LSA ASSOCIATES, INC.
2215 FIFTH STREET
BERKELEY, CALIFORNIA 94710
510.540.7331 TEL
510.540.7344 FAX

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M E M O R A N D U M

DATE: January 18, 2011

TO: Judy Lieberman, Assistant City Manager

FROM: Theresa Bravo, Senior Planner
David Clore, Principal-in-Charge

SUBJECT: ADMINISTRATIVE DRAFT Albany Maintenance Center Relocation - Opportunities and Constraints Analysis for Preliminary Site Planning

The purpose of this memorandum is to assist the City of Albany in identifying the opportunities and constraints associated with relocation of the existing Albany Maintenance Center. The new site is currently under the ownership of the California Department of Transportation (Caltrans) and the City is negotiating the purchase of the property. The City is exploring potential development scenarios for the site prior to purchase of the property, one of which includes construction of the new Maintenance Center.

This memorandum begins with a discussion of current Maintenance Center operations and facilities and identifies additional space/facilities that should be accommodated at the new site. The new site is then described, followed by textual and graphical descriptions of three preliminary site layout alternatives, and a description of potential transportation and circulation constraints. A preliminary environmental assessment that considers potential environmental issues associated with development of the site is then followed by a summary of the findings of the opportunities and constraints identified in this memorandum.

A. CURRENT OPERATIONS/FACILITIES

The existing Albany Maintenance Center is located at 548 Cleveland Avenue in the City of Albany. The Maintenance Center occupies three buildings and shares space with two other businesses (Auto Europa and a currently vacant site which was formerly a gym). The site occupies approximately 0.84 acres (36,700 square feet) and is located on a light industrial and commercial strip between the I-80 and I-580 freeways. The UPRR railroad tracks border the site to the west and Cleveland Avenue borders the site to the east. San Francisco Bay is located west of the I-580 freeway and residential condominiums and the Albany Hill are located east of the site, across I-80.

The Albany Maintenance Center houses the Public Works Division of the City's Community Development Department. Public Works provides a wide range of services for the City including improvements to streets, sewers, and storm drains, repair and maintenance of City infrastructure, street sweeping, graffiti abatement, installation/maintenance of street signs, and landscape maintenance. Public Works employs approximately 16 staff members, including the City's Public Works Manager, several project managers and engineers, an IT specialist, the City's Urban Forester, an administrative assistant, and 6 maintenance workers. All of these employees work at the Maintenance Center, which operates from 8:00 a.m. to 4:30 p.m., Monday through Friday and is open to the public.

The Maintenance Center's three buildings provide office and storage space that is spread out among the buildings. Public Works has occupied the main building since January 2001 with expansion to the other buildings occurring in 2005 as storage and personnel needs grew. The existing space is not designed to efficiently house the functions and needs of Public Works. For example, the server room which houses the computer server is accessed through a restroom and storage areas for financial materials and records are scattered throughout the facility. In many instances, paperwork is stored in cardboard boxes rather than fire-proof file cabinets. Additionally, locker room facilities are not available for female employees.

The existing Maintenance Center includes approximately 19,850 square feet of use as shown in Table 1. Major components of the Maintenance Center include the administration counter; approximately 7 offices (1 of which is shared); employee locker area; break room; restrooms (2 men's and 1 women's room are located in the main building and 1 unisex restroom is located in the blue building); storage areas for maintenance equipment and supplies, vehicles, and records; as well as work areas for operation of small equipment (e.g., table saws). Outdoor facilities include parking areas that accommodate approximately 13 spaces for use by Maintenance Center employees, the public, and overflow vehicle storage. Outdoor space also includes some small storage areas as well as three dumpsters. Refuse is collected from the site twice a week on Wednesdays and Thursdays by Waste Management of Alameda County. Metal is also occasionally collected from the site for recycling.

