

ALBANY GENERAL PLAN UPDATE AND REVISION PROGRAM

**DRAFT ENVIRONMENTAL IMPACT REPORT
1992**

1. INTRODUCTION

BACKGROUND

This Draft Environmental Impact Report (DEIR) evaluates the potential short and long term environmental impacts about the City of Albany General Plan. This plan is a comprehensive policy document which is intended to guide land use and planning decisions over a twenty year planning period. The DEIR is an integral part of the Albany Draft General Plan.

Because this DEIR evaluates the environmental impacts of a City-wide General Plan, it is necessarily general in detail and not site-specific.

THE REVIEW AND CONSIDERATION PROCESS FOR THE ALBANY DRAFT GENERAL PLAN EIR

The DEIR is a part of the Albany General Plan Update and Revision Program. The process included community workshops and public hearings, as well as data gathering and policy formation. The data in this report was collected during the course of this process as well as from responses to the Notice of Preparation.

All interested persons, groups and agencies will have the opportunity to review and comment on this DEIR. Both written and oral comments may be made during the public review period. Written comments are strongly encouraged. Appropriate comments will be those directed to the adequacy of the DEIR.

After the public review period, the City and its consultants will review all comments and respond to them as part of the Final EIR. Following preparation of the Final EIR, the Planning and Zoning Commission and the City Council will both review and consider it for certification in accordance with the requirements of the California Environmental Quality Act (CEQA) and the City's local CEQA Guidelines and Procedures. Certification means that the City Council and the Planning and Zoning Commission believe that the Final EIR has been completed in compliance with CEQA and contains complete and appropriate analysis upon which to base future policy decisions with respect to the Albany General Plan.

It is important to note that failure to comment on the adequacy of the EIR during the public comment period may preclude future legal action alleging non-compliance with CEQA.

USE OF THE EIR

This DEIR and the Response to Comments report will constitute the Final EIR for the updated Albany General Plan. The Final EIR will be used as one base of information to consider proposed land use and policy changes for the City of Albany.

PUBLIC COMMENT PERIOD

Written comments should be sent to the City of Albany Planning Department, 1000 San Pablo Avenue, Albany, California 94706. Attention: Claudia Cappio, Planning Director. Comments must be submitted no later than MONDAY, JANUARY 13, 1992 by the close of business at 5:00 PM. Comments may also be presented at a public hearing to be scheduled by the Planning and Zoning Commission during the comment period.

The City strongly encourages written comments because they assure a full complete and thoughtful response to the issues raised in the comment process.

All questions concerning this DEIR, the Albany General Plan Update and Revision Program, or other questions should be directed to the Albany Planning Department, 1000 San Pablo Avenue, Albany, 94706, (510) 528-5760.

2. SUMMARY OF PRINCIPAL FINDINGS

PROJECTIONS

The Albany General Plan anticipates a modest, gradual increase in population and housing over the 20-year planning period. This increase represents a 15.5 percent increase in housing units and a 12.0 percent increase in population between 1990 and 2010.

The Plan anticipates a seventeen percent (17%) increase in commercial square footage in Albany by the year 2010. This increase is predicated on a decrease in commercial square footage in the C-E zone along Kains and Adams Streets as well as at the Hill Lumber site. Slight increases to intensity of development on both Solano and San Pablo Avenues are also proposed with a Floor Area Ratio (FAR) intensity of 1.25 on Solano and .95 on San Pablo. (Current FAR intensities have been estimated at 1.1 for Solano and .80 for San Pablo.) These increases are expected to occur largely as a result of infill and intensification of existing development.

The increases anticipated in the Plan are less than those that could occur under existing development regulations. Thus, the "No project" Alternative consists of a projection of current trends to indicate what might be the size and shape of the City without the changes the Plan suggests.

SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE PLAN

The most significant impact of the modest growth planned for Albany will be increased demands on public services. These services have established a high level of performance in the community and contribute to the desirability of Albany as a place to live. Increased demands on the schools, police, fire and other City services may result from the growth projected by the Plan.

The Plan acknowledges these potential demands. Policies mitigating the impacts on public services include support for the current community-based plan for both long range planning and immediate facility use of schools; support for improvements to school facilities, programs and maintenance; All major projects will be required to assess the impacts of the development on public services.

Another significant impact of the growth anticipated in the Plan is the impact on parking. Parking, in both residential and commercial areas, is acknowledged as a potentially significant impact in Albany. It is a problem endemic to most urbanized areas and is not unique to Albany.

The Plan includes several policies addressing the parking issue. These include policies to protect residential neighborhoods from demands of shoppers by consideration of permit parking and more stringent parking regulations, as well as a policy to consider funding mechanism for municipal parking facilities for Solano and San Pablo Avenues. It is also recommended that the two-space-per-unit voter enacted parking requirement be reduced for senior housing, where the parking ratio is lower than one space per unit. This policy would require the City Council to place an amendment to Measure D before the voters in a future election.

Traffic is expected to increase City-wide by approximately 12 percent. This rate is estimated to be within the capacity of the City's existing circulation system. There may be increased delays at the San Pablo/Marin and San Pablo/Solano intersections. Improvements to these intersections can decrease these delays. Traffic on I-80 and I-580 is expected to increase by as much as 46 percent during the planning period. This increase may cause future delays on the freeway nearby resulting in traffic being diverted to San Pablo during peak hours.

SUMMARY OF ALTERNATIVES STUDIED

Four alternatives were selected for environmental review. These alternatives were formulated from suggestions made at the public workshops on the Plan and in consultation with the Albany Planning staff. These alternatives and their potential environmental impacts are discussed in greater detail in Section 5.F, COMPARISON OF ALTERNATIVES.

All alternatives assume, as does the Plan, that the waterfront will continue to operate as a racetrack during the planning period. Each alternative also assumes that the Albany Point or "Bulb" will be developed as a State park and that the proposed Eastshore State Park will be developed, including the Bay Trail in Albany.

The four alternative presented in this EIR are:

Alternative One:	Minimal Growth / Maximum Conservation
Alternative Two:	Current Trends / No Project
Alternative Three:	High Residential Emphasis
Alternative Four:	High Commercial Emphasis

ALTERNATIVE ONE: Minimal Growth/Maximum Conservation

This alternative would restrict future development, with attempts to conserve and enhance Albany's existing neighborhoods and commercial areas. It would produce the fewest physical changes in Albany of any of the Alternatives, including the Plan.

This alternative is derived from the desires of many residents to retain the small town, single-family character of Albany. Development of this alternative would permit 627 fewer housing units than in the Plan and only 70% of the commercial development anticipated in the Plan. Population in 2010 is projected at 16,501.

Alternative One could be expected to slow the current growth in school population, maintain traffic and noise at current levels, and increase the desirability of Albany as a residential area. Thus, increases in housing prices may result with a concurrent increase in the difficulty of meeting affordable housing goals, and increases in the financial burdens of providing municipal services at current levels.

ALTERNATIVE TWO: Current Trends / No Project

The Current Trends/No Project Alternative would mean continued use of the 1975 General Plan and its subsequent Amendments as the guiding documents for future development within Albany. This alternative would permit considerably more density of residential development than currently exists in Albany because there are still many single family homes in areas designated for multi-unit development.

Development under this alternative would permit 382 more housing units than in the Plan, and about 97% of the commercial development of the Plan. Population in 2010 is projected at 18,579.

The most significant impacts of this alternative would be an increased degree of significance for those impacts of the Plan: pressure on public services and schools, and increases in traffic congestion at major intersections.

ALTERNATIVE THREE: HIGH RESIDENTIAL EMPHASIS

This alternative places emphasis on increased residential opportunities through higher densities and through ordinances favoring housing in areas now zoned for multi-unit development. Areas presently zoned for single family units would remain as single family zones. Alternative Three would permit 1,358 more residential units than the Plan, with a probable population in 2010 of 20,590. Commercial development would not be permitted to develop as much as in the Plan. Thus expected commercial square footage in the year 2010 would only be 86% of that anticipated in the Plan.

The major impacts of Alternative Three would be the same as for Alternative Two but with an increased level of significance. School enrollment may be more significantly impacted; public safety services would require a comprehensive evaluation to determine how best to meet increased demands. Traffic congestion at major intersections may require lane reconfiguration, increased signalization and possible widening.

ALTERNATIVE FOUR: HIGH COMMERCIAL EMPHASIS

This alternative places significantly increased emphasis on commercial development of Solano and San Pablo Avenues, but would leave most of the City's residential land use policies unchanged. These policies would produce almost three times as much commercial square footage as the Plan and with a residential pattern similar to, but slightly less dense than, Alternative Two (Current Trends). There would be 561 more residential units than in the Plan. The 2010 population would be expected to be 18,948.

The impacts of Alternative Four would be different from the impacts of the other three alternatives because the increase in commercial development would be expected to generate significant increases in traffic. The traffic consultants for the Plan projected a 61% increase in traffic in Albany as a result of this alternative. This would lead to significant congestion and delay, most of it on Solano and San Pablo Avenues.

Other impacts of this alternative would be similar to those of Alternative Two which would have the same residential pattern although at a slightly lower density.

3. PROJECT DESCRIPTION

PROJECT LOCATION AND DESCRIPTION

The City of Albany is located on the east side of San Francisco Bay, bounded on the south and east by Berkeley and on the north by Richmond and El Cerrito. The junction of Interstates 80 and 580 occurs in Albany adjacent to the waterfront. West of the waterfront, directly across the Bay is southern Marin County. East of Albany, in the Berkeley hills, is Tilden Park; further east is Walnut Creek. The City encompasses 1.4 square miles.

The proposed project is the Albany General Plan for the Year 2010 and the project sponsor and lead agency is the City of Albany. The Albany General Plan includes Land Use, Housing, Conservation/Recreation/Open Space, Circulation and Community Health and Safety Elements. It contains a statement of City goals and policies as part of each element and identifies appropriate implementation measures.

ALBANY PLANNING CONTEXT

Future planning in Albany has to address the following potentially difficult issues:

1. Residents want to maintain the present small town, predominately single family residential scale of Albany, ~~at~~ the high level of City services. However, the growth permitted by current residential and commercial densities will intensify development to some degree, and may strain present City services.
2. One of the goals of the Housing Element is to increase housing opportunities for all, yet the limited supply of land available for development, and its high cost, will continue to hamper achievement of that goal.
3. The two largest vacant parcels of land are on steep hillsides (Albany Hill) and landfill which is underlain by Bay Mud (the waterfront). Development of either of these areas poses significant, potential environmental impacts.
4. Albany is a small city surrounded by larger urban areas. Many actions of these surrounding areas are not under Albany's control yet they result in major impacts for the City.
5. Traffic congestion will continue to be a problem, particularly on major intersections such as Marin and San Pablo Avenues and San Pablo and ~~Marin~~ ^{Sausalito} Avenues. Future commercial development must account for increased congestion by improving the operations of these intersections.
6. Future revenue growth in Albany is tied in large part to increased development, yet Albany's existing circulation network will support only limited commercial development without circulation improvements.

MAJOR GOALS AND POLICY FEATURES OF THE PLAN

The Draft General Plan has taken into consideration the complex variety of constraints and options available to the City and presents a way to manage growth in Albany that is responsive to expressed concerns of Albany's residents. The Plan includes policies or programs intended to:

- Preserve and enhance the residential character of Albany and its distinct residential neighborhoods.

- Provide a wide variety of housing types with increased opportunities for moderate cost housing.
- Encourage a moderate increase in commercial development intensity.
- Respect the natural environment, and
- Develop increased park and open spaces and take advantage of the Albany Waterfront for park and open space opportunities, particularly developing the Bay Trail.
- Establish a more proactive role for the City in planning for its future, by working with neighboring jurisdictions on problems and issues that go beyond city boundaries such as the Eastshore State Park and traffic congestion.

RELATIONSHIP OF GENERAL PLAN TO OTHER PLANS FOR THE AREA

Albany, in addition to fulfilling the policies of its own General Plan, is also affected by plans made for the area by Federal, State, regional and local agencies. Some of these plans are advisory only, some are more binding upon Albany. In either case, many Federal, State, regional and local agencies will have a chance to review the Albany General Plan and the EIR on that plan.

Albany's General Plan has been circulated to, and coordinated with, the agencies listed below and in Appendix B. In common with many cities, there are several aspects of Albany life that are not under Albany's control. Four critical areas not directly under Albany's control are water supply, sewage treatment, the Interstate Highways, and the University of California lands.

Federal Agencies

There are several Federal Agencies whose plans and policies may affect the Albany General Plan. Among the most significant are the US Army Corps of Engineers, the US Fish and Wildlife Service, the Environmental Protection Agency, and the Department of Housing and Urban Development.

The US Army Corps of Engineers: The Corps of Engineers has jurisdiction over all navigable waters of the United States. A permit from the Corps must be obtained before taking any action involving the discharge of dredged or fill materials or the placement of structures in US waters.

The US Fish and Wildlife Service: Although Fish and Wildlife has no permit authority over actions taken as a result of the Albany General Plan, the US Corps of Engineers is required to consider comments made by the Fish and Wildlife Service in the Corps' deliberations over a permit application.

The Environmental Protection Agency (EPA): The EPA regulates point source as well as non-point discharges into the Bay and requires filing of National Pollution Discharge Elimination System (NPDES) permit applications to effect control of urban runoff pollution. The Regional Water Quality Control Board (RWQCB) administers this permit process.

The Department of Housing and Urban Development (HUD): HUD is responsible for all Federal Housing Programs such as Section 8 Housing Assistance. Although many of the traditional Federal housing programs have been discontinued or severely cut back, this function could be resumed under different national priorities.

State Agencies

Some of the state agencies whose plans and policies affect Albany are the State Lands Commission, the State Department of Transportation, the Department of Housing and Community Development, the Office of Planning and Research, the Department of Fish and Game, the Air Resources Board, the California Regional Water Quality Control Board, the San Francisco Bay Conservation and Development Commission, Department of Parks and Recreation and the University of California.

The State Lands Commission: This commission has a mandate to protect tidelands from unlawful encroachment. Further, it administers public trust easements protecting public access to California waters.

The State Department of Transportation (Caltrans): Caltrans has jurisdiction over all state and interstate highways. Any changes to these highways requires Caltrans approval.

