INITIAL STUDY

Prepared for the:

City of Albany, California

DRAFT

ALBANY ACTIVE TRANSPORTATION PLAN

Prepared by:

Jeffrey H. Peters, Principal, Questa Engineering Corporation

February 2012

QUESTA ENGINEERING CORP.

RESOLUTION NO. 2012-24

A RESOLUTION OF THE ALBANY CITY COUNCIL ADOPTING THE INITIAL STUDY-MITIGATED NEGATIVE DECLARATION FOR THE CITY OF ALBANY ACTIVE TRANSPORTATION PLAN

WHEREAS, the City of Albany has prepared a Active Transportation Plan (ATP); and

WHEREAS, the Active Transportation Plan is defined as a "project" under the California Environmental Quality Act (CEQA) and is thus subject to environmental review; and

WHEREAS, the proposed ATP includes numerous policies, strategies and measures for improving the City's bicycle and pedestrian infrastructure; and

WHEREAS, the City retained the consulting firm Fehr & Peers and sub consultant Questa Engineering to prepare an Initial Study of the proposed Active Transportation Plan and determined that the ATP will not have a significant effect on the environment; and

WHEREAS, CEQA does not require a detailed evaluation of all projects that could conceivably be developed consistent with Active Transportation Plan policies but rather requires the City to conduct project-level environmental review for subsequent projects, as appropriate; and

WHEREAS, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, will be incorporated by the City in the implementation of the Active Transportation Plan; and

WHEREAS, copies of the Initial Study-Mitigated Negative Declaration (IS-MND) were delivered to the State Clearinghouse, the Alameda County Clerk-Recorder's Office and other interested parties and agencies on February 15, 2012; and

WHEREAS, the City provided public notice of the availability of the IS-MND for public review and posted copies of the document on the City of Albany website for over 30 days; and

WHEREAS, the City Council has reviewed the record for the Mitigated Negative Declaration for the Active Transportation Plan, including the Initial Study, all written and oral comments and the written responses thereto, and, based on the independent judgment of the Council, finds that the Mitigated Negative Declaration, supported by the Mitigation Monitoring Program, is the appropriate document to comply fully with the requirements of the California Environmental Quality Act; and

WHEREAS, the Albany City Council held a duly noticed public hearing on the Active Transportation Plan and the Draft CEQA documents; and

NOW THEREFORE BE IT RESOLVED, that the Albany City Council adopts the Mitigated Negative Declaration for the City of Albany Active Transportation Plan.

MAYOR

City of Albany
1000 San Pablo Avenue • Albany, California 94706
(510) 528-5710 • www.albanyca.org

RESOLUTION NO. 2012-24

PASSED AND APPROVED BY THE COUNCIL OF THE CITY OF ALBANY,

the 16th day of April, 2012, by the following votes:

AYES: Council Members Wile, Thomsen, and Mayor Javandel

NOES:

ABSENT:

ABSTAINED:

RECUSED: Council Member Lieber, and Vice Mayor Atkinson

WITNESS MY HAND AND THE SEAL OF THE CITY OF ALBANY, this 17th Day of April, 2012.

Eileen Harrington

Eileen Harrington
DEPUTY CITY CLERK

30 DAY NOTICE OF AVAILABILITY OF A DRAFT MITIGATED NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN that the City of Albany has prepared an Initial Study Checklist for environmental review of the following described project in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended.

Project Title: City of Albany Active Transportation Plan
Project Applicant: City of Albany
Project Location: The Plan area includes all lands within the city limits of Albany, 1.7 square miles.

Project Description. The proposed project for the purposes of CEQA review consists of the adoption of the Albany Active Transportation Plan (ATP) The ATP is a combined Bicycle Master Plan update and Pedestrian Master Plan to fulfill the City's goals for a multi-modal active transportation network that facilitates walking and cycling for both transportation and recreation. The City of Albany is the lead agency for the overall planning effort, including the implementation of programmatic improvements and individual projects. The ATP will be used to document policy and guide implementation of local projects and programs.

The ATP is intended to guide development and enhancement of pedestrian and bicycle facility infrastructure within the City. It provides a description of proposed projects and priorities for implementation; details design standards for pedestrian facilities and bikeways, programmatic recommendations to meet transportation goals, and improve safety conditions as part of a multi-modal transportation network. The ATP will guide the future development of bicycle infrastructure in the City, and in doing so will reduce the use of motor vehicles and improve connectivity, including connectivity between neighborhoods and commercial districts, and improve public health by fostering additional outdoor exercise.

The ATP is an implementation step in support of the City's greenhouse emissions reduction policy (March 2007), and was identified in the 2010 Climate Action Plan (CAP) as a framework to reduce Albany's contribution to global and regional climate change. By making walking and bicycling easier and safer, the City seeks to better manage its transportation network; reduce its overall greenhouse gas emissions resulting from single-occupant driving; as well as promote healthy, active living.

The ATP is consistent with circulation policies contained in the General Plan to minimize reliance on the automobile and to improve connectivity within the community. The ATP contains policies, programs and development standards to make walking and bicycling more safe, comfortable, convenient, and enjoyable with a system of bikeways and pedestrian facilities that connect neighborhoods to key activity centers. The ATP includes recommendations for support facilities, such as bike parking; education, encouragement and other programs; and provisions for improving safety for walkers and cyclists. The ATP also updates the 11 required elements of Section 891.2 of the California Streets & Highways code as required for Bicycle Transportation Account (BTA) funding eligibility. As Albany's first *Pedestrian Master Plan*, it contains pedestrian-oriented policies, practices, and programs for the City.

In order to provide for a geographically and thematically comprehensive analysis of the ATP, potential environmental impacts associated with the Plan are analyzed at a "program" level within this Initial Study. Some projects are analyzed on a case-by-case basis to determine if any supplemental environmental review under CEQA of potentially adverse project-specific impacts would occur that are not mitigated through the recommended project revisions and mitigations identified in this Initial Study. This analysis uses the established policies in the Albany General Plan and CAP. The basis for proposing a Mitigated Negative Declaration (MND) is the finding that implementation of the Albany Active Transportation Plan will have a less than significant effect on the environment because the City of Albany has hereby agreed to implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Reporting Program associated with this CEQA document. Proposed projects include:

PRIORITIZED PROJECT LIST	
Tier 0 / Partially Funded and Planned (Separate Environmental Review Completed or Planned)	
1	Buchanan Street Bikeway and Buchanan/Marin Merge Realignment
2	Bay Trail (by East Bay Regional Parks District)
3	Pierce Street Path Segment I Path/Segment II Path
4	Codornices Creek Path
Tier 1 (Evaluated in this Environmental Document)	
5	Jackson Street Safe Routes to School
6*	Adams Street Bicycling Route
7	Masonic Avenue Bicycling Route
8	Talbot Bicycling Boulevard
9	Solano Avenue Streetscape, Greening & Walking Safety Project
10*	Kains Avenue Bicycling Route
11	Ohlone Greenway Crossing Enhancements
12	San Pablo Streetscape and Walking Safety Project
13	Eastshore Frontage Road Path
Tier 2 (Evaluated in this Environmental Document)	
14	Marin Avenue Walking and Bicycling Enhancements
15	Dartmouth Bicycle Boulevard
16	Cerrito Creek Path
17	Santa Fe Bicycling Route
18	Washington Avenue Bicycling Boulevard/Route
Tier 3 (Evaluated in this Environmental Document)	
19	Key Route Boulevard Median Walking Path and Bicycling Route
20	Polk Street / UC Village Connection
21	Peralta Bicycling Route
22	Portland Avenue Safe Routes to School
23	Francis Street Bicycling Route
25	Sonoma Avenue Bicycling Route
26	Posen Avenue Bicycling Facility
Other (Further Environmental Review to be completed)	
24	University Village / Eastshore Crossing
27	Waterfront Trail

** Further Design Studies Required*

Review and Comment Period: Comments on the Draft MND must be received by *5:00 p.m. March 12, 2012*, at the following address:

Aleida Andrino Chavez, Transportation Planner
City of Albany 1000 San Pablo Avenue
Albany, California 94706

Report Availability: The Draft MND and IS are available for review online at the City of Albany website. Copies are also available at the following location: Copies of the Initial Study/Mitigated Negative Declaration are on file and available for review at the City of Albany Community Development Department, 979 San Pablo Avenue, Albany, California. Written comments will be accepted between February 15, 2012 and March 15, 2012. Verbal and written comments will also be received by the City's Traffic and Safety Commission, at a session scheduled for 7:00 p.m. on February 23, 2012.

Start of Public Review: February 15, 2012
End of Public Review: March 15, 2012

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ALBANY ACTIVE TRANSPORTATION PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1. **Project Title:** **Albany Active Transportation Plan**

2. **Lead Agency Name and Address:** **City of Albany**
   1000 San Pablo Avenue
   Albany, California 94706

3. **Contact Person and Phone Number:** Aleida Andrino Chavez, Transportation Planner
   Phone: (510) 528-5759
   E-mail: achavez@albanyca.gov

4. **Project Location:** **Citywide**

5. **Project Sponsor's Name and Address:** City of Albany
   1000 San Pablo Avenue
   Albany, CA 94706

6. **General Plan Land Use Designation:** Varies

7. **Zoning:** Varies

8. **Description of Project:**

The proposed project for the purposes of CEQA review consists of the adoption of the Albany Active Transportation Plan (ATP) The ATP is a combined Bicycle Master Plan update and Pedestrian Master Plan to fulfill the City's goals for a multi-modal active transportation network that facilitates walking and cycling for both transportation and recreation. The City of Albany is the lead agency for the overall planning effort, including the implementation of programmatic improvements and individual projects. The ATP will be used to document policy and guide implementation of local projects and programs.

The ATP is intended to guide development and enhancement of pedestrian and bicycle facility infrastructure within the City. It provides a description of proposed projects and priorities for implementation; details design standards for pedestrian facilities and bikeways, programmatic recommendations to meet transportation goals, and improve safety conditions as part of a multi-modal transportation network. The ATP will guide the future development of bicycle infrastructure in the City, and in doing so will reduce the use of motor vehicles and improve connectivity, including connectivity between neighborhoods and commercial districts, and improve public health by fostering additional outdoor exercise.

In order to provide for a geographically and thematically comprehensive analysis of the ATP, potential environmental impacts associated with the Plan are analyzed at a "program" level within this Initial Study. Some projects are analyzed on a case-by-case basis to determine if any supplemental environmental review under CEQA of potentially adverse project-specific impacts would occur that are not mitigated through the recommended project revisions and mitigations identified in this Initial Study. This analysis uses the established policies in the Albany General Plan and CAP. The basis for proposing a Mitigated Negative Declaration (MND) is the finding that implementation of the Albany Active

Transportation Plan will have a less than significant effect on the environment because the City of Albany has hereby agreed to implement each of the identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Reporting Program associated with this CEQA document.

A) BACKGROUND AND PURPOSE

The ATP is consistent with circulation policies contained in the General Plan to minimize reliance on the automobile and to improve connectivity within the community. The ATP contains policies, programs and development standards to make walking and bicycling more safe, comfortable, convenient, and enjoyable with a system of bikeways and pedestrian facilities that connect neighborhoods to key activity centers. The ATP includes recommendations for support facilities, such as bike parking; education, encouragement and other programs; and provisions for improving safety for walkers and cyclists. The ATP also updates the 11 required elements of Section 891.2 of the California Streets & Highways code as required for Bicycle Transportation Account (BTA) funding eligibility. As Albany's first *Pedestrian Master Plan*, it contains pedestrian-oriented policies, practices, and programs for the City.

The ATP is an implementation step in support of the City's greenhouse emissions reduction policy (March 2007), and was identified in the 2010 Climate Action Plan (CAP) as a framework to reduce Albany's contribution to global and regional climate change. By making walking and bicycling easier and safer, the City seeks to better manage its transportation network; reduce its overall greenhouse gas emissions resulting from single-occupant driving; as well as promote healthy, active living. The CAP estimates that approximately 15 percent of the overall carbon reduction in the City could be achieved by implementing the projects and plans identified in the Active Transportation Plan. The ATP contains policies and action items identified in the Climate Action Plan, updates the existing Albany Bicycle Master Plan, and serves as the City's first Pedestrian Master Plan. The ATP Vision states:

Albany, through the Active Transportation Plan, will be a community that enables adults and children to walk or bike to meet their travel needs and improve their health and the environment. The Plan prioritizes routes to schools, BART, Solano Avenue, San Pablo Avenue, shopping, parks, the waterfront, and neighboring towns.

A primary goal is to provide continuous walking facilities with the greatest degree of comfort possible. These facilities will provide local and regional access across the city and to neighboring jurisdictions. The five goals of the ATP include:

Goal 1 Safety - Improve safety for those that choose to walk and bike.
Goal 2 Accessibility – Provide the citizens of Albany with a city-wide network of trails and routes that are accessible to a wide variety of users including pedestrians, bicyclists, and the physically disabled.
Goal 3 Connectivity – Develop bicycling and walking networks that meet the needs of all bicyclists and pedestrians, helps reduce vehicle trips, links residential neighborhoods with regional destinations, and makes walking and biking realistic ways to travel throughout the City and region.
Goal 4 Public Health – Increase frequency and types of walking and bicycling trips in Albany to promote public health and improve the environment.
Goal 5 Maximize funding available to multi-modal projects, plans, and programs that support this plan.

B) SETTING

Albany is located in the East Bay, within the nine-county San Francisco Bay Area Metropolitan Statistical Area. With a population of approximately 18,500 residents (2010 Census) housed within 1.8 square miles, it is a primarily urban residential community with commercial corridors along San Pablo Avenue and Solano Avenue, industrial lands along I-80 and I-580, and a racetrack and recreational uses along the SF Bay shoreline. The City currently has approximately 3.2 miles of Class I multi-use paths; 0.8 miles of Class II bicycling lanes, and 1.25 miles of Class III bicycling routes.

C) PLAN ELEMENTS

The ATP contains proposed Projects, which include physical changes to existing conditions, such as paint, curb modifications, signs and other elements. The ATP also includes Support Programs, which are programmatic improvements to provide complementary, and essential, education and enforcement strategies in support of active transportation.

Proposed Projects

Proposed Projects are grouped into two categories: Sidewalk and Pathway Network, and proposed Bicycling Network.

Sidewalk and Pathway Network. The sidewalk and pathway network consists of street segments, shared-use paths, and walking-only paths, with proposed improvements including wider sidewalks, enhanced crosswalks, curb ramp upgrades, sidewalk parking enforcement, and routine maintenance. The proposed system includes the following streets in the priority network:

Brighton Avenue
Portland Avenue
Solano Avenue (east of Jackson)
Marin Avenue
Dartmouth Street
Sonoma Avenue
Francis Street
Posen Avenue
Monroe Street
Washington Avenue (west of San Pablo)
Pierce Street
Polk Street
Jackson Street
San Pablo Avenue
Talbot Avenue (north of Dartmouth)
Key Route Boulevard (north of Solano)
Santa Fe Avenue (south of Portland)
Curtis Street (north of Portland)
Peralta Avenue

Walking-only paths complement shared-use paths (Class I paths). These facilities are included in the priority network:

Ohlone Greenway
Catherine's Walk
Codornices Creek Path
Manor Way Path
Castro Street Stairs
Cerrito Creek Path
Albany Hill Trails
Buchanan Path

Bikeway Network Projects. The Bikeway Network consists of the physical projects, including routes that are designed to be the primary system for bicyclists traveling through Albany. Streets or corridors selected for inclusion in the network are targeted for specific improvements in this Plan, such as the installation of bicycling lanes, off-street paths, or signage. The Bikeway Network consists of a combination of existing and proposed Class I, Class II, and Class III bikeways.

Class I Shared-Use Bicycling and Walking Path. Class I facilities, typically known as bike paths, are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians, with cross flows of motorized traffic minimized. The ATP recommends a minimum 10 foot wide paved surface with a separate, parallel permeable pedestrian path.

Class II On-Street Bicycling Lane. Class II facilities, known as bike lanes; provide a striped and signed lane designated for one-way bicycle travel on a street or highway. The ATP recommends a minimum 5 ft. and desired 6 ft. width for bike lanes. Bike lanes are demarcated by a six-inch white stripe, signage and pavement legends.

Class III Bike Route. Class III facilities, known as bike routes or bicycle boulevards, provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. Class III Bike Route enhancements, such as bicycle boulevards, may include traffic calming features that reduce the total number of vehicles that use the roadway to make the roadway more bicycle-friendly.

The proposed system includes a total of approximately 20 miles of new bikeway facilities, as part of 27 specific projects involving modification to streets, such as striping, bike lanes, pedestrian ramp installations etc. These are summarized below and in **Appendix B**, Project List. The Project List describes which projects will have completed CEQA environmental documentation within this ISMND, as well as those projects where further environmental review will be needed prior to final project approval.

LENGTH OF BICYCLING NETWORK

Bikeway Classification	Caltrans Classification[1]	Existing	Proposed
Shared-Use Bicycling and Walking Path	Class I	3.5 miles	7.2 miles
On-Street Bicycling Lane	Class II	1.5 miles	3.5 miles
Bicycling Boulevard	Class III	--	2.75 miles
Bicycling Route (Signed and Marked)	Class III[2]	1.3 miles[3]	6.75 miles
Total	--	6.3 miles	20.2 miles

Notes:

1. Based on Caltrans Highway Design Manual
2. The Caltrans definition of Class III includes only bicycling route signs; however, all bicycling routes in Albany are proposed with both signage and shared lane (sharrow) markings. The City of Berkeley refers to signed and sharrowed Class III bicycling routes as Class II.5.
3. Albany currently has two Class III bicycling routes, Santa Fe Avenue between Berkeley and Marin, and Pierce Street between Albany Hill and Buchanan. These existing routes are signed, but not marked with sharrows. This plan proposes to install sharrows on these existing routes.

Source: Bicycle Solutions and Fehr & Peers, 2011

Support Programs

Support programs include education, safety enhancements and bicycle support facilities to improve safety and encourage bicycling. Education and training programs are Categorically Exempt from CEQA as identified in Article 19, Section 15322. Recommended programs include:

- Safe Routes to School
- Albany Strollers and Rollers

- Street Smarts
- Brochures and Pamphlets
- Public Service Announcements
- Educational Signs for Bicycle Detectors
- Educational Signs for Pedestrian Signals
- Bicycling Training/Repair Classes
- Perils for Pedestrians
- Walking/Bicycling mascot
- Walk Wise, Drive Wise
- SmartTrips
- Bicycling Guide for Kids
- Pedestrian Flags
- Pedestrian Stings
- Increased Fines
- Photo-Enforced Red Light Cameras
- Tattletale Lights

E) ENVIRONMENTAL ANALYSIS METHODOLOGY

This Initial Study (IS) analyzes the ATP's potential environmental impacts at a *program* level, and at a *project* level where sufficient information about the project is known and available. The IS also identifies those projects where additional information is needed prior to project approval. These designated projects will be subject to supplemental environmental review to determine if potentially adverse project-specific impacts could occur that would not be mitigated to a less than significant level through the mitigation measures and project modifications contained in this IS, and/or where additional site-specific/project-specific measures are needed.

The Project Table (**Appendix B**) describes all proposed Class I (off-street) and Class II facilities and contains a screening and evaluation of potential project impacts and the recommended environmental determination. Projects in the ATP are grouped into priority Tiers 0, 1, 2, 3 and Other. Tier 0 projects have partially or fully completed environmental review and are included in this document for informational purposes. Separate environmental documentation will be completed as each project is implemented. Tiers 1, 2, and 3 are evaluated in this IS/MND where sufficient information is known to determine potential impacts. Other projects are those where design and planned improvements are not yet sufficiently detailed to enable environmental review, and will be completed as a separate action in the future.

Screening was based on review of information contained in the sources listed in this Initial Study, including an examination of digital aerial photography and environmental information obtained from the City of Albany regarding environmental features and land use information, to determine if there were significant environmental issues that could be mitigated through the implementation of prescriptive mitigation measures contained in General Plan policies, ordinances, or development requirements, additional mitigation measures contained in this document, or if the environmental issues were potentially more significant, requiring a more specific and detailed level of analysis. The City information was supplemented for geology/soils and hydrology/water quality analysis through the use of Bay Area Association of Governments hazards information (landslides, faults, liquefaction, erosive soils, and tsunami). The California Toxic Substances Control (DTSC) on-line hazardous waste database *Envirostor*, and the State Water Resources Control Board on-line data base *Geotracker* was used to assess Hazards and Hazardous Materials. Based on evaluation and GIS-assisted screening of environmental characteristics, each project's recommended environmental determination was assigned:

- CEQA Categorically Exempt (CE) and/or NEPA Categorical Exclusion (CEX). This includes all Class III facilities and many Class II bike lanes that do not require roadway reconfiguration. This includes painting, striping, signs, maintenance and minor construction such as curb ramps.