Table 1: Existing Maintenance Center Uses and Square Footage

Address on Cleveland Avenue	Description	Use	Square Footage
548	Main Maintenance Center Building	Administration counter/ Manager offices	2,200
	Main Bay	Equipment, vehicle, and supply storage	4,000
	"Sprinkler Room"	Traffic sign and landscaping equipment storage	750
544A	Blue building shared with other businesses	Storage, break room, offices	2,000
544B and 544C	Blue building shared with other businesses	Vehicle, equipment and tool storage	4,000
	Yard Area	Vehicle Parking, dumpster and outdoor storage	6,900
		Total	***19,850***

Source: Judy Lieberman, Assistant City Manager, 2010.

Approximately 16 vehicles are stored at the site, and these include: 1 sport utility vehicle, 1 mini-van, 1 four-door sedan, 7 pick-up trucks, 1 street sweeper, 2 dump trucks, 1 flatbed truck, and 1 rodder and 1 vactor truck (both sewer cleaning machines). Smaller specialized vehicles include 1 72-inch mower, 1 truckster, 1 trailer, 1 cargo sport trailer, 1 forklift, and 1 power mower. Most vehicles leave the site during the day while some are operated on-site (the forklift, for example). Three of the noted maintenance vehicles are currently stored outside. The approximate length and width of each of the 16 City vehicles stored at the site is identified on a spreadsheet included as at attachment to this

memorandum. Vehicle specifications were used to identify the approximate indoor storage requirements for the new Maintenance Center.

In addition to the vehicles listed above, the Maintenance Center houses the tools, supplies, and equipment necessary to complete the services assigned to Public Works. The variety of items stored at the site includes: paints and other chemicals; ladders; light and heavy duty yard equipment ranging from shovels, pitchforks, axes, and rakes to leaf blowers, weed whackers, and chainsaws. Traffic barricades, construction cones, and sign-making equipment are also stored throughout the facilities.

B. MAINTENANCE CENTER NEEDS

According to City staff, the existing Maintenance Center lacks many of the facilities necessary to adequately accommodate the needs and functions of the City's Public Works Department. Additionally, although these operations currently occupy an approximately 0.84-acre lot and 19,850 square feet of usable building space, this space was not specifically designed to house the City's Public Works Department, and much of the existing facility does not efficiently accommodate those needs. Additional space/facilities desired by the Public Works Department and not included in the above description of Existing Operations/Facilities that should be taken into consideration include:

- Conference room facilities;
- Production, printing, copying, fax, and plotter equipment located in a common area;
- Dedicated server/computer space;
- Women's locker room;
- Secure storage and repair area for high-tech equipment (such as the City's televised sewer pipe equipment);
- Indoor overnight parking space for all 13 maintenance vehicles;
- Outdoor space for emergency fueling area (for an approximately 2,000 gallon diesel tank, or a 12 foot by 12 foot area);
- Outdoor space for an emergency generator (about a 12 foot by 12 foot area). This space should be adjacent to or near the building and within 10 to 15 feet of the above mentioned fueling area;
- Up to 20 outdoor parking spaces;

Some storage facilities may also be accommodated at the adjacent Caltrans site located beneath the overpass. Double-stacked containers may be housed in this location.

C. PROJECT SITE

The proposed site of the new Maintenance Center (referred to as the "project site") is located at the northeast corner of the Cleveland Avenue and Washington Avenue intersection in the City of Albany. The site is bordered to the west by the I-80 freeway and to the east by Pierce Street and residential uses. The site generally consists of approximately ¾ acres of vacant land that comprises the southern portion of a larger 5-acre parcel. The site lies at an elevation of between 6 and approximately 28 feet above mean sea level. The undeveloped parcel includes a number of trees and potential seasonal

wetland features. Caltrans previously graded the center of the property for possible recreation use; therefore, the property consists of a large fairly flat area while the remainder of the site includes varied and steep terrain. Historical uses of the site include part of a freeway ramp connecting Pierce Street to I-80; however, the ramp was removed in the mid-1990's when the connection between I-580 and I-80 was constructed. A multi-family unit also existed on the site but was demolished in the 1990's.

