
Initial Study Checklist

**ALBANY – Boutique Auto
Center**

Initial Study Checklist

Environmental Factors Potentially Affected:

The following Environmental Checklist contains an analysis of each environmental issue identified in the City of Albany Initial Study for the Albany Auto Boutique located at 1035 Eastshore Highway.

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

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

Report Preparation

Tasini and Associates prepared this document for the City of Albany. In conformance with Sections 15050 and 15367 of the CEQA Guidelines, the City of Albany is the “lead agency” for this project. Lead agency is defined as the “public agency, which has the principal responsibility for carrying out or approving the project.”

PROJECT DESCRIPTION

Project Title:	Albany Auto Boutique
Lead Agency Name and Address:	City of Albany Community Development 1000 San Pablo Avenue Albany CA, 94706
Contact Person:	Anne Hersch
Project Location and APN:	1035 Eastshore Highway
General Plan Designation:	Commercial/Service/Light Industrial
Zoning Designations:	Commercial/Service/Light Industrial

Description of Project:

Physical Location:

The proposed commercial building will be located at 1035 Eastshore Highway. The project site is an acre parcel just off Eastshore Highway in southwest Albany within the area addressed by the City of Albany's Cleveland Avenue/Eastshore Highway Redevelopment Plan, which was approved in 1998.

Background

The Proposed Project site is part of a 10.24-acre parcel just off Eastshore Highway an area addressed by the City of Albany's Cleveland Avenue/Eastshore Highway Redevelopment Plan which was approved in 1998. Several projects were proposed for this site and in 2003. The Target Corporation submitted an application requesting a Conditional Use Permit, Design Review and a height variance for an approximately 164,000 square foot Target Store with a garden center and a separate retail/restaurant flex site and 632 surface parking spaces. The flex site was assumed to be developed as a sit down restaurant. The flex space has been vacant since Target began operation. The applicant is proposing to develop the vacant site with a commercial building to be used to operation a boutique auto sales and repair center.

Proposed Project

The project site plan is attached (Attachment A). The applicant proposes to develop the project site with a commercial building to be used as a car sales facility and repair facility. The building is proposed to be 8,304 square feet with a maximum height of 23 feet 9.5 inches with 63 parking spaces. Building design and site improvements are shown on Attachment B.

The site is a vacant flat pad adjacent to an improved parking lot and park of a larger commercially developed site (Target Store). Access to the site is provided via an improved single access driveway. This access is shared with the existing Target retail store. The portion of the site proposed for the Boutique Car Sales and Service was originally designated for a restaurant/retail and has been described as a flex space area allowing for other commercial uses as well. The project area is currently used for overflow parking during the busy holiday shopping season and for employees. The project includes the demarcation and use of 63 parking spaces by the auto dealership. In addition to sales on site automobile repair service will be provided for cars sold and under warranty.

The project will require the following entitlements:

- (a) Major Conditional Use Permit to permit auto repair and sales within a commercial mixed-use district.
- (b) Design Review for the construction of a new 8,304 sq. ft. building which will house an auto sales and repair operation.

Surrounding land uses and setting: The project site is located between the Union Pacific Railroad and I-80/580 in southeast Albany in Northern Alameda County. To the south is the Target store and bisecting the site is Village Creek which is partially undergrounded and culverted. The area immediately to the north is developed with an auto sales facility and commercial uses. The area to the southwest is developed with light industrial and commercial uses.

Other Public Agencies whose approval is required (e.g., permits, financing approval, or participation agreement) No other agency is required.

Other project Assumptions: The Initial Study assumes compliance with all applicable State, Federal, and Local Codes and Regulation including, but not limited to the City of Albany Improvement Standards, the California Building Code, the Alameda County Water Agency Code, the Alameda County Flood Control Water Conservation District Design Criteria and Standards, the State Health and Safety Code, and the State Public Resources Code.

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	•	
e) Increase the amount of shade in public and private open space and adjacent sites				•

Discussion:

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

- There are no existing scenic vistas. The site is flat and fully developed, located in a commercial corridor bordered by the Union Pacific Railroad and I80/580.

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

- The proposed project will not damage scenic resources. The site is commercial/light industrial character and if anything will improve the visual and aesthetic character by adding an interesting building façade along Eastshore Highway.

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

- The site is developed with parking and a pad that was originally approved for restaurants and was determined to be visually similar to the previously approved entertainment center evaluated as part of the Redevelopment

Environmental Assessment (Reference 1-a copy can be obtained at the City of Albany Planning Department). The project will have a beneficial visual impact on the site.

