potential impacts on the physical environment, implementation of the CAP could also result in the need to amend some City planning documents and regulations, such as the General Plan, the Zoning Ordinance, and Specific Plans. Although these are not physical environmental impacts, they correspond to established CEQA thresholds of significance and are, therefore, considered within the environmental checklist.

2 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION		
1.	Project Title:	City of Albany Climate Action Plan (CAP)
2.	Lead Agency Name and Address:	City of Albany, 1000 San Pablo Avenue, Albany, CA 94706
3.	Contact Person and Phone Number:	Nicole Almaguer, Environmental Specialist, (510) 528-5754
4.	Project Location:	All land within the City of Albany, CA
5.	Project Sponsor's Name and Address:	City of Albany, 1000 San Pablo Avenue, Albany, CA 94706
6.	General Plan Designation:	Various
7.	Zoning:	Various
8.	Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)	
	Please refer to enclosed project description.	
9.	Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	*Please refer to enclosed environmental setting.*
10:	Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	N/A

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	☐ Agriculture 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	☒ None With Mitigation

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. ☐

Jeff Bond
Signature

February 12, 2010
Date

Jeff Bond
Printed Name

Planning Manager
Title

City of Albany
Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   the significance criteria or threshold, if any, used to evaluate each question; and
   the mitigation measure identified, if any, to reduce the impact to less than significance.

2.1 AESTHETICS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with 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?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Albany is situated along the eastern edge of San Francisco Bay north of Berkeley and south of El Cerrito. Albany Hill is a major topographic feature within the city, and the Berkeley Hills are located east of the city. The majority of Albany and surrounding communities are developed and urbanized. Portions of Albany, particularly along the waterfront and Albany Hill, provide panoramic views of San Francisco Bay and points beyond, including the City of San Francisco, Treasure Island, the Bay Bridge and Golden Gate Bridge, and Mount Tamalpais. Views of the Berkeley Hills to the east are visible from much of the city.

Albany is characterized by primarily residential housing, most of which is more than 50 years old. Although the housing stock is older, it is primarily well-maintained. Commercial and light industrial businesses are located mostly along Solano Avenue and San Pablo Avenue. I-80 passes through Albany close to the waterfront. The majority of land area within the city is located east of I-80.

West of I-80 lies the Albany waterfront. Views of San Francisco, the Golden Gate and San Francisco Bay bridges, Alcatraz, and Angel Island can seen from the shoreline. Albany's waterfront began as a landfill site for construction debris. The southern portion includes Golden Gate Fields Racetrack. The land to the north is called the "Plateau", a portion of which fenced off to protect a recently-created habitat for burrowing owls. The area to the west is known as the Albany Bulb, which is owned by the City, but is planned to be incorporated into the Eastshore State Park.[1]

DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

The Draft CAP proposes strategies and measures that would aid in reducing the City's emission of GHGs, and, thus, would not directly lead to development that would affect scenic vistas. However, the proposed measures

[1] City of Albany. 2009. *Voices to Vision: The Story of the Albany Waterfront – A Simplified History of a Complex Place.* Available: http://www.voicestovision.com/albany-waterfront/. Accessed November 16, 2009.

encourage the installation of photovoltaic (PV) panels and other distributed renewable energy technologies on homes, businesses and City facilities to provide alternative sources of energy. PV panels could be placed on rooftops, which could potentially alter scenic views of San Francisco Bay and the Berkeley Hills for homes or businesses located behind the rooftop panels. However, the placement of PV panels for residential or civic use would likely not be large enough to significantly affect views from other residences located uphill or behind the rooftop panels. In any case, installation of these panels would require Planning and Building review and approval. This approval process would ensure that PV panels do not adversely affect scenic vistas.

The Draft CAP recommends that the City explore the potential feasibility of establishing a wind energy generation facility on the Albany Bulb. Pursuant to this recommendation, the City would hire a qualified consultant to evaluate the wind resource quality. If wind resources are found to be adequate for cost-effective wind energy generation, the Draft CAP recommends that the City conduct further planning and evaluation to define the potential wind turbine facilities and determine potential environmental impacts of their development, including potential for wind energy generation facilities to affect scenic vistas of San Francisco Bay. This could result in a potentially significant impact unless mitigated.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no designated state scenic highways within or within view of the city. Therefore, there would be **no impact**.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The Draft CAP recommends rehabilitation and renovation of existing buildings to improve energy efficiency and the development of infill projects to maximize land use potential in the city. The installation of PV panels on rooftops could result in slight changes to existing visual character. However, renovations and new development would be designed to be compatible with existing development. PV panels would be associated with existing structures and installation of PV panels would be subject to Planning and Building review and approval, ensuring that they do not result in substantial changes to the visual character of the city.

The Draft CAP includes numerous land use planning initiatives, including recommendations that the City revise existing development standards and design guidelines to promote high-quality mixed-use and transit-oriented development projects within the San Pablo Commercial and Solano Commercial districts; and encourage additional neighborhood-serving commercial uses and transit-oriented development within commercial districts. Actions to support these initiatives include re-evaluating height limits and setbacks within commercial areas. Such actions could potentially result in new vertical construction within commercial areas that could affect visual character of surrounding neighborhoods. Although no specific development project is proposed, Draft CAP recommendations promoting new mixed-use and transit-oriented development in Albany could result in a **potentially significant impact unless mitigated**.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Implementation of the Draft CAP would not result in the development of major light sources, although distributed installation of PV panels on homes, businesses, and City facilities is encouraged to reduce Albany's dependence on energy sources that produce GHGs. PV panels are specifically designed to absorb, not reflect, sunlight. Thus, their placement and orientation on individual properties would not adversely affect day or nighttime views in the area.

The Draft CAP recommends that the City explore the potential feasibility of establishing a wind energy generation facility on the Albany Bulb. Pursuant to this recommendation, the City would hire a qualified consultant to evaluate the wind resource quality. If wind resources are found to be adequate for cost-effective wind energy generation, the Draft CAP recommends that the City conduct further planning and evaluation to define the potential wind turbine facilities and determine potential environmental impacts of their development, including potential for wind energy generation facilities to create glare which would adversely affect day or nighttime views in the area. This could result in a potentially significant impact unless mitigated.

Mitigation Measures

Mitigation Measure A-1: Rezone and CUP Review for Wind Energy Facilities - Aesthetics.

If wind resources are found to be adequate to support wind energy generation facilities on the Albany Bulb, the City shall initiate the process to allow such facilities, subject to a conditional use permit (CUP) process, before construction can be authorized. The CUP shall establish performance standards and other conditions which minimize adverse effects of wind energy generation facilities upon scenic vistas of San Francisco Bay and reduce potential for such facilities to create glare which would adversely affect day or nighttime views in the area.

Mitigation Measure A-2: General Plan Update – Land Use Element.

The City of Albany has begun the visioning stages of a General Plan Update. Within subsequent stages of the General Plan Update process, the City shall develop plans and policies that promote high-quality mixed-use and transit-oriented development projects within the San Pablo Commercial and Solano Commercial districts, encourage additional neighborhood-serving commercial uses and transit-oriented development throughout existing commercial districts, and reduce potential for such development to degrade existing visual character of surrounding neighborhoods. The City shall prepare an Environmental Impact Report (EIR) for the General Plan Update pursuant to CEQA requirements, which shall include strategies to reduce visual impacts to existing visual character of surrounding neighborhoods, if applicable. Mixed-use and transit-oriented development projects that require amendments to the Planning and Zoning Code pursuant to the CAP recommendations will only be implemented as approved in the General Plan Update and evaluated in the EIR.

These mitigation measures would ensure that future project-specific impacts would require further evaluation and mitigation designed to minimize adverse effects on views of San Francisco Bay and that policies developed within the General Plan Update minimize potential visual effects of any future mixed-use and transit-oriented development projects occurring within the city on surrounding neighborhoods. Implementation of the Draft CAP with these measures would result in impacts that are **less than significant with mitigation incorporated**.

2.2 AGRICULTURAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with 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, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
	Would the project:				
	a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
	b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
	c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Albany is a built-out, highly urbanized city consisting of 1.7 square miles. Albany is surrounded by El Cerrito to the north, Berkeley to the south and east, and the San Francisco Bay to the west. Due to its urbanized and developed nature, Albany does not contain any agricultural land. Vacant land in Albany consists primarily of land located along the edge of the San Francisco Bay west of I-80, including Albany Bulb, which protrudes into the Bay. In addition, numerous small vacant lots are located throughout the city. However, none of these areas host active agricultural practices or are suitable for such practices.

Approximately 7 acres located at the southwest corner of San Pablo Avenue and Marin Avenue, known as the Gill Tract, are used by the University of California, Berkeley, College of Natural Resources as an academic reserve for agricultural experiments. Agricultural areas of the Gill Tract have been historically used for campus research.

The city has three community gardens located at Ocean View Park, Albany High School, and adjacent to University Village. The Draft CAP recommends measures and actions to enhance and improve existing urban agricultural resources.

DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The city does not contain any land that is in current agricultural production, including land classified as Important Farmland. Decisions by the University of California as to future use of the Gill Tract would not be affected by implementation of the Draft CAP. The proposed project would not result in conversion of farmland to non-agricultural use. Therefore, there would be **no impact**.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

The city does not contain any land zoned for agricultural use or that is under a Williamson Act contract. Therefore, there would be **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?

Decisions by the University of California as to future use of the Gill Tract would not be affected by implementation of the Draft CAP. The proposed project would not result in conversion of farmland to non-agricultural use. The proposed project would not result in conversion of farmland to non-agricultural use. Therefore, there would be **no impact**.

2.3 AIR QUALITY

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with 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 on 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

San Francisco Bay is surrounded by hills and mountains that create a large air basin with two outlets: the Golden Gate directly west of the city and through the Sacramento-San Joaquin River Delta located to the northeast. The Bay Area Air Quality Management District regulates air quality in the San Francisco Bay Area Air basin (SFBAAB), which includes the City of Albany.

In general, air quality in the Bay Area has improved from previous years, but the SFBAAB does on occasion exceed ambient air quality standards. The SFBAAB is considered a nonattainment area for both PM_{10} and $PM_{2.5}$ under State standards, although not under federal standards, since California air quality standards are more stringent that federal standards. The region is considered in serious nonattainment status for ground level ozone. However, neither the region nor the state has experienced exceedences of State or federal standards for CO since 1991.