The City intends to purchase the entire parcel and use the majority of the southern segment for the new Maintenance Center. The center, generally level area of the site, is planned for passive park use. The northern or "tail" segment of the site may include parking for the park and overflow storage for Maintenance Center use.

In 2009, the City identified the western boundary of the site for development of the Pierce Street Bicycle/Pedestrian Path. This area comprises "Segment II" of the proposed pathway, which begins where Pierce Street meets Albany Hill, just south of the Gateview condominium complex (555 Pierce Street). As proposed at the time, the path would continue slightly west, leaving Pierce Street and continuing down the slope to run parallel to the I-80 freeway. A 2-foot buffer area would be located along both sides of the path. At the intersection of Cleveland Avenue and Washington Avenue, the path would leave the site and cross Cleveland Avenue and then continue south to Buchanan Street. To avoid potential conflicts with Maintenance Center facilities, realignment of the proposed pathway is considered in the preliminary site layout discussed below.

The City's General Plan designates the site as Commercial/Service/Light Industrial. The site is zoned Commercial Mixed Use (CMX). Areas of the site that were previously occupied by a freeway and ramp alignment are unclassified.

D. PRELIMINARY SITE LAYOUT ALTERNATIVES

Following is a general description of the three preliminary site layout alternatives that were selected for development of the Maintenance Center on the project site. Building or Area numbers correspond to the numbering identified on each of the maps which are included as an attachment to this memorandum. The objective of this exercise was to identify the most efficient layout of the available space while considering the needs of the Public Works Department as well as limitations of the site topography. Each alternative shows how the Pierce Street bike path may be rerouted around the Maintenance Center; however, the path's alignment through the remainder of the site is very generally shown and will need to be further evaluated. A total of 20 parking spaces are shown for each alternative.

1. Alternative 1

This plan shows the existing ground elevation at the back of the Maintenance Center facilities as 14 feet above Cleveland Avenue. This does not necessarily represent the height of retaining walls at the rear of the property. Building and area details are summarized below.

- Building 1: 30 feet by 100 feet. Room for storage of 10 vehicles on the ground floor with bay doors opening to the inside of the property. Administration offices could be placed upstairs.
- Building 2: 30 feet by 100 feet. Room for storage of 10 vehicles on the ground floor with bay doors opening to the inside of the property. Fifty feet between the buildings allows for vehicle maneuvering into and out of the bays. Administration offices could be placed upstairs.

- Area 3: Fuel Storage Area. 12 feet by 12 feet
- Area 4: Fueling Area. 12 feet by 12 feet
- Area 5: Trash Area. 30 feet by 10 feet

2. Alternative 2

This plan shows the existing ground elevation at the back of the Maintenance Center facilities as 11 feet above Cleveland Avenue. This does not necessarily represent the height of retaining walls at the rear of the property. Building and area details are summarized below.

- Building 1: 30 feet by 80 feet. Room for storage of 8 vehicles on the ground floor with bay doors opening to the inside of the property. Administration offices could be placed upstairs.
- Building 2: 30 feet by 100 feet. Room for storage of 10 vehicles on the ground floor with bay doors opening to the inside of the property. Large pad between the buildings allows for vehicle maneuvering into and out of the bays. Administration offices could be placed upstairs.
- Area 3: Fueling Area. 12 feet by 12 feet
- Area 4: Fuel Storage Area. 12 feet by 12 feet
- Area 5: Trash Area. 30 feet by 10 feet
- Area 6: Turn-around Area for Building 7
- Building 7: Northern Storage Building. 80 feet by 40 feet.

3. Alternative 3

This plan shows the existing ground elevation at the back of the Maintenance Center facilities as 16 feet above Cleveland Avenue. This does not necessarily represent the height of retaining walls at the rear of the property. Building and area details are summarized below.