The Department of Housing and Community Development (HCD): HCD is the state agency responsible for review of the General Plan Housing Element and for assuring that this element meets state requirements. HCD is also responsible for administering, in part, CDBG apportionments and state housing assistance programs.

The Office of Planning and Research (OPR): OPR is responsible for establishing guidelines for the preparation of a General Plan.

The Department of Fish and Game: This state department has a responsibility to protect and preserve wildlife and its habitat. The Department reviews all Corps of Engineers and BCDC permit applications.

The Air Resources Board: The Air Resources Board sets air quality standards for the state's 14 air basins, of which the Bay Area Air Quality Management District is one. Additionally, it has the legal authority to establish emission standards for new automobiles.

The State Water Resources Control Board: This state agency is responsible for the quality of the state's water. It works through nine regional boards including the San Francisco Bay Region Water Resources Control Board (RWQCB). The Regional Board is responsible for developing and overseeing the Water Quality Control Plan for the San Francisco Bay Basin. This plan is generally referred to as the Basin Plan.

San Francisco Bay Conservation and Development Commission (BCDC): BCDC, while having regional authority, is a state agency. It has regulatory authority over dredging and filling of San Francisco Bay, over the uses of adjacent saltponds and wetlands, as well as over the uses of land within 100 feet of the shoreline. BCDC has also been responsible for preparing and carrying out a Bay Plan.

Department of Parks and Recreation: The State Department of Parks and Recreation is responsible for administering the State Park System and administering grants and local assistance programs. This Department has proposed an East Bay Shoreline Park, part of which would be along the Albany Waterfront.

Regional and Local Agencies

Several regional agencies have plans and policies which affect plans in Albany. These include Alameda County, the Association of Bay Area Governments, the Bay Area Air Quality Management District, the Bay Area Rapid Transit District, the Alameda-Contra Costa Transit District, the East Bay Municipal Utility District, the East Bay Regional Park District, and the Metropolitan Transportation Commission, the Alameda County Waste Management Authority and the Alameda County Waste Management Authority.

Alameda-Contra Costa Transit District: AC Transit is responsible for providing local bus service to Alameda and Contra Costa Counties. Although it has no permit or regulatory authority, this agency will be an interested participant in transportation planning in Albany, particularly in increasing the use of buses as a mass transit alternative to use of the single passenger car.

Alameda County Housing and Community Development Department: This department oversees the Federal Community Development Block Grant (CDBG) program and administers a number of programs for participating cities including home rehabilitation loans and anti-discrimination programs. In addition, the department administers certain State-sponsored affordable housing programs and for both rehabilitation and new construction.

Alameda County Planning Department: Although largely responsible for planning in the unincorporated areas of the county, the County Planning Department nevertheless will be an interested reviewer of the Albany General Plan.

Albany Unified School District: The District is responsible for public education in Albany. Its plans will be affected by the future development of Albany.

Association of Bay Area Governments (ABAG): ABAG is the designated regional council of governments (COG) for the San Francisco Bay Area. One of its responsibilities is to develop regional growth and land use projections for the area. These projections are broken down by jurisdiction and used as a planning tool by those jurisdictions. ABAG is also charged with formulating the Regional Housing Needs Study, which determines what share of the regional need for housing each community will be asked to bear. ABAG also has prepared a Bay Trail Plan for the nine county Bay Area. Part of this trail will be along the Albany Waterfront.

Bay Area Air Quality Management District (BAAQMD): BAAQMD is responsible for establishing control of air pollutants from stationary sources using standards promulgated by the State Air Resources Board. BAAQMD is also responsible for preparing and monitoring an Air Basin Plan, according to standards established by the State Air Resources Board.

Bay Area Rapid Transit District (BART): The BART District is responsible for planning and maintenance of the area's rail rapid transit system. This system goes through Albany but makes no stops there.

East Bay Municipal Utilities District (EBMUD): EBMUD is a regional water and sanitary district providing water and sanitary sewer service to much of the East Bay, including Albany. While possessing no regulatory or permit authority, Albany's development plans will affect EBMUD's plans and vice versa.

East Bay Regional Park District (EBRPD): EBRPD is responsible for acquiring, developing and maintaining a system of regional parks in the East Bay. The most relevant program of the EBRPD to the Albany General Plan is the District's involvement in developing the Eastshore State Park, from the Bay Bridge north to the Contra Costa County line. This would include shoreline in Oakland, Emeryville, Berkeley, and Albany.

Metropolitan Transportation Commission (MTC): MTC is responsible for preparing and coordinating a regional transportation system plan.

Waterfront Plans

Albany 1975 General Plan: The 1975 Albany General Plan designated all the waterfront land south of the Buchanan Street extension as Recreation. Land north of Buchanan Street, including the Bulb and areas west of it was designated "Albany Isles". This plan would have created three new islands north and west of the present waterfront area.

ENVIRON PLAN: A recreation plan for Albany was prepared by the consultant firm ENVIRON 1976. This plan designated areas of the shoreline, Neck and Bulb for recreation and recreation-oriented uses. Plans for the Bulb and the Neck included a 492 berth marina, a fishing pier, boat launching ramps as well as picnic and play areas. It also included a boat chandlery and boat sales and rental facilities. A shoreline hiking and biking trail was planned for the northern and western shoreline. The Albany Isles Plan was dropped due to the high amounts of new landfill that were proposed in the Bay.

Albany Waterfront Master Plan: The Waterfront Master Plan, based on the ENVIRON Plan was adopted in 1977 as the City's development plan for the waterfront. This Plan was incorporated into the Albany General Plan in 1980 as the Waterfront Element in a General Plan Amendment. This Waterfront Element included the large marina (on the SW side of the Bulb) and shoreline trail recommended in the ENVIRON Plan.

The 1985 Phase I Report-Albany Waterfront Specific Plan: The Waterfront Committee, composed of 15 citizens appointed in 1984, studied options for the waterfront. The report was adopted by the City Council in 1985 as City policy to serve as the basis for future development of the waterfront. This report sets forth issues, goals, objectives and conceptual development alternatives for the waterfront area.

These agencies plans and policies have been reviewed and no inconsistencies have been found with the goals, policies and objectives of the new Albany General Plan.

4. ENVIRONMENTAL IMPACTS

A. LAND USE

The City of Albany is a mature, densely settled, predominately single family residential community. Over 41% of the land area is presently occupied by residential uses. Small, single-story bungalows are most typical, with multi-family dwellings located at the north end of the City, along the two major commercial streets: San Pablo and Solano Avenues, and interspersed throughout other areas. There has been a strong trend in recent years toward adding a second story to the small, one story homes.

The commercial uses on San Pablo Avenue can be characterized as "strip commercial", having a wide variety of uses, most of them auto-dependent. Solano is more pedestrian oriented and local-serving, with many specialty shops and restaurants.

The major commercial land use is Golden Gate Fields Racetrack. The Plan assumes that this use will remain throughout the plan period. Industrial land used for commercial, service, light manufacturing, and related uses is found along the Interstate 80/580 corridor.

There is very little vacant land available to develop in Albany. Of the total vacant land, only 2% (22.5 acres) is in residential areas. In addition to this vacant land, of which 21 acres is on Albany Hill, there are four other areas that have been identified for possible redevelopment with residential or mixed-use projects. These are eight blocks in the present Commercial-Expansion zone on Kains and Adams, the Albany Bowl site on San Pablo Avenue, the Hill Lumber site on Brighton just east of BART and portions of the University of California lands adjacent to UC Village. These sites are described in more detail in the Housing Element of the Plan. No other major land use changes are contemplated.

Significant Impacts: No significant impacts were found for land use.

Less Than Significant Impacts:

The impacts of the Plan on land use in Albany are less than significant. There will be additional housing permitted on Albany Hill, although the Plan specifies a lower density for this housing than was permitted under the 1975 Plan. Land use intensities will increase slightly in other areas. For instance, the policy for a zoning change on Kains and Adams from Commercial-Expansion to medium density residential will permit an increase in multi-family housing.

Mitigations:

1. Protect residential neighborhoods from the adverse impacts of adjacent commercial uses through the creation of a transition area along Solano Avenue cross streets.
2. Review and revise the development policies and standards for Albany Hill, including a review of the environmental concerns of soils and geology, drainage and hydrology, traffic, and vegetation and wildlife.

B. CIRCULATION AND TRAFFIC

The Street System in Albany

The Albany street system is based on a grid, although the orientation of the grid varies in different parts of the City. West of the BART tracks, the grid is oriented to the cardinal points. East of the BART tracks, Solano and Marin and their intersecting streets continue this orientation, while two separate areas, north of Solano and South of Marin establish grids at differing angles to the basic grid.

This street pattern, arising mostly from the land ownership and development patterns of the early part of this century, coupled with the fact that some streets do not connect with adjacent communities, tends to discourage through traffic in Albany.

Marin and Solano Avenues are the main east-west streets linking the Berkeley Hills and adjacent portions of Kensington and Berkeley to San Pablo Avenue and the freeway. Marin Avenue, because it connects with the freeway via Buchanan Street, carries heavier through traffic. San Pablo, the main north-south street in this portion of the east bay, has the heaviest traffic counts in Albany. Santa Fe Avenue serves as a direct route between Berkeley and Kensington, while the remainder of the streets carry relatively light residential traffic. (See the Circulation Plan Map in the Plan.)

In general, Albany's circulation network consists of relatively narrow, local streets.

Freeways

Two Interstate Highways (I-80 and I-580) pass through Albany. Current average daily traffic counts on these freeways are approximately 231,000 vehicles on I-80 as it passes Golden Gate Fields and 70,000 vehicles on I-580 where it divides from I-80. The Metropolitan Transportation Commission (MTC) has projected that by the year 2000, the morning peak hour traffic volume at the Buchanan Street ramp will have increased by about 45 percent. Congestion is significant on I-80 through Albany during the morning and evening commute hours. An I-80 Reconstruction Project has been proposed for over a decade.

Scenic Highways:

The State Scenic Highways Master Plan does not designate any route in Albany as an official State Scenic Highway. It should be noted, however, that Interstate 80, and to a lesser extent I-580, offer the motorist some excellent views of San Francisco, the Bay, Mount Tamalpais and Albany Hill.

Public Transit

Public transit service in Albany is provided by the Alameda-Contra Costa Transit District (AC Transit). Both local and Transbay service are offered. The service has several commute routes from Albany to Berkeley, Oakland and San Francisco. These two lines also offer limited lift buses to assist the handicapped in entering and leaving the bus. There are several lines connecting Albany with UC Berkeley, including a commute hour service that goes from University Village to the campus.

The BART (Bay Area Rapid Transit) tracks go through Albany parallel to Masonic Avenue, but there is no station in Albany. The closest BART station is at the far side of El Cerrito Plaza to the north of Albany. The North Berkeley station, located near Sacramento and Francisco Streets, is less than a mile from Albany's southern boundary. AC Transit buses serve both BART stations.

Transportation services for seniors and the handicapped are provided through the Albany Senior Center. The Center administers funds made available through the California Transportation Development Act and Measure B. These funds subsidize van rides and taxi vouchers through an agreement with three van companies and five taxi companies that serve the Albany area.

Bicycle Paths

A system of bikeways in Albany was proposed in the 1975 General Plan but has not yet been implemented. This Plan proposes a comprehensive bikeways system. (See Circulation Element and the Circulation Plan Map for description.)

Significant Impacts:

Projections of population, housing and commercial space made for the General Plan indicate that growth in Albany will be quite modest. The increase in population expected by 2010 is about 12.0%, based on a 15.5% increase in number of housing units above the 1988 State Department of Finance housing figure. The increase in square footage of commercial space forecast is 17%, based on a field survey of existing FAR's.

The impacts of this growth in terms of traffic and circulation are projected to be a citywide 12% increase in traffic with most of the increase focused on the two key intersections: San Pablo/Marin and San Pablo/Solano. The nature of these impacts will be slightly increased congestion and delays in being able to go through intersections, particularly during the PM peak hours.

Traffic on I-80 as it passes through Albany has been forecast by MTC to increase by about 45% during the planning period. Most of this traffic will be passing through on the freeway and will neither exit nor enter at Albany. Freeway congestion is cannot be controlled directly by Albany, although the City is a member of the Alameda County Congestion Management Authority. This joint powers agency is charged with planning and programming transportation improvements to relieve congestion on major transportation corridors.

Traffic diversion from I-80 onto local streets during the proposed I-80 reconstruction project is expected during the planning period. Caltrans has developed a series of measures to off-set the use of the freeway by encouraging mass transit use and designating parallel routes during the five to seven year construction period. San Pablo Avenue has been designated as a parallel route.

Mitigations For Significant Impacts:

The Plan proposes the following policies concerning circulation and traffic in Albany to reduce or eliminate the impacts that have been identified:

Street System

1. Operational and other improvements to the San Pablo/ Solano and San Pablo/Marin intersections will be required during the planning period to reduce the level of congestion and to improve the level of service.
2. Other critical intersections (for example, Buchanan/Jackson, Marin/Santa Fe, Marin/Key Route) must be monitored for increased congestion and potential improvements.
3. Street and highway improvements must be with other neighboring jurisdictions as well as with Caltrans through the Congestion Management Agency.

Freeways

4. Minimize diversions of freeway traffic onto local streets except as designated. If such diversions become a major problem, the City will consider striping, signing and street design changes to discourage through traffic.

Mitigations For Less Than Significant Impacts:

Scenic Highways

5. Encourage protection and enhancement of views of San Francisco, Albany Hill, San Francisco Bay and Mount Tamalpais in future street and highway design.

Public Transit

6. Encourage use of public transit as an alternative to the automobile.

7. Monitor existing and proposed transit service for responsiveness to residents' and employers' needs.
8. Encourage the continuation of paratransit services operated through the Albany Senior Center.
9. Adopt a Transportation System Management (TSM) ordinance on a sub-regional or regional basis that would offer incentives for the use of carpools, staggered hours and use of public transit.
10. Actively work toward initiation of a shuttle service between University Village and the UC Campus.

Bicycle Paths

11. Adopt the designated bicycle routes and policies to enhance bicycle access as recommended in the Plan
12. Continue to develop bikeway system facilities as a safe alternative to driving

C. NOISE

Noise is often defined as "unwanted sound". Most environmental noise is a combination of sounds from distant sources creating a relatively steady background noise in which no single noise generator is identifiable. An example of this is "freeway hum", in which the individual cars are not usually heard; rather the noise comes from the mass of fast moving traffic.