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

- The project as proposed includes building lights and some lighting of the parking area that does not currently exist. The lights will not adversely impact the nighttime views since the site is located in a fully developed commercial / light industrial area and adjacent to I80/580, which have substantial night lighting for safety and security. The minimal impact building and parking lot lighting will have is less than substantial; therefore there will be no adverse impact on nighttime views.

e) Increase the amount of shade in public and private open space and adjacent sites?

- No. The addition of this building will not increase the shade in public and private open spaces since the site is located within a fully developed commercial site where no open space exists. This area has always been contemplated for development and no open space was anticipated.

II. AGRICULTURAL/ FOREST RESOURCES

<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies and refer to information compiled by the California Department of Forestry/ Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220 (g), timberland (as defined by PRC Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))				•
d) Result in loss of forest land or conversion of forest land to non-forest use				•
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				•

Discussion:

a-e) There are no agricultural resources at or near the project site, and the proposed project will not have an impact on agricultural resources.

III. AIR QUALITY

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

a-e) The project as proposed will produce short-term impacts due to dust emissions from construction. Long-term impacts may be generated as a result of car repairs. But since all car repairs will take place within the enclosed building where intake systems must meet Bay Area Quality standards the impact will be less than significant. The preliminary environmental assessment conducted for the Target store (project site included this development pad) concluded that the Redevelopment Plan evaluated both traffic and uses at the site and found that the development as proposed with a Target store and two restaurants (at the proposed project site) would result in carbon monoxide concentration below federal and state regulations and regional impacts below the threshold of significance. This development will produce significantly less daily traffic than the two proposed restaurant sites and therefore no adverse impacts will occur and no additional environmental review is necessary.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				•
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US 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?				•

Discussion:

a-f). The project proposes to develop on an existing site, which has been graded, paved and fully improved with required infrastructure. However as part of the previous development of phase 1 of this site which included Target store, a biological assessment was conducted, the biological assessment can be

found within the Environmental Assessment completed and available in the Community Development at the City of Albany. The development as proposed will be in keeping with the original plan in that the approximately 65 foot setback from the creek will be maintained and the storm drainage system is fully developed and will continue to direct water away from Cordonices Creek.

Permanent stormwater management facilities will be incorporated into the project design which will be in compliance with the Alameda Countywide Clean Water Program (C-3 Stormwater Requirements). This will include the use of treatment planters for roof runoff and vegetative swales for new pavement runoff (or pervious pavement). The ultimate discharge locations for runoff will be into existing onsite catch basins and toward Eastshore Highway curb and gutter. Existing asphalt parking areas will remain in-place, and runoff will be managed by the current infrastructure.

Best Management Practices (BMPs) for stormwater runoff and sediment transport will be required to be applied by the contractor during construction. An Erosion Control Plan will be prepared for construction activities, which will be submitted for approval as part of the building permit construction drawings for the project. The project will not create any adverse impacts to the Creeks because Best Management Practices will be applied and stormwater runoff will be in compliance with Alameda Countywide Clean Water Program Requirements.

V. CULTURAL RESOURCES

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

Discussion:

a-d) As discussed in the Environmental Assessment prepared for Redevelopment of the Target store, two prehistoric sites were identified in the northern portion of the site, but no sites were identified in the southern portions of the site where the proposed development is proposed. The site is located in the northern portion of the site and has been excavated previously. The site is fully paved and no additional excavation is required. Therefore the likelihood of locating or disturbing archeological resources is unlikely. Although no sites were encountered during construction, the existing mitigation measures incorporated within the previous Environmental Assessment are still applicable. However, it is not anticipated or plausible that any archeological sites or historic resources will be found as extensive excavation is not proposed as part of this project.

VI. GEOLOGY AND SOILS

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

Discussion:

a-e) The site is fully developed. The development of the proposed building will require the a geotechnical analysis be conducted, and that the building foundation design and overall structural design be in conformance with Seismic Zone 4 building criteria of the California Building Code. None of the proposed development activities or resulting commercial activities will adversely impact the existing geology or soil structure.

VII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. Definitions of climate change between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities, which alter the composition of the global atmosphere.

California State law defines GHGs as Carbon Dioxide, Methane, Nitrous Oxide, Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride. The primary contributions to GHG emissions in California are transportation, electric power production from both State and out of state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities.