The City of Albany contains only two major stationary sources of air emissions, the chemistry lab at Albany High School, and Western Forge and Flange Company[2]. Traffic from I-80 is Albany's major source of mobile air

[2] California Air Resources Board. 2009. *Facility Search Engine*. Available: <http://www.arb.ca.gov/app/emsinv/facinfo/facinfo.php>. Accessed November 12, 2009. Although Western Forge and Flange Company is listed in the ARB database, the business has subsequently closed.

emissions and contributor to both criteria pollutants and GHG emissions. Winds blowing from the Golden Gate generally disperse pollutants away from Albany, and localized air quality may be affected by this phenomenon.

DISCUSSION

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

The purpose of the Draft CAP is to reduce GHG emissions within the city to help contribute to global efforts to reduce the effects of climate change. Recommendations within of the Draft CAP include reducing vehicle use, developing bicycle and pedestrian facilities, enhancing public transit, using renewable energy, improving energy efficiency in buildings, improving energy management, increasing water conservation, and promoting green infrastructure and urban agriculture. In addition to reducing GHGs, each of these elements would help to reduce criteria air pollutants and would not conflict with or obstruct the Bay Area Air Quality Management District's Air Quality Plan. Implementation of the Draft CAP would result in a **less-than-significant impact**.

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

See Item (a). Implementation of the Draft CAP would result in a **less-than-significant impact**.

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)?

See Item (a). Implementation of the Draft CAP would result in a **less-than-significant impact**.

d) Expose sensitive receptors to substantial pollutant concentrations?

See Item (a). Implementation of the Draft CAP would result in a **less-than-significant impact**.

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

The Draft CAP does not proposed strategies or measures that would directly or indirectly result in the creation of objectionable odors. Therefore, there would be **no impact**.

2.4 BIOLOGICAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with 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 the U.S. Fish and Wildlife Service?	☐	☒	☐	☐
	b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Albany is an urbanized built-out community with little natural land remaining, thus habitat for animal or plant species is very limited. Areas that may contain important species habitat are located along the waterfront, along the creeks traversing the city, and Albany Hill. Oak woodlands on the north and east slopes of Albany Hill are considered sensitive and contain oaks that are used by monarch butterflies for roosting. Also present on Albany Hill are eucalyptus, California blackberry, poison oak, toyon, and wild rose. Vegetation along the creeks includes willows, buckeyes, bays, eucalyptus, and redwoods. Common small mammals use the riparian areas of these creeks as movement corridors and fish species, including mosquito fish, sculpin, and three-spined stickleback, occupy the creek.

The waterfront area contains mudflats, which serve as important habitat for shorebirds, terrestrial, and aquatic animals, including during times of migration. The mudflats north of the Plateau and the bay waters north of the Albany Bulb support abundant populations of water birds during fall, winter, and spring. When the mudflats are exposed at low tide, shorebirds of many species gather to feed on invertebrates in the mud. Plant and wildlife surveys compiled in 1994 and 1995 to support a City proposal for a portion of the Eastshore State Park documented over 100 wildlife species and 87 plant species (22 native and 65 non-native) present on the waterfront[3]. Species that have been observed in the waterfront area, including the Albany Bulb, include terns, gulls, cormorants, saltwater ducks, great horned owls, Coopers hawks, and red-tailed hawks. Many of these species congregate in the calm waters near the former landfill, which provides protection from the prevailing south winds.

DISCUSSION

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 the U.S. Fish and Wildlife Service?

For the most part, future projects that may occur as a result of implementing the Draft CAP measures would be located within the more urbanized portions of the city that do not support habitat for the important wildlife species. These activities would not result in adverse effects on candidate, sensitive, or special-status species or their habitat.

To address the City's goals to use more renewable energy, and as recommended within the Draft CAP, the City is in the process of investigating the feasibility of developing a wind energy facility on the Albany Bulb. In the event that such a facility is developed, there would be potential adverse impacts on habitat located on the Bulb, as well as impacts associated with avian safety, because bird mortality is associated with collisions with wind energy facilities. Pursuant to the Draft CAP recommendation, the City would hire a qualified expert to evaluate the wind resource quality. If wind resources are found to be adequate for cost-effective wind energy generation, the Draft CAP recommends that the City conduct further planning and evaluation to define the potential wind turbine facilities and determine potential environmental impacts of their development, including potential for wind energy generation facilities result in adverse impacts on habitat, including, but not limited to avian mortality. This could result in a potentially significant impact unless mitigated.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Habitat Conservation Plan or Natural Communities Conservation Plan applies to the City of Albany. Implementation of the Draft CAP would result in a **less-than-significant impact**.

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?

Wetlands in the City of Albany are very limited and would not be likely to be affected by future projects that may occur as a result of implementing the Draft CAP. In the event that wetlands could potentially be affected by future actions, project-specific wetland studies and mitigation, if necessary, would be required pursuant to existing Clean Water Act requirements. Implementation of the Draft CAP would result in a **less-than-significant impact**.

[3] City of Albany. 1995. *A Proposal for the Albany Portion of the Eastshore State Park.* Available: http://www.albanyca.org/Modules/ShowDocument.aspx?documentid=301. Accessed November 16, 2009.

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?

See Item (a). Future development of wind energy facilities on the Albany Bulb could interfere with movement of migratory birds unless mitigated.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Draft CAP does not contain any components that would directly or indirectly conflict with local policies that protect biological resources. Therefore, there would be **no impact**.

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 Habitat Conservation Plan, Natural Communities Conservation Plan, or other habitat conservation plan applies to the project site. Therefore, there would be **no impact**.

Mitigation Measure

Mitigation Measure BR-1: Rezone and CUP Review for Wind Energy Facilities – Biological Resources.

If wind resources are found to be adequate to support wind energy generation facilities on the Albany Bulb, the City shall initiate the process to allow such facilities, subject to a conditional use permit (CUP) process, including project-level CEQA review. The CUP shall establish performance standards and other conditions that minimize adverse effects of wind energy generation facilities on habitat, avian mortality, and interference with movement of migratory birds. Implementation of a wind energy facility on the Bulb will only occur after compliance with project-specific CEQA review and approval of the CUP by the City.

This mitigation measure would ensure that any future potential wind energy generation facilities are designed to minimize adverse effects of wind energy generation facilities on habitat, avian mortality, and interference with movement of migratory birds. Implementation of the Draft CAP with this measure would result in an impact that is **less than significant with mitigation incorporated**.

2.5 CULTURAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with 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 Section 15064.5?	☐	☐	☒	☐
	b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

Albany is characterized by primarily residential uses with commercial and light industrial businesses along Solano Avenue and San Pablo Avenue. Homes in Albany vary in architectural styles, and most are 50 years old or older. According to the General Plan, there are cultural and archaeological resources in the city; four archaeological sites are located near Albany Hill, and one house is listed on the National Register of Historic Places. It is also possible that new cultural resources may have been discovered or designated since the General Plan was last updated in 1992. In addition, Albany Hill is an important visual and geologic resource within the city. The hill is an outcropping of Franciscan sandstone, and is considered an important contributor to Albany's character.

DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

The Draft CAP does not propose any strategy or measure that would directly result in an adverse change in the significance of a historical resource. However, the Draft CAP does recommend retrofitting and renovation of older buildings to be more energy efficient and thus reduce GHGs associated with energy consumption. Most of the housing stock in the city is more than 50 years old, thus some of the structures which may be retrofitted could be eligible for classification as historic resources.

At the time of adoption of the General Plan, only one historical resource was located in the city. Therefore, it would be highly unlikely that activities resulting from implementation of the Draft CAP would affect that specific resource. However, since it is possible that more structures could be eligible to be designated as historical resources, it is also possible that recommended retrofit and renovation activities could affect one or more of these structures, especially since the older a home is, the less energy efficient it tends to be. Pursuant to Draft CAP recommendations, approximately 20% of Albany homes and most City facilities could install PV panels or other similar distributed renewable energy technologies, which could affect the historical integrity of the structure, if the panels are not installed properly. However, all major alterations to structures within the city are reviewed through the City's established Design Review process. Continued compliance with the City's established Design Review process would ensure a **less-than-significant impact**.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

There are few known archaeological resources in Albany. There is a remote possibility that ground-disturbing activities that occur as a result of redevelopment, infrastructure development, or building pedestrian and bicycle infrastructure pursuant to the Draft CAP could uncover previously unknown archaeological resources. In the event that this occurs, compliance with State regulations pertaining to discovery of archaeological resources would ensure that this impact is **less than significant**.

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

The Draft CAP is intended to reduce community-wide GHG emissions and does not include any elements that would directly destroy a unique paleontological resource or geologic feature. Indirect impacts that could result from implementing the Draft CAP may include development of bike and pedestrian trails, building retrofits, redevelopment projects, changes in transit services, and installation of alternative energy infrastructure. These indirect impacts would be very unlikely to result in adverse impacts. There are no known paleontological resources in the city, and the most prominent geologic feature in the city is Albany Hill. Implementation of the Draft CAP would not result in any activities that would destroy Albany Hill, but there is a remote possibility that ground disturbing activities that occur as a result of mixed-use or transit-oriented development projects, infrastructure development, or building pedestrian and bicycle infrastructure pursuant to the Draft CAP could unearth a previously unknown paleontological resource. However, compliance with State regulations pertaining to discovery of paleontological resources would ensure that this impact is **less than significant**.

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

There is a remote possibility that ground-disturbing activities that occur as a result of mixed-use or transit-oriented development projects, infrastructure development, or building pedestrian and bicycle infrastructure pursuant to the Draft CAP could uncover previously unknown human remains. In the unlikely event that this occurs, compliance with State regulations pertaining to discovery of human remains would ensure that this impact is **less than significant**.

2.6 GEOLOGY AND SOILS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with 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 California Geological Survey 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, as updated), 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Albany is located in an area that experiences seismic activity in the form of infrequent, large earthquakes that pose risks to structures and public safety. The city is situated one mile west of the Hayward Fault and 17 miles east of the San Andreas Fault. Both faults are capable of producing violent seismic groundshaking and have done so in the past. The Hayward Fault is thought to have a relatively high probability of producing a large earthquake in the next few decades.

In addition, portions of the city are underlain by expansive soils, including Bay Mud, and by fill materials, particularly in the area surrounding I-80 and the waterfront. These soils can expand and contract, damaging underground facilities and foundations. Fill materials, particularly in areas near water, can be highly susceptible to liquefaction. Albany Hill could possibly be subject to landslide hazards, particularly during a seismic event.

DISCUSSION

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 California Geological Survey Special Publication 42.)

Although the City of Albany is located approximately one mile from the Hayward Fault, it is not located within the associated Earthquake Fault Zone, as mapped by the California Geologic Survey, so surface rupture would not be anticipated within the city. Therefore, there would be **no impact**.

ii) Strong seismic ground shaking?