- Building 1: 30 feet by 140 feet. Room for storage of 14 vehicles.
- Building 2: 30 feet by 80 feet. Administration offices on the ground floor.
- Area 3: Fuel Storage and Fueling Area. 12 feet by 12 feet
- Area 4: Trash Area. 30 feet by 10 feet

E. SITE DISTANCE ANALYSIS FOR PROJECT DRIVEWAYS

Following is an analysis of the potential transportation and circulation concerns associated with the location of new access driveways at the Cleveland Avenue and Pierce Street locations shown on the preliminary site maps.

1. Cleveland Avenue Driveway

Development of the Maintenance Center would establish a new driveway onto Cleveland Avenue north of Washington Avenue. LSA analyzed this driveway using the Highway Capacity Manual methodology for unsignalized intersections. Traffic volumes were estimated based on two sources. First, the intersection of Cleveland Avenue/Washington Avenue was a study area intersection in the Citywide Traffic Management Plan dated May 15, 2000. This study estimated that future year 2010

volumes would be approximately 13 percent greater than existing 2000 volumes. Traffic volumes in the p.m. peak hour north of Washington Avenue were 269 trips southbound and no trips northbound. The estimation of no northbound trips did not seem reasonable so LSA consulted a second source in search of Cleveland Avenue traffic volumes. The Engineering and Traffic Survey for Speed Limits dated February 2008 provided average daily traffic volumes on Cleveland Avenue of 4,500 vehicles. Typically, 10 percent of daily traffic occurs in the p.m. peak hour. That trend would indicate that 450 vehicles travel on Cleveland Avenue during the p.m. peak hour. Therefore, LSA estimated through volume of 269 southbound vehicles and 181 northbound vehicles.

Turning volumes at the driveway were determined using Maintenance Center operations data. Currently, 16 personnel work at the Maintenance Center including 6 maintenance workers. In a worst case scenario, all 6 of the maintenance workers would return to the Maintenance Center in the p.m. peak hour in maintenance vehicles with a passenger car equivalent (PCE) factor of 2.0 for a total PCE of 12 trips. These trips were distributed with 4 originating from the north and 8 originating from the south. In the worst case scenario, all 16 workers would depart the Maintenance Center during the p.m. peak hour in separate vehicles. These 16 trips were distributed with 4 traveling to the north and 12 traveling to the south.

The analysis demonstrates that the proposed driveway would operate at an acceptable level of service (LOS) of B. Queuing for the southbound left-turn into the site is not anticipated to exceed one vehicle. It should be noted that the driveway intersection would still operate at an acceptable LOS if the southbound direction did not have a striped left-turn pocket. However, due to the nature of the vehicles making the southbound left-turn onto the site, a striped pocket long enough to accommodate a maintenance vehicle is recommended.

2. Cleveland Avenue Sight Distance

According to the Engineering and Traffic Survey for Speed Limits dated February 2008, the 85th percentile travel speed on Cleveland Avenue is 30 miles per hour (mph). According to the American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design of Highways and Streets* (2004), Stopping Sight Distance for a residential roadway with a design speed of 30 mph is 200 feet (ft). The California Department of Transportation *Highway Design Manual* (HDM), *Fifth Edition* (2001) recommends a Stopping Sight Distance on a 50 kilometer per hour (kph) road (approximately 31 mph) of 65 meters, which is approximately 213 ft. In addition to the stopping sight distance mentioned above, a 7.5-second corner sight distance is described in Topic 405 in the HDM. For a 30 mph street this would be 360 ft. The goal of providing 7.5 seconds of sight distance is to provide sufficient distance such that through traffic would not have to alter its travel speed when a vehicle enters the roadway from an unsignalized driveway. It should be noted that Section 405.1 (2) paragraph (d) states, "Urban Driveways-- Corner sight distance requirements as described above are not applied to urban driveways." Providing 360 feet of corner sight distance is a goal that may be sought, but providing 213 feet of stopping sight distance is required.

