Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Alameda

From: Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland CA, 94607

Project Title: East Bay Greenway (EBGW) Multimodal Project: Lake Merritt to Bayfair

Project Applicant: Alameda County Transportation Commission

Project Location - Specific: The project extends along arterial streets that generally include East (E.) 10th, E. 8th, E. 12th, and San Leandro streets in Oakland, and San Leandro Boulevard and E. 14th Street in San Leandro. The project corridor's northern limit is the Lake Merritt BART Station at Oak and E. 9th streets in Oakland. The southern limit is at E14th Street and Plaza Drive adjacent to the Bayfair Center at the San Leandro southerly city limit.

Project Location - City: Oakland and San Leandro

Project Location - County: Alameda

Description of Nature, Purpose and Beneficiaries of Project:
The EBGW Project proposes to construct an active transportation facility that would connect BART stations, downtown areas, schools, and other major destinations along arterials over a distance of approximately 11 miles and would traverse the cities of Oakland and San Leandro. The project consists of Class I Multi-Use Path, Class II Bike Lanes, traffic calmed Class III neighborhood bike routes (bicycle boulevards) on low volume, traffic-calmed roadways, and one- and two-way Class IV Separated Bikeway facilities. The project would also include intersection crossing and traffic control improvements, pedestrian ADA improvements, and access to intermediate BART stations along the project corridor. The project does not require any new right of way acquisition.

The purpose of the project is to:

- Improve multimodal connectivity and access to BART and other transit routes, schools, downtown areas, and major activity centers within the project limits
- Enhance existing arterial streets within the project corridor so that they are accessible and comfortable to bicyclists and pedestrians
- Improve safety for bicyclists and pedestrians by providing paths of travel that are physically separated from vehicular traffic or utilize low speed, low volume roadways, and which minimize conflicts between transportation modes to the extent feasible
- Encourage mode shift by providing attractive, comfortable, and lower-stress non-vehicular paths of travel that facilitate first-mile, last-mile options to access community destinations

Name of Public Agency Approving Project: Alameda County Transportation Commission

Name of Person or Agency Carrying Out Project: Alameda County Transportation Commission

Exempt Status: (check one):

☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☐ Categorical Exemption. State type and section number: _____
☐ Statutory Exemptions. State code number: _____
☒ Other.: Common Sense Exemption (Sec.15061(b)(3))

Reasons why project is exempt:

The project consists of the minor alteration of existing public facilities (roadways), involving negligible expansion of use beyond that existing at the time of the lead agency's determination. The proposed project would be located within existing transportation facilities with no proposed right-of-way acquisition. Overall, the scope of proposed work (multimodal improvements) would have a positive impact on the existing social and natural environment. No reasonable possibility of significant impacts was identified.

Lead Agency
Contact Person: Gary Huisingh **Area Code/Telephone/Extension**: 510-208-7400

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: **Date:** 6/7/2023

Title: Deputy Executive Director of Projects

☒Signed by Lead Agency ☐Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

NOTICE OF CEQA EXEMPTION

Project Name:	East Bay Greenway (EBGW) Multimodal Project: Lake Merritt to Bayfair
Project Address:	Not applicable
County:	Alameda
Project No.:	1587001
Project Sponsor:	Alameda County Transportation Commission (Alameda CTC)
	Matthew Bomberg, Senior Transportation Engineer
Project Contact:	mbomberg@alamedactc.org

Date of CE Determination: May 26, 2023

This CE will be filed internally **[ ]** This CE will be filed with the County Clerk **[X]**

This CE will be filed with the State Clearinghouse **[X]**

Environmental Evaluation Conclusion

This Project does not require an environmental impact report or negative declaration because it falls within the California Environmental Quality Act (CEQA) Common Sense Exemption 15061(b)(3). It can be seen with certainty that there is no possibility of a significant effect on the environment.

To reach this conclusion**,** potential operational and construction-related impacts associated with the proposed project were assessed. The proposed project would be located within existing transportation facilities with no proposed right-of-way (ROW) acquisition. Overall, the scope of proposed work (multimodal improvements) would have a positive impact on the existing social and natural environment. No reasonable possibility of significant impacts was identified.