During a large earthquake in the region, the city would likely experience strong seismic groundshaking, particularly if the Hayward Fault ruptured. The Draft CAP would implement measures intended to reduce community-wide GHGs, none of which would directly affect the potential to expose the people or structures to strong seismic groundshaking.

Some components of the Draft CAP would include the development of an expanded network of bike and pedestrian facilities, new mixed-use and transit-oriented development projects, and retrofitting existing residential and commercial structures to be more energy efficient, and thus reduce GHG emissions associated with energy consumption. These bike and pedestrian facilities, new structures, and building retrofits could be adversely affected by strong seismic groundshaking if not developed in compliance with building codes for structural integrity. However, all future projects associated with implementation of the Draft CAP would be required to meet engineering and structural requirements and comply with all applicable building codes and seismic requirements, which would ensure that these project components do not expose people or structures to the risks associated with strong seismic ground shaking. This would be a **less-than-significant impact**.

iii) Seismic-related ground failure, including liquefaction?

As stated above, portions of the city are underlain by fill material, which is generally more susceptible to the effects of liquefaction, particularly during a seismic event. However, similar to Item (a) (ii), all future projects associated with implementation of the Draft CAP would be required to meet applicable engineering and structural requirements, as well as applicable building code requirements. Such compliance would ensure safety to the structures and plan components. This would be a **less-than-significant impact**.

iv) Landslides?

Albany Hill could potentially be susceptible to a landslide during a seismic event. Bike and pedestrian facility improvements proposed within the Draft CAP do not include improvements located on the hill. In the event that substantial building retrofits or renewable energy installations occur on the hill, such activities would be subject to the City's current engineering design and building code requirements to reduce impacts in the event of a landslide. Although the potential for such an event is low, the possibility cannot be fully mitigated. However, projects that could occur as a result of implementation of the Draft CAP would not add to this risk or include any elements that would increase the risk of a landslide. Therefore, this impact would be **less than significant**.

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

No future project resulting from implementation of the Draft CAP would directly involve major movement of topsoil or directly result in substantial soil erosion. In the event that proposed residential or commercial retrofits or renovations, construction of bike paths and pedestrian improvements, new mixed-use or transit-oriented development projects, or installation of wind energy generation facilities on the Albany Bulb pursuant to the Draft CAP requires construction activity that may result in substantial soil erosion or loss of topsoil, such activities would be subject to the City's Grading Ordinance to reduce erosion impacts. Compliance with the Grading Ordinance would ensure a **less-than-significant impact**.

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?

Portions of the city are underlain by fill material that could result in liquefaction during seismic events. However, future projects associated with the implementation of the Draft CAP would not cause the ground on which they are located to become unstable and result in landslide, lateral spreading, subsidence, liquefaction, or collapse. This would be a **less-than-significant impact**.

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

As stated in the Environmental Setting, portions of the city are underlain by Bay Mud, which is a soil unit with expansion potential. Structures and infrastructure in these areas can be at risk if they are not engineered and built according to appropriate building codes. However, similar to Items (a)(i-iii), all projects that may possibly be developed as a result of implementation of the Draft CAP would be subject to applicable engineering and City building code requirements, which would ensure that they are developed in a way that minimizes the possible effects of expansive soil. Compliance with existing code regulations would ensure a **less-than-significant impact**.

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?

The City of Albany uses a sewer system and does not require the use of alternative wastewater disposal systems or septic tanks. Thus, there would be **no impact**.

2.7 GREENHOUSE GAS EMISSIONS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	**Greenhouse Gas Emissions. Would the project:**				
	a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
	b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Chapter II of the Draft CAP, "Baseline, Projections, and Targets," presents a community-wide GHG emissions inventory for Albany, establishes an emissions baseline, provides projections of emissions in 2020 and 2050, and describes the City's 25% below baseline emissions target.

An emissions inventory was developed by the City in coordination with ICLEI – Local Governments for Sustainability using Clean Air Climate Protection (CACP) software. The emissions inventory identifies the sources, distribution, and amount of GHG emissions by emission sector, including energy consumption, transportation, solid waste, and water consumption. GHG emissions were calculated for both community-wide and government-related sources for 2004 based on activity data (i.e., energy consumption, vehicle miles traveled [VMT]) for California, Alameda County, and the City of Albany for each emission sector. Total community-wide emissions were determined to be 157,687 MT CO_2e. Government-related emissions were estimated to be 918 MT CO_2e, or about 0.5% of Albany's total emissions.

To establish an effective baseline for the CAP, the City modified the inventory to remove state highway VMT and add emissions associated with water consumption. With these revisions, total community-wide emissions were determined to be 69,830 MT CO_2e. Local travel accounted for 34% of the community-wide GHG emissions. GHG emissions associated with residential energy use were approximately 29% of Albany's energy-related GHG emissions, and commercial/industrial energy use accounted for 30% of Albany's total GHG emissions. Waste disposal contributed approximately 5%, and water consumption contributed approximately 2%.

Albany's GHG emissions levels were also projected for the years 2020 and 2050 to determine the emission reductions needed to achieve the City's goal. Projections were calculated for a trend scenario, which assumes that historical emission trends would continue. Under this scenario, Albany's GHG emissions are expected to increase to 71,995 MT CO_2e by 2020 and to 85,106 MT CO_2e by 2050. Albany's GHG reduction goal is 25 percent below 2004 emission levels by 2020. Based on the 2020 projection, Albany will need to reduce GHG emissions to approximately 52,400 MT CO_2e by 2020, a reduction of nearly 19,600 MT CO_2e below currently anticipated future emissions.

DISCUSSION

a) Generate GHGs, either directly or indirectly, that may have a significant impact on the environment?

Implementation of strategies and measures proposed within the Draft CAP would result in annual community-wide GHG emission reductions of approximately 15,660 MT CO_2e by 2020. Table 1 in the Project Description

indentifies the MT CO_2e reductions and percentages that would be expected from implementation of each proposed Draft CAP strategy and objective. Implementation of the Draft CAP would therefore directly and indirectly *reduce* community-wide GHGs. There would be **no impact**.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

California has adopted a wide variety of regulations aimed at reducing the State's greenhouse gas (GHG) emissions. AB 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs ARB to develop and implement regulations that reduce statewide GHG emissions. The *Climate Change Scoping Plan* (Scoping Plan) was approved by ARB in December 2008 and outlines the State's plan to achieve the GHG reductions required in AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 MMT CO_2e, or approximately 28% from the State's projected 2020 emission levels. In the Scoping Plan, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. The Scoping Plan recommends that local governments consider adopting a goal of 15% below current emissions levels to assist the State in implementing AB 32.

Albany's Draft CAP articulates the City's intentions with respect to reducing community-wide GHG emissions in a manner consistent with AB 32. Implementation of strategies and measures proposed within the Draft CAP would result in annual community-wide GHG emission reductions of approximately 15,660 MT CO_2e by 2020. Table 1 in the Project Description indentifies the MT CO_2e reductions and percentages that would be expected from implementation of each proposed Draft CAP strategy and objective. Implementation of the Draft CAP alone would not meet the City's goal of reducing GHG emissions to 25% below 2004 baseline levels, although it would exceed a 15% community-wide GHG reduction target by 2020, which would be consistent with AB 32 Scoping Plan recommendations. As of this writing, there are no adopted regional or local plans, policies or regulations other than the Scoping Plan and the City's Draft CAP which are designed to reduce emissions of GHGs. There would be **no impact**.

2.8 HAZARDS AND HAZARDOUS MATERIALS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**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/or 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?	☐	☐	☐	☒
	f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
	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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Hazardous materials are present in all urban environments in one form or another, including gasoline and diesel, household chemicals, paints, and cleansers. In Albany, major generators and users of hazardous materials include businesses such as gas stations, dry cleaners, printing plants, and the U.S. Department of Agriculture facility located on Buchanan Street. The Alameda County Waste Management Authority and Department of Environmental Health regulate hazardous waste storage, use, and generation within Alameda County, including within the City of Albany. The City Fire Department provides monitoring within the city. The County adopted the

Alameda County Hazardous Waste Management Plan, which implements hazardous waste management policies and seeks to reduce the amount of hazardous waste produced. In addition, the City has adopted a Hazardous Waste Element.

DISCUSSION

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

The Draft CAP and the future projects that could potentially result from implementation of the Draft CAP would not result in the routine transport, use, or disposal of hazardous materials. It is possible that construction activities associated with new mixed-use or transit-oriented development projects or residential and commercial retrofit and renovation projects recommended by the Draft CAP would require use of construction materials, such as paints and solvents, but not in large enough quantities to cause adverse effects. This would be a **less-than-significant impact**.

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

Implementation of the Draft CAP would likely result in rehabilitation and renovation of older residential and commercial structures within the city. Structures built prior to 1978 may contain asbestos-containing building materials (ACBMs) and lead paint. If not properly handled and released into the environment in large enough quantities, these materials could pose a threat to construction workers and public safety.

However, these renovations would primarily be small-scale and would no single renovation would likely result in releases large enough to pose a health hazard to the general public. Construction workers working in close proximity to these materials may have a higher chance of exposure to these materials. However, demolition and construction activities involving hazardous materials removal are heavily regulated, and construction workers must comply with applicable federal and state safety regulations. Compliance with such regulations would ensure a **less-than-significant impact**.

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

See Item (b). The Draft CAP would not result in the development or construction of new sources of hazardous emissions or uses that would handle hazardous materials, wastes, or substances within one-quarter mile of an existing or proposed school. This would be a **less-than-significant impact**.

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

As of September 2009, no hazardous materials site located in the City of Albany is listed in the California Department of Toxic Substances Control's EnvriStor database. There would be **no impact**.

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?

Albany is not located within the boundaries of an airport land use plan or within two miles of a public airport or public use airport. There would be **no impact**.

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

No private airstrips are located in the vicinity of Albany. There would be **no impact**.

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

The Draft CAP recommends strategies and measures to reduce GHG emissions. It does not include any recommendations that would physically interfere with the City's Emergency Operations Plan or any established emergency evacuation plan. There would be **no impact**.

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?

Albany is a built-out urban environment and does not contain, and is not adjacent to wildland areas that may be at risk from wildfire. There is **no impact**.

2.9 HYDROLOGY AND WATER QUALITY

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**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 that 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 on- or off-site erosion or siltation?	☐	☐	☒	☐
	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 on- or off-site flooding?	☐	☐	☒	☐
	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?	☐	☐	☒	☐
	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 that would impede or redirect flood flows?	☐	☐	☒	☐
	i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
	j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Albany is located within the Berkeley Hills watershed, which drains to San Francisco Bay via Cerrito Creek, which forms the city's northern boundary, and Codonices Creek, which forms the southern boundary. Runoff from the city is collected and discharged to the bay through these creeks, as well as a storm drain located at Buchanan Street. The city does not contain any major point sources of runoff, but Cerrito and Codonices Creeks and the Buchanan Street storm drain direct wet weather flows generated at the East Bay Municipal Utility District (EBMUD) Point Isabel Sewage Treatment Plant, located north of the city, to the bay.