The major noise sources in Albany are transportation generated. These sources are vehicles on the two Interstate Highways (80 and 580), BART trains, and train traffic on the Southern Pacific (SP) tracks running parallel to Interstate 580. The freeway noise is continuous, although fluctuating in intensity from day to night. The BART and SP trains cause intermittent noise. Generally, intermittent noises are more annoying than continuous ones.

Noise is measured in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing and 140 dB to the threshold of pain. These ratings are adjusted for frequencies and for the time of day they occur. Most measurements used for land use planning purposes are expressed either in CNEL (community noise equivalent level) or Ldn (day/night average noise level). [See the Technical Appendix of the General Plan for a more complete discussion of measurement and methodology.]

Current criteria developed by the US Department of Housing and Urban Development (HUD) state that building sites exposed to Ldn of 65 dBA or below are acceptable for residential uses. It is a long term goal of HUD to lower this level to an Ldn of 55 dBA. The U.S. Environmental Protection Agency uses a measure of 55 dBA as acceptable for outdoor noise levels in residential areas. California's standard identifies "noise exposure areas" as those areas where outdoor noise levels exceed Ldn 60 dBA.

Significant Impacts: No significant impacts were identified.

Less Than Significant Impacts:

Noise measurements were made at various locations within Albany in December, 1988. From these data a noise exposure map was prepared that depicts the amount of noise to which different parts of Albany are presently exposed. The existing noise exposure map shows that freeway noise makes a very large "footprint" requiring as much as 900 feet to reduce noise to the HUD-acceptable 65 dBA Ldn level. The greater-than-65 dBA area includes all the residential areas on the west side of Albany Hill from Fillmore Street north to the crest of the Hill. It also includes the extreme western portion of University Village.

Other residential areas adversely affected by noise are found along Marin Avenue and along the BART tracks. Here the band of greater-than-65 dBA noise is quite narrow, approximately 100 feet from the centerline of the roadway, only widening at intersections.

Using the existing noise contours and predictions of future traffic and development, future noise contours were prepared. These show that increases in noise will occur where there is noise now. It is not expected that any new noise generators will occur as a result of this plan.

Studies have shown that a 3dBA increase or decrease in noise level is required before a person with average hearing notices it. There are no places in Albany where this level of increase is expected to take place during the planning period.

The development anticipated in the Plan would not significantly increase the noise levels in Albany in any location. While increased traffic will occur on local streets and on the freeway, neither noise source is expected to generate increases of more than 2dB. In most places in Albany the increase will be as small as 1dB.

Mitigations for less than significant impacts:

1. Plan land use policies compatible with existing development patterns so that so that existing and projected noise levels do not interfere with a proposed activity.
2. Revise the City's noise ordinance to include specific and measurable noise standards and establish more restrictive quiet hours.
3. Develop specific noise standards for the BART corridor and programs to reduce the noise impacts of BART.
4. Develop specific noise standards and restrictive hours of operation for businesses which are adjacent to residential areas along San Pablo, Solano and Kains Avenues and Adams, Cleveland and Pierce Streets.
5. Develop a residential noise insulation retrofit package to be given to residents impacted by existing adverse noise levels.
6. Adopt as a long term goal the lowering of an acceptable exterior noise level for residential uses to an Ldn of 55dBA, wherever feasible.

D. CLIMATE AND AIR QUALITY

Albany experiences a temperate Mediterranean climate characterized by relatively large temperature variations between daytime and nighttime. The presence of San Francisco Bay has a moderating influence on temperatures in Albany and its neighbors to the north and south. The average low temperature is 51°, and the average high temperature is 64°. Like much of the Bay area, the warmest month is September, because this is the month when the winds and fog coming through Golden Gate subside.

A "wind rose", showing frequency, direction and velocity of winds, compiled by CalTrans at the Berkeley Marina, shows that over 60% of the winds come from the southwest compass quarter. Of these winds almost 35% come from the SW or WSW. These winds come through the Golden Gate from the SW and reach Albany at a cross angle as they continue in a northwesterly direction toward Suisin Bay.

The Environmental Protection Agency (EPA) which administers the Clean Air Act of 1968 as amended, has designated the San Francisco Bay Area as a "non-attainment area" for ozone and carbon monoxide. This means the Bay Area is not meeting EPA air quality standards for these two criteria. Ozone is generally considered a regional air quality problem because it results from the reaction of hydrocarbons and nitrogen oxides in the upper atmosphere, whereas carbon monoxide is more related to specific areas and "hot spots". The primary for source for both of these pollutants is the motor vehicle, which is responsible for 83% of the carbon monoxide and 43% of the man-made organics that form ozone. Thus, air quality in the Bay area is, to a large extent, a function of

motor vehicle traffic volumes which has been, and continues to be, a function of development decisions made by local and areawide elected officials.

Air quality in Albany is generally good. The City has no major point sources of air pollution and is not significantly close to any of the major point sources in the Bay area, but it is transversed by two Interstate Highways with high traffic volumes.

Air pollution potential increases during the inversions which occasionally occur in Albany and adjacent areas. An inversion is an atmospheric condition where temperature increases with altitude and acts as a cap to pollutants. If at the same time an inversion occurs there are no moderate to strong winds coming through the Golden Gate to blow away pollutant emissions, they are held in the area and pollution alerts can occur. The carbon monoxide pollution potential is greatest during the fall and winter months when winds are lightest (less than five miles per hour) and inversion heights are lower. Ozone problems are more common in the hot summer months.

Those groups most sensitive to air pollution are children, seniors, and the acutely or chronically ill. This population and the places where they congregate are referred to as "sensitive receptors". It is important to keep these sensitive receptors as far away as possible from pollutant sources such as freeways and heavy-traffic intersections. Because it is unlikely that, even under worst-case meteorologic conditions, the pollutants from freeway traffic would disperse more than 1000 feet from the freeway, sensitive receptors should be located no closer to the freeway than 1000 feet.

Albany Middle School is located about 1500 feet from I-80, but less than 500 feet from Buchanan Street, which is the major access to the freeway in Albany. Dowling Park (part of University Village) is about 600 feet from I-80. Many housing units on the west side of Albany hill are less than 500 feet from I-580. There is no hospital in Albany and no senior housing complex within 1000 feet of the freeway.

Significant Impacts: No significant impacts were identified.

Less Than Significant Impacts:

Although there is no air quality monitoring station in Albany, there are several stations in the East Bay from which a general picture of Albany's air quality may be inferred. The closest permanent station is in Richmond.

The air pollutant of greatest concern in Albany is carbon monoxide from traffic on I-80, I-580 and San Pablo Avenue. A temporary CalTrans air quality monitoring station was placed at Plaza Circle Park very close to I-80 and I-580 (about 500 feet from I-80 and 800 feet from I-580). Reports for this station in 1983 and 1987 indicated CO levels well below the 1 hour and 8 hour California standard. (The California standard is stricter than the Federal standard for 8-hour concentrations.) Furthermore, the concentrations of CO measured showed a decline between 1983 and 1987. This decline is due to the strict enforcement of California's motor vehicle Smog Check program, which went into effect in 1984. Therefore, although carbon monoxide levels in Albany do not appear to pose a significant pollution hazard at present, CO levels are very dependent on local traffic conditions and there could be local "hot spots" not identified by the monitoring station at Plaza Circle Park.

Freeway travel through Albany is expected to increase substantially by 2010. This increase might well cause air quality standards to be exceeded under worst-case conditions unless the vehicles are producing considerably less carbon monoxide per mile than they do now. In fact, even though CO emissions are now decreasing, it is possible that increases in the number of vehicles on the freeways may outweigh the current benefits of these smog reduction programs.

Widening and other improvements to I-80, may have significant impacts on air quality in the vicinity of San Pablo Avenue as traffic from the freeway diverts to San Pablo.

Mitigations:

The Bay Area Air Quality Management District is the designated agency for attaining and maintaining air quality in the San Francisco area. This agency, in cooperation with ABAG and the Metropolitan Transportation Commission (MTC) prepared the 1991 Bay Area Air Quality Plan. This plan set a framework, standards and a schedule for regional air quality planning.

The Plan contains strategies for the long-term attainment and maintenance of air quality standards, including measures to reduce emissions from both automobiles and stationary sources. The Plan also suggests measures to reduce the use of automobiles and increase the use of public transit.

The key carbon monoxide strategies discussed in the Plan include mandatory inspection and maintenance of vehicles (implemented in 1984 as the "Smog Check" Program) and transportation controls that would reduce the number and distance of automobile trips. The strongest of these controls available to local jurisdictions is the TSM (Transportation Systems Management) ordinance, which, once adopted by a jurisdiction, would require major employers and developers to formulate and implement plans to reduce automobile trips and increase transit usage. Legislation approved in 1988 by the California Legislature gives the BAAQMD and the Metropolitan Transportation Commission (MTC) authority to formulate and implement TSM Plans. This authority can also be delegated to local jurisdictions.

Mitigations specific to Albany include:

1. Adoption of a TSM ordinance.
2. Require an air quality impact analysis including local CO concentrations as part of an application for significant new land use proposals and mitigation of significant air quality impacts as a condition of approval.
3. Review of Albany's bicycle route plans and adoptions of a "Bikeways" plan that includes designated routes, crosswalk, bike racks etc.
4. Coordinate with adjacent jurisdictions for the planning of bicycle routes as an alternative to auto use.
5. Coordinate with Caltrans, MTC, BAAQMD and other agencies for air quality impacts of improvements to the Interstates that transverse Albany to assure that Albany's air quality will not be allowed to deteriorate.

E. HYDROLOGY, WATER QUALITY AND EROSION

Albany is part of the Berkeley Hills watershed. Water from these hills flows to the Bay via Cerrito and Codornices Creeks which form the northern and southern boundaries of the City.

State and Federal regulations governing water quality differentiate between "point" and "nonpoint" source discharges. Point source discharges are those flowing from a pipe directly into the bay. An example would be the effluent from the EBMUD Point Isabel Treatment Plant located just north of Albany. Nonpoint discharge refers to the general runoff from stormwaters passing across both developed and undeveloped land into drainageways and ultimately into the Bay. The two Albany creeks and the Buchanan Street storm drain collect this nonpoint source runoff and discharge it into the Bay. The San Francisco Regional Water Quality Control Board (SFRWQB) regulates both point and nonpoint discharges into the Bay.

As point source discharges bring their effluent into compliance with water quality regulations, nonpoint sources are constituting a larger percentage of the actual pollutant load going into the Bay. Therefore, regulators are increasingly focused on these nonpoint sources, often referred to as "urban runoff".

Studies done for EBMUD in 1986 of water quality in the Bay and of waters coming into it at the Albany waterfront showed that urban runoff contributes far greater emission loads than those from sewage overflow from Point Isabel.

This urban runoff water typically contains not only various solids and debris from erosion, but also coliform from wild and domesticated animals; petroleum products and heavy metals such as lead, zinc, cadmium, chrome from streets and highways; nitrogen; phosphorus; asbestos; cyanide and pesticides. Erosion carries particles of nutrient-rich topsoil into storm drains and stream channels. The resulting water quality problems include sediment buildup, with possible blocking of drainageways or channels; as well as turbidity, algae growth and oxygen depletion. In some areas old or obsolete sewage systems leak into the stormwater system. Recent sewer system improvements scheduled for Albany as part of EBMUD's Infiltration/Inflow Program for the East Bay.

The SFRWQB is presently overseeing a large scale intergovernmental study of urban runoff. Albany is a participant in this study.

The study will include not only a report of pollutant loads measured, but a methodology for estimating future loads. Also to be included are an evaluation of current control measures and proposals for future control mechanisms.

Regulations arising from this study will be developed during the next five years. The ultimate goal is to develop a regional toxicity control program to be implemented through a series of Stormwater Management Plans. There is no specific deadline as yet for the preparation of these management plans, which may be prepared and implemented on a local or regional basis.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts:

Impacts on water quality would not directly result from adoption of this General Plan. There are no known point sources of water pollution in Albany, however San Francisco Bay receives both surface and ground water runoff from Albany via Cerrito and Codornices creeks and the Buchanan Street storm drain. Further, wet weather overflow is discharged into the Bay from the Point Isabel Treatment Plant. It is not expected that these water flow patterns will change during the Plan period.

The major mechanism currently for control of urban runoff is new construction erosion-control ordinances. In Albany, the slopes most subject to erosion are the creekbeds and Albany Hill. The City attaches conditions to grading and building permits in an attempt to reduce or eliminate erosion potential. These conditions require that developers restrict grading to dry months, revegetate exposed slopes and use barriers or sedimentation basins during construction. Site inspections during construction assure compliance with these conditions. These ordinances are fairly successful in controlling runoff at construction sites but do nothing to control runoff from already-developed areas or from newly developed areas after they are completed. Development of new buildings and parking areas increases urban runoff by decreasing the ground area through which water can percolate. Further, water passing over paved areas such as driveways, parking lots and streets accumulates heavy metals and petroleum products left by vehicles using these areas.

Mitigations For Less Than Significant Impacts:

1. Continue regulation of construction practices to reduce erosion and urban runoff.
2. Encourage the use of native landscaping which reduces the need for fertilizer and pesticides.
3. Support a program to reduce pollutants entering surface waterways.

4. Evaluate construction projects for water quality impacts and grease traps if warranted.
5. Oversee disposal of toxics from businesses and publicize hazardous dumping into domestic water systems.

F. SOILS AND GEOLOGY

Albany is on the eastern margin of San Francisco Bay in the central part of the Coast Ranges structural and geomorphic province of California, near the boundary between the oceanic crust of the Pacific plate and the continental crust of the North American plate. These two crustal plates are sliding past each other at the relative rate of 5.5 to 6 centimeters a year.

Two major lines of movement in the San Francisco Bay area have been identified as the San Andreas Fault and the Hayward Fault. Albany lies between these two fault lines, although it is closer to the Hayward Fault, which is approximately one mile to the east. This location between two faults results in potentially significant seismic safety impacts for the City.