In the vicinity of the proposed driveway, Cleveland Avenue is a straight two-lane roadway. The attached photographs illustrate the northbound and southbound views near the site. It appears that sufficient sight distance is provided to allow a driveway from Cleveland Avenue.

3. Pierce Street Driveway

The northern portion of the property could also be utilized for a small maintenance or storage building housing a couple of vehicles and/or excess equipment. Using the northern portion of the

property in this manner would require an additional driveway taking access from Pierce Street. Volumes from the Citywide Traffic Management Plan show 160 trips southbound and 540 trips northbound in the PM peak hour for this portion of Pierce Street. Turning volumes at the driveway were determined for a worst case scenario where 2 maintenance vehicles with a PCE of 2.0 would enter the building from the south, for a total PCE of 4 trips, and 2 maintenance workers would depart the northern portion of the property in separate vehicles.

The analysis demonstrates that a Pierce Street driveway would operate at an acceptable level of service (LOS) of A. Queuing for the northbound left-turn into the site is not anticipated to exceed one vehicle. It should be noted that the Pierce Street driveway intersection would still operate at an acceptable LOS if the northbound direction did not have a striped left-turn pocket. However, a striped pocket long enough to accommodate a maintenance vehicle should be provided due to the nature of the vehicles making this turn.

F. PRELIMINARY ENVIRONMENTAL ASSESSMENT

The potential environmental concerns or issues associated with relocation of the Albany Maintenance Center to the Cleveland Avenue/Washington Avenue site are summarized below. They are organized using the titles found in the CEQA Environmental Checklist.

1. Aesthetics

The project site consists of undeveloped land at the intersection of Cleveland and Washington Avenues, and immediately east of the I-80 freeway. The terrain is varied and steep in some locations. Existing vegetation consists primarily of non-native grasslands, with a few ornamental shrubs and trees located at the site's perimeter. It is not anticipated that development of the site would substantially affect a scenic resource or degrade the visual character of the site or surroundings. Visual screening may be required at the site perimeter, in the form of fencing and/or landscaping. A lighting plan would be required to demonstrate that new light and glare from the site would not impact adjacent freeway and residential uses. The site is not located within the vicinity of a State scenic highway.

2. Agricultural and Forestry Resources

The vacant site is classified as "Urban and Built-Up Land" by the State Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) and is not zoned for agricultural or forest/ timberland production. Development of the site with a Maintenance Center facility would not result in the conversion and/or loss of agricultural and forest lands.

3. Air Quality

The project site is located within the San Francisco Bay air basin and is subject to the rules and regulations of the Bay Area Air Quality Management District (BAAQMD). The new Maintenance Center would not generate new vehicle trips that would increase ozone precursor or particulate matter emissions as the facility would be relocated from its existing location, which is less than ½ mile from the new site. Regular fueling activities would not occur on the site, and the emergency fuel facility would be subject to the permitting regulations of the BAAQMD. Therefore, operational emissions from the new Maintenance Center are not anticipated to result in impacts to air quality. However, construction period emissions are a source of organic gas emissions. Sensitive receptors adjacent to

the site include residential uses immediately to the east and these could be exposed to health risks from toxic air contaminants (TACs) generated during the construction phase. In addition, construction dust would affect local air quality. Vehicle and dust emission controls would be required to be implemented during the construction period, consistent with the recommendation of the BAAQMD.

4. Biological Resources

The site is dominated by non-native grassland and is not known to support any significant vegetation communities; therefore, development of the site would not impact special-status plant species. Special-status wildlife species known to occur in the region and for which suitable habitat is present on the project site, include white-tailed kite (*Elanus leucurus*; a California Fully Protected Species [CFP]), northern harrier (*Circus cyaneus*; a California Species of Special Concern [CSC]), Bryant's savannah sparrow (*Passerculus sandwichensis alaudinus*; CSC), burrowing owl (*Athene cunicularia*; CSC), and pallid bat (*Antrozous pallidus*; CSC). With the exception of pallid bat, the project could have adverse effects on all of the above-described special-status wildlife species. Pallid bats may occasionally forage over the project site, but this species is not expected to roost on the project site due to the lack of suitable roosting sites (i.e., caves, rocky crevices, large trees, bridges, etc.).