Studies cited in the 1992 General Plan determined that urban runoff had the greatest impact on water quality in the San Francisco Bay due to erosion along creekbeds and on Albany Hill. Erosion control ordinances for new construction have helped to reduce impacts, but these are not applicable to existing development. The City runs a Clean Water/Urban Runoff Program, which promotes public outreach to teach residents about how they can assist in maintaining clean water. The program also provides maintenance, street sweeping, inspections, and enforcement activities with the intention of minimizing pollution reaching the creeks and storm drains.

DISCUSSION

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

The Draft CAP recommends new mixed-use and transit-oriented development and energy efficiency renovations for existing residential and commercial structures. Construction associated with these projects could increase erosion and adversely affect urban runoff. However, the City enforces erosion control ordinances for new construction to prevent sediment from entering creeks and storm drain. These ordinances have proven very effective, so water quality is not likely to be greatly affected by construction activities associated with projects resulting from implementation of the Draft CAP.

Most of the pollutants entering Albany waterways are carried by urban runoff. As the population increases, pollutants in runoff generally increase proportionately. Although the Draft CAP may result in some new development projects, the resulting increases in population are not anticipated to be great enough to substantially increase the amount of runoff or the amounts of pollutants that would be carried in urban runoff, especially when combined with continued participation in and enforcement of the City's Clean Water/Urban runoff program, and compliance with both National Pollutant Discharge Elimination System (NPDES) requirements and the City's erosion control ordinance. This would be a **less-than-significant impact**.

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 that would not support existing land uses or planned uses for which permits have been granted)?

The Draft CAP recommends numerous water conservation measures, which may result in reduced demand for water supplies, including potential groundwater supplies. The Draft CAP does not recommend any strategy or measure that would require additional water supply that would be attained from groundwater supplies and would not result in any future projects that would substantially interfere with groundwater recharge. There would be **no impact**.

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 on- or off-site erosion or siltation?

The Draft CAP does not recommend any strategy or measure that would directly alter drainage patterns. No streams or rivers are anticipated to be altered. The Draft CAP does recommend construction of additional pedestrian and bicycle paths, which may indirectly result in slight alterations to drainage patterns. However, the changes would not be substantial, and any changes that would occur would be subject to existing federal and state regulations. Compliance with existing regulations would result in a **less-than-significant impact**.

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 on- or off-site flooding?

See Item (c). This would be a **less-than-significant impact**.

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?

See Item (a). This would be a **less-than-significant impact**.

f) Otherwise substantially degrade water quality?

See Item (a). This would be a **less-than-significant 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?

Small portions of Albany are located within the 100-year floodplain, including limited areas along the waterfront that are susceptible to coastal flooding, the westernmost portion of Cerrito Creek adjacent to Albany Hill along I-80, and the entire reach of Codonices Creek. Those parts of the city that lie within the 100-year flood hazard area are largely developed, with modest potential for infill development. The Draft CAP describes potential for additional housing associated with new mixed-use or transit-oriented development projects within the San Pablo Avenue and Solano Avenue Corridors. Since the areas affected by the 100-year flood hazard are limited and do not include the San Pablo Avenue and Solano Avenue Corridors, implementation of the Draft CAP would not place housing within a 100-year flood hazard area. Therefore, this would be a **less-than-significant impact**.

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

See Item (g). This would be a **less-than-significant impact**.

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

Any future project that results from implementation of the Draft CAP would not likely be located near areas subject to flooding. Further, tsunamis are very rare, and according to the 1992 General Plan, in the unlikely event of a major tsunami, only areas west of I-80 along the waterfront would be affected. In addition, the probability of a dam failure at the San Pablo Clearwell and Summit Reservoirs is unlikely, even during a magnitude 7.5 earthquake event along the Hayward Fault. No strategy or measure proposed within the Draft CAP would expose people or structures to these relatively low-risk hazards. This would be a **less-than-significant impact**.

j) Result in inundation by seiche, tsunami, or mudflow?

The Draft CAP does not recommend any strategy or measure that would result in inundation by seiche, tsunami, or mudflow. There would be **no impact**.

2.10 LAND USE AND PLANNING

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**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, a 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Albany is a built-out urban city with very little vacant land. More than half (55%) of the city's housing stock is comprised of single-family residences, with most lots ranging in size from 2,500 to 5,000 square feet. A limited amount of multi-family residential use is also present in Albany. Several public facilities are also located within the city. Commercial and light industrial uses are generally located in commercial districts along Solano Avenue and San Pablo Avenue.

DISCUSSION

a) Physically divide an established community?

The Draft CAP includes strategies and measures to improve connectivity within Albany and to promote alternative transportation methods. The Draft CAP does not recommend any strategy or measure that would physically divide the community. There would be **no impact**.

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

The Draft CAP proposes strategies and measures to reduce GHG emissions. Implementing the Draft CAP would require some modification of existing City policies, including the general plan, building code, zoning ordinance, and specific plans. However, the strategies and measures recommended by the CAP would not consistently conflict with existing policies, and where conflicts do occur, the proposed CAP strategies and measures would generally result in greater avoidance or mitigation of environmental effects, as the Draft CAP is designed to mitigate adverse environmental impacts associated with global climate change. For these reasons, although some changes to existing City policies and plans would result from adoption of the Draft CAP, the intent is beneficial, and this would be a **less-than-significant impact**.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Albany is not located within a Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan. There would be **no impact**.

2.11 MINERAL RESOURCES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City of Albany does not contain any known areas with important sources of mineral resources.

DISCUSSION

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?

There are no known mineral resources located in Albany. There would be **no impact**.

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

See Item (a). There would be **no impact**.

2.12 NOISE

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**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 in other applicable local, state, or federal standards?	☐	☒	☐	☐
	b) Exposure of persons to or generation of excessive groundborne vibration or groundborne 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Albany is an urbanized, built-out city surrounded by urban development, and the noise environment is consistent with other urban areas. Because Albany is largely developed with residential uses, many sensitive receptors are located throughout the city. Major noise sources include traffic noise from I-80, which passes through the city near the waterfront, the railroad, which runs parallel to I-80, and the Bay Area Rapid Transit (BART) rail line, which bisects the city along Ohlone Parkway. Other noise sources, which are not as excessive as the freeway traffic and railroad noise, include traffic noise along San Pablo Avenue.

DISCUSSION

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

While the Draft CAP does not recommend any strategy or measure that would generate excessive amounts of noise, construction activity associated with recommended energy efficiency retrofits in residential or commercial buildings, new mixed-use or transit-oriented development projects, expansion of bicycle and pedestrian facilities,

and installation of distributed renewable energy systems could possibly result in temporary increases in noise levels.

Noise in the city is regulated by the City's noise ordinance, which declares that construction and demolition activities are prohibited between the hours of 6:00 p.m. and 8:00 a.m. on weekdays and Saturdays, and between 6:00 p.m. and 10:00 a.m. on Sundays and holidays. The ordinance further requires that construction equipment be equipped with sound muffling equipment.

Construction activity noise levels for projects resulting from the Draft CAP would not be excessive when compared to those associated with similar construction projects not associated with the Draft CAP. However, the exact nature of future construction that could occur pursuant to the Draft CAP is not known at this time, thus construction noise levels cannot be estimated. All construction activities must comply with the City's noise ordinance. Such compliance would reduce noise levels associated with construction activities, but may not reduce them to a less-than-significant level. This could result in a potentially significant impact unless mitigated.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Similar to the evaluation within Item (a), temporary construction activities resulting from implementation of the Draft CAP could potentially result in excessive groundborne vibration or groundborne noise levels for a temporary period of time associated with recommended redevelopment, energy efficiency retrofits in residential or commercial buildings, expansion of bicycle and pedestrian facilities, and installation of distributed renewable energy systems. Construction activity vibration levels for projects resulting from the Draft CAP would not be excessive when compared to those associated with similar construction projects not associated with the Draft CAP.

All construction activities must comply with the City's noise ordinance, which prohibits construction noise between 6:00 p.m. to 8:00 a.m. weekdays and Saturdays, and between 6:00 p.m. and 10:00 a.m. on Sundays and holidays. Such compliance would reduce groundborne vibration levels associated with construction activities, but may not reduce them to a less-than-significant level. This could result in a potentially significant impact unless mitigated.

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

No increase in local traffic volumes is anticipated as a result of implementing the Draft CAP. Thus, no increase in ambient noise levels related to travel activity is expected. Conversely, the Draft CAP includes numerous recommendations designed to reduce the number and length of vehicle trips in Albany, which could lead to a decrease in ambient noise levels. This would be a **less-than-significant impact**.

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

One source of temporary ambient noise in Albany would be construction activity, as described in Item (a). Since the Draft CAP encourages continued investment in Albany homes, there would continue to be construction-related noise in the city.

See Item (a). Compliance with the City's noise ordinance would ambient noise levels associated with construction activities, but may not reduce them to a less-than-significant level. This could result in a potentially significant impact unless mitigated.

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 portion of Albany is within an airport land use plan area, and there are no airports within two miles of the city. There would be **no impact**.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No private airstrip is located within or near Albany. There would be **no impact**.

Mitigation Measure

Mitigation Measure N-1: Implement Acoustical Standards.

The City shall require future projects pursuant to implementation of the Draft CAP which would potentially cause short-term noise levels exceeding noise ordinance requirements or excessive groundborne vibration to be designed to comply with City acoustical standards. Acoustical designs shall be developed by project applicants to achieve city standards. Such acoustical design efforts shall be the financial responsibility of the project applicant, be prepared by a qualified person experienced in environmental noise assessment and architectural acoustics, and recommend appropriate mitigation to achieve compliance with the Noise Ordinance. The City shall require incorporation of recommended mitigation as a condition of project approval.

This mitigation measure would ensure that future project-specific impacts would require further evaluation and incorporation of appropriate mitigation to reduce short-term noise and groundborne vibration impacts associated with construction activity. Since potential noise and vibration levels associated with construction activity would be temporary in duration, and must comply with the City's noise ordinance and mitigation measure N-1, implementation of the Draft CAP with this measure would result in an impact that is **less than significant with mitigation incorporated**.