- Mitigated Negative Declaration (MND, incorporating Mitigation Measures as outlined in this Initial Study and MMRP). This includes most Class II bike lanes with incorporation of mitigation measures included herein, and some Class I facilities that are located in areas with few potential impacts, or where supplemental environmental analysis has been completed.

- Projects requiring further study (FSN) prior to environmental determination. This includes most Class I facilities where the exact alignment has not been determined, or are not located on existing roads, and may traverse agricultural lands, geologically hazardous areas, creeks, riparian areas, sensitive habitat, flood areas, or require bridges or special crossings as part of the project. In some cases, a focused study regarding a potential impact area such as traffic, flooding or biology might be needed prior to project implementation, rather than a full EIR/EIS.

CEQA Categorically Exempt Projects (CE/CEX)

The creation of bicycle lanes on existing rights of way is Categorically Exempt as indicated in Article 19, Sections 15301(c) (Existing Facilities) and 15304H (h) (Bicycle Lanes) of the California Environmental Quality Act. This applies to all Class III facilities (bicycle routes), as well as most Class II (bicycle lanes) projects, provided that the project is not subject to exceptions such as location, cumulative impact, Scenic Highways (Albany does not have any designated Scenic Highways), hazardous wastes, and historic resources. Class I trails and bike projects are also normally categorically excluded (CEX) under NEPA, provided that the project does not affect wetlands, endangered species habitat, protected cultural and historical resources, floodplains and agricultural lands. Focused technical studies are often required to be completed under NEPA prior to making a Categorically Excluded determination (See NEPA below).

Mitigated Negative Declaration/Projects Evaluated as part of this Initial Study (MND)

This Initial Study / Mitigated Negative Declaration (IS/MND) contains an evaluation of Class I and Class II projects for which sufficient information is known about the project site and existing conditions, and the proposed project's construction elements, to determine the potential level of environmental impact and for which the mitigation measures contained in this document are sufficient to reduce potential impacts to a less than significant level.

Projects Needing Further Study (FSN)

Projects where there is insufficient information known about the site or project, and/or there are potential project-specific impacts that cannot be mitigated by applying the measures contained in this IS/MND and associated MMRP, or where further study is needed to make such a determination, will be subject to subsequent environmental review prior to implementation.

Projects Subject to NEPA

The federal process for environmental review of projects is contained in the National Environmental Policy Act (NEPA). Some, but not all of the projects may also be subject to NEPA review, depending largely on how the project is funded. Bike Plan projects that receive federal funding (including most Caltrans-overseen projects where they act as lead agency for the Federal Highway Administration FHWA) will more than likely be subject to NEPA review. Many NEPA bicycle and trail projects have a Finding of No Significant Impact (FONSI) after an Environmental Assessment with the appropriate Technical Studies completed.

9. **Surrounding Land Uses and Setting:**

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The City of Albany is located on the eastern shore of the San Francisco Bay, bordering the City of Berkeley to the south and east and the Cities of El Cerrito and Richmond to the north. Albany's northern and southern borders are defined by two creeks, Codornices Creek on the south and Cerrito Creek on the north. The City is relatively flat except near the Berkeley Hills and Albany Hill. The population of Albany is approximately 18,500 and the land area is approximately 1.8 square miles. Albany has a diversity of land uses. There are two distinctive commercial areas along San Pablo Avenue and Solano Avenue. San Pablo Avenue has strip shopping centers and auto dealerships. Solano Avenue is a mixed-use pedestrian-oriented commercial district where grocers, retail, restaurants, professional offices, public services and apartment complexes exist. Albany's industrial land is situated along I-80. Light manufacturing, warehousing and other industrial land uses are located there. The Golden Gate Fields horse track is located on the western shoreline, and open space parklands managed by East Bay Regional Park District and known as the "Albany Bulb" occur just north of the racetrack. The City contains seven parks and park and open space along the Waterfront.

10. **Other Public Agencies Whose Approval is Required:**

The following public agencies may require approvals for projects that are developed and implemented under this plan, depending on the location of the project and the development activity involved.

- Bay Area Air Quality Management District
- California Department of Transportation (Caltrans)*
- California Department of Fish and Game
- San Francisco Bay Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- Metropolitan Transportation Commission
- San Francisco Bay Conservation and Development Commission
- East Bay Regional Park District
- BART
- Alameda County Transit
- State Lands Commission

* Projects that are within State Route 123, San Pablo Avenue, will require Caltrans design review and approval, as well as obtaining a Caltrans encroachment permit.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Determination:
On the basis of this initial evaluation:

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

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

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

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

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

_____ _____

Signature Date

_____ _____

Printed Name For

ENVIRONMENTAL CHECKLIST

I. AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 that would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Comment to Questions

a)-c)The proposed Plan would result in the construction of bike lanes, bike routes, and new bicycle/pedestrian paths and associated structures along streets, creeks and other areas. All structures, signage, fencing, etc. would be reviewed to ensure that such features are compatible with the surrounding environment. Access to view corridors may be improved with implementation of bicycle facilities in some areas. Signage would be placed to avoid obstructing scenic views. **Mitigation Measures AESTH- 1, 2 and 3** would reduce this impact to a less than significant level. Less-than significant with mitigation incorporated.

b) Many of the Plan's projects would occur along existing roads and would not affect scenic resources. Some of the Plan's projects could require the removal of trees. The Mitigation Measure AESTH – 3 and 4 would reduce this impact to a less than significant level. **Less Than Significant with Mitigation Incorporated.**

d) Lighting may be included with some of the proposed bicycle/pedestrian improvements that could introduce new sources of light at those locations. Mitigation Measure AESTH -5 would reduce this potentially significant impact to a less than significant level. **Less Than Significant with Mitigation Incorporated.**

Mitigation Measures

AESTH -1 All off-street trails and bikeways shall be designed to minimize the amount of cut and fill, conform to existing topography and minimize vertical height of cut/fill slopes to less than three feet, unless additional analysis is completed. All graded areas shall be revegetated with site-appropriate native plant species.

AESTH - 2 Retaining walls shall be limited to three feet, with a maximum slope ratio of 2:1 unless supplemental study is completed.

AESTH – 3 Structural elements shall be minimized. Bridges, boardwalks, retaining walls, fencing, signage, and other structures shall be compatible with the existing

landscape setting and follow approved signage design standards. Avoid placement of bicycle support facilities and/or signage at key areas of scenic viewpoints and trailheads.

AESTH -4 Removal of trees for the purpose of bicycle facilities development shall be minimized to the greatest extent practicable. Any trees that must be removed shall be replaced according to the City of Albany's Tree Removal regulations.

AESTH -5 Lighting of bicycle facilities shall be limited to that required for safety. Lighting shall be directed down onto the facility itself and shall not spill over onto adjacent land uses.

II. AGRICULTURE AND FORESTRY RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**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 an existing 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 Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the 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 or of conversion of forest land to non-forest use?	☐	☐	☐	☒

Comment to Questions a)-e)

The proposed project is located in an urbanized area and is not shown as agricultural land on the State of California Department of Conservation, Farmland Mapping and Monitoring Program Map 2010 (Source 1). There is no land under Williamson Act contract or forest zoned land in the City of Albany. The proposed project would not cause or induce the conversion of forest land and agricultural land because the City is already urbanized. **No Impact.**

III. AIR QUALITY Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐

III. AIR QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Comment to Questions

a)-c) After they are built, the proposed bicycle/pedestrian improvement projects could potentially conflict with the implementation of an approved air quality plan. Some of the proposed bicycle improvements could increase traffic congestion in some locations by reducing the number of vehicle lanes and could therefore increase the amount of automobile-related exhaust emissions. This impact would likely be offset by a reduction in the amount of exhaust emissions by creating more opportunities for people to walk and use bicycles as an alternative mode of transportation. In addition, as more people use the proposed bicycle/pedestrian facilities, there would be less vehicle congestion on city streets, therefore lowering levels of exhaust emissions. This impact is considered to be less than significant. However, during construction of the proposed project, particulate matter from dust, and particulate matter from exhaust from construction vehicles could conflict with the implementation of an air quality plan. **Mitigation Measure AQ-1** would reduce this impact to a less than significant level. **Less Than Significant with Mitigation Incorporated.**

The City of Albany is located within the Bay Area Air Quality Management District (BAAQMD). The BAAQMD region is currently considered to be a non-attainment area for state and national ozone standards and national particulate matter ambient air quality standards. Air emissions during construction of the bicycle/pedestrian improvements could potentially contribute to an existing air quality violation. These sources include (1) dust (including particulate matter) from grading and earthmoving, (2) exhaust (including particulate matter, and precursors to ozone) from construction equipment, and (3) exhaust (including particulate matter, and precursors to ozone) from workers driving to the construction project sites and construction materials delivery to the project sites (Source 2). **Mitigation Measure AQ-1** recommended by the BAAQMD will reduce this impact to a less than significant level. **Less Than Significant With Mitigation Incorporated.**

d) Bicycle commute facilities are proposed in close proximity to I-580 and I-80, which could temporarily expose users of these facilities to carbon monoxide and other motor vehicle exhaust pollutants from vehicles on the adjacent highways. Most bicycle facility users are not considered sensitive receptors, and will only be exposed temporarily while traveling on the bikeways at high

speeds, therefore exposure to the pollution concentrations would be of limited duration and not substantial. This impact is not considered to be significant. However, other bicycle/pedestrian improvement projects may be located in the vicinity of sensitive receptors such as schools and occupied buildings. In order to reduce this impact to a less than significant level, Mitigation Measure **AQ-1** shall be implemented. **Less Than Significant With Mitigation Incorporated.**

e) During construction of the proposed bicycle/pedestrian improvements, construction vehicles, equipment and materials have the potential to create minor odors. These odors would be minimal and temporary. **Less Than Significant Impact.**

Mitigation Measure:

AQ-1

1. Construction of the bicycle facilities shall comply with applicable BAAQMD dust control and all construction management guidelines.
2. During construction, all exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at least two times per day to control dust particulates.
3. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
4. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is not allowed.
5. All construction vehicle speeds on unpaved roads shall be 15 mph or less.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage on this and other air quality control requirements shall be provided for construction workers at all access points.
7. All construction equipment shall be properly maintained and tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator following BAAQMD regulations.
8. The project sponsor shall post a publicly visible sign with the telephone number and person to contact at lead agency and the BAAQMD phone number regarding dust and other air quality and noise complaints. The responsible lead agency representative shall respond and take appropriate corrective action within 48 hours.

IV. BIOLOGICAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species identified in local or regional plans, policies, or regulations, or by the California Dept. 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 type?	☐	☒	☐	☐

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, 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, their wildlife corridors or nursery sites?	☐	☒	☐	☐
e) Conflict with any local ordinances or policies protecting biological resources such as a tree preservation ordinance?	☐	☒	☐	☐
f) Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or State habitat conservation plan?	☐	☐	☐	☒

Comment to Questions

a) Several special-status animal species are known to occur within or adjacent to the City of Albany, including as white-tailed kite, northern harrier, and Bryant's savannah sparrow. Special status aquatic species such as steelhead and western pond turtle are also known to occur within City creeks.

Construction and implementation of the proposal bicycle facilities, and the designation and striping of bicycle boulevards would be located within existing urban rights-of-way and would not modify or otherwise impact sensitive species habitat. Sidewalk improvement projects, including curb extensions and curb extensions and curb ramps would also be built in the paved or disturbed right-of-way and would not impact special status species or their habitats. Construction impacts from these facilities would therefore be less than significant.

Some portions of the separated multi-use pathway projects will not be constructed within existing paved/disturbed Right-of-Way and will require earthwork and paving. Where the construction of separated multi-use pathway projects require grading and/or substantial disturbance of vegetation, such as the projects along and crossing Cerrito and Codornices Creek, on Albany Hill, and along the Albany Waterfront, construction activities could disturb natural areas that potentially support special status species. The following projects present potential impacts to special status species:

- 4: Codornices Creek Path (Codornices Creek)
- 5C: Jackson Street Safe Routes to School/SR2S (Albany Hill)
- 6D and G: Adams Street Bicycling Route (Cerrito Creek Bridge)
- 16C: Cerrito Creek Path (Cerrito Creek Bridge)
- 24: University Village/Eastshore Crossing (Codornices Creek)
- 27: Waterfront Trail (Codornices Creek/Albany Waterfront)

Potential impacts and required mitigation measures for various kinds of special status species are discussed below:

Rare Plant Species

Although many special status plant species are known to occur in the general East Bay region, such as Bent-flowered fiddleneck (*Amsinckia lunaris*; CNPS 1B), Alkali milk-vetch (*Astragalus tener var. tener*; CNPS 1B), Round-leaved filaree (*California macrophylla*; CNPS 1B), Fragrant fritillary (*Fritillaria liliacea*; CNPS 1B), and Santa Cruz Tarplant (*Holocarpa macradenia*; CNPS 1B/Federally Threatened), none have been sighted in Albany and they are believed to be extirpated (eliminated) from the City due to past disturbance and development. As previously discussed, most of the proposed bicycle/pedestrian projects are located in urbanized areas which do not provide suitable habitat for special-status plant species, the exceptions are the projects listed above. Implementing policy CROS 4.3 from the Albany General Plan will reduce any potential impacts to special status plant species to less-than-significant levels. **Less Than Significant Impact with Mitigation Incorporated.**

Special Status Bird Species

According to the CNDDB, several special status avian or bird species, in addition to nesting migratory birds protected under the Migratory Bird Treaty occur in the Eastbay and may nest in trees in or adjacent to project sites that provide suitable habitat. Noted special status birds include, white-tailed kite (*Elanus leucurus*; CA Protected), northern harrier, (*Circus cyaneus*; CA species of special concern) and Bryant's savannah sparrow (*Passerculus sandwichensis alaudinus*; CA species of special concern). Tree thinning and removal, and even noise and disturbance near an occupied nest can potentially cause the adult birds to flee the occupied nest. The greatest potential impact is during the nesting period. Impacts to these and other nesting bird species can be mitigated to less-than-significant levels with mitigation measure BIO-2. **Less Than Significant with Mitigation Incorporated.**

Special Status Fish and Aquatic Species

The federally threatened Steelhead trout (*Oncorhynchus mykiss*) is known to occur in Codornices Creek and suitable habitat may also be present for western pond turtle (*Actinemys marmorata*), a California species of special concern, in this creek and possibly Cerrito Creek. California red-legged frog (*Rana draytonii*), a California and Federally Protected Endangered Species, is known to occur in creeks in parts of the East Bay, the closest known occurrence is near Orinda; this species is highly unlikely to occur within the City. Potential impacts to these species can be mitigated to less-than-significant levels by implementation of mitigation measures BIO-3a to BIO-3f. **Less Than Significant with Mitigation Incorporated.**

Other Species of Concern

California law recognizes Monarch butterflies (*Danaus plexippus*) as "special resources" and their winter colony sites are protected (Source 12). Monarch butterflies are known to roost in stands of non-native trees such as eucalyptus sp. and native tree species from the Monterey Peninsula (Monterey pine, Monterey cypress, etc.) that are close together and offer protection from wind and harsh climate. Monarch butterflies have been observed roosting in eucalyptus trees along Codornices Creek, the Gill Tract and near Albany Hill and potentially may be present at or near project sites with dense stands of eucalyptus trees near Codornices Creek. Like nesting birds, disturbance of their hab-

itat, especially tree removal during the winter months represents a potentially significant impact. Potential impacts to Monarch butterflies can be mitigated with mitigation measure BIO-4 to less-than-significant levels. **Less Than Significant with Mitigation Incorporated.**

b) Most of the proposed sidewalk improvements and bicycle facility projects would be located within existing paved and disturbed rights-of-way. Some of the proposed projects only involve striping and signage. Therefore, they would have no impact on riparian habitat. These kinds of projects therefore will not have impacts on riparian habitat or other natural communities.

Portions of areas where separated multi-use pathways are proposed contain both stream and riparian habitat, including Cerrito Creek and Codornices Creek which flow through the city. These creeks are jurisdictional waters of the U.S. and California. Placement of fill in these situations is regulated under Sections 401 and 404 of the Clean Water Act and Sections 1600-1616 of the California Fish and Game Code. Cerrito and Codornices Creeks and other riparian areas in Albany provide habitat that supports a variety of plants and animals, including special-status species such as steelhead trout and western pond turtle. Construction of proposed projects adjacent to Cerrito or Codornices Creek have the potential to affect riparian habitat via the removal of existing vegetation (including tree canopy), potentially cause pollution near the creeks, or could result in creek bank destabilization.

Disturbance of riparian habitat during construction, including tree thinning, limbing, and removal, accidental release of spill of construction related hazardous materials, and the placement of fill within the riparian corridor represents a potentially significant impact. Implementation of mitigation measures BIO-3b to BIO-3d will mitigate these potential impacts to less-than-significant levels. **Less Than Significant with Mitigation Incorporated.**

c) The proposed bicycle facilities and sidewalk improvements that would be located within existing paved or disturbed rights-of-way will have no impact on protected wetlands. Although no proposed projects involve directly physically altering the stream channels or filling of Cerrito or Codornices Creeks, the Cerrito and Cordonices Creek involve the installation of pedestrian bridges over the creeks. As discussed in Section (a) above, some project construction elements and activities may potentially impact creekside wetlands including the placement of bridge abutments and any associated bank protection. Projects are expected to have less-than-significant impacts to projected wetlands with implementation of **Mitigation Measures BIO-3b** to **BIO-3f; BIO – 6; BIO -7,** and **BIO – 8. Less Than Significant with Mitigation Incorporated**.

d) Most of the proposed sidewalk improvements and bicycle facility projects would be located within existing paved and disturbed rights-of-way, and therefore, these kinds of improvements would not significantly impede wildlife movement. Regarding the multi-use pathway projects that would cross Cerrito and Codornices Creeks, most wildlife are adept at moving through urban and semi-urban environments, often along creek corridors. None of the proposed projects contain elements (new fencing, etc.) that would affect the ability of wildlife species to move through the project and surrounding areas during or following construction. Implementation of Mitigation Measure BIO-1 will reduce overall potential impacts to habitat areas and wildlife movement corridors to a less-than-significant levels. **Less Than Significant With Mitigation Incorporated.**

e) Tree trimming and removal of some streetscape trees may be required for some of the projects that involve street modifications as well as tree trimming and limbing for construction of bridges across Cerrito and Codornices Creeks. Implementing Albany General Plan Policies CROS 4.3 and 4.5 as well as mitigation measure BIO-5 will reduce impacts to trees to less-than-significant levels. **Less Than Significant with Mitigation Incorporated.**

f) None of the proposed bicycle/pedestrian projects conflict with any adopted habitat conservation plan. **No Impact.**

Mitigation Measures

All bicycle projects will be required to adhere to applicable City of Albany Plan policies and municipal code requirements. The implementation of the proposed General Plan policies and ordinances with the additional mitigation measures listed below would reduce potential effects on Biological Resources from construction of projects contained in the Albany Active Transportation Plan to a less than significant level.

BIO-1 All Albany Active Transportation Plan projects shall be designed to minimize impacts to biological resources. Projects within or adjacent to sensitive biological areas and natural areas, including all creeks and wetlands, and that could support special status species shall incorporate the following design features:

- The project area shall be assessed by a qualified biologist prior to design to determine if additional biological field investigations, including habitat surveys, wetland delineations, special status species surveys, and tree surveys, are needed. If so, the appropriate studies shall be conducted by Qualified Biologists. The Biological Assessment Report shall include specification of any additional mitigation measures, such as preconstruction surveys, use of exclusion fencing, construction worker biological resource sensitivity training, onsite biological monitoring, and preparation and implementation of Habitat Mitigation & Monitoring Plans. These recommendations shall be incorporated into the project plans.