Albany is underlain by Franciscan bedrock which shows outcroppings only at Fleming Point and Albany Hill. This bedrock is overlain by unconsolidated sedimentary units of varying age and, in many places, by artificial fill. Geologic contacts between these unconsolidated deposits have been obscured by intense urban development in most of Albany, which makes exact mapping of them difficult.

There are two small landslides mapped within Albany, both located on the northeastern flank of Albany Hill. Numerous small recent fills are also present on the south and east sides of Albany Hill and on steeper slopes in the eastern part of Albany.

Interstate-80 and I-580, as well as the Buchanan Street interchange are all constructed on engineered fill which is underlain by alluvium and/or Bay mud.

The predominant soil in Albany is Millsholm silt loam, characterized by low plasticity, medium to rapid runoff, medium to high permeability and a low shrink-swell potential. This type of soil is found on all the upland slopes. Four other soils are distributed across the remainder of the developed portion of Albany. These soils are characterized by medium to high plasticity, medium to slow runoff, slow permeability, and a medium to high shrink-swell potential.

Much of the waterfront area has been created by fill of several different types. Most of the native soil in this area has either been covered by this artificial fill or was removed during the construction of Golden Gate Fields. In the 1930's and 1940's, fill composed of relatively uniform silty sand and silty clay was deposited on the area of the racetrack and its adjacent parking lots. From the late 1950's to the early 1980's, heterogeneous landfill, primarily composed of construction debris and concrete rubble, was dumped to the north and northwest of the parking area. Subsurface investigations of the waterfront area have shown that the racetrack area fill is poorly compacted and "very loose to loose". The situation appears to be very similar in the parking lot area due north of the racetrack, although the fill in the western side of the parking area is better compacted and more dense.

Geologic investigations conducted in the waterfront area by several different firms in recent years indicate that the Plateau (the north end of the Santa Fe property), the Neck and the Bulb are all comprised of heterogeneous construction debris fill contained in a matrix of silty sand or silty clay.

Significant Impacts:

Any new development in Albany will expose more people to the seismic risks associated with human activities close to a known fault.

Other impacts that the soils and geology of Albany would have on further development are the settlement of the ground surface in areas such as the waterfront which is underlain by construction debris fill and possible shifting and cracking of buildings, streets and sidewalks due to shrink-swell activity of areas underlain by expansive soils, such as much of the flatland in Albany east of the freeway.

Mitigations: (see also Mitigations of Seismic Hazards under I.1 below and page 30 of the Geotechnical Appendix to the General Plan.)

1. Maintain and improve an earthquake emergency disaster plan that provides for effective local emergency relief without assistance from outside agencies for a period of at least three days.
2. Design and construct critical and high-occupancy facilities such as schools, police stations and fire stations to resist the effects of a Maximum Credible Earthquake (MCE) of 7.5 Richter magnitude, so that they can remain safe and operational during an earthquake emergency.
3. Strengthen all critical facilities that do not meet the MCE 7.5 criterion above.
4. Require geologic investigations before construction of any new critical facilities.
5. Strengthen certain existing residential buildings such as apartment buildings, hotels/motels, retirement or nursing homes, to meet the MCE criterion.
6. Design buried water, power and sewer lines in areas of debris landfill to accommodate maximum expected differential displacement of the ground surface and maximum expected withdrawal of the ground surface from the bases of buildings, without damage or leaks to the utility lines.

G. VEGETATION AND WILDLIFE

Most of Albany offers only urban habitat for vegetation and wildlife, the top of Albany Hill, the creek courses and the waterfront offering the only significant natural open areas.

Much of Albany Hill has been developed, but what is left undeveloped has areas of natural vegetation. It has been protected by the difficulty of developing the steep slopes of the hill and many native grasses which have largely disappeared from coastal California are still found there. Some sixty five species of native plants were known to occur on Albany Hill at the time the Albany Hill Specific Plan was written in 1978.

The Albany Hill Specific Plan describes an oak woodland on the north slope of the hill which has been found to be of scientific value. In 1969, a study of this stand of oak trees found that, due to the absence of deer over the last 50 years, many oak seedlings have had a chance to establish themselves and grow free from pressure of herbivores. This results in an oak population of varied ages, a condition not found in other oak woodlands studied at the same time in the Berkeley Hills area. In the 1969 study, the oldest trees on Albany Hill were found to be over 200 years old.

Codomices and Cerrito Creeks, as well as Village Creek in University Village, have been placed in culverts to a great extent. However, public access to Codornices is possible at Tevlin Street and an eight foot wide easement along Cerrito Creek was obtained when the Bridgewater residential units were built in 1986. Vegetation along the creeks includes willows, buckeyes, bay, eucalyptus and redwood trees. The understory of this vegetation provides habitat and the creek provides water for small mammals. The creeks support a fish population including sculpin, three-spined stickleback and mosquito fish.

The Albany waterfront, especially the mudflat and marsh areas, constitutes a an vegetation and wildlife resource. Even though the vegetation is limited and has been severely disturbed, these areas support a variety of terrestrial and aquatic animal species, especially during winter and migration periods.

A count of water-oriented birds done in 1972 for an early waterfront study recorded a one-day maximum count of 5721 shorebirds, excluding gulls, ducks and diving birds. The five most frequently cited birds in that count were, in descending order) Western Sandpipers (2492), Dunlins (1520), the Willets (1172), Short-Billed Dowitchers (1056), and American Avocets. The 1987 Draft Waterfront EIR mentions obsrvations of the California Brown Pelican and California Least Tern, both of which are Federal and California Endangered and Protected species.

The Audobon Society has reported sightings of "all the common shorebirds" plus terns, gulls, cormorants and saltwater ducks in the mudflats at low tide. Birds of prey such as Great Horned Owls, Coopers Hawks and Red Tailed Hawks have also been seen on Albany Hill. These birds roost on Albany Hill and forage in the mudflats.

Other wildlife in Albany includes animals often found in urbanized areas: raccoons, possums, deer and skunks. Ducks and an egret have been spotted in Codornices Creek where it goes under San Pablo.

Much of the vegetation in Albany is urban landscaping such as street trees, private yards, parks, playgrounds and vacant land. In addition to its aesthetic value, urban landscaping affects microclimates by offering shade from the sun and decreases urban runoff by increasing the amount of pervious surface through which water can percolate. Urban landscaping in Albany includes both native and introduced trees, plants and groundcover. This vegetation in turn provides habitat for songbirds, insects, amphibians and some small mammals.

As part of this EIR on the General Plan, the City of Albany commissioned the California Department of Fish and Game to prepare a Natural Diversity Data Base (NDDDB) Report for Albany and environs. This report is a map and computer printout of known sightings of California's rare and threatened animals, plants and natural communities. The map and accompanying printout are available in the City Planning Department.

The NBBB map has circles to delineate areas in which these sightings have been made. The center of the circle indicates the center of an area in which either an actual sighting has been made or in which there is a general occurrence of the phenomena marked. There were two circles on the map that included portions of Albany. One circle represented siting, in the marshes east of Point Isabel, of the California Clapper Rail, a bird listed on both the Federal and California Endangered Species list. The other represents sighting of a snail known as *Helminthoglypta nickliniana bridgesi* (no common name) in the vicinity of Thousand Oaks, northeast of Albany.

Significant Impacts: The location and extent of development anticipated in the Plan will not have any significant impacts on either vegetation or wildlife in Albany.

Less Than Significant Impacts:

The development of the presently-vacant lands on Albany Hill will increase pressures on the wildlife now reported there. There are no known rare, endangered or threatened species in this area.

Mitigations For Less Than Significant Impacts:

1. Cluster development on Albany Hill to provide consolidated areas for wildlife habitat and retain the maximum amount of open space.
2. Utilize tree preservation measures during site design and construction to minimize tree loss.
3. Require revegetation on graded slopes using native, drought-tolerant plants.
4. Continue the Albany Creek Restoration Program initiated in 1977 and support the efforts of the Codornices Creek Association to restore Codornices Creek.

5. Pursue funding for the restoration of Codornices and Cerrito Creeks from the State Department of Water Resources Urban Stream Restoration Program and the Coastal Conservancy.
6. Restrict access to marsh areas to perimeter areas.

H. ARCHEOLOGICAL AND HISTORICAL RESOURCES

The area now known as Albany was first inhabited by Ohlone Indians. These Indians camped or settled at or near former or existing marshes, former Bay margins and at the base of foothills, particularly along seasonal or perennial watercourses, which offered sources of fresh water.

The California Archeological Inventory's Northwest Information Center has identified four prehistoric sites within the surveyed portion of Albany, primarily in the Albany Hill area. Because much of the unsurveyed portion of Albany has the same environmental characteristics as those areas known to contain sites, the Center says there is a high probability of additional prehistoric cultural resources and has determined that the unsurveyed portion of Albany is "archeologically sensitive". The Center had previously determined that the waterfront area, because of the heavily disturbed character of the area and the amount of Bay Mud, is not archeologically sensitive.

While there is no record of any historic archeological sites in Albany, there is a house at 1124 Talbot Street listed on the National Register of Historic Places.

Less than five percent of Albany has been surveyed for archeological and cultural resources, therefore it is important to establish a project review system to determine the likelihood that archeological or cultural resources are present.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts:

Because there are four known prehistoric sites in Albany, it is possible that other prehistoric sites exist in Albany. Although many of these may have already been covered or disturbed by urbanization, new development may well uncover evidence of these prehistoric inhabitants, particularly near the creeks or on Albany Hill.

Mitigations For Less Than Significant Impacts:

1. Preserve designated sites of historic or cultural value and integrate them as much as possible into the surrounding activities.
2. Use the design review process to encourage project sponsors to incorporate the most significant features of an historic site or structure if funds are not available to ensure preservation of features, structure and site to the extent necessary to meet State guidelines.
3. Identify significant archeological sites and preserve intact wherever feasible.
4. If archeological resources are encountered during site preparation or construction, activity should cease until the affected cultural groups have been contacted, the resources are evaluated by a qualified archeologist and the archeologist has made recommendations concerning treatment and disposition of the resources.
5. Initiate an individual project review program as part of the City's development review process to determine whether a development project will adversely affect recorded cultural resources or whether there is the potential for unrecorded cultural resources.

I. PUBLIC SAFETY

Seismic Hazards

The City of Albany is in a region affected by two major fault zones: the San Andreas Fault, about 17 miles to the west and the Hayward Fault about one mile to the east. Major earthquakes have occurred along each fault. Seismic and geological data indicate that future severe earthquakes are to be expected. While it is impossible to predict the actual magnitude and occurrence of an earthquake, Table 1, in the Geotechnical Appendix to the General Plan indicates the type of damage that might be expected with increasing magnitude.

The Environmental Hazards Map shows the relative seismic and geologic hazard susceptibility of different areas in Albany. The map and table provide generalized information only. Detailed studies of a specific site would be necessary to determine the extent of hazard.

In Albany, the areas that are relatively undeveloped are also the areas that are most susceptible to seismic-geologic hazards. These include the waterfront and the undeveloped portions of Albany Hill.

At the waterfront the greatest seismic danger is from ground shaking of the fill that overlays silt or sand and Bay mud, with resultant ground failure, differential settlement and cracking. On Albany Hill the greatest potential danger is from landslides that occur on weakly consolidated soils, steep slopes and saturated earth. Moderate structural damage is possible to older buildings constructed near the base of the hill on fill pads and/or native materials.

Significant Impacts:

Although the impacts of a major earthquake in Albany vary according to the geological structure of the area, there are certain city-wide or region-wide impacts. These are the possibilities of human fatalities; damage to critical facilities such as transportation, communications and utilities; and isolation of individuals and areas from outside assistance for periods from hours to days.

Earthquake impacts associated with surface bedrock areas such as Fleming Point and parts of Albany Hill include moderate to very strong shaking, small rock falls, and surficial landslides on Albany Hill.

Earthquake impacts associated with the unconsolidated sedimentary deposits found along the eastern margins of Albany are strong to violent ground shaking, seismically-induced ground failures, differential settlement, and possible minor flooding along Cerrito Creek in the event of an earthquake-induced failure of the Summit or San Pablo/Clearwell Reservoirs.

In the Interstate 80 and 580 corridor, the deposits of Bay mud and younger alluvium present a high potential for differential settlement and disruption of freeway road beds and ramps and/or the collapse of the freeway bridges that form the Buchanan Street Interchange and the I-580/I-80 merger.

Non-seismic impacts associated with large amount of Albany underlain by expansive soils include shrink-swell activity that disrupts and/or damages foundations, paved surfaces and underground utilities.

Mitigations For Significant Impacts:

1. Maintain and improve an earthquake emergency disaster plan that provides for effective local emergency relief without assistance from outside agencies for a period of at least three days.
2. Design and construct critical facilities such as schools, police stations and fire stations to resist the effects of a Maximum Credible Earthquake (MCE) of 7.5 Richter magnitude, so that they can remain safe and operational during an earthquake emergency.
3. Strengthen all critical facilities that do not meet the MCE 7.5 criterion above.
4. Require geologic investigations before construction of any new critical facilities.
5. Strengthen certain existing residential buildings such as apartment buildings, hotels/motels, retirement or nursing homes, to meet the MCE criterion.

6. Adhere to the existing emergency preparedness plan that coordinates local relief efforts with region-wide efforts.
7. Evaluate the potential for seismically-induced ground failures and presence of expansive soils in all major new building sites.

Fire and Emergency Medical Service

The City of Albany has one fire station, located at the City Hall complex on San Pablo Avenue. Each shift is staffed with firefighters and Paramedics.

The existing full-time staff is considered sufficient to meet current City needs. However, Fire Department Chief Koepke states that the increasing number of simultaneous calls is an indicator of the foreseeable need for supplemental services. There is space within the existing fire station for another piece of equipment and additional staff.

The Department's response time of less than three minutes to any place in Albany is well within current standards for acceptable response time. Albany has a mutual aid agreement with Berkeley by which they assist each other in meeting demand at times of multiple emergencies.

Albany also has cooperative arrangements with the neighboring jurisdictions of El Cerrito, Kensington, Richmond and Berkeley for dealing with fires at or near the city's boundaries. Berkeley has the closest fire stations located at Ninth and Cedar Streets and at Marin and The Alameda.

In addition to the normal residential and commercial demands of a small city, the Fire Department must be prepared to serve Golden Gate Fields RaceTrack, a facility that attracts up to 20,000 people at a time.