The white-tailed kite, northern harrier, and Bryant's savannah sparrow are known to occur in the vicinity of the Berkeley Marina and may occasionally forage over the project site and, though considered unlikely, could nest on the site. For construction activities occurring during the nesting season (February 1 through August 31) a qualified biologist would be required to conduct nesting bird surveys. Protective measures would need to be implemented in the event that active nests are identified. In addition, wintering burrowing owls are known to occur in the area and development of the site could affect this species should they be present during construction activities. Pre-construction surveys and avoidance and/or relocation measures would be required should this species be identified on the site. Development of the site would not otherwise impact special-status wildlife species, interfere with wildlife movement in the area, or impede the use of wildlife nursery sites.

The site does not support and riparian habitat or any other sensitive natural communities. However, areas of the site may support jurisdictional seasonal wetlands as defined under the federal Clean Water Act. The City would need to consult with the Army Corps of Engineers (Corps) to determine possible jurisdiction of wetland features on the site and it is likely that a formal Corps-verified wetland delineation would be required prior to the start of construction activities.

Any tree removal that would occur with development of the site would be required to comply with the City's tree ordinance. It is not likely that the project would conflict with other local policies or ordinances protecting biological resources or with the provisions of any adopted or approved local, regional, or State habitat conservation or natural community plans.

5. Cultural Resources

No known historical resources are located within or in the vicinity of the site, which is currently undeveloped. However, it is possible that historical and/or archaeological resources (as defined by *CEQA Guidelines* section 15064.5), paleontological resources, or even human remains could be encountered during construction activities. Although considered unlikely, standard construction-period avoidance and recovery measures would need to be implemented in the event that any of these resources are encountered.

6. Geology/Soils

The site is not located within a State of California Earthquake Fault zone for active faults (formerly referred to as Alquist-Priolo Special Study Zones); therefore the site is not subject to a known risk of surface faulting or ground rupture. The site is located in the seismically active Bay Area, which is identified as seismic hazard Zone 4 (the highest risk category) in the California Building Code (CBC). Soils encountered at the site consist of clayey sand and clayey gravel underlain by well cemented fine sand, clayey sand, and silty clay to a depth of at least 20 feet below the ground surface (bgs).[1] The strength and integrity of site soils is currently unknown. Soils on the site may be subject to liquefaction, subsidence, lateral spreading, expansion, liquefaction, and/or landsliding. Exposed soils could be subject to erosion during construction and grading activities. Steep terrain on the site and the need for substantial grading and hillside cuts could exacerbate unstable soil conditions. Therefore, a site-specific, design-level geotechnical report would need to be prepared by a qualified geotechnical engineer once a more detailed site plan is identified. The design criteria and specifications set forth in the geotechnical report would need to be implemented to ensure that potential impacts associated with unstable site soils are mitigated.

7. Greenhouse Gas Emissions

The new Maintenance Center would replace the existing Maintenance Center facility located less than ½ mile to the north. New operational greenhouse gas (GHG) emissions would not result as the project involves relocation of an existing use. In addition, energy consumption would not substantially increase given that the new Maintenance Center building(s) would be constructed according to current energy efficiency standards and existing structures would be repurposed to support other commercial and office uses.

The BAAQMD adopted revised CEQA Guidelines on June 2, 2010 and these include thresholds of significance for GHG emissions. The BAAQMD does not have a quantitative threshold of significance for construction-related GHG emissions. However, it is recommended that construction-period GHG emissions be quantified and disclosed so that potential GHG impacts can be identified in relation to meeting AB 32 GHG reduction goals.