- Existing trails shall be used and improved whenever possible, and bicycle and pedestrian facility alignments shall be designed to avoid and minimize impacts to sensitive habitat communities. Alignment and design modifications may be identified during the engineering design phase to further avoid and minimize effects on sensitive biological resources and special status species. Reduction in path width shall be considered in sensitive biological resource areas, to the extent that trail safety can be maintained. All projects adjacent to creeks, wetlands, and natural areas shall be designed, in consultation with the California Department of Fish and Game (CDFG), to avoid and minimize impacts to listed and candidate sensitive or special status species.

- Bicycle facilities shall be designed to avoid impacts to wildlife movement corridors (e.g., no fencing that precludes wildlife movement shall be used in natural areas, paths shall not bisect critical wildlife movement corridors, etc).

- Use of stabilized decomposed granite or equivalent pervious trail surface shall be considered where appropriate, where Class I trail facilities are located in or near sensitive biological habitat.

- No nighttime lighting shall be used in sensitive biological resource areas.

BIO-2 For project construction activities near trees that provide suitable nesting bird habitat, and that might occur during the bird nesting season (February 1 through August 31), a qualified biologist shall conduct nesting bird surveys no more than one week prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate nests on or immediately adjacent to the project site(s). If nesting birds are identified at or near project sites, the locations of active nests shall be mapped and protective measures implemented. Protective measures shall include establishment of clearly delineated (i.e. colored construction fencing) exclusion zones around each nest site. Each exclusion zone shall have a 300-foot radius centered on the nest tree for raptor nests and a 50-foot radius centered on the nest for other birds. Active nest sites shall be monitored periodically throughout the nesting season to identify any sign of disturbance. These protection measures shall remain in effect until the young have left the nest and are foraging independently, or the nest becomes inactive. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active nest. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to CDFG by November 30 of the year following completion of construction.

BIO-3 For project construction activities near trees that provide suitable bat roosting habitat, a qualified biologist shall conduct bat surveys no more than three days prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate roosts on or immediately adjacent to the project site(s). If bats are discovered during the surveys, an exclusion zone of 100 to 150 feet radius centered on the roost shall be established. Active roost sites shall be monitored periodically throughout the construction period to identify any sign of disturbance and shall remain in effect unless the roost becomes inactive. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active roost. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to CDFG by November 30 of the year following completion of construction.

BIO-4a All construction activities immediately adjacent to the creeks and wetlands shall take place outside of the steelhead migration period (June 15 - October 15). Should the project demonstrate a need to conduct activities outside this time period, the project may request additional authorization for work outside of this period by obtaining approval from NOAA Fisheries and CDFG.

BIO-4b Disturbance of soils and native vegetation for projects immediately adjacent to creeks and wetlands, including bridge and ramp construction, shall be minimized to the extent possible. Placement of any temporary construction access roads, staging areas, and other construction facilities shall be located outside of the riparian corridor to avoid and limit disturbance

to the stream bank or stream channel habitat to the maximum extent possible. Work shall be performed from the top of creek bank only.

BIO-4c If loss of riparian habitat elements (i.e. native trees and shrubs) cannot be avoided, impacted elements shall be replaced in like kind and amount, or as required by regulatory agencies, such that there is no net loss of the habitat element.

BIO-4d To minimize the expansion of exotic plants into wetlands and the riparian corridor adjacent to bicycle facilities, only native plant species shall be used for reseeding and re-planting. Landscaping using native plant species near appropriate buffer areas should be implemented in accordance with wetlands mitigation and management plans, and in accordance with applicable permit requirements.

BIO-4e All fueling and maintenance of vehicles and other equipment, and staging areas, shall be located at least 100 feet from creeks. Prior to the onset of work, the project applicant will prepare a plan for the prompt and effective response to any accidental spills into the creek (A Spill Control and Countermeasures Plan). All workers shall be informed of the importance of preventing spills and the appropriate measures to take should an accidental spill occur (see also HYDRO-2). In the event of a spill, the appropriate local Emergency Response Unit (Police, County sheriff, Fire Dept., etc) and the CDFG's Office of Spill Prevention and Response shall be notified immediately.

BIO-4f Best management practices (BMPs) shall be implemented during all construction activities to control erosion and sediment into the stream and to prevent the spill of contaminants around the stream. These BMPs shall be described in a Stormwater Pollution Prevention Plan (SWPPP) that shall be prepared and submitted to San Francisco Bay Regional Water Quality Control Board along with a Notice of Intent (NOI), and an Erosion Control Plan in order to obtain a National Pollution Discharges Elimination System (NPDES) General Permit for Construction Activities. (see also Hydro 1-2)

BIO-5 Significant, limbing, thinning, or removal of trees for the purpose of bicycle facilities construction shall be minimized to the greatest extent practicable. Any tree that must be removed shall be replaced according to the local jurisdictions/responsible agencies tree protection policies for construction of the bicycle projects. (See also AESTH-1) This will typically require replacement of removed trees on a 2:1 ratio for any tree removed larger than 3" dbh.

BIO-6 The applicant shall obtain all necessary permits and/or authorizations under Sections 401 and 404 of the Federal Clean Water Act, and Section 1600 of the California Department of Fish and Game Code.

BIO-7 Construction activities shall be timed to avoid impact to sensitive biological resources and protect water quality. To the extent possible, construction activities shall take place during the dry season, between April 15 and October 31, or as otherwise determined by permitting agencies, and in compliance with Section 401 of the Federal Clean Water Act.

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as identified in Sec. 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource as identified in Sec. 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?	☐	☒	☐	☐

Comments to Questions

a)-b) The Albany area was first inhabited by the Ohlone Indians who camped and settled along the edges of marshes, Bay margins, the base of foothills and along creeks. Four prehistoric archeological sites have been identified by the California Archaeological Inventory and in surveyed portions of the City, mainly in the Albany Hill area (Source 3). In areas where bicycle lanes and pathway improvement are proposed along existing streets and within disturbed and developed right-of-ways and paths, there would be no impact on historical or archaeological resources. In some areas the bicycle/pedestrian improvement projects would require grading or ground disturbance that may have an impact on unknown, but potentially present historical or archaeological resources. This is especially true for projects proposed within Albany Hill, and along Cerrito and Codornices Creeks. In order to reduce potential impacts to historical or archaeological resources to a less than significant level**, Mitigation Measure CUL -1** shall be implemented. **Less Than Significant with Mitigation Incorporated.**

c) The proposed bicycle/pedestrian improvements do not involve construction which would impact these geological features. In some areas the proposed bicycle/pedestrian improvement projects would require grading or ground disturbance and may have an impact on paleontological resources. In order to reduce this impact to a less than significant level, **Mitigation Measure CUL -2** shall be implemented. There are two notable outcroppings of Franciscan bedrock at Fleming Point and Albany Hill (Source 3). **Less Than Significant with Mitigation Incorporated.**

d) In some areas the proposed bicycle/pedestrian improvement projects that involve grading or ground disturbance may disturb human remains. In order to reduce this impact to a less than significant level, **Mitigation Measure CUL – 3** shall be implemented. **Less Than Significant with Mitigation Incorporated**.

Mitigation Measures:

CUL-1 If a previously unknown, but potentially significant cultural resource is encountered during clearing, grading and subsurface earthwork activities for any project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the uncovered resource requires further study. The City shall require the project applicant to include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center (Sonoma State University), and provide for the permanent curation of the recovered materials.

CUL-2 In the event a fossil is discovered during any earthwork activities for the proposed project (Including those occurring at depths of less than 10 feet), all excavations within 100 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall require the project applicant to include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. The paleontologist shall notify the jurisdiction where the project is located, to determine procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.

CUL-3 If human remains are encountered during earth-disturbing activities for the project, all work in the adjacent area shall stop immediately and the Alameda County Coroner's office shall be notified immediately. This requirement shall be included in all project construction documents. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.

VI. GEOLOGY AND SOILS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐
b) 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?	☐	☒	☐	☐
c) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
d) Be located on expansive soil, 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 wastewater?	☐	☐	☐	☒

Comments to Questions

a)-b)

ai) The City of Albany lies between the Hayward Fault which is approximately 1 mile to the east, and the San Andreas Fault which is approximately 17 miles to the west, but does not contain any areas that are located in an area designated on the Alquist-Priolo Earthquake Fault Zoning Map (Source 4). The proposed bicycle/pedestrian improvements are located away from known active fault lines and do not involve structures that could be damaged or could injure people directly from fault off-set during a strong earthquake. **No Impact.**

aii) The proposed project is located in the San Francisco Bay Area, a region of intense seismic activity. Recent studies indicate there is greater than a 60 percent chance of a Richter magnitude 6.7 or higher earthquake occurring in the Bay Area prior to 2040. It is likely that the most significant ground shaking would be generated by an earthquake on the Hayward fault, due to its close proximity to any of the proposed bicycle/pedestrian improvement project sites. However, strong ground shaking at any of the sites could also result from a rupture of any of the major Bay Area earthquake faults, including the San Andreas, Rodgers Creek, or Concord-Green Valley faults (Source 5). Unless structures are specifically designed to withstand strong ground motion, proposed bicycle/pedestrian facilities such as bridges and street and railway overcrossings could be damaged. Compliance with **Mitigation Measures GEO -1** would reduce the impact of seismically induced ground shaking to a less-than-significant level. **Less Than Significant with Mitigation Incorporated**.

aiii)-aiv) There is a significant risk of a major earthquake on the Hayward fault and other nearby active faults during the next thirty years. The hazards related to ground shaking vary depending on the location of proposed bicycle/pedestrian improvements, and underlying soils and geologic materials. In areas underlain by consolidated bedrock such as Albany Hill, seismic hazards include small rock falls and possibly surficial land slides that could harm bicycle/pedestrian facility users and threaten the integrity of the improvements. In areas underlain by unconsolidated sediments such portions of Albany, ground failure and differential settlement could result from a severe earthquake, damaging paved surfaces and elevated structures. The Association of Bay Area Governments (ABAG) has produced liquefaction hazard maps, which show areas of susceptibility to liquefaction. On that map, areas west of Kains Avenue and along Cerrito and Cordornices Creeks are shown as having liquefaction potential (Source 6). Liquefaction potential is highest in areas underlain by poorly engineered Bay fills, Bay mud, and unconsolidated alluvium (Source 3). In order to reduce these impacts to a less than significant level, **Mitigation Measures GEO-1** shall be implemented. **Less Than Significant with Mitigation Incorporated.**

c) The sidewalk improvements and bicycle facilities that would be constructed within the paved right-of-ways are unlikely to cause significant soil erosion or loss of topsoil. The proposed pathway projects that would be constructed on steeper slopes, Albany Hill, portions of the Albany waterfront area, or near creeks have the potential to cause erosion and sedimentation. **Mitigation Measure HYDRO-2** requires the review of each proposed project regarding the need to prepare a Stormwater Pollution Prevention Plan (SWPPP) to prevent stormwater quality related impacts including erosion and sedimentation during and following construction. Implementation of this mitigation measure would ensure that this impact is reduced to a less than significant level. **Less Than Significant with Mitigation Incorporated**.

d) In areas underlain by expansive soils and compacted, engineered fill as found throughout portions of the I-80 freeway corridor and Albany Waterfront area, high shrink-swell soil activity can disrupt or damage paved surfaces as well as the foundations of public access facility structures such as pedestrian bridges (Source 3). In order to reduce these impacts to a less than significant level, Mitigation Measures GEO-1 shall be implemented. **Less Than Significant with Mitigation Incorporated.**

e) The proposed project does not involve the construction of septic tanks or alternative waste water disposal systems. The City utilizes an existing municipal sewer system. **No Impact.**

Mitigation Measures:

GEO-1 Prior to final design of bicycle/pedestrian improvements that involve new paving, significant ground disturbance, and substantial structures such as retaining walls and bridge and overcrossing footings, etc., the City shall complete a geotechnical investigation to identify design measures to mitigate impacts associated with poor soil conditions, unstable slopes, landslides, and earthquake related events such as groundshaking and ground failure, and implement those measures in the respective bicycle/pedestrian improvement plans.

GEO-2 An Erosion Control Plan shall be prepared and implemented for all Class I and Class II bicycle facility construction projects that involve substantial ground disturbance in accordance with the Erosion Control Ordinances (as applicable) of the City of Albany, and Regional Board Stormwater Pollution Prevention Control Guidelines (see also Mitigation Measure HYDRO -2).

VII. GREENHOUSE GAS EMISSIONS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐
c) Result in the exposure of local residents to hazards associated with climate change?	☐	☐	☒	☐

Comments to Questions)

a) – b) The use of vehicles for the construction of the proposed bicycle/pedestrian improvements would temporarily increase levels of carbon dioxide (a greenhouse gas) during the construction period and some of the improvements may increase automobile congestion on city streets, thereby increasing levels of carbon dioxide. These impacts would be offset by the reduction of carbon dioxide after the improvements are built, enabling people to walk and bike instead of driving vehicles. In addition, reducing the number of vehicles on city streets could reduce traffic congestion thereby reducing carbon dioxide levels. The proposed bicycle/pedestrian improvements are consistent with the following Transportation and Land Use Strategies in the City's Climate Action Plan: (1) TL-1 Facilitate Walking and Biking, (2) TL-3 Promote Pedestrian and Transit Oriented Development and (3) TL-4 Reduce Vehicle Emission Trips. For these reasons, the impact is anticipated to be less than significant. **Less Than Significant**.

c) One of the potential effects associated with climate change is sea level rise. Although there is some disagreement among scientists about the magnitude of the rise, the San Francisco Bay Conservation and Development Commission (BCDC) expects that for planning purposes, the levels of San Francisco Bay can be expected to rise by as much as 1.5 feet by mid-century, and perhaps by more than 3 feet by the end of the 21st century. Sea level rise will be gradual and none of the proposed bicycle and pedestrian projects will expose residents or habitable structures at risk. Generally for projects which require a BCDC permit, this agency encourages that public access facility designs consider sea level rise and the increased costs of maintenance and reconstruction if designs ignore this issue. Implementation **of Mitigation Measure GHG-1** will reduce potential impacts to less than significant levels. **Less Than Significant With Mitigation Incorporated.**

Mitigation Measure:

GHG-1 Where applicable, all bicycle and pedestrian projects shall be designed to consider the possible future effects of sea level rise on sustainability, durability, and maintenance needs consistent with BCDC guidelines and standards.

VIII. HAZARDS & HAZARDOUS MATERIALS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
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 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 material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) Expose people or structure to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) For a project 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, result in a safety hazard for people living or working in the project area?	☐	☐	☐	☒
h) For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the project area?	☐	☐	☐	☒

Comments to Questions

a)-b) The proposed bicycle/pedestrian improvements do not involve the transport, use or disposal of hazardous materials other than construction related chemicals (concrete, paint, asphalt etc.) and would not create conditions which could lead to the release of hazardous substances. Accidental spills or release of construction related hazardous materials could occur, and is especially of concern for the proposed trail projects near Cerrito and Codornices Creeks and the Bay. Mitigation Measure **BIO – 4e** requiring the preparation of a Spill Control and Counter Measures Plan for work near the Bay and along the creeks would reduce this impact to less than significant. **Less than Significant with Mitigation Incorporated**.

c) During the construction stages of the various projects, vehicular emissions might be emitted in close proximity to a school. Implementation of the measures required in Mitigation Measure AIR-1 would reduce this impact to a less than significant level. **Less Than Significant With Mitigation Incorporated**.

d) According to data bases maintained by the California Department of Toxic Substances Control (Envirostor) and the California State Water Resources Control Board (Geotracker), there are several sites in the City of Albany that are on the Cortese list of hazardous materials sites. Most of these sites are at gas stations along San Pablo Avenue that would not be affected by the surface construction of bicycle and pedestrian facilities. Bicycle/pedestrian improvements that involve the disturbance of soil at or near these hazardous materials could potentially expose people and the environment to hazardous substances (Sources 8, 9). In order to mitigate this impact to a less than significant level, **Mitigation Measure HAZ-1** shall be implemented**. Less Than Significant With Mitigation Incorporated.**

e) The proposed bicycle/pedestrian improvements are located in a predominantly urban setting. The potential for grassland or woodland fires is limited to Albany Hill (Project # 16C) since it is the only large wooded open space area in the City. Existing water lines and access for emergency vehicles in this area are considered adequate for fire protection. (Source 3). **Less Than Significant**.

f) The proposed bicycle/pedestrian improvements would augment the existing circulation system making it easier to access various areas of the City giving people more options to escape from a hazard such as a spill or fire, should streets become clogged or closed. Construction of the proposed projects would not impair the implementation or physically interfere with an adopted emergency response plan or emergency evacuation plan. **No Impact.**

g)-h) None of the proposed projects are located within an airport plan area or within 2 miles of an airport. None of the proposed projects are in the vicinity of a private airstrip**. No Impact**.

Mitigation Measure:

HAZ-1 Prior to construction of any bicycle/pedestrian improvements that require ground disturbance, hazardous materials sites lists maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be consulted. Where a proposed facility is located near an identified site, follow up Phase I and as appropriate Phase II hazardous waste site investigations shall be completed. No disturbance of contaminated soil shall be permitted, unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste site(s).

IX. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 significant lowering of the local groundwater table level?	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion, siltation or flooding on- or off-site?	☐	☒	☐	☐
d) 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?	☐	☒	☐	☐
e) Otherwise substantially degrade water quality	☐	☒	☐	☐
f) 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?	☐	☐	☐	☒
g) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☒	☐	☐
h) 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?	☐	☐	☐	☒
i) Potentially be inundated by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Comments to Questions

a)-c) The sidewalk improvements and bicycle facilities that would be constructed within paved right-of-ways are unlikely to cause significant stormwater runoff pollution or violate water quality standards. Ground disturbance for projects outside existing paved rights of ways associated with construction of any of the projects could cause erosion and sedimentation into waterways, and paving bicycle/pedestrian facility surfaces with impermeable materials could increase the rate of runoff also causing erosion and sedimentation, potentially contributing to the violation of water quality standards. For larger projects, the increase in runoff from paved surfaces also has the potential to cause minor local flooding as would alteration of street storm drainage systems (if poorly engineered) to accommodate bulb-outs and other street and curb modifications. In order to reduce the impacts to a less than significant level, **Mitigation Measures HYDRO-1 and HYDRO-2** shall be implemented. **Less Than Significant with Mitigation Incorporated.**

None of the proposed bicycle/pedestrian improvements would affect groundwater supplies. However additional paved surfaces have the potential to slightly reduce groundwater recharge although the City of Albany does not rely on water wells for its water supply. In order to reduce this impact to a less than significant level**, Mitigation Measure HYDRO-1** shall be implemented.

Less Than Significant with Mitigation Incorporated.

d) Some of the larger proposed improvement projects could increase runoff, although it is unlikely the increase would affect the capacity of local drainage systems. Improperly modified street storm drain systems such as curb inlets, modifications associated with sidewalk bulb-outs could have reduced capacity and not function as well as under existing conditions. In addition, the small amount of additional runoff from paved surfaces could contribute to existing problems associated with stormwater quality. In order to mitigate this impact to a less than significant level, **Mitigation Measure HYRO-1** shall be implemented. **Less than Significant With Mitigation Incorporated.**

e) Erosion and sedimentation from construction related disturbance of some Class I and II projects could impact water quality. In order to reduce this impact to a less than significant level, Mitigation Measure **HYDRO-2** shall be implemented. **Less Than Significant With Mitigation Incorporated.**

f) The proposed project does not place housing within a 100 year flood plain. **No Impact.**

g) Bicycle/pedestrian bridge crossings of Cerrito and Codornices Creeks are proposed as integral parts of the project and these proposed structures are located within the floodplains of the creeks. Unless properly designed and engineered, these facilities have the potential to block flood flows and/or divert floodwaters out of the creek channels. This is a potentially significant impact. Implementation of **Mitigation Measure HYDRO-3**, which requires the completion of a detailed design level hydraulic investigation of the bridge sites to assist in facility design, will reduce potential impacts to an insignificant level. **Less Than Significant with Mitigation.**

h) None of the proposed projects are located in the vicinity of a levee or dam that could fail and cause loss, injury or death. **No Impact**.

i) The proposed bicycle/pedestrian improvements such as the Bay Trail project (Project #2) in close proximity to the Bay could potentially be inundated by a tsunami or seiche according to the ABAG tsunami inundation map. The City would rely on its existing system of emergency notification developed for multi-hazard response to warn trail users and close trail segments as necessary. However no structures are proposed associated with implementation of bicycle/pedestrian facilities that would be damaged by a seiche or tsunami (Source 7). **Less Than Significant**.