2.13 POPULATION AND HOUSING

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**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 homes, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
	c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

According to the 2000 Census, the City of Albany had a population of 16,444 people. DOF population estimates for 2008 indicate a population of 16,004, showing a small decline in Albany's population. The 2000 Census reported that Albany had 7,248 housing units, with the proportions of owner-occupied and renter-occupied housing nearly equal, at 50.6% and 49.4%, respectively. Albany's population has a median age of 36.3, slightly higher than the national median of 35.3. The average household size is smaller than the national average of 2.59, at 2.34 persons per household.[4]

Most of Albany's housing stock is comprised of single-family residential units, and most units are more than 50 years old. Albany is largely residential, with some commercial and light industrial uses located along Solano Avenue and San Pablo Avenue. Both rents and home prices in Albany are above than the regional average. Most city residents commute outside of Albany for work.

Population and employment projections for Albany are developed every two years by the Association of Bay Area Governments (ABAG). Draft Projections 2009 (Third Scenario) indicates an anticipated increase of 580 households in Albany between 2005 and 2025, which equates to a net increase of 29 households a year. Household increases may occur through new construction, new second units, the division of single-family homes into multiple dwellings, or the conversion of non-residential space to housing. Population is projected to increase by approximately 1,400 persons, and about 660 new jobs are anticipated by 2025.

[4] US Census Bureau, *Albany city, California Fact Sheet.* Available, http://factfinder.census.gov/servlet/SAFFFacts?_event=&geo_id=16000US0600674&_geoContext=01000US%7C04000US06%7C16000US0600674&_street=&_county=Albany%2C+CA&_cityTown=Albany%2C+CA&_state=&_zip=&_lang=en&_sse=on&ActiveGeoDiv=&_useEV=&pctxt=fph&pgsl=160&_submenuId=factsheet_1&ds_name=null&_ci_nbr=null&qr_name=null&reg=null%3Anull&_keyword=&_industry=&show_2003_tab=&redirect=Y, accessed November 6, 2009.

DISCUSSION

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)?

Albany is largely built out, although there are a few vacant and underutilized lots. The Draft CAP includes strategies and measures that seek to reduce GHG emissions. Proposed measures include encouraging transit- and pedestrian-oriented development and retrofitting existing residential and commercial buildings to make them more energy efficient. These activities could affect Albany's housing stock, either by resulting in new development projects that provide additional housing, by adding residential uses to commercial areas to support transit- and pedestrian-oriented development, or by retrofitting existing homes. Commercial and residential energy efficiency retrofits that may occur as a result of the Draft CAP would update homes already located in Albany to make them more energy efficient and would not be likely to include additions that make homes larger and accommodate more people. Although new mixed-use and transit-oriented development projects in targeted locations that may occur pursuant to the Draft CAP would add additional housing units to Albany's housing stock, there is not enough vacant or underutilized land available to support enough new housing that would substantially increase population growth beyond current levels or anticipated projections. This would be a **less-than-significant impact**.

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

Although Draft CAP strategies and measures encourage energy efficient retrofits for existing homes and encourage new mixed-use and pedestrian-oriented development projects in targeted locations, substantial numbers of homes would not be displaced. Possible future development activities would likely lead to a greater mix of uses within the city's commercial corridors and would result in more homes. Replacement housing would not be necessary. This would be a **less-than-significant impact**.

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

As stated in the analysis under Item (b), possible future development activities resulting from implementation of the Draft CAP would not displace substantial numbers of people and replacement housing would not be necessary elsewhere. This would be a **less-than-significant impact**.

2.14 PUBLIC SERVICES

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**Public Services. Would the project:**				
	a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The Albany Fire Department (Fire Department) operates out of a single fire station located at City Hall at 1000 San Pablo Avenue. In addition to fire protection services, the Fire Department also provides arson investigation, hazardous materials mitigation, paramedic services, disaster response, urban search and rescue, public education, and fire prevention services.[5] The Fire Department maintains cooperative agreements with nearby fire departments to provide mutual aid, ensuring that the Fire Department can respond to incidents in a timely manner. In 2009, the Fire Department had a response time of 2 to 3 minutes for emergency calls and 3 to 5 minutes for non-emergency calls.[6] Fire protection services are considered adequate and meet the response time criteria in all parts of the city.

The City's Police Department also operates out of City Hall at 1000 San Pablo Avenue. The Police Department is able to provide a high level of police protection services using methods such as proactive police patrol, traffic enforcement, criminal investigation, and support services activities. In addition, the Police Department operates a dispatch communications unit, which provides emergency dispatch for police, fire, and medical services.[7] Department staffing is currently 26 sworn police officers, 11 support staff, and 6 crossing guards, along with volunteer reserve officers who support department staff.[8] The Police Department generally responds to calls in less than three minutes.

[5] City of Albany Fire Department website, *Operations* page. Available http://www.albanyca.org/index.aspx?page=360. Accessed November 5, 2009.
[6] City of Albany, *University Village at Solano Avenue Project Initial Study and Environmental Checklist*, July 2009, prepared by LSA Associates, page 39.
[7] City of Albany, Police Department website, *Dispatch* page. Available http://www.albanyca.org/index.aspx?page=346, accessed November 5, 2009.
[8] City of Albany, Police Department website, *About the Department* page. Available http://www.albanyca.org/index.aspx?page=188, accessed November 5, 2009.

School services are provided by the Albany Unified School District (AUSD), which operates a total of six schools, including one high school, one middle school, one continuation school, and three elementary schools. The 1992 General Plan identified potential future issues with overcrowding in the schools due to anticipated population growth.

Albany has a total of seven parks totaling more than 21 acres of parkland, including three major parks ranging in size from 1.5 to 6 acres, a tot lot, a mini-park, and a linear park outfitted with a landscaped pathway under the BART tracks that bisect the city.

The city also has one library, the Albany Library, which is a local branch of the Alameda County Library System. The library branch was moved into a new facility in 1994 shared with the Community Center. The library has 12,000 square feet of space, as well as additional storage space.

DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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

As discussed under "Population and Housing," although implementation of the Draft CAP could result in construction of new mixed-use and transit-oriented projects that could increase densities within the San Pablo and Solano Avenue corridors. However, the population increase associated with such projects is not expected to be substantial. Given the already high level of service provided by the Fire Department, the potential increase in population would not be expected to increase demands for fire protection service to the extent that new fire protection facilities would be required. This would be a **less-than-significant impact**.

Police protection

Similar to the evaluation under "Fire Protection," the possible increase in population that may occur as a result of implementation of the Draft CAP would not increase the demand for police protection service to the extent that new police protection facilities would be required. This would be a **less-than-significant impact**.

Schools

Since the General Plan identified future issues with possible overcrowding in Albany schools, any new development that could generate additional students could potentially have an impact on school services. The Draft CAP may result in construction of new mixed-use and transit-oriented residential projects. Future students that would occupy any new residences constructed could exacerbate existing school overflow issues and require the construction of new or expansion of existing school facilities. However, such new residential development would be required by State law to pay school impact fees, and payment of these fees is considered to be adequate mitigation for impacts on schools. This would be a **less-than-significant impact**.

Parks

As stated above under "Fire Protection" and "Police Protection," the possible population increase that could occur under implementation of the Draft CAP would be small. Thus, it is unlikely that the need for additional park facilities would be triggered. If new residential development occurs as a result of implementation of the Draft CAP, applicants would be required to pay park impact fees, which would mitigate impacts to park facilities.

In addition, strategies and measures within the Draft CAP recommend development of an expanded bicycle and pedestrian trail network, which would help to reduce the demand for additional recreational facilities. This impact would be **less than significant**.

Other public facilities

Similar to the evaluations for fire, police, and schools, the possible increase in population that may occur as a result of implementation of the Draft CAP would not be expected to increase the demand for libraries or other governmental services to the extent that new facilities would be required. This would be a **less-than-significant impact**.

2.15 RECREATION

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**Recreation. Would the project:**				
	a) 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) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

Albany contains a total of seven parks, including three major parks ranging in size from 1.5 to 6 acres, a tot lot, a mini-park, and a linear park outfitted with a landscaped pathway under the BART tracks that bisect the city.

DISCUSSION

a) 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?

Implementation of the Draft CAP is not expected to result in substantial population growth, and thus would not result in increased physical deterioration of parks and recreational facilities. Conversely, the Draft CAP promotes the expansion of the current network of bicycle and pedestrian trails, which could provide additional recreational facilities within Albany, and possibly lessen wear on existing facilities. This would be a **less-than-significant impact**.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The Draft CAP specifically recommends that the City implement the bike infrastructure improvements contained in the City's current Bicycle Master Plan and key improvements to be identified in a proposed pedestrian obstacle study, with the objective of encouraging complete streets throughout Albany. Additionally, the CAP proposes that additional, second-stage bicycle facility improvements be completed beyond those identified in the current Bicycle Master Plan. No specific second stage bicycle facility improvement or pedestrian improvement is proposed at this time. Proposed improvements will be identified through an upcoming update of Albany's General Plan. This could result in a potentially significant impact unless mitigated.

Construction of these facilities could potentially result in adverse impacts on the environment. However, environmental impacts associated with such facilities would likely be minimal, due to the built-out urban nature of the city and the likelihood that such facilities would be constructed within existing rights-of-way. This would reduce the potential of adverse physical effects on the environment, but not to a level below significance. This could result in a potentially significant impact unless mitigated.

Mitigation Measures

Mitigation Measure REC-1: Project-Specific Environmental Studies for Bicycle and Pedestrian Trails.

Prior to construction of proposed bicycle facilities contained in the Bicycle Master Plan or pedestrian facilities identified in a recommended pedestrian obstacle study, the Planning Division shall prepare project-specific environmental review, as required by CEQA. These documents shall provide site-specific environmental analyses that analyze possible impacts and recommend mitigation, as applicable. Bicycle and pedestrian trails recommended in the CAP will only be implemented after completion of the obstacle study and appropriate CEQA review.

Mitigation Measure REC-2: General Plan Update – Circulation Element.

The City of Albany has begun the visioning stages of a General Plan Update. Within the Circulation Element of the General Plan, the City shall develop plans and policies that improve bicycle and pedestrian facilities citywide, beyond the improvements identified in the current Bicycle Master Plan. Such plans and policies shall include identifying the locations of proposed second-stage bicycle and pedestrian improvements, and strategies to reduce the physical effects of these improvements on the environment. The City shall also prepare an EIR for the General Plan Update pursuant to CEQA requirements, which shall include strategies to reduce adverse effects of these facilities on the environment.

These mitigation measures would ensure that future project-specific bicycle or pedestrian improvements would require further evaluation, and that policies developed within the General Plan Update minimize adverse effects on the environment of subsequent second-stage bicycle improvements. Because adverse impacts associated with bicycle and pedestrian trail construction pursuant to the Draft CAP would likely not be substantial, and because additional project-level analysis would ensure that physical impacts do not occur, implementation of the Draft CAP with these measures would result in an impact that is **less than significant with mitigation incorporated**.