Relevant Exemptions

The project would meet the criteria under CEQA Guidelines Section 15061(b)(3) (**Table 1**).

Table 1: Applicable CEQA Exemptions

	Statutory Exemption		Emergency Exemption
	Ministerial Exemption	**X**	**Common Sense Exemption** (CEQA Guidelines Section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment
	Categorical Exemption: 15301, Class 1, Existing Facilities		Other Exemption

PROPOSED PROJECT

Project Location

The East Bay Greenway (EBGW) Multimodal Project: Lake Merritt to Bayfair (project), sponsored by the Alameda County Transportation Commission (Alameda CTC), proposes to construct an active transportation facility that would connect Bay Area Rapid Transit (BART) stations, downtown areas, schools, and other major destinations along arterials over a distance of approximately 11 miles and would traverse the cities of Oakland and San Leandro. The arterials generally include East (E.) 10th, E. 8th, E. 12th, and San Leandro streets in Oakland, and San Leandro Boulevard and E. 14th Street in San Leandro. The project corridor's northern limit is the Lake Merritt BART Station at Oak and E. 9th streets in Oakland. The southern limit is at E. 14th Street and Plaza Drive adjacent to the Bayfair Center at the San Leandro southerly city limit. The project does not require any new ROW acquisition and will be entirely contained within existing facilities.

The corridor is shown in Attachment 1, Project Location Map.

Project Purpose and Need

The purpose of the project is to:

- Improve multimodal connectivity and access to BART and other transit routes, schools, downtown areas, and major activity centers within the project limits.
- Enhance existing arterial streets within the project corridor so that they are accessible and comfortable to bicyclists and pedestrians.
- Improve safety for bicyclists and pedestrians by providing paths of travel that are physically separated from vehicular traffic or utilize low speed, low volume roadways, and which minimize conflicts between transportation modes to the extent feasible.

- Encourage mode shift by providing attractive, comfortable, and lower-stress non-vehicular paths of travel that facilitate first-mile, last-mile options to access community destinations.

The project is needed to address:

- Lack of continuous, linear bicycle and pedestrian routes between Downtown Oakland and San Leandro in Alameda County.
- Existing discontinuous, bicycle routes are not sufficiently separated from vehicular traffic to achieve an all-ages and abilities standard.
- Nearly half of the corridor overlaps with Alameda County's high injury bicycle and pedestrian networks.
- Bicyclists and pedestrians (where there are no sidewalks) must use traffic lanes to complete their journey, and the traffic lanes frequently have limited space for shared vehicle-bicycle use.
- Many intersections do not meet current standards for accessible design and lighting and lack safe street crossing for nonmotorized users.
- Limited active transportation connectivity and mobility options (convenient, low-stress access to community destinations and transit) in the corridor.

Project Description

The project consists of Class I Multi-Use Path, Class II Bike Lanes, Class III neighborhood bike routes (bicycle boulevards) on low volume, traffic-calmed roadways, and one- and two-way Class IV Separated Bikeway facilities. The project would also include intersection crossing and traffic control improvements, pedestrian Americans with Disabilities Act (ADA) improvements, and access to intermediate BART stations along the project corridor.

From north to south, the project includes the following improvements:

- From Lake Merritt BART station, the project runs east of and generally parallel to the BART alignment with one- or two-way Class IV facilities on Fallon Street, two-way Class IV facilities on E. 10th and E. 8th streets to 14th Avenue, then one-way Class IV facilities on E. 12th Street to Fruitvale Avenue and the Fruitvale BART Station (approximately 2.9 miles) (Attachment 2, Sheets L1-5). This section may require modifications to the existing median along E. 8th Street between 8th Avenue and 12th Avenue, and on E. 12th Street between 19th Avenue and Fruitvale Avenue. Existing traffic signals will be modified, and new signals and pedestrian hybrid beacons (PHBs) are proposed at a number of intersections to control left turn movements and facilitate bike and pedestrian crossings. Improvements on the one-block segment of 9th Street adjacent to Lake Merritt BART station are limited to minor lane restriping because improvements will be covered under a separate project done by others.