Mitigation Measures:

HYDRO-1 Proposed bicycle/pedestrian improvements shall be designed to minimize impacts on surface and ground water quality, including maintaining existing runoff conditions. Management approaches including the use of permeable pavement and stormwater treatment measures such as vegetative swales and bioretention structures shall be incorporated into project plans where practical and feasible in order to maintain the pre-project hydrologic conditions and treat stormwater runoff.

HYDRO-2 The City shall review each proposed bicycle/pedestrian improvement project prior to construction and determine if the project requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP). Normally this is for projects with greater than one acre total ground disturbance. Based on this review the City shall prepare a project SWPPP that includes Best Management Practices to prevent, or minimize stormwater pollution during construction activities, and post construction. All projects proposed along creek channels and along the Bay Waterfront will require the preparation of an Erosion Control and Revegetation Plan, and a Spill Control and Counter Measures Plan, regardless of whether a SWPPP is technically required or not.

HYDRO-3 Prior to final design of any bicycle/pedestrian facility, such as a bridge or other structure that is placed within the flow line of a creek, or crosses over a creek, and where the proposed facility has the potential to block or impede flood flows and alter hydrologic conditions, the project proponent will complete a detailed hydraulic analysis of the site and facility. The objective of the analysis is to verify that the project is in compliance with the Flood Plain Management (Flood Damage Prevention Regulations) Ordinance, the Zoning Ordinance for Watercourse (WC) combining Zoning District and related General Plan Policies, regarding flood protection, protection of creek resources, and water quality protection to determine the proposed sizing, geometry, and elevations of the structures so as to not impact creek hydrology and flood flow conditions. The hydraulic analysis and design recommendations will require review and approvals of the City Engineer and Flood Plain Manager, as well as the City Planning Commission.

X. LAND USE Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
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?	☐	☐	☐	☒

Comments to Questions

a) The proposed city-wide bicycle/pedestrian improvements would enhance circulation in the City making it easier to travel from one destination to another and would not divide an established community. **No Impact**.

b) The proposed bicycle/pedestrian improvements would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project and adopted for the purpose of avoiding or mitigating an environmental effect. The proposed improvements would not change the designated land uses of the City. The proposed Plan would implement the San Francisco Bay Trail Plan, and Albany's: (1) General Plan, (2) Traffic Management Plan, and (3) Climate Action Plan. The implementation of Mitigation Measures in this environmental document and adherence to the requirements in the City's General Plan and Municipal Code would ensure conformance with plans, policies and regulations to avoid or mitigate an environmental effect. **No Impact**.

XI. MINERAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the State?	☐	☐	☐	☒
b) Result in loss of a locally important mineral resource recovery site delineated on a mineral resource plan, local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Comments to Questions

a) – b) The proposed bicycle/pedestrian improvements would be located in an already urbanized area and would not result in the loss of availability of a known mineral resource or in the loss of a locally important mineral resource recovery site. **No Impact**.

XII. NOISE Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards?	☐	☐	☒	☐
b) Expose people to or generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) Expose people living or working in the project area to excessive noise from a public or private airport?	☐	☐	☐	☒

XII. NOISE Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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 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?	☐	☐	☐	☒

Comments to Questions

a)-b) No long term noise impacts caused by bicycle/pedestrian facility users after construction are anticipated. Potentially significant short-term noise impacts could occur during construction from either noise caused by workers and construction materials traveling to and from the various project sites, or from the noise generated onsite during construction activities. All construction contractors will have to comply with the City of Albany's construction noise regulations. Specifically: a) construction or demolition work shall not occur between weekday and Saturday hours of 6:00 p.m. and 8:00 a.m., or 6:00 p.m. and 10:00 a.m. on Sundays or legal holidays if construction sound creates a noise disturbance across residential or commercial real property lines, and b) all construction equipment used in the City of Albany shall be equipped with appropriate sound muffling equipment, which shall be properly maintained and used at all times. Further, the City of Albany Director of Public Works may impose additional restrictions on construction activity if such activity is determined to be creating a noise disturbance (Source 10). **Less Than Significant**.

c) Bicycle/pedestrian facility users can expect to be exposed to average noise levels from existing surrounding roads and land uses, however this impact is assumed to be less than significant because the improvements would be located in an area that is already urbanized, and bicyclists and pedestrians would only be temporarily exposed to noise sources. In addition, trail and bicycle facility use is considered to be a discretionary activity. **Less Than Significant.**

d)-f) The City of Albany is not located within an airport land use plan or within two miles of a public airport, public use airport, or private airstrip therefore there is no impact. **No Impact.**

XIII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial unexpected population growth or growth for which inadequate planning has occurred, 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 units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Comments to Questions

a) The proposed Plan does not involve the construction of any new vehicular roads, sewer and water lines or other utilities which could induce population growth in the City. The proposed bicycle/pedestrian improvements would serve the existing population and would not add housing or jobs to the City that could have a growth inducing effect. **No Impact**.

b)-c) The proposed bicycle/pedestrian improvements would not displace any existing housing units or residents, requiring replacement housing elsewhere. **No Impact**.

XIV. PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
(i) Fire protection?	☐	☐	☒	☐
(ii)Police protection?	☐	☐	☒	☐
(iii)Schools?	☐	☐	☐	☒
(iv)Library?	☐	☐	☐	☒
(v)Other public facilities?	☐	☐	☒	☐

Comment to Questions

a)

(i)(ii)(v) Bicycle and pedestrian facilities proposed for existing streets and sidewalks would not increase the demand for fire or police protection services or other government facilities. Construction of

new bicycle and pedestrian paths would increase demand for patrol of these facilities, however the increase is not anticipated to require additional police, fire and other governmental facilities in order to maintain acceptable levels of service. **Less than Significant**.

(iii)(iv) The proposed bicycle and pedestrian improvements would not increase the population in the City and would not have a negative impact on schools or libraries. **No Impact**.

XV. RECREATION Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☒	☐	☐
b) 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?	☐	☒	☐	☐

Comments to Questions

a)-b) The proposed bicycle/pedestrian improvements would create improved transportation connections to existing parks and could increase usage of those parks. New bicycle and pedestrian pathways would supplement existing recreational facilities by offering new recreational opportunities and experiences. The construction of some of the bicycle/pedestrian improvements could potentially have an adverse impact on the environment. However, implementation of the various Mitigation Measures identified in this environmental document (see for instance BIO-1, HYDRO-1) would ensure that environmental impacts remain less than significant. **Less Than Significant With Mitigation Incorporated**.

XVI. TRANSPORTATION/TRAFFIC Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
b) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
c) Result in inadequate emergency access?	☐	☐	☐	☒
d) Result in inadequate parking capacity?	☐	☒	☐	☐
e) Conflict with adopted policies, plans or programs supporting alternative transportation?	☐	☐	☐	☒

XVI. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
f) 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?	☐	☐	☐	☒

Comments to Questions

a) The Albany Active Transportation Plan is a policy document that is intended to improve bicycle and pedestrian facilities and facilitate non-motorized vehicle uses. It lists specific projects for implementation to achieve the plan's goals and objectives. Implementation of the Plan would encourage walking and bicycling, and subsequently help decrease vehicle traffic on City streets. The mode shift from driving to walking or bicycling would have net beneficial impacts for alternative modes of transportation by improving accessibility and making travel safer and more convenient for bicyclists and pedestrians throughout the City of Albany.

The Plan identifies 27 projects to improve bicycling and walking within the community (see Appendix B, Project List). All projects propose the installation of bicycle-related signs, pavement marking, striping of bicycle lanes and/or construction of curb extensions to improve pedestrian access.

All of the proposed on-street bicycle facility improvements include the addition of bikeway signage and/or striping and do not require significant street modifications. These projects would typically be categorically exempt from CEQA per Sections 15301(c) and 15304(h) of the California Environmental Quality Act (CEQA) guidelines. These projects include all of the proposed bicycle routes (Class III) and those bicycle lanes (Class II) that would not require the removal or significant reduction of travel lanes, substantial parking alteration, or continuous two-way center turn lanes.

Sixteen projects include street improvements (such as lane closure, signal installation, median island or conversion of streets to two-way traffic) that when implemented, could potentially affect level of service (LOS) of City streets for motor vehicles. This could include street reconfiguration that may reduce the number of motor vehicle travel lanes. The City's General Plan Goal CIRC 3, states that the City shall maintain adequate circulation throughout the City. Projects that require turn restrictions, travel lane modifications, and intersection control modifications would be evaluated under separate CEQA environmental documents (see Appendix B, Project List).

The proposed facilities that alter existing lane configurations of the streets by reducing lane widths or removing lanes could result in conflicts with the City's General Plan and Traffic Management Plan that require the maintenance of adequate circulation and specify a specific LOS. For these sixteen projects, as identified during environmental screening (**Appendix B**), additional traffic studies will need to be completed associated with approval of the construction plans and prior to project implementation. For these projects, and prior to implementation, the City would conduct detailed traffic reviews of the project to determine the need for removal or narrowing of any travel lanes to accommodate the facility improvements. If travel lane

modification is necessary, the City would assess whether the intersections and street traffic flow will continue to function at an acceptable LOS under project conditions per the Traffic Management Plan, or require design modifications and other mitigations. In certain circumstances, where a proposed project may affect traffic LOS, and where mitigation measures cannot reduce traffic impacts to a less than significant level, the City Council would need to adopt a Statement of Overriding Consideration if design modifications cannot achieve acceptable LOS.

Implementation of the sixteen projects under the Plan that require project specific environmental review will identify specific traffic issues to determine if they would have site specific impacts beyond those addressed in this Initial Study. At that time, proposed bicycle facilities that could result in significant traffic impacts may be redesigned (or potentially relocated to another street in the same travel corridor) if doing so would reduce the overall traffic impacts. Future site specific transportation impacts and mitigation measures would be incorporated into project-specific bicycle improvements as identified in the **Appendix.**

Implementation of Mitigation Measures **TRANS-1** and **TRANS-2** would reduce potentially significant impacts that may conflict with performance of the local jurisdictions' roadways and street systems LOS to a **Less Than Significant** level.

Simultaneous construction of several of the proposed bicycle facility improvements under the Plan could result in local, short-term traffic congestion, and could be potentially be considered cumulatively significant. Constructing bicycle lanes on a street in one month, and then repaving the street or planting street trees several months later, all of which can affect travel flow, is an example of a potential cumulative effect. Implementation of **Mitigation Measure TRANS-3** would reduce potentially significant impacts that may result from cumulative bicycle facility/streetscape/roadway construction to a less than significant level. **Less Than Significant with Mitigation.**

b) Implementation of the Plan will include the addition of signage which will reduce hazards and improve bicyclist safety. Projects would include roadway signs, lane delineation and pavement stenciling consistent with the California Manual of Uniform Traffic Control Devices (CAMUTCD). The addition of this signage and striping to existing streets would improve wayfinding for bicyclists, alert drivers to the presence of bicyclists, and help roadway users more effectively share the public right-of-way, reducing hazards.

The proposed signage and striping modifications would follow established design standards, guidelines, and best practices. The signing and striping program would improve traffic safety by providing additional guidance to bicyclists, and drivers. Therefore, signage and striping would have a beneficial effect on traffic flow, not result in traffic hazards, and the impact would be less than significant.

The street and road lane modifications and intersection improvements proposed in the Albany Active Transportation Plan are intended to reduce hazards to bicyclists. The proposed physical modifications to intersections, including construction of curb extensions, pedestrian refuge islands, and reduction of turning radii would have the effect of reducing motor vehicle speed,

provide greater visibility of pedestrians and bicyclists, and enhance the safety at intersections. This would be considered a less than significant impact. **Less Than Significant**.

c) Implementation of the Plan would not impede emergency access because it would not reduce the curb-to-curb right-of-way width of any street to one that is less than City standards; nor would it result in substandard travel lane widths. The City of Albany Fire Department is responsible for emergency response. The project would maintain a minimum "clear" right-of-way width on all streets per the City requirements. The project would maintain adequate travel and maneuvering space consistent with City Standards. Depending on the project, the City Public Works Department will coordinate with emergency responders to ensure the maintenance of adequate roadway widths for emergency response and thus will have a less than significant impact on emergency access. **Less than Significant**.

d) The removal of on-street parking associated with bicycle facility construction is not considered an environmental impact under CEQA. A California Appellate Court decision regarding a challenge to the City of San Francisco's treatment of parking as a social (and not a physical) impact "San Franciscans upholding the Downtown Plan vs. City and County of San Francisco" held that parking is not part of the permanent physical environment, and noted that parking conditions change over time on their own as communities redevelop and people and communities change their travel patterns, in response to recreation, housing, commercial centers, and jobs. Reduced parking availability causing unmet parking demand created through implementation of the Albany Active Transportation Plan projects would be considered a significant impact under CEQA only if they cause significant secondary effects, or if it is an area of public controversy. Although project impact on parking availability is not an environmental issue under CEQA, it is discussed below because it is an area of potential public controversy. All projects that involve significant parking removal or reconfiguration will be subject to further study on a case-by-case basis.

Although available parking might be reduced in some locations, the development of improved bicycle facilities will encourage more bicycle use, reducing the demand for automobile parking. In addition, a lack of adequate parking in an area could encourage or entice people to use alternative modes of travel. **Mitigation Measure TRANS – 2** reduces the impact on decreased parking availability to a less than significant level. **Less Than Significant With Mitigation Incorporated**.

e) The proposed bicycle improvements implement the City's adopted policies supporting alternative transportation. **No Impact**.

f) The proposed bicycle improvements do not involve altering air traffic patterns. **No Impact.**

Mitigation Measures:

TRANS – 1 Prior to implementation of any of the bicycle facility projects listed in the **Appendix** as requiring further traffic analysis, the City shall prepare a LOS and queuing analysis of the intersection and street to determine whether the project would cause a significant impact per the City's adopted LOS thresholds and standards, or would result in queuing that could affect traffic operations at near-by intersections. The analysis shall be

prepared for both existing conditions, and existing conditions with project, using recent actual traffic count information (counts no more than 2 years old).

The City shall also evaluate the proposed project design to ensure that no project features extend into the travel lanes, and/or lane reductions narrow travel lanes below minimum widths as adopted by the City.

Lane reductions, pedestrian refuge islands and other project design features that may affect traffic operation and emergency vehicle response shall also be reviewed with the City of Albany Police and Fire Departments to insure that emergency vehicle access is not impeded, and is consistent with adopted City standards and State and Federal standards.

If the proposed bicycle facility improvements result in a significant deterioration in LOS or a significant impact on operation of the project intersection, adjacent intersection, or impedes emergency access, the City shall modify the project design to reduce LOS impacts to a degree that will be consistent with Albany adopted LOS thresholds or standards. In addition, the City shall modify project design to reduce impacts so that final design will be consistent with safety and emergency vehicle response times. If mitigation is not possible, the City shall prepare a focused Environmental Impact Report that provides the analysis and basis for a possible Statement of Overriding Consideration.

TRANS – 2 If a proposed project requires the removal of parking spaces, the City shall review and consider redesigning or relocating the proposed bicycle improvement, or alternatively, shall prepare a supplemental parking analysis to develop mitigation measures related to loss of parking. This could include coordinating and partnering with affected local businesses to develop and implement trip reduction and parking management strategies.

TRANS – 3 The City shall integrate proposed bicycle projects into overlapping and concurrent roadway and street improvement projects such that construction staging occurs as a single project wherever feasible. Where the integration of such projects is feasible, the City shall schedule the implementation of projects to avoid any cumulative impacts to LOS that would be caused by the simultaneous construction of multiple roadway, street, and bicycle facility projects.

XVII. UTILITIES & SERVICE SYSTEMS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

XVII. UTILITIES & SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d) Have sufficient water supplies available to serve the public from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provide which serves or which may serve the project that it has adequate capacity to serve the project's project demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) By 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?	☐	☐	☐	☒

Comment to Questions

a)-b) The proposed bicycle improvements would not contribute to the need for new or updated wastewater treatment facilities or otherwise affect the wastewater treatment requirements of the Regional Water Quality Control Board. **No impact.**

c) The proposed bicycle improvements would not require the construction of stormwater management or treatment facilities. Local stormwater treatment, such as bioswales and bioretention facilities, will be included in the design of some facilities that include streetscape or separated pathway construction, as discussed in **Mitigation Measure HYDRO-1**. **No impact.**

d) The proposed bicycle improvements would not increase the demand on the available water supply. **No impact.**

e) The proposed bicycle improvements would not increase the demand for wastewater treatment. **No impact.**

f)-g) The proposed bicycle improvements would not generate substantial additional solid waste and therefore solid waste disposal regulations are not applicable. **No impact.**

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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?	☐	☒	☐	☐

a), b), c) See specific impacts discussed above.
As noted, some of the proposed Class I and II projects have been designated as requiring additional environmental study and analysis (**Appendix B**).

SOURCE REFERENCES

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3. City of Albany General Plan, 1990-2010

4. California Department of Mines and Geology, Alquist Priolo Earthquake Fault Zone Map http://gmw.consrv.ca.gov/shmp/download/ap/pdf/OKLND_W.PDF

5. Uniform California Earthquake Rupture Forecast, Version 2, 2007 Working Group on California Earthquake Probabilities, 2008

6. Association of Bay Area Governments Liquefaction Hazard Map http://gis.abag.ca.gov/website/liquefactionsusceptibility/

7. Association of Bay Area Governments Tsunami Inundation Map http://gis.abag.ca.gov/website/Tsunami/

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9. California State Water Resources Control Board, GeoTracker website http://geotracker.swrcb.ca.gov/

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11. California Natural Diversity Data Base (CNDDB) 2011

12. LSA Associates, Inc., 2009 University Village at San Pablo EIR

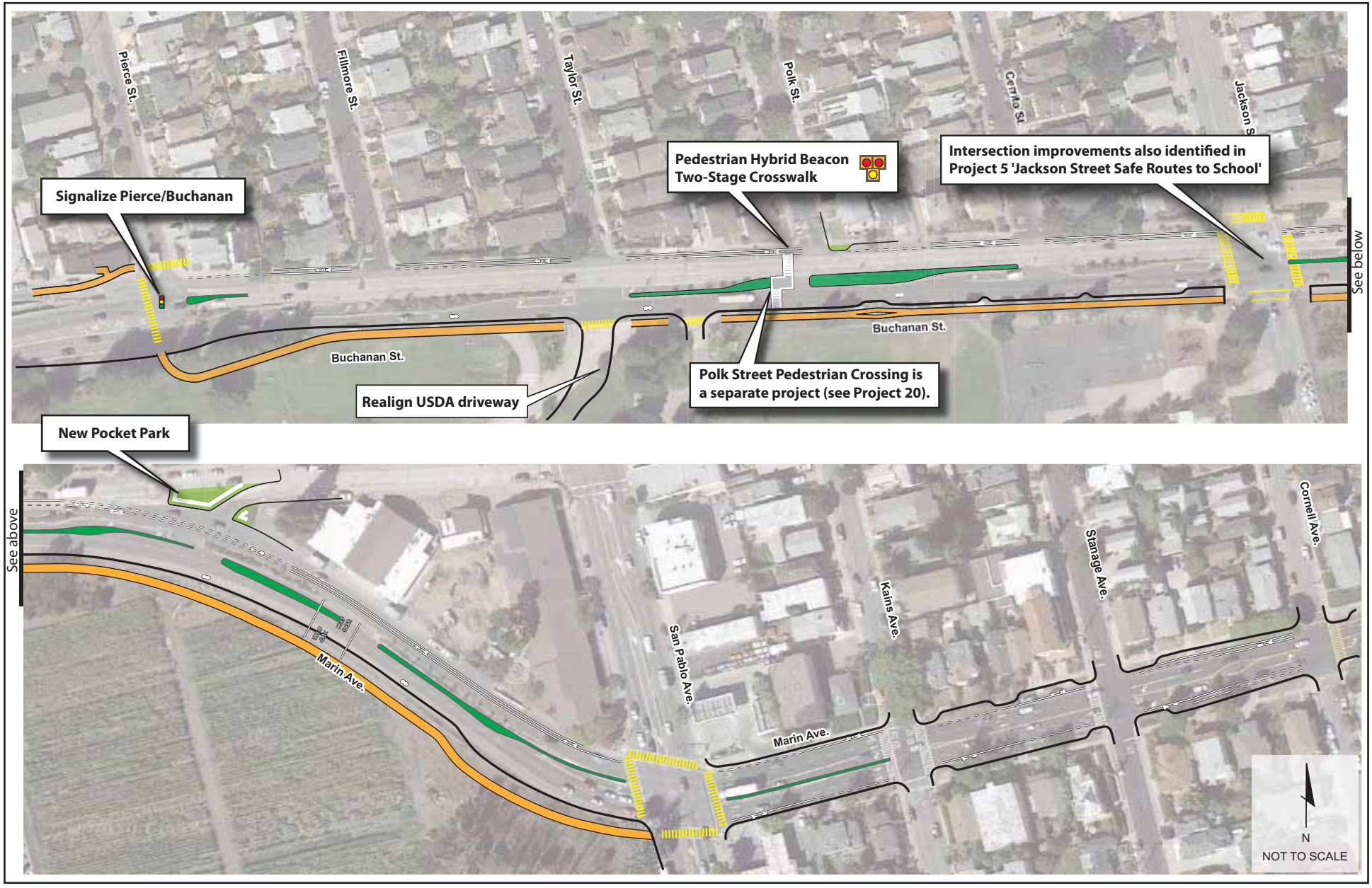
13. LSA Associates, Inc., 2009 Pierce Street Pavement Rehabilitation and Bicycle/Pedestrian Path Project MMRP