2.16 TRANSPORTATION/TRAFFIC

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI.	**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)?	☐	☐	☒	☐
	b) Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for 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 policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Major roadways in the City of Albany include I-80 and I-580 (designated as I-80 within the city), San Pablo Avenue, Solano Avenue, Buchanan Street, Marin Avenue, Gilman Street, Eastshore Highway, Harrison Street, 6th Street, Dartmouth Street, Monroe Street, and Jackson Street.

The City of Albany does not currently have an adopted Level of Service (LOS) standard. A traffic study recently prepared for the University Village EIR found that traffic volumes were generally heaviest during the PM peak hour, with many intersections along Gilman Avenue experiencing LOS F during all study times. Other heavier traffic volumes were observed at several intersections along San Pablo Avenue, including at Harrison Street, Marin Avenue, and Solano Avenue.[9]

Pedestrian facilities include sidewalks, paths, crosswalks, and pedestrian signals at busy intersections. Bicycle facilities in Albany include Class I bike paths, Class II bicycle lanes, Class 2.5 bikeways, Class III bicycle routes, and bicycle boulevards. Major pedestrian and bike facilities in the city include the Ohlone Greenway beneath the BART tracks, San Francisco Bay Trail, along Buchanan Street west of Pierce Street, West Frontage Road south of Gilman Street, along the waterfront, along Gilman Street, some striped crosswalks, pedestrian signals at all

[9] LSA Associates, University Village at San Pablo Avenue Project Environmental Impact Report, July 2009.

signalized intersections (except for Gilman Street and 6th Avenue), Marin Avenue, as well as other, more minor paths along City roads.

Transit service is provided by several providers, including BART, providing regional transit; AC Transit, which serves Alameda and Contra Costa Counties with commuter service to San Francisco, San Mateo, and Santa Clara Counties; and Bear Transit, which provides shuttle service to and from UC Berkeley.

Parking facilities are located along major roads, with time restrictions ranging from 20 to 120 minutes, although reserved permit parking for residents is also available. Some unrestricted parking is located on other roadways.

DISCUSSION

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)?

Implementation of Draft CAP strategies and measures would increase the availability of transit service for Albany residents, add additional bicycle and pedestrian facilities, and discourage single-occupancy vehicle use. Achieving each of these goals would result in a reduction in traffic loads, which would reduce the number of vehicle trips, volume to capacity ratio, and intersection congestion within the city. New mixed-use and transit-oriented development projects recommended for targeted locations within the Draft CAP would be designed specifically to reduce vehicle trips and place more people within walking distance of commercial uses and public transit. Furthermore, no proposed strategy or measure would directly increase traffic in relation to the existing traffic load and capacity of the street system. This would be a **less-than-significant impact**.

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

See Item (a). This would be a **less-than-significant impact**.

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?

The Oakland International Airport is more than 15 miles from Albany. The Draft CAP does not include any strategy or measure that would directly or indirectly affect air traffic patterns. There would be **no impact**.

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

The Draft CAP does not include any strategy or measure that would promote the development of hazardous design features or incompatible uses. Rather, the Draft CAP promotes the development of new bicycle and pedestrian facilities built to current standards, which would provide greater safety for pedestrians, bicyclists, and drivers. This would be a **less-than-significant impact**.

e) Result in inadequate emergency access?

The Draft CAP recommends strategies and measures that would increase safety for drivers, pedestrians, and bicyclists and seeks to reduce the number of automobiles on Albany streets, both of which may actually make access for emergency vehicles easier and more efficient. No strategy or measure proposed in the Draft CAP would result in the development of uses or facilities that would degrade emergency access. This would be a **less-than-significant impact**.

f) Result in inadequate parking capacity?

Implementation of the Draft CAP would potentially reduce both parking demand and supply within the city. The Draft CAP discourages single-occupancy vehicle use and includes measures that would reduce the demand for automobile parking in favor of walking, biking, carpooling, and public transit. New mixed-use and transit-oriented development projects that could occur pursuant to the Draft CAP would be designed to support use of transit, de-emphasizing the prevalence and use of automobiles, and potentially reducing parking requirements and supply both collectively and within individual projects. Thus, as the Draft CAP addresses reductions in both supply and demand for parking, it is unlikely that future projects pursuant to the Draft CAP would contribute to inadequate parking capacity within the city. This would be a **less-than-significant impact**.

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

Supporting and increasing access to alternative transportation is a major focus of the Draft CAP. The Draft CAP would enhance adopted policies, plans, and programs supporting alternative transportation. There would be **no impact**.

2.17 UTILITIES AND SERVICE SYSTEMS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**Utilities and Service Systems. Would the project:**				
	a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control 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?	☐	☐	☒	☐
	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 that 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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The City receives water supplies from EBMUD, which provides water from surface water reservoirs located in the Berkeley Hills. EBMUD's service area includes 4,100 miles of pipe, 140 pumping plants, and 170 storage reservoirs with a capacity of 830 million gallons. On average, EBMUD delivers 220 million gallons per day to its customers. According to the General Plan, EBMUD does not anticipate that future development in Albany would affect water supplies or water treatment capacity.

EBMUD also provides regional wastewater treatment services to Albany, although the City owns and maintains its own sewer infrastructure. From the City's system, wastewater is conveyed to the EBMUD wastewater treatment plant located near the Bay Bridge, which also treats wastewater collected in other cities within EBMUD's service area. This facility was designed to accommodate flows of up to 168 million gallons per day (mgd) for secondary treatment and 320 mgd for primary treatment. Current average daily flows are approximately

80 mgd.[10] No capacity issues at the wastewater treatment plant serving the city are anticipated. The City has implemented a long-range sewer rehabilitation plan to address sewer infrastructure in need of repair.

Stormwater runoff is collected in Cerrito and Codornices Creeks and a storm drain located in Buchanan Street and discharged to San Francisco Bay.

Solid waste collection is provided in Albany by Waste Management, which transports waste to Altamont Landfill near Livermore. The City achieved a 70% diversion rate in 2006[11] and plans to increase that rate by 2010 to meet Alameda County's waste diversion goals. The City has recently implemented a variety of programs related to recycling, green waste, electronic waste, source reduction, and public education to increase diversion.

DISCUSSION

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

Implementation of the Draft CAP could possibly result in a small increase in population. However, the population increase would not be substantial enough to create large enough increases in demand for wastewater treatment that would exceed treatment requirements. This would be a **less-than-significant 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?

Implementation of the Draft CAP would not result in a significant increase in population. Thus, resulting needs for water and wastewater treatment would not increase substantially. No expanded or new treatment facilities would be required. This would be a **less-than-significant impact**.

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?

Increases in population due to new development could increase the amount of storm water runoff, which could necessitate the need for more and larger storm water drainage facilities. However, implementation of the Draft CAP would not result in a significant increase in either population or new development. Thus, it is not likely that storm water runoff would increase with implementation of the Draft CAP to the extent that new or expanded drainage facilities would be needed. This impact would be **less than significant**.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Implementation of the Draft CAP would not result in a significant increase in population. Thus, no new water supplies would be required. Water demand projections for Albany indicate that EBMUD has sufficient water supplies for anticipated growth in Albany. In addition, the Draft CAP recommends numerous water conservation measures, which could actually reduce Albany's water demand and leave more EBMUD water available for other users. This would be a **less-than significant impact**.

[10] East Bay Municipal Utility District website, *Wastewater Treatment* page. Available, http://www.ebmud.com/wastewater/treatment/, accessed November 6, 2009.

[11] California Integrated Waste Management Board, Jurisdiction Profile for City of Albany, available http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=6&JUR=Albany, accessed November 12, 2009.

e) Result in a determination by the wastewater treatment provider that 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?

See Item (b). This would be a **less-than-significant impact**.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Implementation of the Draft CAP could possibly result in a small amount of population growth, but the increase would not be great enough to cause a substantial increase in Albany's waste stream or cause a need for additional solid waste collection services or landfill capacity. In addition, the Draft CAP includes strategies and measures designed to promote recycling and to become a zero-waste city, which would decrease Albany's overall waste stream and lengthen the lifespan of the Altamont landfill. This would be a **less-than-significant impact**.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The Draft CAP does not recommend any strategy or measure that does not comply with applicable solid waste regulations. Conversely, the Draft CAP promotes recycling and includes an objective to become a zero-waste city and achieve Alameda County-wide waste reduction goals. There would be **no impact**.

2.18 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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 that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Authority: Public Resources Code Sections 21083 and 21087.
Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal.App.3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal.App.3d 1337 (1990).

DISCUSSION

a) Does the project have the potential to substantially 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

The purpose of the Draft CAP is to reduce community-wide GHG emissions in Albany with the intention of reducing environmental impacts associated with global climate change. The Draft CAP proposes strategies and measures to lessen numerous environmental impacts and does not contain any strategy or measure that would either directly substantially reduce habitat, reduce wildlife populations, threaten animal or plant communities, restrict the range of species, or eliminate examples of history or prehistory. This would be a **less-than-significant impact**.

There are four known archaeological sites and one historic cultural site in Albany. Although, the Draft CAP recommends energy efficiency retrofits and rehabilitation of potentially historic residential structures throughout Albany, as well as potential for PV panels or other distributed renewable energy devices to be installed on as

many as 20% of Albany homes and most City facilities, such activities are subject to the City's established Design Review process, which routinely. Continued compliance with the City's established Design Review process would ensure a **less-than-significant impact**.

To address the City's goals to use more renewable energy, and as recommended within the Draft CAP, the City is in the process of investigating the feasibility of developing a wind energy facility on the Albany Bulb. In the event that such a facility is developed, there would be potential adverse impacts on habitat located on the Bulb, as well as impacts associated with avian safety, because bird mortality is associated with collisions with wind energy facilities. Pursuant to the Draft CAP recommendation, the City would hire a qualified expert to evaluate the wind resource quality. If wind resources are found to be adequate for cost-effective wind energy generation, the Draft CAP recommends that the City conduct further planning and evaluation to define the potential wind turbine facilities and determine potential environmental impacts of their development, including potential for wind energy generation facilities result in adverse impacts on habitat, including, but not limited to avian mortality. This could result in a potentially significant impact unless mitigated.

Mitigation Measure

Implement mitigation measure BR-1 found in the Biological Resources section.

Implementation of mitigation measure BR-1 would ensure that any future potential wind energy generation facilities are designed to minimize adverse indirect impacts of wind energy generation facilities on habitat, avian mortality, and interference with movement of migratory birds. Implementation of the Draft CAP with these measures would result in an impact that is **less than significant with mitigation**.

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.)