The Department responds to over 1,200 emergency calls per year, of which over two thirds are for medical aid. Albany's Fire Department operates an ambulance service and a paramedic program.

The greatest danger of extensive fires in the developed portions of the city is from a major earthquake. Gas mains and water mains could both be ruptured and the fire departments of adjoining cities would be as overworked at that of Albany. Albany's water supply is divided into three separate systems, closed off from each other by valves. It is considered unlikely, but not impossible, that all three systems would be ruptured at once. In addition, the City has access to water that can be trucked in from other sources.

Another significant hazard in Albany is caused by the small lot sizes. Because houses are built so close together, fires can spread easily, particularly from garage to garage. Interior sprinkler systems are now required by the City for residential construction on Albany Hill and other critical areas. Evaluation of the need for sprinklers is done on a case-by-case basis based on the building's location, height, density or access.

There is very little woodland or grassland habitat in Albany except on Albany Hill. Therefore the potential for grassland or woodland fires is largely limited in Albany to the Hill.

A separate waterline comes directly from the Berkeley Hill to Jackson Street to serve the Albany Hill area, so that water supply and pressure to fight fires on the hill is not considered a problem.

The Fire Department will conduct fire inspections of private homes upon request to the Department. A multi-family rental unit inspection program has recently been enacted.

Significant Impacts: No significant impacts were identified.

Less Than Significant Impacts: The additional growth described in the Plan will result in a small increase in fire hazard and a similarly small increase in the needs of fire prevention inspection and control responsibilities. The Fire Department will be required to evaluate its needs and organization to respond to these increases.

Mitigations For Less Than Significant Impacts:

1. Ensure adequate fire protection to all parts of the City.
2. Locate and design new development on Albany Hill in such a way as to minimize hazards to life and property.
3. Locate and design infill and redevelopment projects in such a way that existing fire dangers are mitigated.

Police Protection

The Albany Police Department provides police protection and traffic enforcement from its headquarters in the City Hall complex.

Due to the small area of the City, Albany is not divided into specific patrol beats; each beat includes the entire City. Police response time to any point in Albany is generally one minute or less and never exceeds three minutes. This level of service is regarded as very high.

The crime rate in Albany is substantially lower than other in neighboring jurisdictions. The FBI's 1987 report Crime in the United States reported not only that Albany's crime rate had decreased 2.8% from 1986 figures, but also that El Cerrito, Berkeley, and Richmond all had considerably higher reported crime rates than Albany.

Significant Impacts: No significant impact have been identified.

Less Than significant impacts: The gradual increase in development described in the General Plan is not expected to have a significant impact on the Police Department.

Mitigations:

1. Ensure that police services to all sections of all Albany retain their present high standards.
2. As new development occurs, review and evaluate Police Department personnel and organization to maintain current levels of services.

Emergency Preparedness

Each city and county within the state is required to prepare a disaster plan that describes the governmental response to disasters such as floods, earthquakes, major fires or civil disturbances. The plan is required to designate an emergency operating center, emergency shelters and the emergency broadcast system.

In 1986 the City adopted a "Multihazard Functional Plan" which updates Albany's plans for responding to extraordinary emergency situations. The Fire Chief is the designated leader of this effort and each City department has clearly defined tasks to perform. The City annually holds emergency preparedness exercises to practice and review the emergency services.

Alameda County Office of Emergency Preparedness also has an adopted emergency plan.

Significant Impacts: Development resulting from the Plan will increase the number of people in Albany exposed to possible disasters.

Mitigations:

1. Review and revise the City's Emergency Preparedness Plan.
2. Continue to hold preparedness drills, including drills at night and on weekends.
3. Initiate a program for residents and area employees so that they can assist themselves in the first 72 hours following a major disaster.

Flood Hazards

The US Department of Housing and Urban Development (HUD) prepares a map showing the areas of a community that could be expected to be inundated by a 100 year and 500 year flood. This map, called the Flood Insurance Rate Map (FIRM), shows that inundation might be expected during a 100 year flood in the following areas of Albany:

- a roughly 100-foot wide band adjacent to Codornices Creek for its entire length in Albany
- the land adjacent to Cerrito Creek at the base of Albany Hill
- The land surrounding Interstate 580 and the railroad tracks at the point where Cerrito Creek enters the Bay.
- the open area immediately surrounding the area where Codornices Creek parallels Interstate 80 and flows into Albany Mudflat.

In a 500 year flood, the following additional areas might be expected to be inundated:

- the western edge of University Village and of the Western Regional Research Lab
- the industrial area between University Village and Interstate 80,
- a slightly wider strip along the banks of Codornices Creek up to just beyond Kains.

Tsunamis (long sea waves caused by underwater seismic disturbances) also produce flooding, although they are extremely rare. The maximum recorded tsunami at Golden Gate was approximately 7.4 feet, which produced a wave of approximately 3.4 feet along the Albany waterfront. A tsunami of this height could be expected about once in every 100 years and would not be expected to create substantial damage in Albany except right at the shoreline. A map prepared in 1980 for the Albany General Plan shows that a 200 year tsunami would flood almost all of the land west of I-80 as well as a small sliver of land along the railroad tracks at the southern end of Albany.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts:

Most of the area that would be impacted by 100 year and 500 year floods has been already been developed, therefore the new development described in the Plan is not expected to be impacted by floods. The January 1982 flood caused minor damage in Albany due to some flooding of land abutting on Codornices Creek and two small landslides on Albany Hill.

New development may, however, by increasing the amount of impervious surface, add to urban runoff loads and this adversely affect downstream properties if adequate capacity is not available in drainage ways.

The potential for flood damage may slightly increase during the time frame of the Plan if a predicted rise in sea level occurs.

Mitigations For Less Than Significant Impacts:

1. Require review of Environmental Hazard Map at the time a development is proposed. If hazards are identified, assure implementation of appropriate mitigation measures.
2. Design new developments in the 100 year floodplain so as to provide protection from such a flood.
3. Encourage restoration of Codornices and Cerrito Creeks to prevent undue erosion.

4. Organize and train residents and area employees so that they can assist themselves in the first 72 hours following a major flood, as part of the City's overall emergency preparedness program.

Hazardous Materials

Hazardous materials are defined as any material or combination of materials, which because of its quantity, concentration or physical, chemical, or infectious characteristics may either,

- Cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or
- Pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of, or otherwise managed.

Hazardous materials are used in many businesses, such as dry cleaning, printing, auto body shops and auto repair. As the types and uses of hazardous materials become more stringently regulated, the attention of authorities has turned toward storage and disposal of these materials.

In Albany, the use of hazardous materials is regulated by the Alameda Department of Environmental Health and the Alameda County Waste Management Authority. The Albany Fire Department aids in inspecting, monitoring and follow-up of hazardous waste problems. The City has designated a Fire Department staff member as the operational person in charge of Toxic Substances and Hazardous Materials.

The Waters Bill, AB 2185, (Hazardous Materials Storage and Emergency Response) passed in 1987, established a statewide system for monitoring businesses using hazardous materials. Each business that uses specified amounts of hazardous materials is required to submit a Business Plan to the County, which is followed up by local jurisdiction Fire Department inspection and monitoring. The County, through the Waste Management Authority, is developing a comprehensive management plan for hazardous waste, and Albany is a participant.

Hazardous spills on the Interstate Freeways (580 and 80) going through Albany are the responsibility of the California Department of Highway Patrol (CHP), with cleanup being performed by CalTrans and the Albany Fire Department.

Landfills often contain hazardous waste. Sometimes these materials seep into adjacent lands and waters. There are two main areas of landfill in Albany. One is the city-owned landfill at Albany Point; the other is at the Waterfront.

The Regional Water Quality Control Board (RWQCB) requires that any owner wishing to close a landfill file a "closure plan". This plan must describe the future land use, how the closing and development of the landfill will be monitored, and how the owner will assure that future development and activities will not be adversely affected by the previous landfill operation.

Use of the city-owned landfill at Albany Point ceased in 1984. The Albany Point Landfill closure plan was submitted by the City in 1982 but has not yet been approved by the RWQCB and BCDC. Under the proposed plan the City will be required to

- Place a final layer of soil over the landfill.
- Grade and engineer drainage courses to carry runoff to permitted discharge locations.
- Install an impervious membrane along the perimeter to prevent seepage groundwater from the landfill into the Bay.
- Place stone rip-rap along the perimeter to protect fill materials from erosion.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts:

The General Plan is not expected to have significant impacts on the use and control of hazardous materials. Compliance with the State requirements will bring under stricter control the use and disposal of toxic substances. Final closure of the Albany Point Landfill is expected by the mid 1990s.

Mitigations for less than significant impacts:

1. Evaluate for the presence of toxic or hazardous materials any development or redevelopment of sites filled prior to 1974 or sites historically devoted to uses which may have involved hazardous wastes.
2. Map areas of the City where hazardous soils evaluations should be required.
3. Cooperate fully with the Alameda County Department of Environmental Health and the Alameda Waste Management Authority in its efforts to require proper storage and disposal of hazardous materials.
4. Support State and Federal legislation to strengthen safety requirements for the transportation of hazardous materials.

J. COMMUNITY SERVICES AND FACILITIES

Schools and Library Services

The Albany Unified School District operates all the public education institutions in Albany: three elementary schools, one middle school, one high school, a continuation high school, a pre-school and day care program and an adult school. The following facilities are included in the District:

Vista Elementary	
Marin Elementary	
Cornell Elementary	
Albany Middle	
Albany High	
MacGregor Elementary	
Albany Children's Center	(Pre-School)
Albany Adult School	Adult

Increases in elementary school enrollment reflect the changing demographics of Albany, specifically the increase in families with small children. Elementary schools are at capacity, and increases in students in this age group is expected until at least 1995. As the present elementary students move up into middle and high school, the pressures will be lessened. Neither the middle school or high school are operating at capacity now.

There is also a private high school in Albany, St. Mary's College High School, with an enrollment of approximately 440 students.

The Albany Public Library is presently located at 1216 Solano Avenue at Talbot, next to Cornell School. The Library will move into the new Library/Community Center being created from the old Albany Hospital on Marin Avenue.

Significant Impacts:

The impacts of this Plan on the public schools in Albany would not be significant were there not already a scarcity of capacity. This limited capacity would not be as important if the demographic trends were not moving toward more young families in Albany and thus more young children in the Albany school system. It should be noted that the Plan does not suggest as much development as would be permitted under existing zoning, therefore the number of new school children would probably be fewer than under the "Existing Trends" Alternative discussed under Section 5.F Comparison of Alternatives.

The impact on the District of an apparently steadily increasing student population will most likely to require some new classrooms.

Mitigations For Significant Impacts:

Require new major residential development applications to prepare an analysis of the project's impact on schools.

Parks and Recreation

The Recreation and Community Service Department of the City administers an active recreation, facilities and park development program. Parks range in size and facilities from the large open space of Albany Hill Park at the top of Albany Hill to the sand and play equipment of the Staniek Tot Lot at Talbot and Dartmouth. There are 30.6 acres of public park space in Albany in seven parks. Albany Point State Park, to be developed at the old Albany Point landfill, will add another 32 acres to the park system when it is completed.

The amount of park space per person is considered low by current standards. The minimal standard used is 3 acres per 1,000 population; Albany currently has less than 1 acre per 1,000 population.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts:

Although the modest population growth expected as a result of the Plan is not expected to place an undue burden on existing or planned park and recreation facilities, the City should strive to reach an for an acceptable amount of park and open space given the current and projected population.

Mitigations:

1. Update the 1974 Park and Recreation Master Plan and establish specific goals, projects, funding sources and timing.
2. Prepare a detailed improvement plan for the City's parks based on the master plan update.
3. Develop a comprehensive program for restoration of and public access to Albany's creeks.
4. Develop a comprehensive street tree planting program, including priorities, schedules and a comprehensive maintenance program
5. Continue to work with the State Department of Parks and Recreation and other relevant state, regional, and local agencies to develop the former Albany landfill into Albany Point State Park.
6. Establish continuous shoreline access to the Albany Waterfront and work with the landowner, tenant, and other agencies and groups to develop the maximum feasible open space and park areas as part of any future redevelopment, change of use or intensification of activity at the Albany Waterfront.
7. Continue working with Albany organizations providing programs of recreation, transportation and other services to senior citizens.
8. Consider establishing a fund for an art-in-public places program

Water Supply

Water is supplied to Albany by the East Bay Municipal Utility District (EBMUD) from the Mokelumne River and reservoirs in the Berkeley Hills. EBMUD, which supplies water to approximately 1.1 million people in Alameda and Contra Costa Counties, places no restrictions on developments within their existing service boundary. Any restrictions on water consumption caused by the current drought would affect all areas within the EBMUD service boundary equally. Almost 61% of all EBMUD water goes to residential accounts; 17% goes to commercial accounts.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts: EBMUD does not expect any future development occurring in Albany to cause water supply problems or affect current EBMUD water treatment plant capacity. However, water should continue to be valued as a critical resource and should be conserved wherever feasible.

Mitigations:

1. Require water-conserving, drought-tolerant landscaping in all new developments.
2. Require water-conserving fixtures in all new developments and remodels.
3. Encourage retrofitting of water-conserving fixtures in existing residences.
4. Cooperate in EBMUD campaigns to reduce water consumption.

Sewerage

The East Bay Municipal Utilities District (EBMUD) also provides sewerage services to Albany through sewers owned and maintained by the City. Sewage is collected by gravity from El Cerrito, Richmond Annex, and Albany at the Central Avenue Lift Station and from there goes downhill to the EBMUD treatment plant by the Bay Bridge. This plant has a rated capacity of 160 million gallons per day (MGD) and is now operating considerably under capacity at 85 MGD.

Winter stormwater infiltration into the sewer system is a frequent problem in the East Bay and can significantly affect water quality in the Bay. Cracked and broken sewers in need of replacement allow rainwater to infiltrate into the pipes. This results in overflows into the streets and in the subsequent dumping of untreated sewage as stormwater into the Bay. To combat this, Albany is in the midst of a 20-year sewer rehabilitation program. Sewer rates have been significantly increased to assist this program and are expected to increase further in the future.