14. LSA Associates, Inc., 2009 Buchanan Street Bicycle/Pedestrian Path Project Initial Study/Draft Mitigated Negative Declaration

REPORT PREPARATION

Questa Engineering (Point Richmond, CA)
Jeffrey Peters
Margaret Henderson
Shaun O'Bryan
Alison Sand
Demetrius Camarillo
Michael Harris
Tom Hawbaker

APPENDIX A
PROJECT MAPS



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CITY HALL PEDESTRIAN AND BICYCLE IMPROVEMENTS

January 2011
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Project 1

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JACKSON STREET SAFE ROUTES TO SCHOOL

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Project 5

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ADAMS STREET BICYCLE BOULEVARD

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Project 6

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MASO IC AVE UE BICYCLE ROUTES

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Project

Legend:

= Bicycle Directional Signage

N

NOT TO SCALE

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TALBOT BICYCLE BOULEVARD

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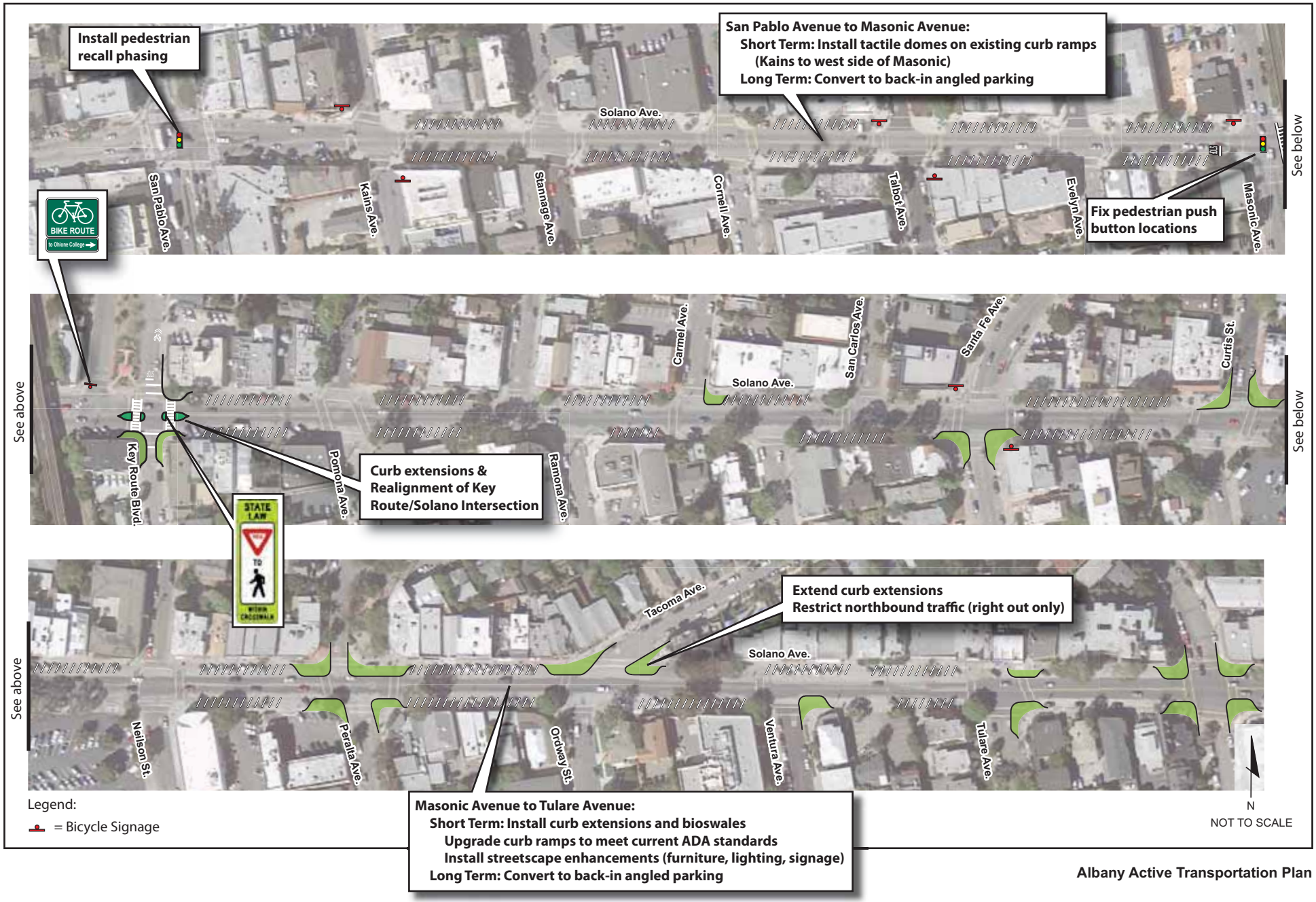
Project 8



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SOLANO AVENUE

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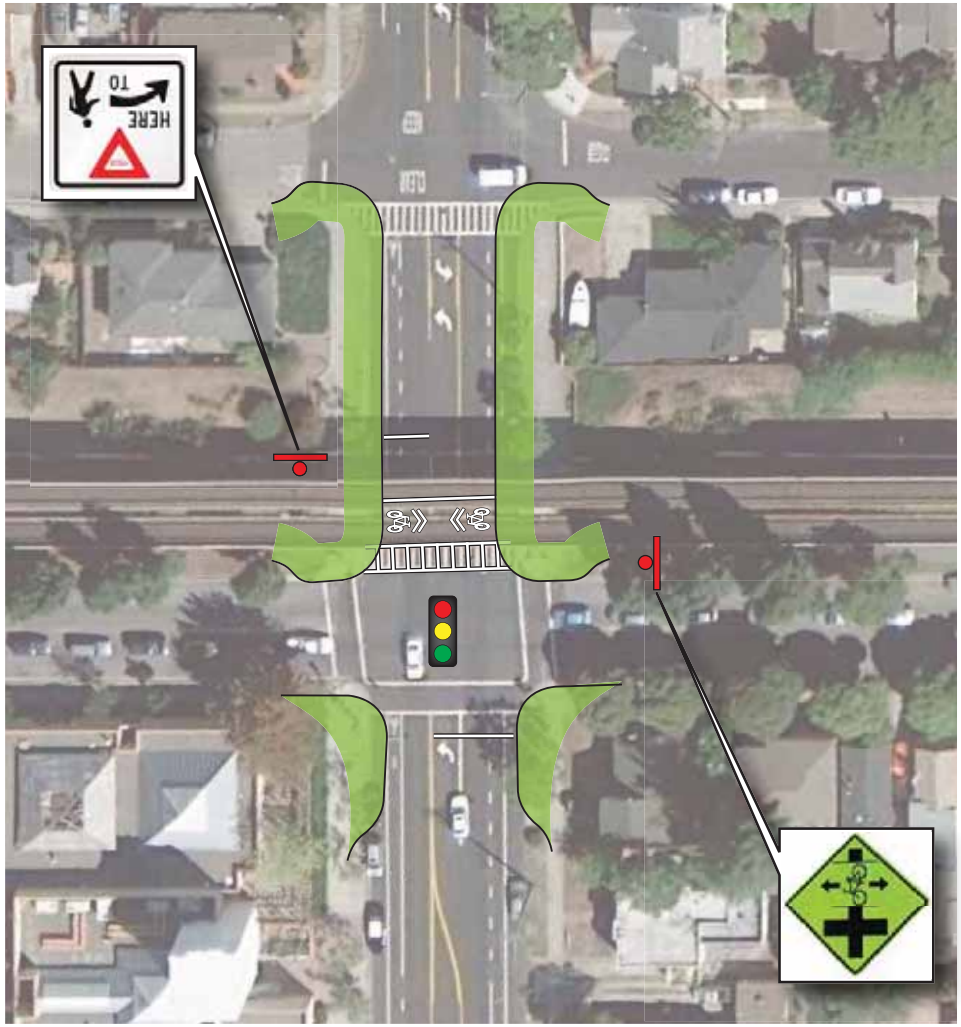
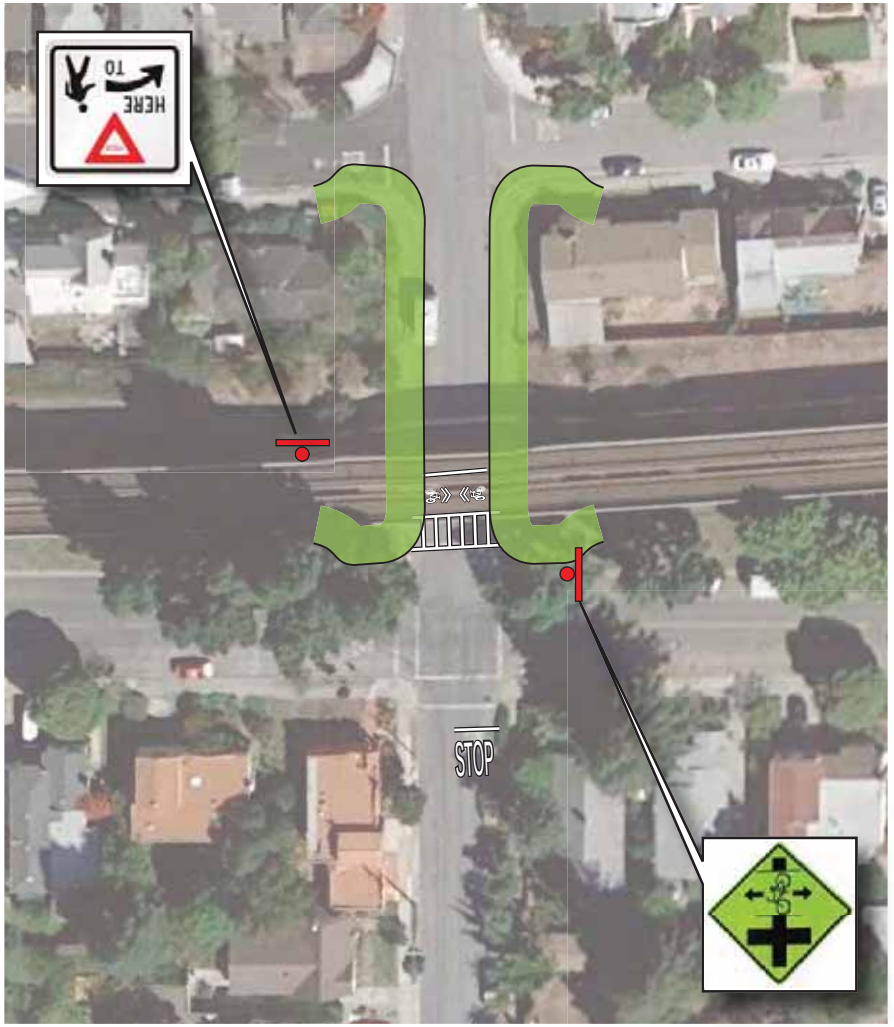
Project 9



Prototypical Signalized Crossing of Ohlone Greenway



Prototypical Unsignalized Crossing of Ohlone Greenway

N

NOT TO SCALE

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OHLONE GREENWAY

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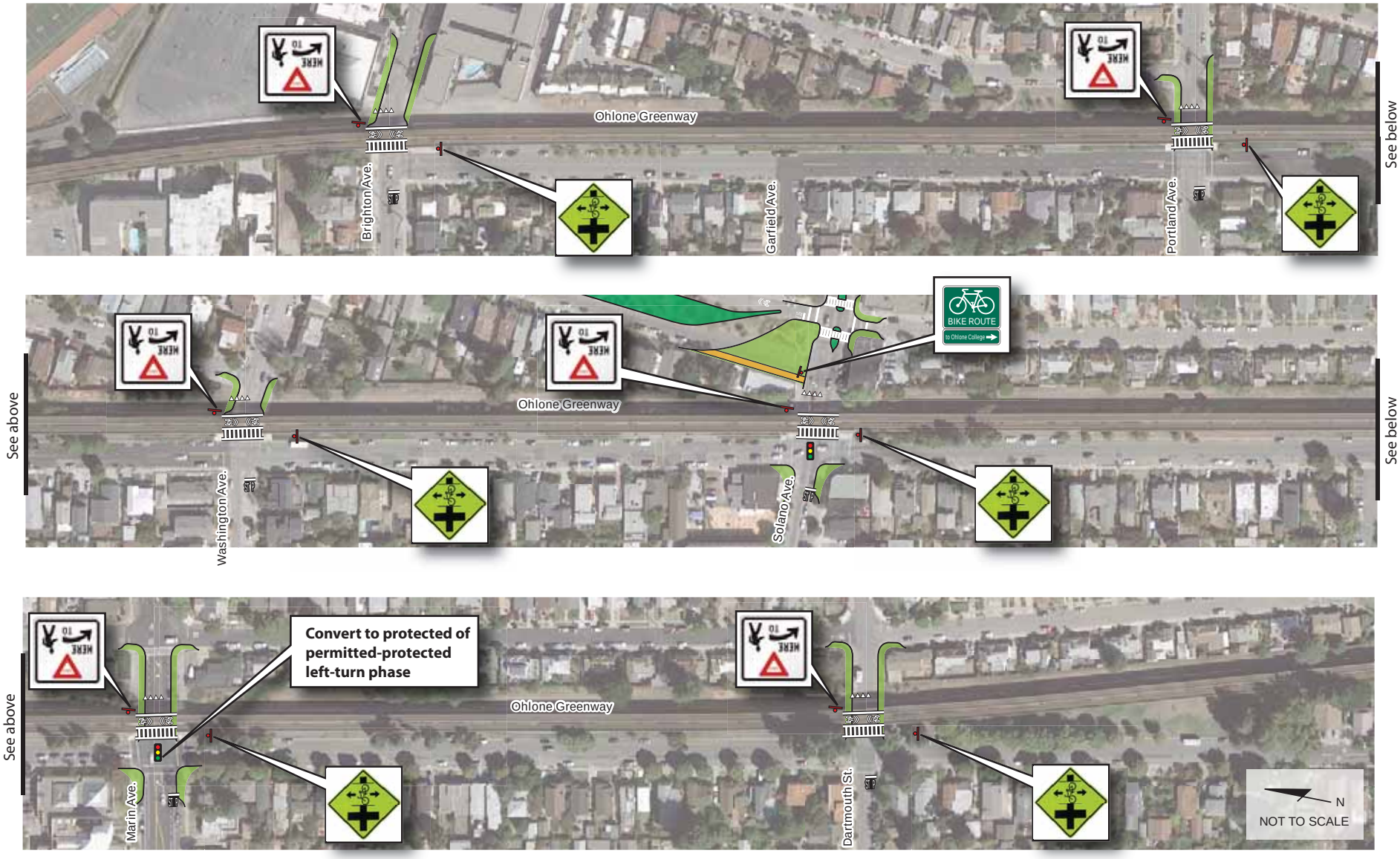
Project 11 A



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OHLONE GREENWAY

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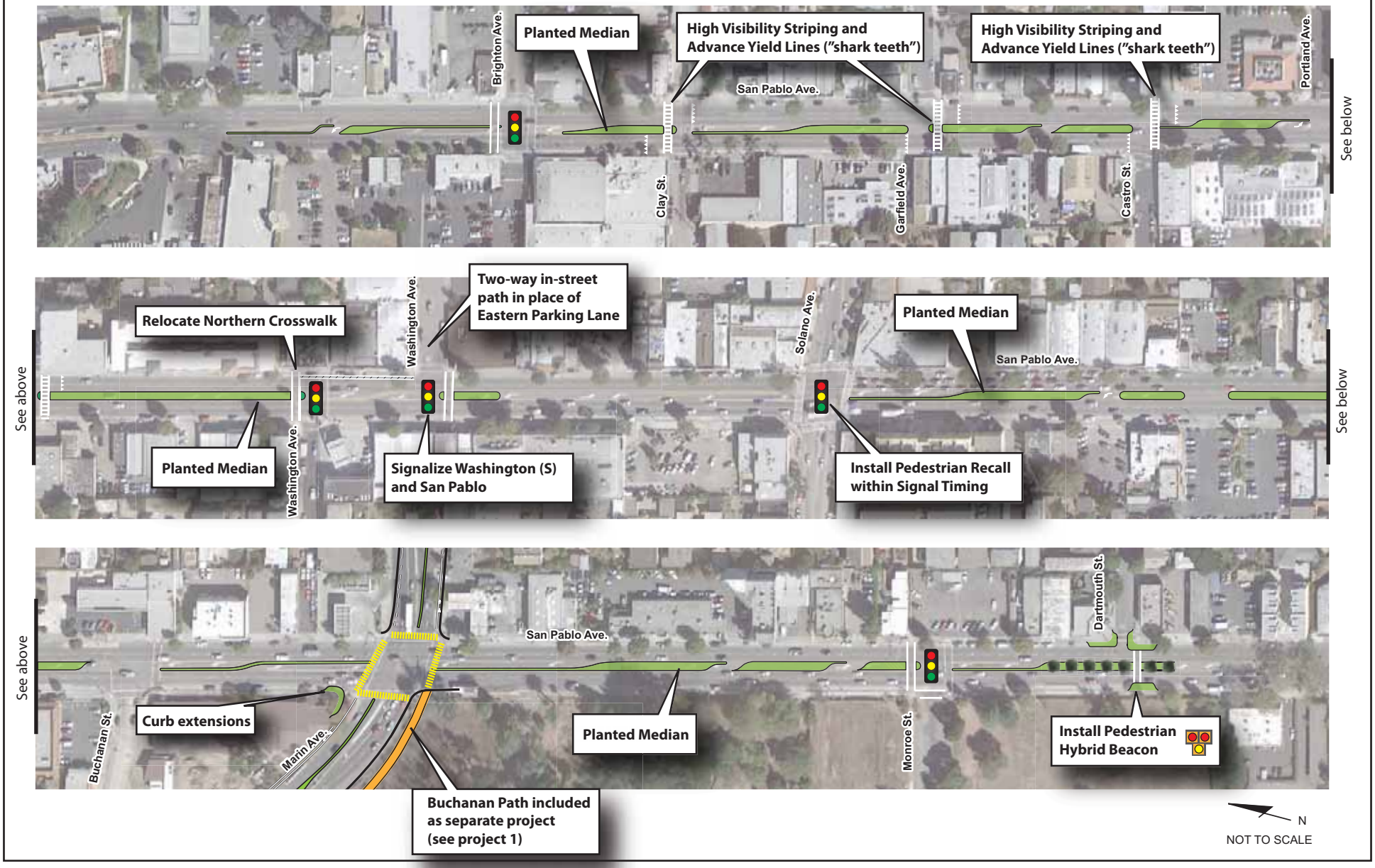
Project 11 B