The BAAQMD has established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the Bay Area. The climate protection program includes measures that promote energy efficiency, reduce VMT, and develop alternative sources of energy all of which assist in reducing emissions of GHG and in reducing air pollutants that affect the health of residents. The BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional efforts through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and its legislature, has established a comprehensive

framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill (AB) 32 and Senate Bill (SB) 375, which will address GHG emissions on a statewide cumulative basis.

While California alone cannot stabilize the climate, the state's actions set an example and drive global progress toward reduction of GHG (IPCC 2007). If the industrialized world were to follow the emission reduction targets established by California, and industrializing nations reduced emissions according to the lower emissions path, medium or higher warming ranges of global temperature increases might be avoided, along with the most severe consequences of global warming.

In 2007 the California Energy Commission (CEC) published "The Role of Land Use in Meeting California's Energy and Climate Change Goals. In this publication, the CEC acknowledged that California's land use patterns shape energy use and the production of GHG. Transportation contributes a large percentage of the state's GHG emissions, and research shows that increasing a community or development's density and accessibility to job centers are the two most significant factors for reducing vehicle miles traveled (VMT) through design (CEC 2007). California Air Resources Board (CARB) Scoping Plan states that a 28.5 percent reduction in GHG emissions from business as usual (BAU) is necessary for the state to meet the 1990 GHG emissions goal by 2020 (CARB 2008).

In accordance with AB 32, CARB developed the Scoping Plan to outline the state's strategy to achieve 1990- level emissions by year 2020. To estimate the reductions necessary, CARB projected year statewide 2020 BAU GHG emissions (i.e., GHG emissions in the absence of statewide emission reduction measures). CARB identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU. Therefore, the Scoping Plan defines the future baseline emissions scenario to mean in the absence of the statewide emissions reduction strategy. The Scoping Plan identified several early action measures to reduce GHG Emissions in the State of California. These early action measures included:

- **Green Building:** Implementation of newer, more energy-efficient California building standards. The 2008 Building and Energy Efficiency Standards are 15 percent more energy efficient than the 2005 standards. Subsequent updates to the CBC are anticipated to be even more energy efficient (CBSC2008). The proposed building would be constructed to achieve the new building energy efficiency requirements.
- **Renewable Energy Portfolio:** Requiring that California use renewable energy to represent 33 percent of California's energy portfolio. In 2005, renewable energy comprised 12 percent of the state's energy portfolio (CARB 2008). Purchased energy used by the project would be required to generate a higher percentage of renewable energy in accordance with the goals of the Renewable Portfolio Standards.

- **Per Capita Water Reduction:** Reducing per capita water use by approximately 20 percent. The Final 20X2020 water conservation plan identifies strategies to reduce water use in the state. In addition, plumbing and landscaping codes amended in the 2008 CBC result in a 50 percent reduction of water use for new commercial and residential plumbing fixtures (SWRCB 2010). The project would not result in an increase in outdoor water use; however, new fixtures installed within the building will be water-efficient.
- **Low Carbon Fuel Standard:** Adoption of a new Low Carbon Fuel Standard, which requires the carbon content of fuels sold in California to be reduced by 10 percent by year 2020 (CARB 2009).
- **Pavley Fuel Efficiency Standards:** The EPA granted a waiver to California to implement higher fuel efficiency standards on July 1, 2009. The adopted fuel efficiency standards require the average California fleet fuel economy of cars to be 36.6 miles per gallon (mpg) by year 2016 under Pavley I. The Scoping Plan also establishes additional reductions for model years 2016 through 2020 under Pavley II of 43.9 mpg by year 2020. Pavley II would result in a decrease in CO2 emissions of 42.8 percent from the 2009 model year cars (CARB 2008).

The federal and statewide GHG emissions reduction measures that are being implemented over the next 10 years would reduce the project's GHG emissions. Adherence to the statewide measures would ensure consistency with the Scoping Plan.

The project would adhere to all State guidelines for reduction of emissions and through adherence would have less than a significant cumulative impact on greenhouse gas emissions.

The City adopted a Climate Action Plan (CAP) in April 2010. The CAP is comprised of polices and measures that, when implemented, will enable the City to meet its target for greenhouse gas emission reductions.

VIII. HAZARDS AND HAZARDOUS MATERIALS

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

Discussion:

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

Construction of the proposed showroom and repair service would involve transport, use, and disposal of hazardous materials. Construction would involve fuels, lubricants and greases, solvents and other cleaning agents, and coatings including paints. All hazardous materials would be stored in containers clearly labeled per requirements of the Occupational Safety and Health Administration and the US Department of Transportation. All construction workers would be required to be trained on safe use, handling, and storage of hazardous materials used in each workers' job.