Wet weather flows, including significant amounts of stormwater, are diverted to the Point Isbell Overflow Plant just north of Albany Point. Because present capacity of this plant cannot accommodate peak wet weather flows, EBMUD is currently expanding the plant's capacity. It is expected that this expansion will improve the water quality immediately surrounding the plant.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts: No development anticipated in the Plan would cause sewage treatment capacity problems at the EBMUD plant.

Solid Waste Disposal

Solid waste is collected in Albany by the Oakland Scavenger Company and taken to the Altamont Landfill east of Livermore.

The Albany Curbside Recycling Program, a weekly pickup of newspapers, tin, aluminum and glass, was initiated by City in 1989. The capital costs of this program have been funded by a grant from the Alameda County Waste Management Authority and the program is operated by Oakland Scavenger Company. The City is presently developing a comprehensive source reduction and recycling program as part of implementation of AB 939.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts:

It is believed that the Altamont Landfill has capacity for existing and future developments with the Oakland Scavenger Company's service area beyond the year 2010.

Although development proposed in the Plan is not expected to adversely impact the Altamont landfill.

Mitigation:

Continue to improve and participate in recycling and source reduction programs as part of the Alameda County Waste Management Authority.

Utilities

The Pacific Gas and Electric Company (PG&E) is the provider of gas and electric power for Albany and most of the Bay area. There is presently a surplus of capacity in the East Bay.

Significant Impacts: No significant impacts have been identified.

Less Than Significant Impacts: The level of development proposed in the Plan is not expected cause PG&E any difficulties with provision of gas and electric services to Albany.

5. IMPACT OVERVIEW

A. UNAVOIDABLE ADVERSE IMPACTS AND THEIR MITIGATION

Any long-term comprehensive planning effort has significant impacts upon a community. In an urbanized community such as Albany, these impacts are more likely to the existing life-style of the urbanized area rather than the natural environment.

Most Significant Unavoidable Adverse Impacts: Perhaps the most significant unavoidable adverse impact of the modest growth predicted for Albany will be that on public services such as schools, fire protection and police services. A significant impact over which the City has no real control is the expected increase in traffic on I-80 and I-580, and subsequent impacts to air quality.

Finally, the overall seismic safety risk to the City is an unavoidable adverse impact due to the proximity of the two faults and the soils and geologic characteristics of the area.

B. LOCAL SHORT TERM USES VERSUS LONG-TERM PRODUCTIVITY

It is often the case that a short-term use of an area or resource will foreclose other longer-term uses of that same area or resource. For example, once buildings (a short-term use) are put up on an area, it is very hard to restore the ground on which they rest to its natural state. The building may last only 50-100 years, yet it, and the infrastructure necessary for it, has forever disturbed that natural environment. Therefore, it is very important to consider what options any urban development might be foreclosing.

The City of Albany was incorporated as Ocean View in 1908 and became known as Albany in 1909. The primary impetus to its development was the San Francisco earthquake of 1906. But the immediate reason for incorporation was to keep Berkeley citizens from using Albany as a garbage dump!

The area around the waterfront, particularly where Cerritos and Codornices Creeks come into the Bay was used by Indians long before Luis Peralta was given most of what is now northern Alameda County by the Spanish government. The area became devoted to farming, although there was an explosive powder plant in Albany from 1879 to 1905, first on Fleming Point and later on Albany Hill.

Since incorporation, development of Albany continued without much attention to the foreclosing of options until the 1970s. Now the land area has been almost entirely urbanized and there is very little land left in its natural state. The long-term productivity of these lands has been committed to specific urban uses. It is not likely that Albany will cease to be an urbanized area.

Although development will continue to occur as a result of the Plan, this Plan places limits on growth potential through the use of a Zoning Ordinance which designates what intensities and densities of land uses shall be permitted. The Plan also designates certain areas as open space where no urban development can occur.

C. SIGNIFICANT IRREVERSIBLE CHANGES IN THE ENVIRONMENT

The following may be considered significant irreversible changes in the natural environment that will occur as a result of development described in this Plan.

1. Some areas of Albany will increase in density and the existing proportion of single family homes will be reduced.
2. The amount of traffic and noise in Albany will increase slightly, particularly along Solano and San Pablo Avenues.
3. Air pollution potential will increase as a result of increased traffic unless the pollutants in auto emissions are further reduced.
4. The amount of surface water runoff into the Bay will increase as a result of construction of new impermeable surfaces.
5. Energy and water use will increase.

These impacts and their mitigations are discussed in Section 4. ENVIRONMENTAL ISSUES

D. GROWTH INDUCING IMPACTS

The primary purpose of a General Plan is to define and direct the future growth and development of a community. It does this by describing the goals of a community and formulating policies and programs to manage that community's growth including its location, amount, type, timing, and coordination with infrastructure improvements.

Any time new development occurs, that development can in fact encourage additional new development. For instance, the expansion of freeway capacity has historically led to more traffic on those freeways. The provision of parking facilities in downtown areas has historically widened the service area of a downtown as it becomes more accessible to a larger population.

Because there is so little vacant land in Albany, there are not many opportunities for large scale development. Thus, the growth-inducing impacts of the Plan can be considered to be incremental rather than "order of magnitude". The following have been identified as the parameters of growth under the Plan.

1. New development in Albany will be limited to infill development of vacant lots, redevelopment of some existing developed or underdeveloped areas, and development of the vacant residential lots on Albany Hill.
2. The Plan anticipates the addition of 1,163 new units of housing representing an additional population of 1,913 by the year 2010. This represents an increase of 15.5% in housing units and a 12.0% increase in population. It is expected that this growth will require provision of new school facilities an evaluation and changes to providing public services in Albany.

E. CUMULATIVE IMPACTS

Cumulative impacts are those which increase, by incremental actions, the size or significance of impacts identified for a single project. For example, the addition of a second story in a single family home, enabling more people to live in that house, may not encourage other new development. But when many residents add

second stories to their houses, thus affecting school enrollments and the provision of other public services, those additions cause a cumulative impact upon the community.

Cumulative impacts can occur within the community or can be caused by the combination of activities in several different communities. Development actions taken in Richmond, El Cerrito, Kensington, Berkeley and Emeryville can combine with actions in Albany to have a cumulative effect on Albany. For example, increased urban development on the hills east of Albany can increase urban runoff into Cerrito and Codornices Creeks. This increased runoff could cause bank overflow during storms, as well as causing adverse effects on water quality in the Bay surrounding Albany's Waterfront.

Cumulative impacts upon the City of Albany that have been identified in the process of preparing the Albany General Plan are as follows:

1. The trend toward expansion of Albany's typical single story single family home has been an identifiable factor in the increased enrollments that are now impacting the elementary schools of the Albany Unified School District.
2. Albany's location close to major employers and its reputation for good public services have made Albany a very desirable place to live. This desirability has elevated home prices above the means of most present Albany residents and made it difficult to provide affordable housing in Albany. Further, new purchasers tend to be more affluent than the traditional Albany resident. The character and density of Albany could be changed significantly by the desirability of its location and life-style. The Plan addresses these issues and formulates policies to preserve the quality of Albany's services while increasing the amount of affordable housing.
3. Increased population and traffic in the surrounding East Bay communities will have cumulative impacts in Albany on the amount of freeway traffic on I-80 and I-580, as well as the noise and pollutants produced by that traffic. These are cumulative impacts over which the City of Albany has very little control, but the City is an active member of ABAG and other regional planning groups that are addressing the issue of automobile traffic impacts.

F. COMPARISON OF ALTERNATIVES

The purpose of this section is to provide information on possible alternative scenarios for development of the City of Albany. By providing alternatives and analysis of them, this section enables the public and decision makers to evaluate the proposed plan against these alternatives and identify major policy options available to them.

No one alternative can encompass all possibilities adequately; furthermore, it may be that no single alternative can resolve all issues satisfactorily. Decision-makers may need to consider making trade-offs between different policy options. Thus, the City of Albany may ultimately select elements from several alternatives as the preferred set of Plan policies. This section is aimed at providing sufficient information to enable decision-making to proceed in an informed and constructive manner.

The alternative development concepts described in this section of the EIR are conceptual alternatives, not proposed plans. These alternatives are described in terms of the extent to which each alternative would be expected to result in impacts more severe or less severe than the proposed Plan.

These alternatives were developed both from staff and consultant work as part of the General Plan update process and from comments made at a series of public workshops on the General Plan update sponsored by the Planning and Zoning Commission. They were presented for discussion at a public workshop in Albany on January 31, 1989.

All alternatives assume, as does the Plan, that the race track will continue to operate at the Waterfront for the lifetime of this Plan. Each alternative also assumes that the Albany Point "Bulb" will be developed by the State Department of Parks and Recreation as a park, and that the proposed East Bay Shoreline Park will be developed during the Plan period.

The four alternatives presented in this EIR are:

Alternative One:	Minimal Growth/Conservation
Alternative Two:	Current Trends/No Project
Alternative Three:	High Residential Emphasis
Alternative Four:	High Commercial Emphasis

ALTERNATIVE ONE: MINIMAL GROWTH / CONSERVATION

This alternative would restrict future development to a level below what is presently permitted by City policies and ordinances, with attempts to conserve and enhance Albany's existing neighborhoods and commercial areas. It would produce the fewest physical changes in the City of Albany of any of the Alternatives, including the Plan. This alternative is derived from the expressed desire of many residents to retain the small town character of Albany. Development of this alternative would permit 627 fewer housing units than the Plan and only 70% of the commercial development of the Plan.

Residential Policies of Alternative One:

1. Enforce off-street parking requirements as stipulated by voter referenda.
2. Emphasize neighborhood preservation through a strong Design Review Ordinance regulating scale, shape and landscaping of residential units.
3. Allow no new second units. Legalize those which conform to parking requirements and design review criteria.
4. Restrict second story additions by imposing a more strict Floor Area Ratio (FAR). (Existing city-wide average residential FAR is 0.6).
5. Reduce development potential of high density lots such as Albany Bowl and Hill Lumber Company from high to medium density. Reduce medium density development potential to low density citywide.
6. Purchase 11 scattered vacant lots in Albany for miniparks.
7. Rezone vacant lots on Albany Hill for single-family planned developments (approximately 6 units/acre) on lots 20,000 square feet or larger. Restrict lots smaller than 20,000 square feet to one single-family unit.
8. Rezone the CE (Commercial Expansion) Zone for medium density residential use.

Commercial Policies

9. Prohibit additional residential units above commercial uses.
10. Limit future development on Solano and San Pablo Avenues to average existing FAR (1.1 on Solano Avenue and 0.8 on San Pablo Avenue).

Industrial Policies

11. Establish FAR of .35 for redevelopment of industrially zoned areas.

Potential Impacts of Alternative One:

1. Maintenance or enhancement of present residential character and community quality of life
2. Increased desirability of Albany as a residential area.
3. Reduced traffic generation and related parking demand.
4. Possible reduction in carbon monoxide and ozone levels
5. Reduced rate of growth in school population.
6. Increased attention to residential neighborhood character.
7. Increased accessibility to miniparks.
8. Increased housing costs due to decreased supply.
9. Increased difficulty in meeting affordable housing goals
10. Slowing of City's revenue growth rate.

ALTERNATIVE TWO: CURRENT TRENDS / "NO PROJECT" ALTERNATIVE

The Current Trends/"No Project" Alternative would mean continued use of the 1975 General Plan, its subsequent amendments, and the City's 1989 Zoning Ordinances as the guiding policies for future development within Albany. This alternative would permit considerably denser residential development than currently exists in Albany, because there are still many single-family homes in zones designated for multi-unit development. Development under this alternative would allow 382 more new units than the Plan and about 97% of the commercial development.

Residential Policies

1. Use existing zoning as a basis for future residential development.
2. Create a more flexible off-street parking standard for second units. This would require voter approval.
3. Legalize those existing second units which conform to parking and design review requirements.
4. Convert eight blocks of the Commercial Expansion (CE) Zone to medium density residential in blocks where residential use predominates. Rezone the four remaining blocks for commercial uses at an FAR of .80. This would allow 337 potential new residential units.
5. Encourage a moderate 10% increase over 20 years in the number of residential units to be located in commercial districts, for a total of 273 such units.
6. Balance new construction opportunities with good design through use and improvement of the design review process.
7. Maintain the permitted FAR of 0.60 for second story additions. This would permit a total single family square footage of 1500 square feet on a 2500 square foot lot, or 2250 square feet of housing on a 3750 square foot lot.

Commercial Policies

8. Form a parking assessment district and build a total of approximately 2 acres of municipal parking on Solano and San Pablo Avenues.
9. Permit as non-conforming uses those developments exceeding average existing commercial FAR of 1.1 on Solano Avenue and 0.8 on San Pablo Avenue. Develop remaining parcels at average FAR. This would permit a total of 1,672,942 square feet of commercial space, 857,747 less than the Plan.
10. Redevelop Albany Bowl site with commercial uses on San Pablo Avenue and medium density residential fronting on Adams Street, allowing 58,370 square feet of commercial space and 65 residential units.

Industrial Policies

11. Permit future development at densities comparable to existing trends (.50 FAR), permitting a total of 988,812 square feet of industrial uses, which is the same amount recommended in the Plan.

Potential Impacts of Alternative Two:

1. Growth in city revenues commensurate with growth in development
2. Opportunities for more affordable housing due to increased permitted density .
3. Steadily increased density of development in areas that are now predominantly single family housing but that are zoned for multi-unit development.
4. Possibility that new school staff and facilities will be required as well as additional staff and facilities for other public services.
5. Moderate increase in parking demand and commercial traffic.
6. Fewer open space/minipark opportunities.

ALTERNATIVE THREE: RESIDENTIAL EMPHASIS

This alternative places emphasis on increased residential opportunities through higher densities and ordinances favoring housing. Areas presently zoned for single family units would remain as single family zones. This alternative would allow 1358 more Albany housing units than the Plan, with a possible population increase of 2797 more than the Plan. Commercial policies would be similar to those of Alternative Two.