The Draft CAP would not result in any adverse environmental impacts that are cumulatively considerable. The project is intended to contribute to a cumulative reduction in GHG emissions and to reduce adaptation impacts associated with global climate change, both of which would have beneficial cumulative environmental effects. Strategies and measures within the Draft CAP that may result in indirect adverse environmental impacts are evaluated throughout this initial study. However, as all impacts are considered to be less-than-significant or less than significant with mitigation incorporated, it is unlikely that any impact would contribute to a significant cumulative impact. This would be a **less-than-significant impact**.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

The Draft CAP is a policy document intended to reduce Albany's community-wide GHG emissions to help cumulatively address the adverse environmental impacts associated with global climate change, while also protecting and enhancing the quality of life in Albany. Its strategies and measures strive to protect the environment, enhance human health and safety, and conserve natural resources, both within and beyond Albany. Adoption and implementation of the Draft CAP would result in beneficial environmental effects, and would not cause substantial adverse direct or indirect effects on human beings resulting from a change in the physical environment. There would be **no impact**.

ATTACHMENT A

Summary of Measures and Actions

Attachment A.
Summary of Proposed Measures and Actions

Buildings and Energy Strategy - *Minimize energy consumption, create high performance buildings, and transition to clean renewable energy sources.*

Objective BE-1: Lead by Example with Zero-Emission City Buildings by 2015

	Measures and Actions	GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
BE-1.1	Install cost-effective renewable energy systems on all City buildings, and install building performance data displays to demonstrate savings.	150	i. Percentage of City's building energy saved through energy retrofits and conservation measures. (baseline year 2005)	20% by 2015 40% by 2020
	ii. Percentage of City's building electricity from renewable sources.			100% by 2015

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Conduct energy audits of all municipal buildings.	Before December 31, 2010	Building
B	Evaluate the potential to locate cost-effective renewable energy systems on City properties.	During GP Update	Environmental Resources Building
C	Conduct feasibility study for wind energy generation on the Bulb.	Before July 31, 2010	Environmental Resources
D	Purchase remaining energy from renewable sources or from PG&E's Climate Smart Program.	Before January 1, 2015	Building
E	Install electronic building performance displays in all publically accessible buildings.	Before December 31, 2014	Building

Objective BE-2: Retrofit Existing Residential and Commercial Buildings to Increase Energy Efficiency and Maximize Use of Renewable Energy

	Measures and Actions	GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
BE-2.1	Develop comprehensive outreach programs to encourage energy efficiency and renewable energy investments in the community.	2,935	i. Percentage of residential units and commercial uses that have voluntarily implemented energy efficiency improvements.	2% of single-family units, and 4% of commercial uses by 2015 5% of single-family units, and 8% of commercial uses by 2020
	ii. Percentage of residential buildings that have installed photovoltaic or solar hot water heaters.			10% by 2015 20% by 2020
BE-2.2	Identify and develop low-cost financing products and programs to encourage investment in energy efficiency and renewable energy within existing residential units and commercial buildings.	Supporting measure (BE-2.1 and BE-2.3)	-	-
BE-2.3	Develop and implement residential and commercial energy efficiency upgrade requirements.	1,310	i. Percentage of residential units and commercial uses that have implemented energy efficiency improvements since 2004.	20% of single-family units, 15% of multi-family units, and 15% of commercial uses by 2015 32% of single-family units, 24% of multi-family units, and 30% of commercial uses by 2020
BE-2.4	Identify and facilitate solar energy EmPowerment districts in commercial, industrial, and mixed-use portions of the City.	2,195	i. Percentage of eligible buildings and parking lots with photovoltaic systems within EmPowerment District.	25% by 2015 40% by 2020
BE-2.5	Join Bay Area efforts to ensure green public transit energy sourcing.	Not included in inventory	-	-

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Adopt Residential Energy Conservation Ordinance requiring point-of-sale energy efficiency upgrades.	Before July 31, 2010	City Council Planning & Zoning
B	Work with Stopwaste.org to verify that the required efficiency upgrade package achieves at least 20% improvement in average Albany home.	Before July 31, 2010	Building
C	Adopt Commercial Energy Conservation Ordinance requiring point-of-sale energy efficiency upgrades.	Before July 31, 2012	Building
D	Adopt ordinance that requires landlords to provide information on average utility bills per unit to existing and potential tenants and to the City.	Before July 31, 2012	City Council Environmental Resources
E	Create energy efficiency rating system for all rental properties within Albany.	Before January 1, 2015	Environmental Resources

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Define Solar EmPowerment Districts within the community and identify solar generation opportunity sites (e.g., buildings and parking lots).	Before July 31, 2010	Planning & Zoning Environmental Resources
B	Conduct analysis of potential regulatory, structural, and market barriers to installation of photovoltaic systems on commercial buildings within defined EmPowerment Districts.	Before December 31, 2010	Building Environmental Resources
C	Develop outreach and technical assistance programs to facilitate installation of solar systems.	Before July 31, 2011	Environmental Resources
D	Streamline permitting process for photovoltaic system installation in EmPowerment Districts.	Before July 31, 2011	Building

Objective BE-3: Require Energy Performance In New Construction

	Measures and Actions	GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
BE-3.1	Require new construction to comply with Tier 2 energy efficiency standards contained within section 503.1.2 of the California Green Building Code.	1,550	-	-
BE-3.2	Require that all new multi-tenant buildings be sub-metered to allow each tenant the ability to monitor their own energy and water consumption.	Not quantified	-	-

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Amend the Albany Green Building Ordinance to incorporate the Tier 2 energy efficiency standards contained in Section 503.1.2 of the 2008 California Green Building Code as the required standards for energy efficiency for new construction.	Before December 31, 2010	City Council Building

Objective BE-4: Community Energy Management

	Measures and Actions	GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
BE-4.1	Partner with other neighboring cities and PG&E to fast-track smart grid technology in Albany.	160	i. Percent of buildings with Smart Meters.	100% by 2015
	ii. Percent of communitywide energy savings from Smart Grid Integration.			4% by 2020
BE-4.2	Work with Alameda County to convert all street lights to LED bulbs or LED-solar systems.	170	i. Percentage of streetlights converted to LED technologies.	100% by 2014
BE-4.3	Research the feasibility of joining the Community Choice Aggregation efforts of Berkeley, Oakland, Emeryville, and other neighboring cities.	See measure text	-	-
BE-4.4	Encourage PG&E and EBMUD to provide comparative energy and water conservation metrics on utility bills.	130	-	-

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Partner with PG&E and develop community smart grid integration plan.	Before December 31, 2011	Environmental Resources Public Works
B	Develop outreach program that informs property owners and businesses about benefits of smart grid and smart appliances.	Before July 31, 2012	Environmental Resources

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Partner with Alameda County and convert all existing streetlights to LED bulbs.	Before December 31, 2014	Public Works

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Work with PG&E and EBMUD to establish comparative metrics on all residential utility bills.	Before December 31, 2011	Environmental Resources

Transportation and Land Use Strategy - *Create an interconnected transportation system and land use pattern that shifts travel from autos to walking, biking, and public transit.*

Objective TL-1: Facilitate Walking and Biking in the Community

	Measures and Actions	GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
TL-1.1	Expand and enhance bicycle infrastructure throughout the City.	Stage 1: 110; Stage 2: 305 (total)	i. Bicycle network coverage.	30% bicycle network coverage by 2015 90% bicycle network coverage by 2020
	ii. Walking and bicycling mode share of commute trips			15% combined by 2020
TL-1.2	Install bike racks in commercial and civic areas of the City where racks do not currently exist.	230	i. Bicycle parking-to-auto parking ratio.	50% bicycle parking by 2015 100% bicycle parking by 2020
	ii. Percentage of businesses with over 50 employees with end-of-trip facilities.			100% by 2020
TL-1.3	Evaluate the community's walking infrastructure, identify potential barriers, and implement improvements.	610	-	-
TL-1.4	Strictly enforce pedestrian rights laws on City streets.	Not quantified	-	-
TL-1.5	Encourage additional neighborhood-serving commercial uses and mixed-use development within the City's existing commercial districts. Strive to provide access to daily goods and services within ¼-mile of residences.	1,150	i. Percentage of residential parcels within ¼ mile of three or more neighborhood amenities.	55% by 2015 65% by 2020

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Revise standard street cross-sections within the General Plan Circulation Element to ensure that all roads accommodate the needs of pedestrians, bicyclists, public transit riders, and automobile drivers.	Before December 31, 2011	Planning & Zoning (General Plan Update)
B	Revise and adopt the Bicycle Master Plan to incorporate a wider extent of Complete Streets.	Before July 31, 2012	Planning & Zoning (General Plan Update)
C	Construct Stage 1 bicycle infrastructure improvements described in the current Bicycle Master Plan.	Before January 1, 2015	Transportation
D	Construct Stage 2 bicycle infrastructure improvements .	To be phased in as funds become available	Transportation

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Conduct bicycle parking analysis in City's commercial and civic areas.	Before December 31, 2011	Transportation
B	Install bicycle parking facilities in underserved areas (20% of total to be Class I or II bicycle parking facilities).	Before July 31, 2012	Transportation
C	Adopt ordinance that requires new development to provide adequate bicycle parking for tenants and customers; and requires businesses with more than 50 employees to provide end-of trip facilities including showers, lockers, and Class I bicycle storage facilities.	Before July 31, 2012	City Council Transportation

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Conduct a pedestrian obstacle study.	Before September 1, 2010	Transportation
B	Prepare and adopt a Pedestrian Master Plan.	Before December 31, 2012	Planning & Zoning
C	Construct pedestrian improvements identified in the pedestrian obstacle study and Pedestrian Master Plan.	Before December 31, 2017	Transportation

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Conduct study that examines methods to attract additional neighborhood-serving uses and mixed-use development to commercial districts.	Before December 31, 2011	Planning & Zoning (General Plan Update)
B	Develop small business incentive programs to encourage new neighborhood-serving uses.	Before December 31, 2012	Community Development
C	Conduct audit of land use, zoning, development standards, and other regulations that may act as barriers to neighborhood serving businesses and mixed-use development.	Before December 31, 2011	Planning & Zoning (General Plan Update)
D	Create new Economic Development element in General Plan.	Before December 31, 2011	Planning & Zoning (General Plan Update)

Objective TL-2: Make Public Transit More Accessible and User-Friendly

	Measures and Actions	GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
TL-2.1	Conduct a public transit gap study that analyzes strategies for increasing transit use within the City and identifies funding sources for transit improvements.	Not quantified	-	-
TL-2.2	Work with AC transit to provide bus stops with safe and convenient bicycle and pedestrian access and essential improvements such as shelters, route information, benches, and lighting.	115	i. Percentage of bus stops with shade, weather protection, seating, lighting, and route information.	80% by 2015 100% by 2017
TL-2.3	Provide passes and shuttles to transit to encourage use of alternative transportation by City employees.	11	-	-