The proposed auto service operation would involve use, handling, and storage of hazardous materials such as oils, lubricants, greases, other automotive fluids, and solvents and other cleaning agents. All project auto service workers at the dealership would be required to be trained on safe use of hazardous materials. All hazardous materials would be stored in clearly labeled containers. All hazardous materials would be stored indoors or in covered areas; in areas secured by locked gates or doors. In areas either elevated above the surrounding floor or ground, stormwater would not flow in to hazardous materials storage areas and potentially become contaminated.

The auto service operation would generate some hazardous wastes requiring disposal or recycling, including used oil and other used fluids drained from vehicles. All hazardous waste disposals by the project would comply with regulations of the California Department of Resources Recycling and Recovery (CalRecycle). All hazardous wastes generated by the project would be transported by a certified hazardous materials hauler and disposed of or recycled at facilities permitted to recycle, treat, store, and/or dispose of hazardous materials by the California Department of Toxic Substances Control (DTSC).

Project construction and operation would not create significant hazards to the public or the environment through routine use, transport, or disposal of hazardous materials, and impacts would be less than significant. No mitigation measures are necessary.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- Refer to VIII (a).
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- There are no schools located within one-quarter mile of the proposed project; therefore there would be no impact.

- 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?
- The project site is not included on lists of hazardous materials sites compile pursuant to any government code; 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?
- The site is neither within an airport land use plan nor within two miles of a public or private airport.
- 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?
- The project site is not in the vicinity of a private airstrip.
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- The project would not result in any changes to existing streets or emergency roads, and therefore would not interfere with any response or emergency evacuation plan that may be in affect for the area. The proposed layout of the streets within the project site meets all requirements of the City of Albany.
- 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?
- The project is not located near wildlands; therefore, no adverse impact will result from development of the site in the manner proposed.

IX. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?		•		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			•	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				•
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				•
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				•
f) Otherwise substantially degrade water quality?				•
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				•
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				•

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No 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?				•
j) Inundation by seiche, tsunami, or mudflow?				•

Discussion:

a) As with previous projects on the project site, the proposed project site is subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Permit during construction, as well as any City of Albany Clean Water requirements. The project will comply with the Municipal Stormwater Permit (October 2009) that enforces the municipal NPDES. The site is fully developed however the following mitigation measures would ensure compliance with any and all water quality standards or wastewater discharge requirements, and impacts would be less than significant.

- Site design shall incorporate best management practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or “zero discharge” areas, and conserving natural areas.
- Describe and provide information to the City of Albany regarding the long-term operation and maintenance requirements for the treatment control BMPs.
- Identify the entity that will be responsible for long-term operation and maintenance of the treatment control BMPs, and describes the mechanism for funding the long-term operation and maintenance of the treatment control BMPs.
- Demonstrate that all structural best management practices (BMPs) described in the project water quality management plan have been constructed and installed in conformance with approved plans and specifications.
- Incorporate aggressive source control element with a major feature being environmentally sensitive landscape management that avoids chemical fertilizers and pesticides to the greatest extent possible.

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

- The project as proposed will not have an impact on groundwater supplies. The amount of impervious surface at the project site was evaluated as part of the Preliminary Environmental Assessment and a study conducted by Balance Hydrologics which concluded that based on the nature of the soils and its compaction as well as the high runoff rates could be offset with better maintained landscapes and vegetated bioswales allowing for optimal stormwater conveyance. The existing drainage to the site would be maintained and be conveyed to Village and Cordonices Creeks within existing culverts. No adverse impacts would occur to existing groundwater supplies or recharge as a result of the development of the proposed auto sales and repair center.
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- The site is fully developed except for the proposed project site. The existing drainage pattern will remain and water will be conveyed to Village and Cordonices Creek within existing culverts.
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- The existing drainage patterns will be maintained and stormwater will be conveyed to Village and Cordonices Creek through existing culverts and no flooding on or off site will occur.
- 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?
- The site is fully developed and the infrastructure was developed when the first phase or Target store was constructed. The second phase has always been contemplated for commercial use. The development of this portion of the site will use existing systems and comply with Best Management Practices to reduce the amount of polluted runoff.
- f) Otherwise substantially degrade water quality?
- The project must comply with stormwater runoff requirements as prescribed with the NPDES guidelines as well as the City of Albany's Clean Water Program. The project applicant will be required to follow Best Management Practices as outline above.

g-h) 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 delineation map? Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- The project is located in Zone X area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map.

i-j) 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? Inundation by seiche, tsunami or mudflow?