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SAN PABLO AVENUE STREETSCAPE AND PEDESTRIAN ENHANCEMENTS

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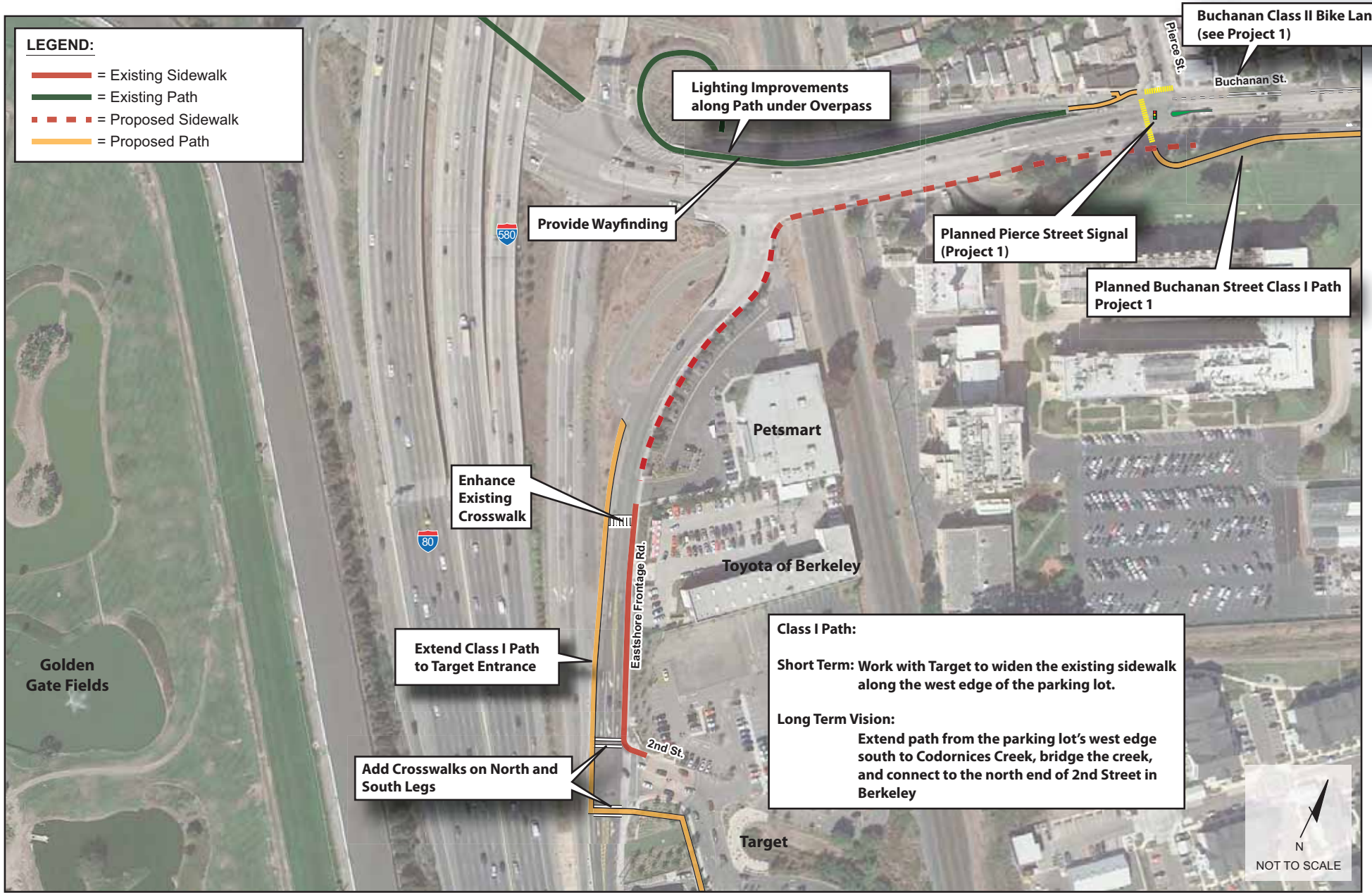
Project 12



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EASTSHORE FRONTAGE PATH IMPROVEMENT

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Project 13

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MARIN AVENUE PEDESTRIAN AND BICYCLE ENHANCEMENTS

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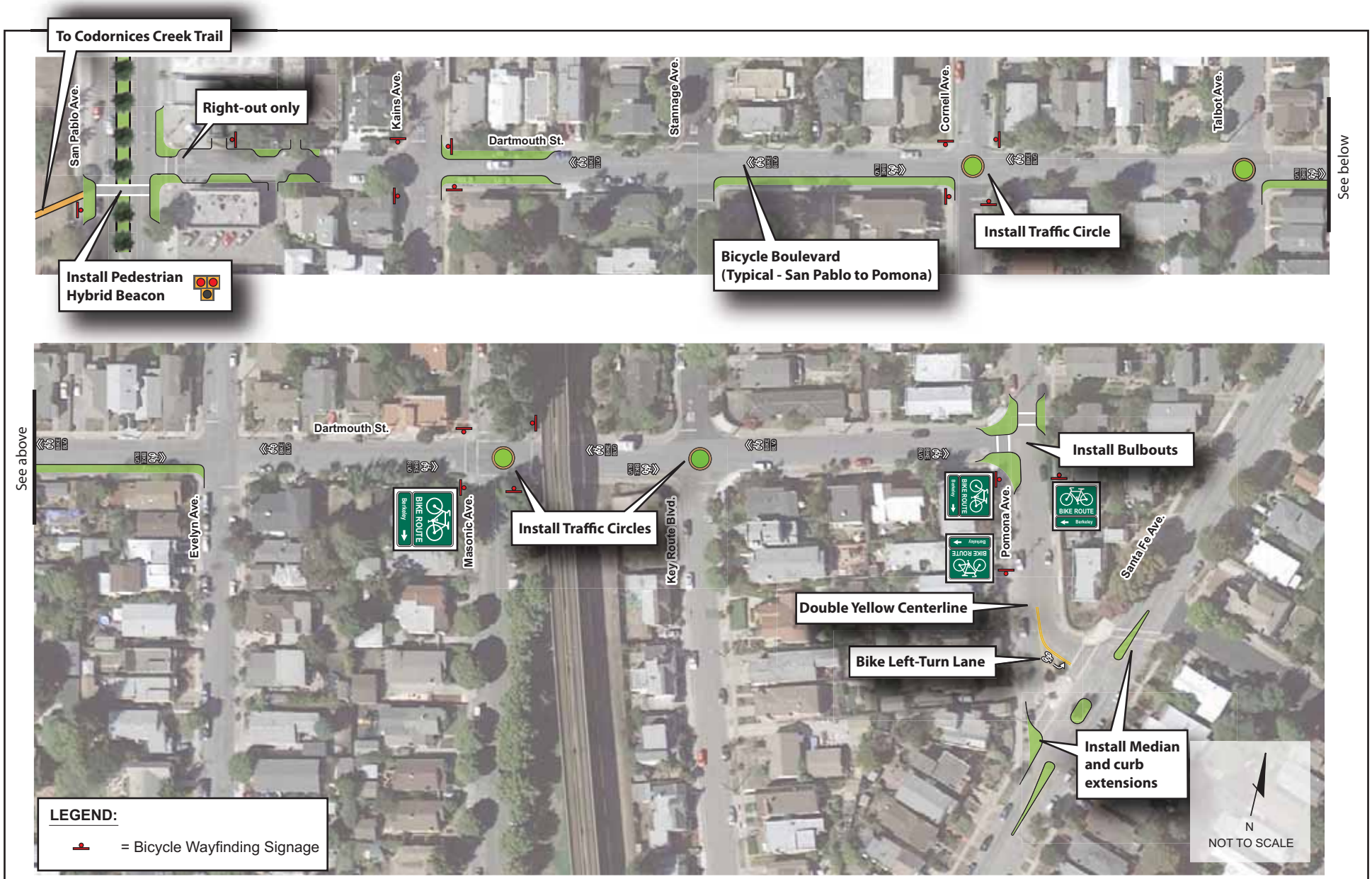
Project 14



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DARTMOUTH STREET SHARED STREET CONCEPT

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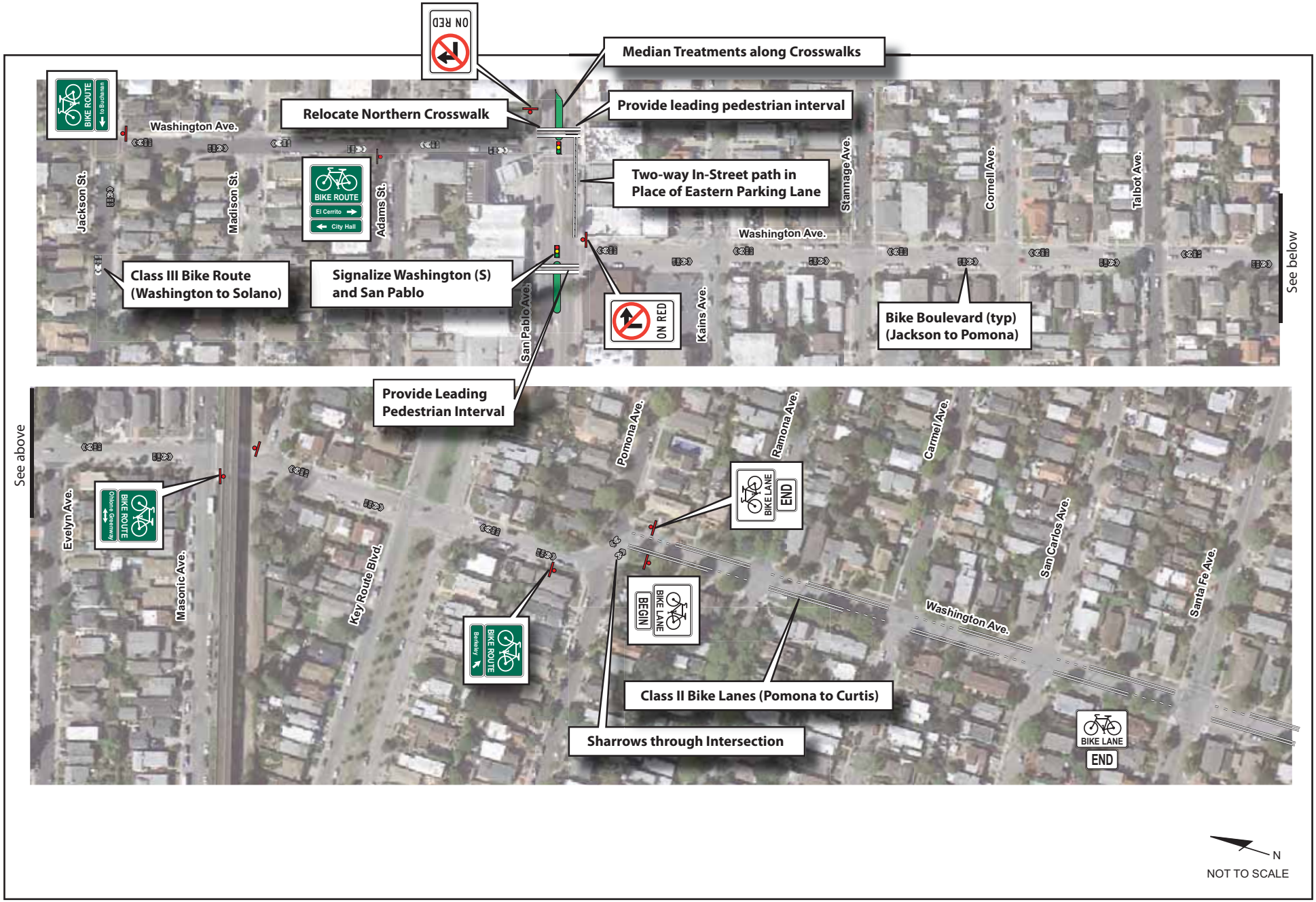
Project 15



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WASHINGTON AVENUE BIKE BOULEVARD

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Project 18

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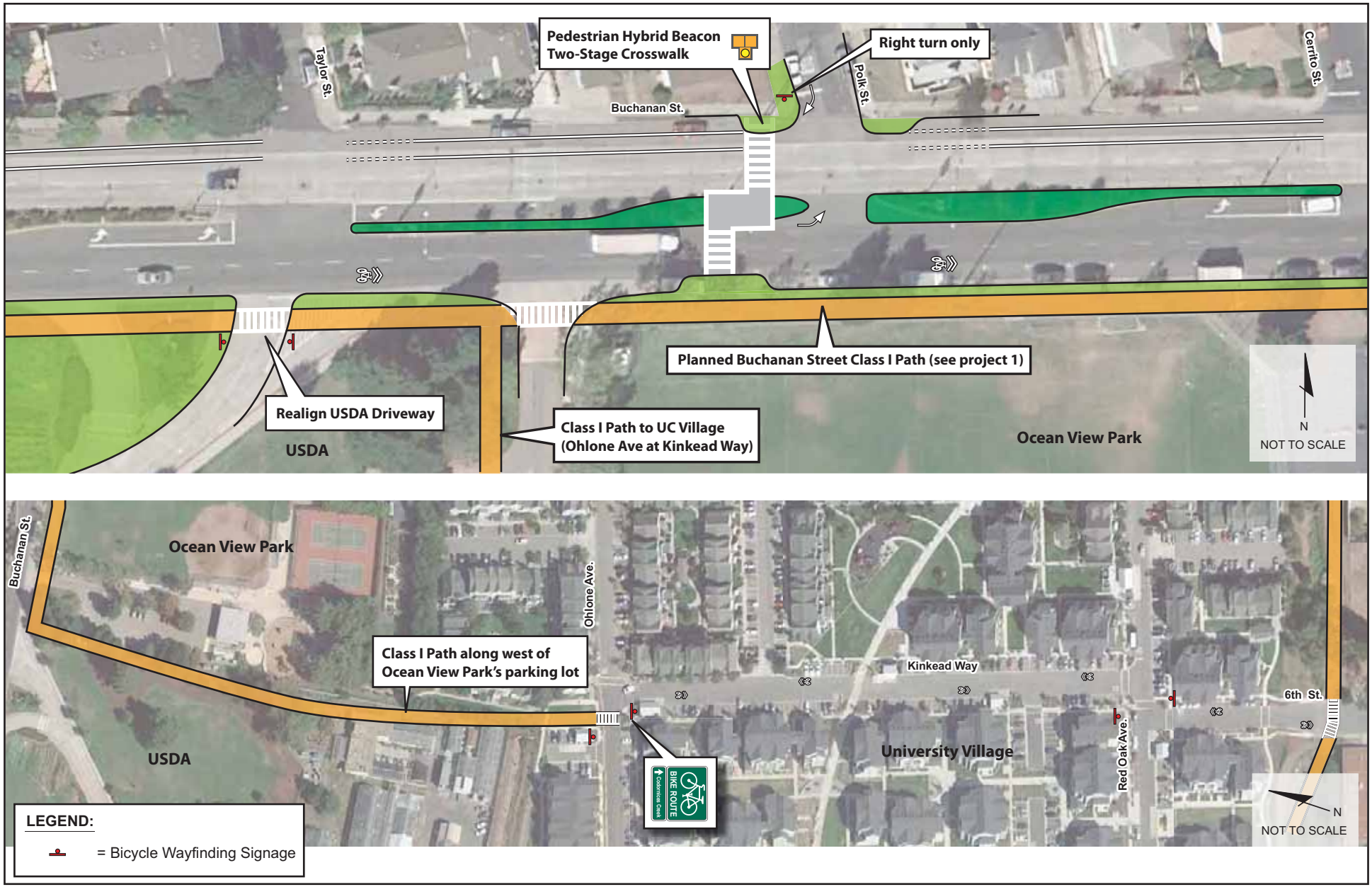
KEY ROUTE BOULEVARD

Project 19 - Near Term Improvements



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POLK STREET/USDA CONNECTION

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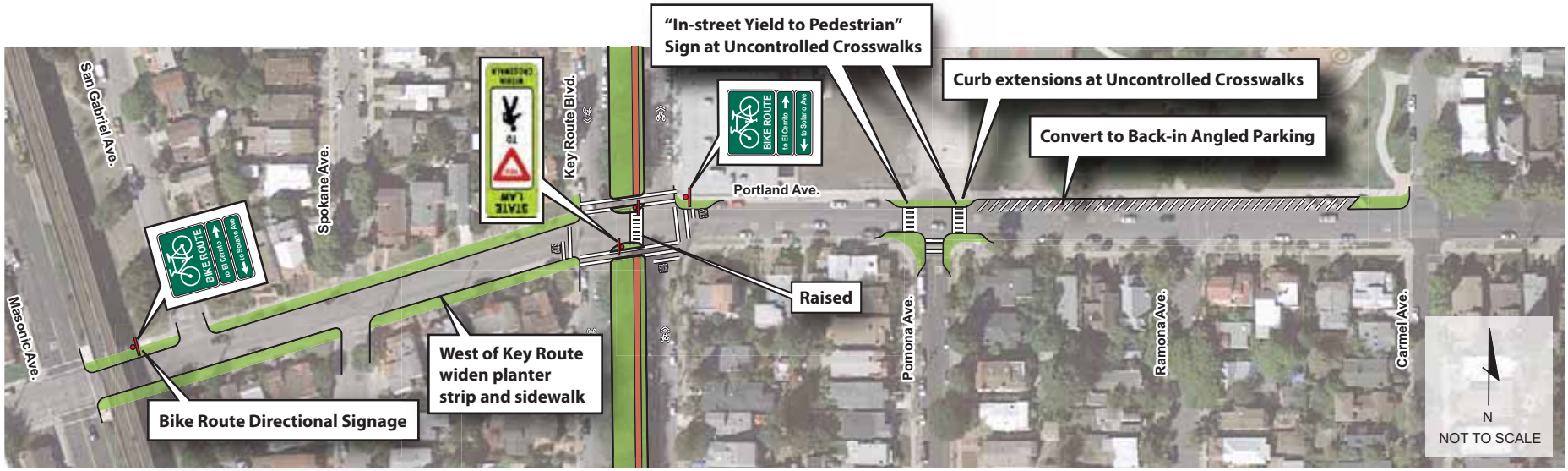
Project 20



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PORTLAND AVENUE SAFE ROUTES TO SCHOOL

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Project 22

APPENDIX B
PROJECT LIST

PROJECT LIST[1]

The Project List describes which projects will have completed CEQA environmental documentation within this ISMND, as well as those projects where further environmental review will be needed prior to final project approval.

Project Number	Project Name		Description/Project Elements	Preliminary Environmental Determination
1	Buchanan Street Bikeway and Buchanan/Marin Merge Realignment		• Off-street shared use path • On-street shared lane markings • Bicycle lanes • Traffic signal improvements • Crosswalk improvements • Vehicle lane modifications	N/A: Project was evaluated in separate CEQA action
2	Bay Trail (by East Bay Regional Parks District)		• Off-street shared use path	N/A: Project to be evaluated in separate CEQA action by EBRPD
3	Pierce Street Path Segment I Path/Segment II Path		• Off-street shared use path • Lane re-striping • Bus/Transit improvements • Raised crosswalks • Accessibility improvements • Pavement rehabilitation	N/A: Project to be evaluated in separate CEQA action
4	Codornices Creek Path		• Off-street shared use path • Pedestrian Hybrid Beacon at Dartmouth • Crosswalk at San Pablo Ave/Dartmouth	N/A: Project to be evaluated in separate CEQA action
5	Jackson Street Safe Routes to School	A	• ADA curb ramps, access improvements • School crosswalk (existing) • Stripe sharrow markings • Bicycle Route/Wayfinding signage • Class II bicycling lanes, Jackson Street • Sign modifications • Curb extensions[2] Solano Ave/Jackson • Curb extensions Buchanan/Jackson • Remove center lane stripe, Jackson Street	Categorically Exempt[3]
		B	• Bicycle ramp, Jackson Street/Buchanan	Potential environmental Impacts mitigated as part of this IS/MND
		C	• Class I shared-use path, Jackson Street (Gill Tract) • Parking modifications, Jackson between Buchanan & 8th Street	Additional Study needed for CEQA compliance: Traffic Study

[1] Projects that are within State Route 123, San Pablo Avenue, will require Caltrans design review and approval, as well as obtaining a Caltrans encroachment permit.