Residential Policies

1. Permit existing single family residential (R-1) zones to remain;
increase R-2 zones to R-3. Would permit 1358 more units than in Plan.
2. Rezone vacant lots on Albany Hill to R-2 uses. Rezone other vacant lots from R-1 to R-2.
3. Rezone the CE Zone to R-3.
4. Use the design review process to balance encouragement of new development with an emphasis on compatible design.
5. Legalize existing second units which conform to design and parking requirements. Allow a 20% increase in second units over the planning period.
6. Establish a maximum FAR of .70 for second story additions, allowing a total maximum of 1750 square feet per single family unit on a 2500 square foot lot, or 2625 square feet on a 3750 square foot lot.
7. Increase the number of residential units located in commercial districts by 25%, for a total of 273 units. This is the same number as in Alternative Two.
8. Reduce residential off-street parking requirements for second unit and multi-unit developments. (Requires voter approval.)

Commercial Policies

9. Redevelop Albany Bowl site with high density residential uses and ground floor commercial uses on San Pablo Avenue frontage at an FAR of 0.80.

Industrial Policies

12. The same industrial development policies as Current Trends Alternative.

Potential Impacts of Alternative Three:

1. Favorable impact on supply of rental and affordable housing.
2. Increased revenues to City.
3. Possibly reduced opportunities for open space and landscaping.
4. Increased noise and traffic in multi-unit residential areas.
5. Possible changes in single-family character of City.
6. Increased demand on schools. New staff and facilities needed.
7. Increased demand for municipal services such as fire and police.

D. ALTERNATIVE FOUR: COMMERCIAL EMPHASIS

This alternative would permit significantly increased commercial development density on Solano and San Pablo Avenues. The commercial square footage under this alternative would be almost three times (287%) that of the Plan. Alternative Four would leave unchanged most of the City's residential zoning, which would produce the same residential patterns as the Current Trends Alternative.

Residential Policies

1. Develop according to residential densities permitted by the present zoning.
2. Rezone vacant lots on Albany Hill to medium density residential.
3. Retain the CE zone for development in commercial uses at an FAR of 2.0, with residential units that are converted to commercial uses being replaced above the commercial for no net loss of housing.
4. Use design review process to balance new development with good design and attention to quality of life concerns.
5. Legalize those existing second units that conform to design review criteria and parking requirements. Increase total number of second units by 10% over the 20-year Plan period.
6. Allow a moderate 25% increase over 20 years in the number of residential units allowed located in commercial areas, for a total of 273 new units, the same as Current Trends Alternative.
7. Maintain the existing permitted FAR of 0.6 for second story additions. This would permit a total single family square footage of 1500 square feet on a 2500 square foot lot, or 2250 square feet of housing on a 3750 square foot lot. (Same as Current Trends Alternative.)

Commercial Policies

9. Form a commercial parking assessment district and develop approximately 2 acres of municipal parking.
10. Permit redevelopment of commercial properties on Solano Avenue to an FAR of 3.0 and those on San Pablo Avenue to an FAR of 2.0

Industrial Policies

11. Permit more intensive commercial/light industrial development densities up to a maximum FAR of 1.0.

Potential Impacts of Alternative Four:

1. Significantly increased city revenue growth to support city services.
2. Increased availability of goods and services to Albany residents.
3. Possible negative impacts on neighboring shopping areas.
4. Need for multiple parking structures, or shuttle service from one large structure, to meet parking demand.
5. Significantly increased parking demand overflowing from commercial areas into residential areas.
6. Significantly increased traffic and noise on Solano and San Pablo Avenues.
7. Need for substantial widening of Marin/San Pablo and Solano/San Pablo intersections.
8. Probable increase in air pollutant counts due to increased traffic.

DRAFT EIR APPENDICES

A. NOTICE OF PREPARATION

CITY OF ALBANY

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE UPDATE OF THE ALBANY GENERAL PLAN

PROJECT TITLE: Update of the City of Albany General Plan
PROJECT APPLICANT: City of Albany
LEAD AGENCY: City of Albany
DATE FILED: February 21, 1989

Proposed Project:

The City of Albany will be the lead agency for the preparation of a draft EIR on the city-wide general plan update. The project description is attached. Albany is currently preparing an update of its General Plan. This 1989 update of Albany's 1975 General Plan will consider changes to all General Plan elements. The primary purpose of this project is to bring the General Plan up to date with regard to current conditions, goals and State law requirements. It should be noted that the city-wide General Plan update assumes no major land use changes at the Albany waterfront. The Golden Gate Fields Racetrack is assumed to continue to operate during the planning period.

Environmental Determination:

Staff has determined that two of the four land use alternatives proposed may have significant adverse impacts on the environment. A copy of the Initial Study documenting the findings in support of the EIR may be obtained from the Albany Planning Department, 1000 San Pablo Avenue, Albany, 94706.

Purpose of this Notice:

The purpose of this notice is to solicit comments regarding the scope and content of the Draft EIR. Your comments should identify the range of actions, alternatives, mitigation measures and significant impacts to be analyzed in the Draft EIR for the update of the City of Albany General Plan.

Review Process:

Written comments in response to this notice must be received by the Albany Planning Department, 1000 San Pablo Avenue, Albany, CA 94706 by Friday, March 24, 1989. Once the Draft EIR is completed, it will be available for public review and comment for a period of 45 days. After this public review period, a final EIR will be prepared and will consist of the Draft EIR, all comments received on the Draft EIR, responses to all comments on the Draft EIR, and any revisions to the Draft EIR.

Comments on, and questions regarding, the environmental review process should be directed to Claudia Cappio, Planning Director, City of Albany, 1000 San Pablo Avenue, Albany, CA 94706, or by calling (415) 528-5760.

(OVER)

ATTACHMENT TO NOTICE OF PREPARATION
DRAFT EIR FOR UPDATE OF ALBANY GENERAL PLAN
PAGE 2
2/17/89

Project Description:

The existing Albany General Plan, adopted in 1975 evolved from participation by local residents. The Plan is mandated by state law and is a long-range set of goals and policies which will help the City Council and Planning and Zoning Commission to guide the physical development of the City. Since the adoption of that Plan, the City has additionally adopted and incorporated into its General Plan the following elements: Conservation (1978), Circulation (1980), Open Space (1982) and Housing (1985). In addition, the Albany Hill Specific Plan was adopted in 1978.

The proposed General Plan update will replace the existing 1975 General Plan. The updated General Plan will specify the location, density and intensity of land used for housing, business, open space, institutions and industry. Existing and proposed major thoroughfares and transportation routes to accommodate proposed land uses will be identified. Requirements and recommendations for future development, seismic safety, noise, park and open space, housing, capital improvements, and public safety concerns will also be included in the Plan.

This project will be focused on a city-wide plan update. It is assumed that the Golden Gate Fields Racetrack will continue to operate at the Albany Waterfront. A separate planning process has been established to review and consider any land use changes or new development at the Albany Waterfront.

Summary of Potential Impacts:

While adoption of an updated General Plan will not of itself result in any significant impacts on the environment, the public and private development allowable under this adopted Plan may have potential significant adverse environmental impacts. Most of these impacts would be of the kind regularly occurring in development of urbanized areas: Change in the amount and type of vegetation, an increase in noise levels, the alteration of some land uses, changes in the density of population, more traffic, demand for more parking and the need for increased public services. Albany also lies between two active seismic faults and is therefore subject to seismic and groundfailure hazards. Any future development must account for these potential adverse impacts.

NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM

SCH # _____

1. Project Title: City of Albany General Plan Draft EIR
 2. Lead Agency: City of Albany 3. Contact Person: Claudia Cappio
 3a. Street Address: 1000 San Pablo 3b. City: Albany
 3c. County: Alameda 3d. Zip: 94706 3e. Phone: 528-5760
 PROJECT LOCATION 4. County: Alameda 4a. City/Community: Albany
 4b. Assessor's Parcel No. _____ 4c. Section _____ Twp. _____ Range _____
 PROJECT COVERS ENTIRE CITY. For Rural, Nearest
 5a. Cross Streets: _____ 5b. Community: _____

6. Within 2 miles: a. State Hwy # 80/580 b. Air-ports _____ c. Rail-ways _____ d. Water-ways _____
 7. DOCUMENT TYPE
 CEQA
 01. ☒ NOP 06. ☐ NOE
 02. ☐ Early Cons 07. ☐ NOC
 03. ☐ Neg Dec 08. ☐ NOD
 04. ☐ Draft EIR
 Supplement/
 05. ☐ Subsequent EIR
 (Prior SCH No.: _____)
 NEPA
 09. ☐ NOI 11. ☐ Draft EIS
 10. ☐ FONSI 12. ☐ EA
 OTHER
 13. ☐ Joint Document
 14. ☐ Final Document
 15. ☐ Other _____
 8. LOCAL ACTION TYPE
 01. ☒ General Plan Update
 02. ☐ New Element
 03. ☐ General Plan Amendment
 04. ☐ Master Plan
 05. ☐ Annexation
 06. ☐ Specific Plan
 07. ☐ Community Plan
 08. ☐ Redevelopment
 09. ☐ Reszone
 10. ☐ Land Division
 (Subdivision, Parcel
 Map, Tract Map, etc.)
 11. ☐ Use Permit
 12. ☐ Waste Mgmt Plan
 13. ☐ Cancel Ag Preserve
 14. ☐ Other _____
 9. DEVELOPMENT TYPE
 01. ☐ Residential: Units _____ Acres _____
 02. ☐ Office: Sq. Ft. _____
 Acres _____ Employees _____
 03. ☐ Shopping/Commercial: Sq. Ft. _____
 Acres _____ Employees _____
 04. ☐ Industrial: Sq. Ft. _____
 Acres _____ Employees _____
 05. ☐ Water Facilities: MGD _____
 06. ☐ Transportation: Type _____
 07. ☐ Mining: Mineral _____
 08. ☐ Power: Type _____ Watts _____
 09. ☐ Waste Treatment: Type _____
 10. ☐ OCS Related
 11. ☐ Other: _____

10. TOTAL ACRES: 1 sq. mi. 11. TOTAL JOBS CREATED: _____

12. PROJECT ISSUES DISCUSSED IN DOCUMENT
 01. ☒ Aesthetic/Visual 08. ☒ Flooding/Drainage
 02. ☐ Agricultural Land 09. ☒ Geologic/Seismic
 03. ☒ Air Quality 10. ☐ Jobs/Housing Balance
 04. ☒ Archaeological/Historical 11. ☐ Minerals
 05. ☐ Coastal Zone 12. ☒ Noise
 06. ☐ Economic 13. ☒ Public Services
 07. ☒ Fire Hazard 14. ☒ Schools
 15. ☒ Septic Systems 23. ☐ Water Quality
 16. ☐ Sewer Capacity 24. ☐ Water Supply
 17. ☐ Social 25. ☐ Wetland/Riparian
 18. ☐ Soil Erosion 26. ☐ Wildlife
 19. ☐ Solid Waste 27. ☒ Growth Inducing
 20. ☒ Toxic/Hazardous 28. ☐ Incompatible Landuse
 21. ☒ Traffic/Circulation 29. ☒ Cumulative Effects
 22. ☒ Vegetation 30. ☐ Other _____
 13. FUNDING (approx) Federal \$ _____ State \$ _____ Total \$ _____
 14. PRESENT LAND USE AND ZONING: _____

15. PROJECT DESCRIPTION: This Draft EIR will pertain to a city-wide general plan update. The update is for the purpose of revising the 1975 General Plan with regard to goals, policies and state law requirements. Every element of the plan will be included in the update.

16. SIGNATURE OF LEAD AGENCY REPRESENTATIVE: Claudia Cappio DATE: 2/21/89

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in.

DRAFT EIR APPENDICES

B. INITIAL STUDY

Doc. Source for answer.

WF - presumed to be the
same track status quo.
will not change - out of place
2005
include in proj descr.

APPENDIX I

ENVIRONMENTAL CHECKLIST FORM
(To Be Completed By Lead Agency)

I. Background

1. Name of Proponent City of Albany
2. Address and Phone Number of Proponent 1000 San Pablo Ave
Albany, CA 94706
(415) 528-5760
3. Date of Checklist Submitted 2/17/89
4. Agency Requiring Checklist CITY OF ALBANY
5. Name of Proposal, if applicable UPDATE of GENERAL PLAN
AND EIR & PLAN

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Disruptions, displacements, compaction or overcovering of the soil? Any construction will disrupt soil.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Change in topography or ground surface relief features? As covered by map, etc.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. The destruction, covering or modification of any unique geologic or physical features? None known to ALB. Gov.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Any increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality? <i>Depends on the amount of traffic & use to which the industrial plant is put.</i>	—	✓	—
b. The creation of objectionable odors?	—	—	✓
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	—	—	✓
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	—	—	✓
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? <i>partially on slope</i>	—	✓	—
c. Alterations to the course or flow of flood waters?	—	—	✓
d. Change in the amount of surface water in any water body?	—	—	✓
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	—	—	✓
f. Alteration of the direction or rate of flow of ground waters?	—	—	✓
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	—	—	✓
h. Substantial reduction in the amount of water otherwise available for public water supplies?	—	—	✓
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	—	—	✓
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	✓	—	—

	Yes	Maybe	No
b. Reduction of the numbers of any unique, rare or endangered species of plants? <i>None known in area</i>	—	—	✓
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	—	—	✓
d. Reduction in acreage of any agricultural crop? <i>fill tract?</i>	—	—	✓
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	—	—	✓
b. Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	✓
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	✓
d. Deterioration to existing fish or wildlife habitat?	—	—	✓
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels? <i>Depending on level dist. covered</i>	—	✓	—
b. Exposure of people to severe noise levels? <i>"</i>	—	✓	—
7. Light and Glare. Will the proposal produce new light or glare?			
8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area? <i>depending on dist. covered</i>	—	✓	—
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	—	—	✓
10. Risk of Upset. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	—	—	✓

Noise levels are already severe on site 3 Alb. Hill

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Possible interference with an emergency response plan or an emergency evacuation plan?	—	—	✓
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? <i>Depending on plan selected.</i>	✓	—	—
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	✓	—	—
13. Transportation/Circulation. Will the proposal result in: <i>operational work</i>			
a. Generation of <u>substantial</u> additional vehicular movement?	—	✓	—
b. Effects on existing parking facilities, or demand for new parking?	—	✓	—
c. Substantial impact upon existing transportation systems? <i>Substantial</i>	—	✓	—
d. Alterations to present patterns of circulation or movement of people and/or goods?	—	✓	—
e. Alterations to waterborne, rail or air traffic?	—	—	✓
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	—	—	✓
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	✓	—	—
b. Police protection?	✓	—	—
c. Schools?	✓	—	—
d. Parks or other recreational facilities?	—	✓	—
e. Maintenance of public facilities, including roads?	—	✓	—
f. Other governmental services?	✓	—	—
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	—	✓	—

Yes Maybe No

b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?