- The project site is not near a levee or darn, nor any large body of water that could cause seiche, tsunami, or mudflow.

X. LAND USE AND PLANNING

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

Discussion:

a) Will the project physically divide an established community?

- No. The project is located in a commercial and light industrial district within the City of Albany. There are no residential communities on or adjacent to the site. The site is a portion (Phase II) of the existing Target store site and the area surrounding the site is fully developed no physical division of the community will result.

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

- The project is compatible with the surrounding commercial and light industrial uses. This portion of the site has been designated for commercial uses and this use is in keeping with land use plans and regulations for the area. The project as proposed is consistent with the General Plan and Zoning Ordinance.

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

- The project complies with the General Plan in that it adheres to existing drainage patterns. BMPs will be implemented to insure the continued health of the creeks. There will no adverse impact as a result of the drainage on the site.

XI. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?				•

Discussion:

a-b) 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? 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?

- There are no known mineral resources or mineral resource recovery in the area. Thus no impacts to mineral resources are anticipated to occur as a result of the proposed project.

XII. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				•
b) Exposure of persons to or generation of excessive 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?				•

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 applicable standards of other agencies?
- The site is adjacent to Interstate 80/580 and is also impacted by the train noise from the tracks immediately adjacent to the site. There will be short-term noise impacts from construction. The short-term noise can easily be mitigated through use of updated construction equipment, maintaining of equipment and restricting construction to weekday daytime hours. In addition the project proponent should consider noise attenuation methods to lessen noise inside the showroom.

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- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- No groundborne vibration or noise levels will result from construction and or long-term use of the property for auto sales and repair.
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- Noise levels for this project can be mitigated to acceptable levels by soundproofing the building, auto repair to take place within the building and construction hours limited to 8am to 6pm Monday through Saturday and 10am to 6pm on Sundays and holidays.
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- The temporary increase in ambient noise levels during construction will take place. The noise will be mitigated through use of modern and well-maintained construction materials and limiting hours of operation to weekday daytime hours.
- 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?
- The project is not within two miles of a public airport.
- 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?
- This project is not located within the vicinity of a private airstrip.

XIII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				•
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				•
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				•

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)?

- The proposed project will not have an affect on population growth since the site is fully improved and zoned for commercial and light industrial uses and no residential component. The project may indirectly impact population in that the employment of individuals at the Auto Retail Site may increase demand for housing, restaurants but no substantial growth will occur.

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

- No homes have been displaced as part of this proposed project.

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

- No people were displaced as a result of development of this site.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Fire protection?			•	
Police protection?			•	
Schools?				•
Parks?				•
Other public facilities?				•

Discussion:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire, Police, Schools, Parks, and Other Facilities.

- The project will not have a significant impact on parks and public facilities. The Police and Fire Department may be impacted by an increase in calls once the site is developed. In addition, new construction requires installation of fire prevention alarms and fire extinguishers to curtail damage and fires. This site has been envisioned to be developed as a second phase of Target and new public services were anticipated. No significant impact or increase in facilities for public services will be required as part of the proposed development or the on-going operation of the automobile sales and repair center.

XV. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				•
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				•

Discussion:

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- There are no recreational facilities included as part of this project. The area and project site are zoned for commercial and light industrial uses. There will be no impact to recreational facilities or uses as a result of development on this site
- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?
- The project does not include construction or expansion of recreational facilities.

XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit				•
b) Conflict with an applicable congestion management program, including but limited to the level of service standards and travel demand measures, or other standards established by the County congestion management agency or designated roads or highways				•
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				•
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				•
e) Result in inadequate emergency access?				•
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				•

Discussion:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel relevant components of the circulation system, including but not limited to

intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- The proposed project consists of development of a portion of an existing parking area of the Target store. The proposed site would include an 8,304 square foot building and 63 surface spaces. This site was evaluated in the previous environmental document for the Target store and was assumed to be developed with two fast food restaurants. The current project is in keeping with the current plan and is consistent with the previous proposals however the number of trips is significantly lower.

The site is also serviced by AC transit with five bus routes that operate within a few blocks of the site, and none of those lines are operating at capacity. In addition bike lanes are provided for a portion of the road North of Target (Abrams Associates, Albany Auto Dealership, March 2012. – Attachment C)

The projected vehicle volumes would not exceed projected levels of service either individually or cumulatively.