[2] Curb extensions or curb extensions consist of a localized narrowing of the roadway and a widening of the sidewalk to calm traffic speeds and to improve pedestrian crossings, sidewalk, curb ramps and drainage structures, reconstruction of curb and gutter and driveways, installation of street lighting and other appurtenant work, categorically exempt under CEQA Section 15301 (c)

[3] CEQA, Section 15301 (c) Highways and streets, sidewalks gutters, bicycle and pedestrian trails, and similar facilities

Project Number	Project Name		Description/Project Elements	Preliminary Environmental Determination
6[4]	Adams Street Bicycling Route (Stage 1)	A	• Signs and pavement markings • Sign modifications	Categorically Exempt
		B	• Remove 3 parking spaces at intersections • Traffic lane modification, Adams/Buchanan	Potential environmental Impacts mitigated as part of this IS/MND
	Adams Street Bicycling Route (Stage 2)	C	• Shared use path/lane markings at Orientation Center	Potential environmental Impacts mitigated as part of this IS/MND
		D	• 40 ft. Pedestrian/Bicycle Bridge	Additional Environmental Study needed for CEQA compliance: Biology/Hydrology Study
	Adams Street Bicycling Route (Stage 3)	E	• Acquire access easement, Brighton to Adams • Delineate access route through existing parking lot	Categorically Exempt
		F	• Fence/gate modifications • Pavement modifications, ex. parking area	Potential environmental Impacts mitigated as part of this IS/MND
		G	• Traffic lane modifications, Brighton Ave at San Pablo Avenue • Change to two way street • Bicycle/pedestrian improvements, Cerrito Creek, Carlson Blvd, Pierce St. (not in city limits)	Additional Environmental Study needed for CEQA compliance: Biology/Hydrology Study Traffic Study
7	Masonic Avenue Bicycling Route and Pedestrian Improvements	A	• Shared Lane Markings (sharrows) • Bicycle signal detector maintenance • Evaluate motor vehicle speeds • Sidewalk construction • Pedestrian crosswalk enhancements: in-pavement lights, striping, curb extensions	Categorically Exempt
		B	• Remove 3 parking spaces, Marin and Solano Avenues and lane restriping • Consider traffic calming speed humps or cushions	Potential environmental Impacts mitigated as part of this IS/MND
8	Talbot Avenue Bicycling and Pedestrian Route	A	• Signs and pavement markings to enable two-way bicycle travel • Curb extensions at Marin Ave	Categorically Exempt
		B	• Traffic lane modification to remove one-way southbound restriction for motor traffic, one block between El Cerrito City limits and Brighton Avenue. • Install landscaped median on Marin between Cornell and Talbot to allow bicycle and pedestrian refuge	Potential environmental Impacts mitigated as part of this IS/MND

[4] Without further design and alternatives, this project should not proceed.

Project Number	Project Name	Description/Project Elements		Preliminary Environmental Determination
9	Solano Avenue Streetscape, Greening, and Pedestrian Safety Project (Stage 1)	A	• Install intersection improvements and curb extensions at Jackson Street, Madison Street, and Adams Street: • Signal modifications at San Pablo Avenue • Signs and pavement markings • Prepare streetscape design plan for Solano Avenue east of Masonic Avenue. Conduct back-in angled parking trial	Categorically Exempt
	Solano Avenue Streetscape, Greening, and Pedestrian Safety Project (Stage 2)	B	• ADA curb ramps • Landscaping and stormwater management elements (bioswales) • Signs and pavement markings • Bicycle parking • Curb extensions: Carmel, Santa Fe, Peralta, Tacoma, Ventura, Tulare, Curtis • Median island, Key Route/Solano • Intersection improvements for transition to Ohlone Greenway • Widen sidewalk, to 7 ft., Solano east of Key Route Boulevard	Categorically Exempt
		C	• Back-in angled parking	Additional Study needed for CEQA compliance: Traffic Study
10[5]	Kains Avenue Bicycle Boulevard	A	• Signs and pavement markings to enable two-way bicycle travel while continuing to block northbound vehicular traffic • Remove parking space at Marin Ave intersection • Sign modifications	Categorically Exempt
		B	• Neighborhood traffic circles and all-way Yield control, at Brighton Avenue, Washington Avenue, and Dartmouth • Change to Two-way street • Install rectangular rapid flashing beacon (RRFB) at Kains Avenue/Marin Avenue, or install traffic signal	Additional Study needed for CEQA compliance: Traffic Study
11	Ohlone Greenway Crossing Enhancements	• Signs and pavement markings • Signal Modifications for pedestrian use: Countdown walking heads Lead Walking Interval Extinguishable Message Signs Crossing buttons • Curb extensions, Marin Avenue		Categorically Exempt

[5] Without further design and alternatives, this project should not proceed.

Project Number	Project Name	Description/Project Elements		Preliminary Environmental Determination
12	San Pablo Avenue Streetscape and Pedestrian Safety Project (Stage 1)	A	• Signs and pavement markings • Install crosswalk north side of Brighton and San Pablo intersection • Install crosswalks at other T intersections on San Pablo Avenue	Categorically Exempt (Caltrans coordination needed)
	San Pablo Avenue Streetscape and Pedestrian Safety Project (Stage 2)	B	• Landscaped median with turn lanes • Stormwater retention in median design • Traffic signal, Washington/San Pablo	Additional Study needed for CEQA compliance: Traffic Study
13	Eastshore Frontage Road Path and Sidewalk Enhancements (Stage 1)	A	Improve the service road connection and guidance between Eastshore and the Buchanan Path • Signs and pavement markings • Shared Lane Markings	Categorically Exempt
	Eastshore Frontage Road Path and Sidewalk Enhancements (Stage 2)	B	Extend Eastshore west-side path to Target signal's south crosswalk: • Remove southbound bicycling lane • Reconstruct west curb to narrow traffic lane • Relocate fence Signal Modifications for pedestrian use: • Countdown walking heads	Potential environmental Impacts mitigated as part of this IS/MND
	Eastshore Frontage Road Path and Sidewalk Enhancements (Stage 3)	C	Extend Eastshore Frontage Road's east sidewalk to Pierce Street • Traffic lane reduction on Buchanan overpass • Install 3-6 ft. sidewalk, Buchanan Overpass • Install pedestrian ramp, Buchanan to Cleveland • Install crosswalk on Cleveland • Signs and pavement markings • Shared lane markings	Additional Study needed for CEQA compliance: Traffic Study
14	Marin Avenue Pedestrian and Bicycle Enhancements	A	• Signs and pavement markings • Install separate bicycle and pedestrian crosswalks • Install high visibility school crosswalks • Relocate signal mast pole • Install curb extensions • Remove parking at curb extensions on Marin between Masonic and Key Route • Traffic signal modifications for pedestrians • Safe Routes to School Project at Santa Fe Avenue/Marin Avenue (funded and under design) • Median refuges • Curb extensions	Categorically Exempt
		B	• Eliminate left turn onto Talbot from eastbound Marin	Additional Study needed for CEQA compliance: Traffic Study

Project Number	Project Name	Description/Project Elements		Preliminary Environmental Determination
15	Dartmouth Shared Street Concept (Stage 1)	A	• Install curb extensions • Signs and pavement markings	Categorically Exempt
		B	• Install neighborhood traffic circles at Cornell, Masonic, and Key Route	Additional Study needed for CEQA compliance: Traffic Study
	Dartmouth Shared Street Concept (Stage 2)	C	• Install crosswalk and pedestrian hybrid beacon at San Pablo/Dartmouth intersection • Construct median on San Pablo/Dartmouth to modify traffic	The University Village at San Pablo Avenue project Environmental Impact Report addresses this issue on page 118 of the EIR. Recommendation is to implement any of the following: 10 Install a high intensity activated crosswalk (HAWK) at SP and Dartmouth; 2)signalize the SP/Dartmouth intersection; 3) install a 2-stage signalized crossing with a six foot median refuge on SP Ave. between Codornices Creek and Dartmouth Street; 4) Provide a two-stage unsignalized crossing with a median refuge on San Pablo Avenue.
	Dartmouth Shared Street Concept (Stage 3)	D	Pomona Improvements: • Install all-way stop and curb extensions at Pomona/ Dartmouth intersection • Install bicycle only left turn land, striping and curb extensions at Pomona/Santa Fe intersection	Potential environmental Impacts mitigated as part of this IS/MND
16	Cerrito Creek Path (Agency Coordination)	A	• Widen/extend existing shared use path along Cerrito Creek to Pierce St. (El Cerrito and Richmond) • Install shared use path on south edge of Plaza parking lot • Carlson Blvd signal modification • Kains Avenue signal/crosswalk improvements	Additional Environmental Study needed for CEQA compliance: Traffic Study Biology/Hydrology Coordinate w/ other cities/Lead Agency Caltrans coordination
	Cerrito Creek Path (Albany Improvements)	B	• Widen existing path between Adams and San Pablo • Widen sidewalk at Wells Fargo	Categorically Exempt
		C	• Install shared use path from Pierce Street to dam • Install 60 ft. Pedestrian bridge over creek	Additional Environmental Study needed for CEQA compliance: Biology/Hydrology Cultural Resources

17	Santa Fe Avenue Bicycling Route		• Signs and pavement markings • Shared lane markings and bicycle boxes • Painted left turn lane for bicycles • Install landscaped medians • Intersection curb modifications to increase pedestrian area • Class III signs on Carmel Avenue	Categorically Exempt
18	Washington Avenue Bicycle Blvd. (Stage 1)	A	• Signs and pavement markings • Curb ramps; • San Pablo Avenue/Washington Avenue Crossing Improvements • Relocate crosswalk • Traffic signal modifications • Median walking refuge islands	Categorically Exempt
		B	• Install a new signal at the southern Washington Avenue intersection • Remove parking on the eastern side of San Pablo Avenue between the two intersections and install a two-way, on-street separated bicycling path • Traffic Circles	Additional Study needed for CEQA compliance: Traffic Study
	Washington Avenue Bicycle Blvd. (Stage 2)	C	Albany Hill Sidewalk Parking Education and Enforcement	Categorically Exempt
19	Key Route Boulevard Median Path (Stage 1)	A	Between Solano Avenue and Brighton Avenue/City of El Cerrito • Signs and pavement markings • Crosswalk markings	Categorically Exempt
		B	• Install walking-only path within the existing median	Potential environmental Impacts mitigated as part of this IS/MND
	Key Route Boulevard Median Path (Stage 2)	C	Key Route Boulevard/Solano Avenue [6] • Redesign intersection • Pocket park • Install walking median refuge islands within Solano Avenue crosswalks at realigned intersection.	Additional Study needed for CEQA compliance: Traffic Study
20	Polk Street/UC Village Connection	A	• Crosswalk, Buchanan Street at Polk • Planted median at crosswalk • Signs and pavement markings • Crosswalk markings	Categorically Exempt
		B	• Pedestrian signal, Buchanan Street at Polk • Pedestrian path through Ocean View property between the new crosswalk and Kinkead Way	Potential environmental Impacts mitigated as part of this IS/MND

[6] Additional design alternatives are needed for the intersection of Solano Avenue and Key Route Boulevard. Without additional design alternatives, this project should not proceed for this part of the project.

			• Southbound traffic lane modifications at HAWK signal	Additional Study needed for CEQA compliance: Traffic Study
21	Peralta Avenue Bicycling Route		• Signs and pavement markings • Crosswalk markings	Categorically Exempt
22	Portland Avenue Safe Routes to School	A	• Signs and pavement markings • Crosswalk markings • Curb Extensions, medians and in-street signs • Install 4 ft. sidewalk • ADA improvements • Landscaping	Categorically Exempt
		B	• West of Key Route, narrow the width of Portland Avenue (curb to curb), landscape and widen sidewalk • Convert parking to back-in angled parking	Potential environmental Impacts mitigated as part of this IS/MND
23	Francis Street Bicycling Route		• Signs and pavement markings • Crosswalk markings	Categorically Exempt
24	University Village/Eastshore Crossing		• Railroad Grade Separation: underpass or overpass • Eastshore Frontage Road and I-80 Grade Separation: Determine alignment Bridge over I-80 Bridge at Codornices Creek	Additional Environmental Study needed for CEQA compliance: Traffic Study Biology/Hydrology Coordinate w/ Lead Agency CPUC coordination Caltrans coordination
25	Posen Avenue Bicycling Facility		• Signs and pavement markings	Categorically Exempt
26	Sonoma Avenue Bicycling Facility		• Signs and pavement markings	Categorically Exempt
27	Waterfront Trail		• Install a bicycle/pedestrian trail running parallel to I-80 and along Codornices Creek on the site where the Golden Gate Field is located. • At the intersection of Buchanan Street and Gilman Avenue, coordinate with the City of Berkeley to implement an adequate crossing for the Waterfront trail users to the existing Bay Trail.	Additional Environmental Study needed for CEQA compliance: Traffic Study Biology/Hydrology Coordinate w/other cities/Lead Agency Caltrans coordination

APPENDIX C
MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

This Draft Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the City of Albany Active Transportation Plan (proposed project). The MMRP, which is found in Table 1, lists mitigation measures recommended in the IS/ prepared for the proposed project and identifies mitigation monitoring requirements. The Final MMRP must be adopted when the City Council makes a final decision on the project.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance during implementation of the project.

The MMRP is organized in a matrix format. The first column identifies the mitigation measure. The second column, entitled "Mitigation Responsibility," refers to the party responsible for implementing the mitigation measure. The third column, entitled "Monitoring/Reporting Agency," refers to the agency responsible for oversight or ensuring that the mitigation measure is implemented. The fourth column, entitled "Monitoring Schedule," refers to when monitoring will occur to ensure that the mitigating action is completed.

Table 1.

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
I. AESTHETICS			
AESTH -1. All off-street trails and bikeways shall be designed to minimize the amount of cut and fill, conform to existing topography and minimize vertical height of cut/fill slopes to less than three feet, unless additional analysis is completed. All graded areas shall be revegetated with site-appropriate native plant species.	City of Albany	City of Albany	During preparation of Design Plans, prior to approval of Construction Documents, and prior to completion of construction.
AESTH – 2. Retaining walls shall be limited to three feet, with a maximum slope ratio of 2:1 unless supplemental study is completed.	City of Albany	City of Albany	During preparation of Design Plans, prior to approval of Construction Documents, and prior to completion of construction.
AESTH – 3 Structural elements shall be minimized. Bridges, boardwalks, retaining walls, fencing, signage, and other structures shall be compatible with the existing landscape setting and follow approved signage design standards. Avoid placement of bicycle support facilities and/or signage at key areas of scenic viewpoints and trailheads.	City of Albany	City of Albany	During preparation of Design Plans, prior to approval of Construction Documents and prior to completion of

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
			construction.
AESTH -4. Removal of trees for the purpose of bicycle facilities development shall be minimized to the greatest extent practicable. Any trees that must be removed shall be replaced according to the City of Albany's Tree Removal regulations.	City of Albany	City of Albany	Before and during construction
AESTH -5 Lighting of bicycle facilities shall be limited to that required for safety. Lighting shall be directed down onto the facility itself and shall not spill over onto adjacent land uses.	City of Albany	City of Albany	Prior to completion of construction
III. AIR QUALITY			
AQ-1 3. Construction of the bicycle facilities shall comply with applicable BAAQMD dust control and all construction management guidelines. 4. During construction, all exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered at least two times per day to control dust particulates. 3. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 4. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is not allowed. 5. All construction vehicle speeds on unpaved roads shall be 15 mph or less. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage on this and other air quality control requirements shall be provided for construction workers at all access points. 7. All construction equipment shall be properly maintained and tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator following BAAQMD regulations. 8. The project sponsor shall post a publicly visible sign with the telephone number and person to contact at lead agency and the BAAQMD phone number regarding dust and other air quality and noise complaints. The responsible lead agency representative shall respond and take appropriate corrective action within 48 hours.	Construction Contractor	City of Albany	During Construction
IV. BIOLOGICAL RESOURCES			
BIO-1 All Albany Active Transportation Plan projects shall be designed to minimize impacts to biological resources. Projects within or adjacent to sensitive biological areas and natural areas, including all creeks and wetlands, and that could support special status species shall incorporate the following design features: • The project area shall be assessed by a qualified biologist prior to design to determine if additional biological field investigations, including habitat surveys, wetland delineations, special status species surveys, and tree surveys, are needed. If so, the appropriate studies shall be conducted by Qualified Biologists. The Biological Assessment Report shall include specification of	City of Albany	City of Albany	Prior to initiation of design, during design, prior to construction, during construction, monitoring and reporting following con-

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
any additional mitigation measures, such as preconstruction surveys, use of exclusion fencing, construction worker biological resource sensitivity training, onsite biological monitoring, and preparation and implementation of Habitat Mitigation & Monitoring Plans. These recommendations shall be incorporated into the project plans. • Existing trails shall be used and improved whenever possible, and bicycle and pedestrian facility alignments shall be designed to avoid and minimize impacts to sensitive habitat communities. Alignment and design modifications may be identified during the engineering design phase to further avoid and minimize effects on sensitive biological resources and special status species. Reduction in path width shall be considered in sensitive biological resource areas, to the extent that trail safety can be maintained. All projects adjacent to creeks, wetlands, and natural areas shall be designed, in consultation with the California Department of Fish and Game (CDFG), to avoid and minimize impacts to listed and candidate sensitive or special status species. • Bicycle facilities shall be designed to avoid impacts to wildlife movement corridors (e.g., no fencing that precludes wildlife movement shall be used in natural areas, paths shall not bisect critical wildlife movement corridors, etc). • Use of stabilized decomposed granite or equivalent pervious trail surface shall be considered where appropriate, where Class I trail facilities are located in or near sensitive biological habitat. • No nighttime lighting shall be used in sensitive biological resource areas.			struction.
BIO-2 For project construction activities near trees that provide suitable nesting bird habitat, and that might occur during the bird nesting season (February 1 through August 31), a qualified biologist shall conduct nesting bird surveys no more than one week prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate nests on or immediately adjacent to the project site(s). If nesting birds are identified at or near project sites, the locations of active nests shall be mapped and protective measures implemented. Protective measures shall include establishment of clearly delineated (i.e. colored construction fencing) exclusion zones around each nest site. Each exclusion zone shall have a 300-foot radius centered on the nest tree for raptor nests and a 50-foot radius centered on the nest for other birds. Active nest sites shall be monitored periodically throughout the nesting season to identify any sign of disturbance. These protection measures shall remain in effect until the young have left the nest and are foraging independently, or the nest becomes inactive. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active nest. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to CDFG by November 30 of the year following completion of construction.	City of Albany	City of Albany	Prior to construction, during construction, monitoring and reporting following construction.
BIO-3 For project construction activities near trees that provide suitable bat roosting habitat, a qualified biologist shall conduct bat surveys no more than three days prior to tree pruning, tree removal, ground disturbing activities, or construction activities to locate roosts on or immediately adjacent to the project site(s). If bats are discovered during the surveys, an exclusion zone of 100 to 150 feet radius centered on the roost shall be established. Active roost sites shall be monitored periodically throughout the construction period to identify any sign of disturbance and shall remain in effect un-	City of Albany	City of Albany	Prior to construction, during construction, monitoring and reporting following construction.

	Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
	less the roost becomes inactive. Exclusion zones may be reduced in size if, in consultation with CDFG, a smaller exclusion zone is determined to adequately protect the active roost. Upon completion of construction activities, a report detailing the results of the preconstruction surveys and monitoring shall be prepared. The report shall be submitted to CDFG by November 30 of the year following completion of construction.			
BIO-4a	All construction activities immediately adjacent to the creeks and wetlands shall take place outside of the steelhead migration period (June 15 - October 15). Should the project demonstrate a need to conduct activities outside this time period, the project may request additional authorization for work outside of this period by obtaining approval from NOAA Fisheries and CDFG.	City of Albany	City of Albany	During final design and construction
BIO-4b	Disturbance of soils and native vegetation for projects immediately adjacent to creeks and wetlands, including bridge and ramp construction, shall be minimized to the extent possible. Placement of any temporary construction access roads, staging areas, and other construction facilities shall be located outside of the riparian corridor to avoid and limit disturbance to the stream bank or stream channel habitat to the maximum extent possible. Work shall be performed from the top of creek bank only.	City of Albany	City of Albany	During final design or construction.
BIO-4c	If loss of riparian habitat elements (i.e. native trees and shrubs) cannot be avoided, impacted elements shall be replaced in like kind and amount, or as required by regulatory agencies, such that there is no net loss of the habitat element.	City of Albany	City of Albany	During final design and construction
BIO-4d	To minimize the expansion of exotic plants into wetlands and the riparian corridor adjacent to bicycle facilities, only native plant species shall be used for reseeding and re-planting. Landscaping using native plant species near appropriate buffer areas should be implemented in accordance with wetlands mitigation and management plans, and in accordance with applicable permit requirements.	City of Albany	City of Albany	During construction
BIO-4e	All fueling and maintenance of vehicles and other equipment, and staging areas, shall be located at least 100 feet from creeks. Prior to the onset of work, the project applicant will prepare a plan for the prompt and effective response to any accidental spills into the creek (A Spill Control and Countermeasures Plan). All workers shall be informed of the importance of preventing spills and the appropriate measures to take should an accidental spill occur (see also HYDRO-2). In the event of a spill, the appropriate local Emergency Response Unit (Police, County sheriff, Fire Dept., etc) and the CDFG's Office of Spill Prevention and Response shall be notified immediately.	City of Albany	City of Albany	Prepare Plans prior to construction, implementation during construction.
BIO-4f	Best management practices (BMPs) shall be implemented during all construction activities to control erosion and sediment into the stream and to prevent the spill of contaminants around the stream. These BMPs shall be described in a Stormwater Pollution Prevention Plan (SWPPP) that shall be prepared and submitted to San Francisco Bay Regional Water Quality Control Board along with a Notice of Intent (NOI), and an Erosion Control Plan in order to obtain a National Pollution Discharges Elimination System (NPDES) General Permit for Construction Activities. (see also Hydro 1-2)	City of Albany	City of Albany	Prepare plans prior to construction, implement during construction.
BIO-5	Significant, limbing, thinning, or removal of trees for the purpose of bicycle facilities construction shall be minimized to the greatest extent practicable. Any tree that must be removed shall be re-	City of Albany	City of Albany	During construction, following

	Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
	placed according to the local jurisdictions/responsible agencies tree protection policies for construction of the bicycle projects. (See also AESTH-1) This will typically require replacement of removed trees on a 2:1 ratio for any tree removed larger than 3" dbh.			completion of construction.
BIO-6	The applicant shall obtain all necessary permits and/or authorizations under Sections 401 and 404 of the Federal Clean Water Act, and Section 1600 of the California Department of Fish and Game Code.	City of Albany	City of Albany	Prior to final design
BIO-7	Construction activities shall be timed to avoid impact to sensitive biological resources and protect water quality. To the extent possible, construction activities shall take place during the dry season, between April 15 and October 31, or as otherwise determined by permitting agencies, and in compliance with Section 401 of the Federal Clean Water Act.	City of Albany	City of Albany	During construction
V. CULTURAL RESOURCES				
CUL-1	If a previously unknown, but potentially significant cultural resource is encountered during clearing, grading and subsurface earthwork activities for any project, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the uncovered resource requires further study. The City shall require the project applicant to include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center (Sonoma State University), and provide for the permanent curation of the recovered materials.	Construction Contractor	City of Albany	During Construction
CUL-2	In the event a fossil is discovered during any earthwork activities for the proposed project (Including those occurring at depths of less than 10 feet), all excavations within 100 feet of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The City shall require the project applicant to include a standard "Inadvertent Discovery Clause" in every construction contract to inform contractors of this requirement. The paleontologist shall notify the jurisdiction where the project is located, to determine procedures to be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.	Construction Contractor	City of Albany	During construction
CUL-3	If human remains are encountered during earth-disturbing activities for the project, all work in the	Construction	City of Albany	During construc-

Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
adjacent area shall stop immediately and the Alameda County Coroner's office shall be notified immediately. This requirement shall be included in all project construction documents. If the remains are determined to be Native American in origin, the Native American Heritage Commission shall be notified and will identify the Most Likely Descendent, who will be consulted for recommendations for treatment of the discovered remains.	Contractor		tion
VI. GEOLOGY AND SOILS			
EO-1 Prior to final design of bicycle/pedestrian improvements that involve new paving, significant ground disturbance, and substantial structures such as retaining walls and bridge and overcrossing footings, etc., the City shall complete a geotechnical investigation to identify design measures to mitigate impacts associated with poor soil conditions, unstable slopes, landslides, and earthquake related events such as groundshaking and ground failure, and implement those measures in the respective bicycle/pedestrian improvement plans.	City of Albany	City of Albany	Prior to final design
GEO-2 An Erosion Control Plan shall be prepared and implemented for all Class I and Class II bicycle facility construction projects that involve substantial ground disturbance in accordance with the Erosion Control Ordinances (as applicable) of the City of Albany, and Regional Board Stormwater Pollution Prevention Control Guidelines (see also Mitigation Measure HYDRO -2).	City of Albany	City of Albany	Prior to start of construction
VII. GREENHOUSE GASES			
GHG-1 Where applicable, all bicycle and pedestrian projects shall be designed to consider the possible future effects of sea level rise on sustainability, durability, and maintenance needs consistent with BCDC guidelines and standards.	City of Albany	San Francisco Bay Conservation and Development Commission	Prior to approval of final design plans
VIII. HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1 Prior to construction of any bicycle/pedestrian improvements that require ground disturbance, hazardous materials sites lists maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be consulted. Where a proposed facility is located near an identified site, follow up Phase I and as appropriate Phase II hazardous waste site investigations shall be completed. No disturbance of contaminated soil shall be permitted, unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste site(s).	City of Albany	City of Albany	Prior to preparation of construction documents.
HAZ-1 Prior to construction of any bicycle/pedestrian improvements that require ground disturbance, hazardous materials sites lists maintained by the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) shall be consulted. Where a proposed facility is located near an identified site, follow up Phase I and as appropriate Phase II hazardous waste site investigations shall be completed. No disturbance of contaminated soil shall be permitted,	City of Albany	City of Albany	Prior to preparation of construction documents.

	Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
	unless an approved site cleanup and remediation plan has been implemented for the identified hazardous waste site(s).			
IX. HYDROLOGY AND WATER QUALITY				
HYDRO-1	Proposed bicycle/pedestrian improvements shall be designed to minimize impacts on surface and ground water quality, including maintaining existing runoff conditions. Management approaches including the use of permeable pavement and stormwater treatment measures such as vegetative swales and bioretention structures shall be incorporated into project plans where practical and feasible in order to maintain the pre-project hydrologic conditions and treat stormwater runoff.	City of Albany	City of Albany	Prior to approval of final design plans.
HYDRO-2	The City shall review each proposed bicycle/pedestrian improvement project prior to construction and determine if the project requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP). Normally this is for projects with greater than one acre total ground disturbance. Based on this review the City shall prepare a project SWPPP that includes Best Management Practices to prevent, or minimize stormwater pollution during construction activities, and post construction. All projects proposed along creek channels and along the Bay Waterfront will require the preparation of an Erosion Control and Revegetation Plan, and a Spill Control and Counter Measures Plan, regardless of whether a SWPPP is technically required or not.	City of Albany	City of Albany	Prior to start of construction.
HYDRO-3	Prior to final design of any bicycle/pedestrian facility, such as a bridge or other structure that is placed within the flow line of a creek, or crosses over a creek, and where the proposed facility has the potential to block or impede flood flows and alter hydrologic conditions, the project proponent will complete a detailed hydraulic analysis of the site and facility. The objective of the analysis is to verify that the project is in compliance with the Flood Plain Management (Flood Damage Prevention Regulations) Ordinance, the Zoning Ordinance for Watercourse (WC) combining Zoning District and related General Plan Policies, regarding flood protection, protection of creek resources, and water quality protection to determine the proposed sizing, geometry, and elevations of the structures so as to not impact creek hydrology and flood flow conditions. The hydraulic analysis and design recommendations will require review and approvals of the City Engineer and Flood Plain Manager, as well as the City Planning Commission.	City of Albany	City of Albany	Prior to final design and approval of project construction documents.
XVI. TRANSPORTATION				
TRANS – 1	Prior to implementation of any of the bicycle facility projects listed in the **Appendix** as requiring further traffic analysis, the City shall prepare a LOS and queuing analysis of the intersection and street to determine whether the project would cause a significant impact per the City's adopted LOS thresholds and standards, or would result in queuing that could affect traffic operations at near-by intersections. The analysis shall be prepared for both existing conditions, and existing conditions with project, using recent actual traffic count information (counts no more than 2 years old). The City shall also evaluate the proposed project design to ensure that no project features such as	City of Albany	City of Albany	Prior to approval of final plans

	Mitigation Measures	Mitigation Responsibility	Monitoring/ Reporting Agency	Monitoring Schedule
	curb extensions extend beyond the parking lane and into the travel lanes, and/or lane reductions narrow travel lanes below minimum widths of the City and as described in Caltrans and Federal Highway Administration traffic and roadway design standards as adopted by the City. Lane reductions, curb extensions, pedestrian refuge islands and other project design features such as speed bumps that affect traffic operation and emergency vehicle response shall also be reviewed with the City of Albany Police and Fire Departments to insure that emergency vehicle access is not impeded, and is consistent with adopted City, State and Federal standards. If the proposed bicycle facility improvements result in a significant deterioration in LOS or a significant impact on operation of the project intersection, adjacent intersection, or impedes emergency access, the City shall modify the project design to reduce LOS impacts to a degree that will be consistent with Albany adopted LOS thresholds and standards. In addition, the City shall modify project design to reduce impacts so that final design will be consistent with safety and emergency vehicle response times. If mitigation is not possible, the City shall prepare a focused Environmental Impact Report that provides the analysis and basis for a possible Statement of Overriding Consideration.			
TRANS –2	If a proposed project requires the removal of parking spaces, the City shall review and consider redesigning or relocating the proposed bicycle improvement, or alternatively, shall prepare a supplemental parking analysis to develop mitigation measures related to loss of parking. This could include coordinating and partnering with affected local businesses to develop and implement trip reduction and parking management strategies.	City of Albany	City of Albany	Prior to approval of final plans
TRANS –3	The City shall integrate proposed bicycle projects into overlapping and concurrent roadway and street improvement projects such that construction staging occurs as a single project wherever feasible. Where the integration of such projects is feasible, the City shall schedule the implementation of projects to avoid any cumulative impacts to LOS that would be caused by the simultaneous construction of multiple roadway, street, and bicycle facility projects.	City of Albany	City of Albany	Throughout the duration of implementing the individual projects.

APPENDIX D
COMMENTS RECEIVED

1. Clay Larson, email correspondence, February 22 and 23, 2012
2. City of Albany Traffic and Safety Commission Minutes (Excerpt), February 23, 2012
3. California Department of Transportation, March 13, 2012
4. Comment Received after close of comment period, March 22, 2012, regarding Project 19, Key Route Blvd.

1. Email correspondence from Clay Larson:

From: Clay Larson
To: Aleida Andrino-Chavez
Cc: Jeff Bond
Subject: Re: Comment on Active Transportation Plan Initial Study
Date: Thursday, February 23, 2012 7:26:37 AM

Aleida;

I have a couple of responses to your comments. First off, regarding the note on p. 47, it's not clear which of the project elements the "additional environmental study" including a biology/hydrology and traffic studies applies to, but more importantly, the Traffic and Safety Commission and the staff report to the Council didn't call for additional environmental studies, but rather additional analysis and public process in order to define the project. The addition of half street closures and signage allowing two-way bicycle traffic, which are described under Stage 1, and don't require any further CEQA review, don't make any sense unless we change bicycle traffic flow on Adams. I think that this all one project and it was a mistake to include it the Initial Study until the project is completely defined through the aforementioned public process. Ii appears that the only way to correct the City's mistake here is to ask the Council not to certify the EIR for the Adams and Kains Bicycle Boulevards (Project Numbers 6 and 10).

Clay

On Feb 22, 2012, at 12:52 PM, Aleida Andrino-Chavez wrote:

> Clay,
> If you look at page 46 and 47, the project has been divided in Stages. Stage 3, which includes the street change to two-way, requires additional environmental study, a biology and hydrology study, and a traffic study. Same for Project 10, Kains Street. Only those components of the project that are independent from the two way configuration are included in the Initial Study.
>
> ***Aleida Andrino-Chavez***
> Transportation Planner
> City of Albany
> 1000 San Pablo Avenue
> Albany, CA 94706
> Ph: (510) 528-5759
> Fax: (510) 524-9359
>
> **From:** Clay Larson [mailto:clayl@comcast.net]
> **Sent:** Wednesday, February 22, 2012 12:29 PM
> **To:** Aleida Andrino-Chavez
> **Cc:** Jeff Bond
> **Subject:** Comment on Active Transportation Plan Initial Study
>
> Aleida;
>
> In looking over the Active Transportation Plan (ATP) CEQA Initial Study, it

appears that the Adams St (and possibly the Kains Ave.) bicycle route was included in the project description. The Traffic and Safety Commission recommended holding off on these projects pending further study. The description of the Adams St. project in the ATP was amended to include the comment "this project raises many issues and is not recommended without further study." The Commission's decision was I thought captured in the staff report to the Council, which described the status of the Adams and Kains bicycle boulevard projects (Projects 6 and 10) as "Project proposals requiring further analysis and public process…" Based on all this, I was surprised to see the Adams St. project included in the environmental document. The project is described as proceeding in stages, but Stage 1 appears to include the installation of street half closures and signage describing two-way bicycle traffic. There were concerns about these changes raised at the T&S Commission meetings and again the Commission decided to not recommend this project pending further review. Since the Adams St. project has not been approved or even defined, it should not have been included in the environmental study.

Clay

Response to Comment: The Project List has been amended to state that Projects 6 and 10 should not proceed without further design and evaluation of alternatives to these Projects.

2. Excerpts from the Traffic and Safety Commission Minutes of February 23, 2012.

5 PRESENTATION—NO presentations took place at this meeting

6.0 Discussion and possible action on matters related to the following items:
6-1 Active Transportation Plan Environmental Review

Bond provided background regarding the process. He said that the public comment period under CEQA will be 30 days and will close on March 15. He said that residents of the Dartmouth Street had two requests:1) to modify proposed Shared Street Project by revising timeline so that Stage 1 of the proposed project would be the construction of four traffic circles at the intersections of Dartmouth and Cornell, Talbot, Masonic, and Key Route. Intersection improvements at San Pablo and Dartmouth and Pomona and Dartmouth would be established as Priority 2 of the project. 2) Move the proposed circles to Tier 1 priority.

The Commission opened the discussion to the public. The following people spoke: Mike Roberts, Preston Jordan, Maureen Crowrey, Clay Larson, Ed Fieds, Amy Smolens, Kim B.

Comments:
-Dartmouth Avenue experiences cut through traffic and speeding, it is not comfortable for all modes.
-Future traffic impacts with the UC development.
-It is too late to attach $50,000 as development impact fee to the Whole Foods project, but by prioritizing the circles, the City could make it coincide with the Whole Foods development.
-Neighbors have offered to maintain and beautify the traffic circles.
-AS&R supports Dartmouth residents' requests as it would complete the connection between the Ohlone Greenway and the Codornices Creek trail.
-Another option would be to put the whole project in Tier 1 or move stencils and signs to Tier 1 and the traffic circles to Tier2.
-Expressed disappointment to see the Kains and Adams projects evaluated under CEQA. Requested to remove projects 6 and 10 from the analysis and ask Council to exclude these two projects.
-People on Kains should have been notified about this meeting
-The projects for Kains and Adams require further study. Kains and Adams are one-way streets and should remain so. Allowing bikes and vehicles go both ways within blocks is confusing and dangerous. One sensible solution would be to allow northbound bicycle travel on Stannage and southbound bicycle travel on Kains.
-It is not that Kains and Adams need additional environmental study. It is these two projects needing further study. These are not project descriptions, they need to be redefined.
-Bicyclists need northbound and southbound route alternatives because traveling on San Pablo Avenue is not comfortable.
-There are several examples of the proposal for Kains and Adams in Berkeley. It seems that two-way travel help decrease vehicular speeds, bring a traffic calming effect to the street.
-Would the plan for Dartmouth Street call for eliminating parking at the intersection of Dartmouth and Stannage? Would it be diverted to the other blocks on Dartmouth? Could the circles be moved down one block? Masonic does not need circles as it is a four-way stop intersection.

McCroskey said that on page 69 of the Draft Environmental Document, there was a notation saying that projects involving changes on the street operations were subjected to public review.

Miki commented about available parking on Dartmouth St. saying that when the design was refined, there would be more information available on the exact number of parking spaces affected. Regarding Projects 6 and 10, he felt that the projects should remain in the environmental document.
However, he would like to see design alternatives. He asked if the safety improvements would be funded by the Whole Foods project. Bond said that the pedestrian and bicycle improvements on San Pablo Avenue adjacent to the development would be funded by the UC project.

The Commission made four motions per item discussed.

Item 1: Motion Miki/Mazur: shift signage, pavement markings, and traffic circles to Stage 1. Move Dartmouth and San Pablo intersection improvements to Stage 2; create a new Stage 3 and include the Pomona curb modifications and bulb outs. Vote was unanimous.

Item 2: Motion Miki/Mazur: Keep Dartmouth in Tier 2 and ask staff to find funds for Stage 1. Vote was Unanimous.

Item 3: Motion McCroskey/Miki: Recommend Council to approve the ATP Mitigated Negative Declaration. Vote was unanimous.

Bond suggested asking Questa to clarify the meaning/implications of the table on page 46 of the Initial Study.

Motion Miki/Mazur: Amend into description of projects 6 and 10 a statement that reads: Without further design and alternatives, this project should not proceed. Add asterisk to the Tier Table and add "Further design studies required." Vote was unanimous.

Item 4: Motion Miki/Mazur: Recommend that City Council approve the ATP. Vote was unanimous.

Response to Comments:

The Dartmouth Shared Streets (Project 16) was clarified in the Project List to contain three stages for implementation.

Comment noted regarding project tiering and funding priorities for Dartmouth Shared Streets (Project 16).

Comment noted regarding recommendations regarding ATP and Initial Study/ Mitigated Negative Declaration.

A description was added stating that the Project List describes which projects will have completed CEQA environmental documentation within this ISMND, as well as those projects where further environmental review will be needed prior to final project approval.

The Project List has been amended to state that Projects 6 and 10 should not proceed without further design and evaluation of alternatives to these Projects.

3. California Department of Transportation

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

March 13, 2012

REC'D MAR 15 2012

ALAGEN254
SCH#2012022032

Ms. Aleida Andrino-Chavez
City of Albany
1000 San Pablo Avenue
Albany, CA 94706

Dear Ms. Andrino-Chavez:

City of Albany Active Transportation Plan – Mitigated Negative Declaration

Thank you for including the California Department of Transportation (Department) in the environmental review process for the City of Albany Active Transportation Plan. The following comments are based on the Mitigated Negative Declaration.

The Department applauds the City of Albany (City's) efforts to encourage active modes of transportation. As the owner and operator of the State Highway System, all treatments proposed for San Pablo Avenue (State Route 123) require the Department's approval. These include crosswalk striping, pavement markings and raised median and bulbout locations. We will also need to evaluate the proposed new signal at the southern T-intersection of San Pablo and Washington Avenues to determine whether it meets the necessary signal warrants. If it does not, other treatments for improving pedestrian and cyclist circulation can be considered. In addition, the Department will also need to evaluate the proposed pedestrian hybrid beacon at San Pablo Avenue and Dartmouth Street relative to the guidance for such devices provided in the California Manual on Uniform Traffic Control Devices.

Coordination Efforts
For future transportation studies, the Department invites the City to engage us in early coordination on the process.

Encroachment Permit
Please be advised that any work or traffic control within the State Right-of-Way (ROW) requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
http://www.dot.ca.gov/hq/traffops/developserv/permits/

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,

GARY ARNOLD
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Response to Comments:

The Project list was amended to clarify that projects that are within State Route 123, San Pablo Avenue, will require Caltrans design review and approval, as well as obtaining a Caltrans encroachment permit.

4. Comment Received after close of comment period, March 22, 2012

Traffic and Safety Commission Meeting, March 22, 2012
Comment for project 19 (Key Route Boulevard): requested the addition of design alternatives for the intersection of Key Route Boulevard and Solano Avenue.

Response to Comment: The Project List has been amended to state that the portion of Project 19 that includes Key Route/Solano elements should not proceed without further design and evaluation of alternatives to this portion of the Project.