8. Hazards and Hazardous Materials

Development of the new Maintenance Center would not result in the release of substantial quantities of hazardous materials into the environment. Although hazardous materials would be used and stored at the Maintenance Center (paints, solvents, lubricants, fuel etc.) these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Similar to the operation of the existing Maintenance Center, chemicals and fuels would be used and stored according to the requirements of local and State regulatory agencies.

A Phase I Environmental Site Assessment (Phase I ESA)[2] was conducted to identify and evaluate the potential presence of soil contaminants at the site. The Phase I ESA determined that the site could be impacted by aerially deposited lead and metals, phenol, and total petroleum hydrocarbons for diesel

[1] Geocon, 2001. Site Investigation Report, Pierce Street – Maxi Park Near Route 80, Albany, Alameda County, California. Prepared for California Department of Transportation, District 4. January.

[2] Ninyo & Moore, 2010. Phase I Environmental Site Assessment Report, Northeast Corner of Cleveland Avenue and Washington Avenue, Albany, California. November 23.

and motor oil (TPH) were detected above background concentrations and/or regulatory screening levels. As such, additional sampling was conducted and analyzed in a Phase II ESA. ***[Judy: Please provide this report when it is available electronically – the following is based on an email from Ninyo & Moore that summarizes their findings]*** Laboratory results for the soil samples collected at the ten locations from depths ½ feet to 5 feet below the ground surface (bgs) show metal concentrations all below the State Regional Water Quality Control Board direct exposure soil screening levels (Table K-1, Residential Exposure). Also TPH (diesel) and TPH (motor-oil) are below the same regulatory limits. Semi volatile organic compounds (SVOCs) were not reported above regulatory limits in any samples, except in one instance where elevated concentrations were detected in Boring B-6 at 5 foot depth. However, construction debris that was probably generated during road construction activities were encountered at the same depth; therefore it is possible that the SVOC concentrations are related to the construction debris. SVOCs were not detected from the surface sample at the same location.

Based on the soil sampling results, it is unlikely that surface soils would create an environmental concern. However, if excavation to the depth of the assumed construction debris occurs, additional sampling and/or soil management may be needed to protect site workers during the construction period. Likely mitigation may include preparation of a Soils Management Plan and a Construction Risk Management Plan to ensure that site workers are not exposed to hazardous pollutant concentrations.

The site is not located on the list of hazardous materials sites prepared pursuant to Government Code Section 65962.5 and would not pose a significant health hazard to the public or environment, beyond the concerns previously described in this section.

9. Hydrology/Water Quality

New development and significant redevelopment projects that would create or replace more than 10,000 square feet of impervious surfaces are subject to provision C.3 of the Regional Water Quality Control Board's stormwater management provisions. Development of the site would be subject to these requirements. The potential for chemical releases is present at most construction sites given the types of materials used. In addition, grading and excavation of site soils may result in the release of contaminants. Once released, such substances could be transported to the San Francisco Bay. Therefore, it is anticipated that the City would need to prepare a Storm Water Pollution Prevention Plan (SWPPP) to reduce potential impacts to surface water quality through construction of and the life of the project. Additionally, the City would be required to ensure that the project meets all of the requirements of the current Countywide National Pollutant Discharge Elimination System Permit through development of a design-level drainage plan.

Development of the site is not otherwise anticipated to substantially degrade water quality; alter the existing drainage pattern such that substantial on- or off-site erosion, siltation; or flooding would occur; create runoff that would exceed the capacity of existing drainage systems; or place structures in an area that would impede flood flows. In addition, the site is not located in a known 100-year flood hazard area or dam inundation area.

10. Land Use/Planning

The site of the new Maintenance Center consists of an undeveloped parcel of land which is part of a larger parcel that may also be used by the City for development of a public park, bicycle and

pedestrian path, and/or other public facilities. Development of the site would not divide an established community, or conflict with applicable planning documents. Potential conflicts with adjacent residential uses could be addressed by appropriate site screening.