The project will not significant impact levels of service either cumulatively or individually see discussion of traffic impacts (pg. 8 Abrams and Associates, Albany Auto Dealership, March 2012- Attachment C)

- b) The proposed new land use does not affect air traffic patterns.
 - No air traffic patterns are affected with the development of the site as proposed
- c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
 - The roadways have been previously approved by the City of Albany, no changes are proposed to the existing traffic circulation pattern
- d) The change in land use does not create any added hazards due to design features.
 - The development of this portion of the site was always contemplated to be a commercial/light industrial use as proposed in the Redevelopment EIR and is consistent with both the General Plan and Municipal Code. No changes or intensification is proposed with may create an added hazard.
- e) The proposed site plan will provided adequate emergency access.
 - Adequate emergency access will be provided.
- f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?
 - No conflicts with alternate transportation programs will result.

XVII. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				•
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				•
g) Comply with federal, state, and local statutes and regulations related to solid waste?				•

a-b) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Require or result in the construction of new or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- The proposed change in land use designation, and proposed development, will not cause an increase in wastewater treatment requirements that would exceed current carrying capacity, nor will the project result in the need to construct new water or wastewater treatment facilities.

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. This development was previously contemplated to be used for two fast food restaurants. The automotive sales and repair will use a minimal amount of water for landscaping and bathroom facilities.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- No additional or new storm water drainage facilities are required as part of this development. The site is almost fully developed with a Target store, paved parking lots and roadways. No new stormwater drainage infrastructure is necessary.
- d-e) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- Water demand projections for Albany indicate that EBMUD has sufficient water supplies for anticipated growth in Albany. Use of conservation methods such as drought tolerant landscaping and water saving sinks etc will future reduce the amount of water used at this site.
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- Altamont Landfill services Albany for its solid waste disposal needs. This site will recycle and dispose of auto parts as required and not add to the waste stream at Altamont. Additionally recycling of green waste and recyclable materials (bottles and cans) will further reduce the quantity of solid waste. There will be a negligible amount of solid waste generated at this site based on recycling of materials.
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

- The site will comply with all federal, state and local regulations as related to solid waste, no impact related to solid waste would result from the proposed auto sales and repair facility.

Discussion:

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				•
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				•
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				•

Discussion:

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

- The proposed project site does not have any sensitive biological communities, wildlife populations, or recording of rare or endangered species onsite. It also does not have any historically significant buildings onsite. While

there are known archaeological or paleontological resources onsite, they are located in the northern portion of the site and there is no excavation which will result in discovery of resources below the surface.

g) 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)?

- All environmental impacts categories were found to be less than significant or less than significant with mitigation measures incorporated. Cumulative impacts may occur in relation to these categories when these individual impacts are compounded with impacts of surrounding and existing and proposed land uses. The CEQA process requires all future projects to evaluate their impacts on the existing environment. The City of Albany also provides guidelines and mandatory procedures for reducing environmental impacts to public services, utilities, traffic, air pollution, noise, and greenhouse gases through its adopted general plan and municipal code, including the building code and land use development code. The incorporation of guidelines and adherence to mandatory regulations and processes, and adherence to the mitigation measures included within this document, would reduce the cumulative environmental impacts of future projects in the City to less than significant levels.

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

- The proposed project would bring more people to the project site during business operation, thereby increasing traffic, air pollution, and noise levels in the area. Potentially significant impacts in these categories could directly or indirectly affect human beings.

However, air quality, traffic and noise impacts were found to be less than significant on an individual basis. Incorporation of Best Management Practices for water use and construction equipment will mitigate noise and water usage to a less than significant level, therefore impacts to human beings would be less than significant.

- **Attachment A** – Project Site Plan and project design
- **Attachment B**- Albany Cleveland Eastshore Redevelopment Plan- Environmental Assessment (a copy can be found at the City of Albany Planning Department)
- **Attachment C**- Traffic Impact Study, prepared by Abrams and Associates March 2012

References

Preliminary Environmental Assessment, Albany Cleveland/Eastshore
Redevelopment Plan Target Store Preliminary Environmental Assessment

Traffic Impact Study, Proposed Auto Dealership, City of Albany, Abrams Associates,
March 5, 2012.

East Bay Municipal Water District Website

Bay Area Quality Management District

City of Albany, Climate Action Plan