— ✓ —

16. **Utilities.** Will the proposal result in a need for new systems, or substantial alterations to the following utilities: ?

— — ✓

17. **Human Health.** Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

— — ✓

b. Exposure of people to potential health hazards?

— ✓ —

maybe

18. **Aesthetics.** Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

— ✓ —

*maybe
— preserve
on phs.*

19. **Recreation.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?

— ✓ —

20. **Cultural Resources.**

a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?

— — ✓

no

b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?

— — ✓

c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

— — ✓

d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

— — ✓

21. **Mandatory Findings of Significance.**

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate

none

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
important examples of the major periods of California history or prehistory?	—	—	✓
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	—	—	✓
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	—	✓	—
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	—	✓	—

III. Discussion of Environmental Evaluation
(Narrative description of environmental impacts.)

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

On the basis of this initial evaluation:

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

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. ☐

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

Date

3/10/87

Signature

Paul Caffio, Planning Dir.

For

ALBANY PLANNING DEPT.

(Note: This is only a suggested form. Public agencies are free to devise their own format for initial studies.)

ATTACHMENT

TO CITY OF ALBANY INITIAL STUDY ALBANY GENERAL PLAN REVISION PROGRAM MARCH, 1989

(The following numbers correspond to those used in the City of Albany Initial Study - Dated 2/17/89 (completed 3/10/89).

II. ENVIRONMENTAL IMPACTS.

1. EARTH

A. The City of Albany is underlain by a variety of soils types, including alluvial deposits within much of the portions east of Highway 80. This material is generally considered to be stable and not subject to potential ground failure, differential settlement and slope instability.

However, much of the Albany waterfront area is composed of construction debris landfill underlain by large areas of bay mud. This composition is considered more hazardous, and there potential for ground failure, differential settlement and slope instability. In addition, portions of Albany Hill are subject to slope instability due to the steep slope and geologic composition.

Information Sources: Albany Waterfront DEIR, September, 1989; Albany Hills East DEIR, May, 1990, and 1975 Albany General Plan.

B.-C.-D. The Plan projects includes construction on slopes of 20% or greater on Albany Hill. Grading and excavation may also be required in these areas.

E.-F. Minor amounts of runoff are expected with the addition of infill development within the 20 year planning period.

G. The City of Albany is in a zone of high seismic activity.

Information Sources: Ibid.

2. AIR

A. Vehicle emissions at certain key intersections may result in increased air quality impacts (Marin/San Pablo and San Pablo/Solano.)

B. Odors will not be generated by the project.

C. There appear to be no potential impacts associated with changes in air movement, moisture, temperature or any change in climate, locally or regionally. The development contemplated in the Albany General Plan includes commercial and residential construction over a twenty year period, which does not involve any significant changes to air movement, moisture, temperature or a change in climate.

(Information Source: Ibid).

3. WATER

A. The Plan proposes construction of an infill nature where there is existing water service.

B. The Plan proposes no significant changes to impervious surface, but changes in drainage patterns on Albany Hill may result from increased development, along with the rate and amount of surface runoff.

There have been isolated historic drainage problems in certain areas with storm drains due to an existing inflow/infiltration problem throughout Albany. This problem is City-wide, and is expected to be corrected as part of the City's Inflow/Infiltration Program of EBMUD.

C. Most of Albany is not subject to inundation and is located within Flood Zone C (area of minimal flooding - Flood Rate Insurance Map, City of Albany, February, 1980.) Along the north and south borders of the City were Cerrito and Cordonices Creek run, immediately adjacent properties are subject to a slightly higher risk of flooding (Flood Zone AO, area of minimal flooding - 1 to 3 feet - Flood Rate Insurance Map, City of Albany, February, 1980.) In addition, certain low lying areas close to the Bay are more susceptible to flooding, particularly along Eastshore Highway and the Albany Waterfront areas. (Ibid.)

D - E. The entire western portion of Albany, known as the Albany Waterfront, is surrounded by San Francisco Bay. Albany's north and south borders are historic creeks or watercourses. These creeks have been diverted into underground culverts in many places.

F.-G. There is no evidence in the City to date that future infill construction will encounter any aquifers or other areas of groundwater.

H. East Bay Municipal Utility District (EBMUD) has indicated that there is and will be available water supply to serve the project.

I. Please see response to C., above.

(Information sources: Ibid., plus, East Bay Municipal Utility District and Ron Lefler, City Engineer, March, 1989.)

4. PLANT LIFE

A.-B. The City is located within a developed, dense urban community in Alameda County. There are no known or endangered plant species except along the Bay shoreland areas.

C. It is expected that new landscaping will be planted around the future sites that will be developed as part of the 20 year projected build-out.

D. The only agricultural uses within the City are run by the University of California (Gill Tract) and the U.S. Department of Agriculture. The Plan does not propose any changes these existing uses, which are not under the direct control of the City. as part of this project.

(Information source: Ibid.)

5. ANIMAL LIFE

A.-B. Please refer to response to 4 A-B.

C.-D. The Plan does not contemplate the introduction of any new species of animals to the City.

(Information Source: Ibid).

6. NOISE

A. There are three main sources of noise in the City: BART, the Southern Pacific Railroad Tracks, and traffic noise, particularly along San Pablo and Highway 80/580. The Plan does not propose any changes to these noise sources, but existing noise levels may rise during the planning period.

B. As previously noted, noise levels along BART, and Highway 80/580 are severe.

(Information source: Ibid).

7. LIGHT AND GLARE

No specific lighting plans have been included in the Plans. submitted for the project lighting. The Albany Zoning Ordinance includes a provision that light cannot produce glare or be directed onto off-site areas.

(Information source: Albany Zoning Ordinance.)

8. LAND USE

Depending on the land use alternative finally selected for the General Plan, existing land use patterns could change to some degree.

9. NATURAL RESOURCES

The infill development contemplated in the plan and any of the land use alternatives which are being analyzed in the EIR do not involve an increased use in natural resources.

10. RISK OF UPSET

A. The project as proposed does not involve any risk of explosion or release of hazardous substances in the event of an accident or upset condition.

B. The City's emergency response plan must be reevaluated in light of the new, mixed use development proposals which are being evaluated in the EIR.

(Information Source: Santa Fe Pacific Realty Corp.
Albany Waterfront Applications November, 1985 and May,
1986 and City of Albany Emergency Plan, 1987).

11. POPULATION

The more intense development alternatives being evaluated in the EIR may increase the population of Albany.

12. HOUSING

Depending on the land use alternative chosen, there may be an increased demand for housing due to the increase in new jobs in the area.

13. TRANSPORTATION/CIRCULATION

A-B-C. Two of the land use alternatives will produce additional vehicular movements. This situation may worsen two key intersections that are already congested during the PM

peak hour: Marin/San Pablo and San Pablo/Solano.

D. The Buchanan/I-80/580 interchange is scheduled for reconstruction during the planning period. This project may temporarily change the traffic patterns and movements within and around the City.

E. Albany does not presently support waterborne, rail or air traffic. Similarly, the alternatives assessed in the EIR do not include these types of transportation.

F. The current level of hazards to motor vehicles, bicyclists and pedestrians is not expected to change. Increases in traffic are expected to be met by the existing capacity of the street network except at two intersections: Marin/San Pablo and Solano/San Pablo. The dense, urban nature of Albany will remain, thereby presenting certain risks to motor vehicles, bicyclists and pedestrians.

It is expected that certain hazardous conditions to bicyclists and pedestrians will be alleviated by the development of a bicycle path system and the rebuilding of the Buchanan/I-80/580 interchange during the planning period.

(Information Source: Albany Waterfront Draft EIR, September, 1989).

14. PUBLIC SERVICES

A.-F. The more intense development alternatives may increase the demand for Fire, Police, Public Works, Schools and other Governmental Services.

(Information Source: Ibid..

15. ENERGY

A.-B. P.G.&E. has indicated that the projected development can be served within the existing service area. Any new development must conform to the State of California Energy Standards (Title 24) so that the project must meet minimum energy use and conservation standards.

16. PUBLIC UTILITIES

Existing public utilities can meet expected service demands throughout the course of the planning period.

(Information sources: Ibid.)

17. HUMAN HEALTH

A.-B. Air quality impacts may be encountered due to increased traffic congestion at the Marin/San Pablo and San Pablo/Solano intersections.

18. AESTHETICS

The overall details of design, building intensities, massing, scale of development that is expected have not been detailed and will be reviewed on a case by case basis. However, heavily travelled corridors such as San Pablo Avenue and Solano present particular visual significance for the City.

19. RECREATION

All land use alternatives in the EIR involve increases in the quantity of park, recreation and open space areas.

20. CULTURAL RESOURCES

There are four archeologically significant sites within the City, located on Albany Hill.

Information Source: California Archeological Inventory, letter, March, 1989).

21. MANDATORY FINDINGS OF SIGNIFICANCE

A. The biological and habitat impacts of the proposed development alternatives, especially along the north boundary of the site, must be further evaluated. There will be a permanent loss of marsh habitat as a result of capping and sealing portions of the landfill area.

B. The four most intense project alternatives may have significant cumulative impacts including increased traffic, increased demand for City services, and growth inducing impacts.

C. Substantial environmental effects on human beings include increased traffic, soils and geology, and the capacity of the City of Albany to carry increased demand for City services resulting from projected growth during the planning period.

D. Environmental effects which may cause substantial adverse effects on human beings, either directly or indirectly include seismic safety impacts and traffic congestion.

DRAFT EIR APPENDICES

C. FIGURE 1

FIGURE 1

COMPARISON OF EIR ALTERNATIVES

	I		II		III		IV	
LAND USE TYPE	DU.	SQ.FT.	DU.	SQ.FT.	DU.	SQ.FT.	DU.	SQ.FT.
RESIDENTIAL (*)								
LOW DENSITY (R-1, R-1-H)	3,974		3,672		3,672		3,672	
MEDIUM DENSITY (H-D, R-2)	2,144		1,539		1,901		1,539	
HIGH DENSITY (R-3, R-4)	802		2,571		2,571		2,571	
RESIDENTIAL OPPORTUNITIES								
ALBANY HILL (R-1-H, H-D, PUD)	143		305		525		525	
SECOND UNITS	57		107		128		128	
IN COMMERCIAL AREAS	248		273		273		273	
C-E ZONE (R-2)	493		337	198,240	710		275	1,585,584
ALBANY BOWL (R-3)	45	58,370	65	58,370	65	58,370	65	145,926
HILL LUMBER (R-3)	104		150		150		150	
SUBTOTAL	8,010	58,370	9,019	256,610	9,995	58,370	9,198	1,731,510
COMMERCIAL								
SOLANO AVENUE		548,638		718,702		718,702		1,727,736
SAN PABLO AVENUE		588,272		697,630		697,630		1,470,680
COMML TOTAL		1,196,280		1,672,942		1,474,702		4,929,926
INDUSTRIAL								
ALL		692,168		988,812		988,812		1,977,624
WATERFRONT (**)								
RACE TRACK		5,837,040		5,837,040		5,837,040		5,837,040
FUTURE PARK		40 acres		40 acres		40 acres		40 acres
TOTAL ALBANY								
RESIDENTIAL	8,010		9,019		9,995		9,198	
COMM/OFFICE/REC		7,032,320		7,509,982		7,311,742		10,766,966
(Incl Racetrack 5,837,040 sq.ft)								
INDUSTRIAL		692,168		988,812		988,812		1,977,624
PARKS								
(Existing and new, incl. waterfront)								
	31.0 acres city parks		31 acres city parks		31 acres city parks		31 acres city parks	
	1.3 acres vacant land		40 acres WF		40 acres WF		40 acres WF	
	40.0 waterfront parks		71 acres parks		71 acres parks		71 acres parks	
	72.3 acres total							

* The Low, Medium and High Density numbers do not include the "Residential Opportunities separately listed.

** Assumes the following waterfront land use:

32 acres Future Albany Point State Park

—8 acres Linear Park (to link Albany Point to Berkeley Shoreline)

40 acres Future Parks

134 acres Race track and parking facilities (5,837,040 sq. ft.)

DRAFT EIR APPENDICES

D. FIGURE 2

FIGURE 2

GENERAL PLAN: RESIDENTIAL AND COMMERCIAL DEVELOPMENT

LAND USE TYPE	PLAN				
	DUs	SQ.FT.			
RESIDENTIAL (*)					
LOW DENSITY (R-1, R-1-H)	3,672				
MEDIUM DENSITY (H-D, R-2)	2,187				
HIGH DENSITY (R-3, R-4)	1,635				
RESIDENTIAL OPPORTUNITIES					
ALBANY HILL (R-1-H, H-D, PUD)	143				
SECOND UNITS	107				
IN COMMERCIAL AREAS	341				
C-E ZONE (R-2)	337	(**)			
ALBANY BOWL (R-3)	65	69,522			
HILL LUMBER (R-3)	150				
SUBTOTAL	8,637	69,522			
COMMERCIAL					
SOLANO AVENUE		677,902			
SAN PABLO AVENUE		957,980			
COMM'L SUBTOTAL		1,635,882			
INDUSTRIAL					
ALL		988,812			
WATERFRONT (**)					
RACE TRACK		5,837,040			
FUTURE PARK		40 acres			
TOTAL ALBANY					
RESIDENTIAL	8,637				
COMM/OFFICE/REC (Incl Racetrack 5,837,040 sq.ft)		7,542,444			
INDUSTRIAL		988,812			
PARKS (Existing and new, incl. waterfront)	31.0 acres city parks 1.5 acres vacant land 40.0 waterfront parks 72.5 acres total				

(*) The Low, Medium and High Density numbers do not include "Residential Opportunities" separately listed.

(**) Assumes the following waterfront land use:

32 acres Future Albany Point State Park
 8 acres Linear Park (to link Albany Point to Berkeley Shoreline)
 40 acres Future Parks
 134 acres Race track and parking facilities (5,837,040 sq. ft.)

(***) Commercial square footage for C-E Zone included in total for San Pablo Avenue