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Consult with AC Transit to ensure Albany bus stops provide shade, weather protection, seating, lighting, and route information.	Before December 31, 2017	Transportation
B	Conduct a study of bicycle and pedestrian access to transit stations.	Before July 31, 2012	Transportation

Objective TL-3: Promote Pedestrian- and Transit-Oriented Development

	Measures and Actions	GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
TL-3.1	Provide public education about benefits of well-designed, higher-density housing and relationships between land use and transportation.	70 (combined total for all education programs)	-	-

	ACTIONS	TIMETABLE	RESPONSIBILITY
A	Develop comprehensive public outreach campaign that educates residents and businesses about ways to reduce GHG emissions.	Before July 31, 2010	Environmental Resources
B	Develop specific outreach program to inform residents, businesses, and property owners about the benefits of well-designed infill development.	Before January 1, 2011 (Ongoing)	Environmental Resources
C	Conduct workshops that integrate public input and concerns into the infill development design process.	Before January 1, 2011 (Ongoing)	Planning & Zoning Environmental Resources

Attachment A.
Summary of Proposed Measures and Actions

TL-3.2	Update planning documents to promote high-quality, mixed-use, pedestrian- and transit-oriented development in the San Pablo/Solano Commercial districts. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Conduct sustainability audit to identify regulatory, structural or market barriers to sustainable, climate-friendly development within commercial and high density residential districts. — Before December 31, 2011 — Planning & Zoning (General Plan Update) B. Evaluate the residential and commercial parking requirements and the height and setback requirements for commercial and high density residential uses. — Before December 31, 2011 — Planning & Zoning (General Plan Update) C. Update the San Pablo Design Guidelines and San Pablo Streetscape Master Plan to reflect the City's desire to create a pedestrian- and transit-oriented environment. — Before January 1, 2013 — Planning & Zoning	790	i. Percentage of new development projects in San Pablo Commercial District that achieve a floor area ratio of 1.5 or higher (approximately 75% of maximum allowable FAR). ii. Percentage of new development projects in Solano Commercial District that achieve a floor area ratio of 0.95 or higher (approximately 75% of maximum allowable FAR).	100% by 2020 100% by 2020
TL-3.3	Evaluate GHG emissions associated with development proposals and work with applicants to reduce emissions during project review. Incentivize projects that generate low levels of GHG emissions and remove unnecessary restrictions on secondary residential units near transit stations.	Supporting measure (TL-3.2)	-	-

Objective TL-4: Reduce Vehicle Emissions and Trips

Measures and Actions				GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
TL-4.1	Work with ABAG and neighboring cities to improve the jobs-housing balance within the City and regional transit corridors. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Create an economic development program. — Before July 31, 2010 — Community Development B. Explore the redevelopment potential of the Commercial Mixed Use District into a job-rich business park. — Before December 31, 2011 — Planning & Zoning (General Plan Update) C. Collaborate with neighboring communities to establish employment opportunities along transit corridors. — Before January 1, 2011 — Planning & Zoning (General Plan Update)			225	i. Jobs/housing ratio.	0.70 by 2015 0.80 by 2020
TL-4.2	Improve fuel efficiency of the City vehicle fleet by purchasing low- or zero-emission vehicles when vehicles are retired from service.			19	-	-
TL-4.3	Incentivize electric and plug-in hybrid vehicles through development of automobile charging infrastructure and preferential street parking spaces.			Not quantified	-	-
TL-4.4	Create and implement a voluntary transportation demand management (TDM) program to reduce weekday peak period single occupancy commute and school trips. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Develop and adopt a trip reduction ordinance to reduce single-occupancy automobile commute trips by 15% by 2020. — Before December 31, 2011 — City Council Transportation B. Facilitate the establishment of an Albany Transportation Management Association (ATMA) for community employers. — Before July 31, 2012 — Transportation C. Develop Albany-specific social networking platform to facilitate community participation in carpool and vanpool programs. — Before December 31, 2012 — Transportation D. Evaluate potential for rideshare stations in Albany. — Before December 31, 2012 — Transportation E. Work with schools to identify key infrastructure improvements and community outreach initiatives that would facilitate safe-routes-to-school and walking school bus programs. — Before July 31, 2011 — Transportation F. Develop education and outreach programs aimed at reducing residents' transportation related emissions. — Ongoing — Transportation			1,140	i. Percent reduction in single-occupancy automobile commute trips. ii. Percentage of Albany employers with over 10 employees who belong to ATMA.	15% reduction by 2015 20% reduction by 2020 100% by 2015
TL-4.5	Evaluate and consider implementation of community parking management strategies.			Not quantified	-	-

Objective TL-5: Prepare for Peak Oil

Measures and Actions		GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
TL-5.1	Conduct a study of the potential effects of peak oil on the community and develop a peak oil adaptation plan.	Not included in inventory	-	-

Waste Reduction Strategy - *Minimize waste.*

Objective WR-1: Become a Zero-Waste Community

Measures and Actions				GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
WR-1.1	Establish a citywide zero-waste target for 2030. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Adopt a resolution to achieve 90% waste diversion by 2030. — Before December 31, 2011 — City Council Environmental Resources B. Adopt an ordinance that requires all household and commercial food scraps and food-soiled paper to be placed in organics carts, all commercial food service providers to use recycling and organics services. — Before December 31, 2010 — City Council Environmental Resources C. Adopt an ordinance that requires the City's waste collector to minimize collection route distances and use fuel efficient vehicles. — Before December 31, 2010 — City Council Environmental Resources D. Expand outreach programs to maximize participation in waste reduction and diversion programs and increase consumer awareness about low carbon products and opportunities for reuse of goods in the community. — Before July 31, 2011 — Environmental Resources E. Adopt an ordinance that requires a disposable shopping bag fee. — Before December 31, 2010 — City Council Environmental Resources F. Adopt a resolution of support that encourages the State and federal governments to create a voluntary Do Not Mail Registry to reduce junk mail deliveries. — Before July 31, 2010 — City Council Environmental Resources G. Develop resolution of support to encourage State and federal government to pass legislation that requires extended producer responsibility and improves recyclability of products and packaging. — Before December 31, 2010 — City Council Environmental Resources			2,210 (2004 to 2020)	i. Community waste diversion rate	75% by 2015 80% by 2020 90% by 2030

Green Infrastructure Strategy - *Enhance natural assets that improve community quality of life.*

Objective GI-1: Expand and Enhance the City's Green Infrastructure

Measures and Actions				GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
GI-1.1	Enhance the community's urban forest and other landscapes to maximize carbon sequestration, reduce stormwater runoff, and augment neighborhood aesthetics. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Prepare a Green Albany Plan to evaluate all potential areas (e.g., parks, streets, rights-of-way, parking lots, and rooftops) for carbon sequestration. — Before December 31, 2012 — Urban Forestry Environmental Resources B. Seek Urban Forestry Program funding to support increased tree planting and maintenance capacity. — Before July 31, 2010 — City Council Urban Forestry C. Plant 500 new trees per year. — Ongoing — Urban Forestry D. Develop outreach program to encourage residents and businesses to plant additional trees and other carbon sequestering landscapes on private property. — Before July 31, 2011 — Urban Forestry Environmental Resources E. Explore potential for undergrounding utility lines to facilitate planting of larger species of street trees. — Before December 31, 2012 — Urban Forestry Public Works F. Develop a Green Streets Program to identify priority streets for pilot green street retrofit projects. — Before July 31, 2014 — Public Works Urban Forestry Environmental Resources			130	i. Number of trees planted per year. ii. Number of total trees planted.	500 trees per year 5,000 by 2020

Water Conservation Strategy - *Celebrate water as an essential community resource*

Objective WC-1: Conserve Water in Existing Buildings/Landscapes

Measures and Actions				GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
WC-1.1	Encourage residential and commercial users to participate in EBMUD's free water audit program. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Partner with PG&E and Stopwaste.org to create water efficiency programs and ensure specific focus on indoor fixture and fixture fitting retrofits. — Before December 31, 2010 — City Council Environmental Resources Building			5	i. Percentage of residential units and businesses that have voluntarily implemented fixture and fixture fitting efficiency improvements since 2004.	10% by 2020
WC-1.2	Encourage 50% reduction in outdoor potable water usage for existing residential and commercial properties. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Partner with PG&E and Stopwaste.org to create water efficiency programs and ensure specific focus on outdoor potable water conservation practices. — Before December 31, 2010 — City Council Environmental Resources Building B. Install weather-based ET controller irrigation systems in all municipal landscapes. — Before July 31, 2015 — Public Works Recreation			5	i. Percentage of residential units and businesses that have voluntarily increased outdoor water conservation by 50% or more since 2004.	10% by 2020

Objective WC-2: Conserve Water in New Construction/Landscapes

WC-2.1	Require new construction and major remodels to achieve indoor water efficiency 20% above the California Building Standards Code. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Update Building Code to require all new construction and remodels to improve the water efficiency of fixtures and fixture fittings by 20% above the California Building Standards water efficiency standards. — Before December 31, 2010 — City Council Building			25	-	-
WC-2.2	Require new landscape projects to reduce outdoor potable water use by 50%. ACTIONS / TIMETABLE / RESPONSIBILITY: A. Update Building Code to require new landscape projects to reduce outdoor potable water use by 50% below the initial requirements for plant installation and establishment as identified in Section 604.2 of the California Green Building Code. — Before December 31, 2010 — City Council Building			20	-	-

Food and Agriculture Strategy - *Create a sustainable and climate-friendly food system.*

Objective FA-1: Strengthen the Regional Food System

FA-1.1	Establish a permanent farmer's market site within the City and work to expand the market as a community resource.	Not included in inventory	-	-
FA-1.2	Facilitate and promote Community-Supported Agriculture organizations and services.	Not included in inventory	-	-
FA-1.3	Procure regionally produced food for City events and encourage vendors at City-sponsored events to procure food regionally.	Not included in inventory	-	-

Objective FA-2: Promote Awareness of Sustainable Food Choices

FA-2.1	Encourage low-carbon meals through public education.	Not included in inventory	-	-

Objective FA-3: Increase and Enhance Urban Agriculture

Measures and Actions		GHG Reduction Potential (MT CO_2e)	Progress Indicators	Targets
FA-3.1	Establish a local community garden program to increase local food security and provide local recreation amenities.	Not included in inventory	-	-

Costs to City = Simplified Cost (If less than 1% = low, 1% - 5% = med, greater than 5% = high)