11. Mineral Resources

The Albany General Plan does not identify any known mineral resources within the City. Therefore, development of the Maintenance Center at the proposed location would not impact mineral resources or a mineral resource recovery site.

12. Noise

The project site is located adjacent to the I-80 freeway and residential uses to the east of the site are already subject to freeway noise. The new Maintenance Center facility would operate between the hours of 8:00 a.m. and 4:30 p.m. and is not generally expected to generate noise levels in excess of established standards. However, potential operational noise impacts should be evaluated in more detail to ensure that the occasional operation of emergency generators and/or maintenance equipment would not exceed the City's established thresholds. Mitigation measures may be required to ensure that adjacent residences are adequately shielded from operational noise impacts. It should be noted that Maintenance Center buildings may shield existing residences in such a way that freeway noise experienced at these residences in reduced.

Construction of the proposed project would require excavation and earthwork activities. Although these activities could result in infrequent periods of high noise, this noise would not be sustained and would occur only during the temporary construction period. It is not anticipated that pile driving or other construction activity that would generate very high noise levels or ground borne vibration would occur. Project construction would be required to comply with the City's Municipal Code, which regulates the hours of construction activities.

13. Population/Housing

Development of the vacant site with Maintenance Center uses would not directly or indirectly induce population growth, remove existing housing, or displace substantial numbers of people.

14. Public Services

Development of the Maintenance Center would not involve construction of housing or employment-generating facilities. Therefore, an increase in the demand for fire, police, school, and park services is not anticipated. However, emergency access to the site would need to be considered and evaluated by the Albany Fire Department. Exterior lighting, site screening, and landscaping design should take safety into consideration, so that the site does not present an opportunity for vandalism or the need for increased police patrols in the area.

15. Recreation

Development of the site with the City's Maintenance Center would not result in increased use of neighborhood or regional parks or other recreational facilities and would not require the construction or expansion of new facilities. The City plans to develop a passive-use park at the center of the site and a bicycle/pedestrian path that would cross the entire site. These facilities may need to be considered in conjunction with development of the Maintenance Center.

16. Transportation/Traffic

A preliminary transportation and circulation analysis of each of the three development alternatives is discussed in the above section. These assumptions and conclusions should be confirmed once the preferred site layout is identified and a site plan is developed; however, the analysis indicates that operational transportation and circulation impacts would not result with development of the new maintenance center. It is not anticipated that the project would cause a substantial increase in traffic, exceed any level of service standards, or result in increased hazards due to design features. Development of each alternative considered the location of the proposed Pierce Street Bicycle/ Pedestrian path and two options for path alignment are provided. Alternatives 1 and 2, which show the path crossing at the corner of the Cleveland Avenue and Washington Avenue intersections, likely show the most desirable alignment for this pathway.

17. Utilities/Service Systems

The site is not currently served by existing utility systems; however, wastewater, water, stormwater, electricity/gas, and telecommunications infrastructure is present immediately adjacent to the site. Existing infrastructure would need to be expanded onto the site and capacity of existing lines would need to be verified prior to construction of the new Maintenance Center. It is not anticipated that the demand for these service systems would exceed the capability of the providers to serve the site.

G. CONCLUSION

Each of the three development alternatives presented as part of this memorandum show that the site can accommodate the various facilities needs of the Maintenance Center as well as the Pierce Street Bicycle/Pedestrian path alignment. Proposed access driveways provide adequate site distance and transportation and circulation impacts are not anticipated. It is recommended that a geotechnical engineer evaluate the potential hillside cuts identified in this report, to help the City identify the preferred site alternative and cost feasibility.

It is anticipated that all environmental impacts associated with development of the Maintenance Center could be mitigated to less-than-significant levels with implementation of standard engineering and construction measures. Once the site plan is further defined, it is our professional opinion that the City would be required to prepare an Initial Study/Mitigated Negative Declaration (IS/MND) to satisfy the requirements of the California Environmental Quality Act (CEQA).