- From Fruitvale Avenue, one-way Class IV facilities would extend until 33rd Avenue with access to the Fruitvale BART station (Attachment 2, Sheet L5). Between 33rd Avenue to 35th Avenue, a bike boulevard consisting of shared lane markings and speed humps and other traffic calming measures would connect to bicycle facilities to be constructed by the city of Oakland on E. 12th Street between 35th Avenue and 54th Avenue under the funded East 12th Street Bikeway: Fruitvale-Melrose Gap Closure project (Attachment 2, Sheets L5-7). Access to the Fruitvale BART station from 33rd Avenue would follow the Avenida de la Fuente pedestrian way.
- A Class III bicycle boulevard consisting of shared lane bicycle markings and speed humps would extend down 54th Avenue connecting the East 12th Street Bikeway project to San Leandro Street. All-way stop controls would be provided at the E. 12th Street/ 54th Avenue intersection, and a new signal may be provided at 54th Avenue and San Leandro Street subject to traffic signal warrants. The alignment would proceed south via a proposed Class I facility that would run on the east side of San Leandro Street until Seminary Avenue, where it would connect to bicycle facilities to be constructed by the city of Oakland under the separate, fully funded East Bay Greenway: Seminary Avenue to 69th Avenue Project. South of 69th Avenue, the project proposes to construct a Class I bicycle path on San Leandro Street to the Coliseum BART drop-off driveway loop, then a two-way Class IV facility, passing in front of the Coliseum BART Station, before conforming to the existing Class I facility that runs from just north of 75th Avenue to 85th Avenue. The existing median adjacent to the BART station would be shifted and narrowed to accommodate a transit island serving northbound buses, requiring replacement of approximately 12 existing median trees between 69th Street and 73rd Street. South of 85th Avenue, the Class I facility would continue on the east side of San Leandro Street to 98th Avenue. (Attachment 2, Sheets L7–12).

Two alignment options are under consideration for the segment between 98th and 105th avenues:

1. *San Leandro Street Alignment*: A two-way Class IV bikeway would continue on the east side of San Leandro Street, which would require repurposing of the roadway connection from 105th Avenue to northbound San Leandro Street for exclusive bike use. The existing southbound one-way connection from San Leandro Street to 105th Avenue would be converted to two-way operation, with a new signalized intersection at 100th Avenue (Attachment 2, Sheets L12-13).
2. Pippin Street Alignment: From 98th Avenue, the alignment would extend to Pippin Street with a two-way Class IV facility on the north side of 98th Avenue, crossing 98th Avenue with a pedestrian hybrid beacon, then following Pippin Street to 105th Avenue as a Class III neighborhood bike route consisting of shared lane bicycle markings, speed humps, traffic circles, and new all-way stop controls. Ground

disturbance along Pippin Street will be restricted to non-native soils (Attachment 2, Sheets L12a-13a).

Under either option, bicyclists would use a two-way Class IV bikeway on the south side of 105th Avenue to connect to San Leandro Street on the east side of Union Pacific Railroad (UPRR).

Two options are also under consideration for the alignment from 105th Avenue to the Oakland/San Leandro border at West (W.) Broadmoor Boulevard (Attachment 2, Sheet L13b):

1. A two-way Class IV bikeway on the east side of San Leandro Street from 105th Avenue to W. Broadmoor Boulevard, requiring removal of parking from 105th Avenue to Moorpark Street (Attachment 2, Sheet L13).
2. A contra-flow southbound Class IV facility on the west side of San Leandro Street to Moorpark Street, with a shared-use lane northbound. South of Moorpark Street, a Class I bike path would continue on the west side of San Leandro Street to W. Broadmoor Boulevard (Attachment 2, Sheet L13a).

From W. Broadmoor Boulevard, the facility would continue as a Class I bike path on the west side of San Leandro Street /San Leandro Boulevard to Peralta Avenue, a two-way Class IV bikeway from Peralta Avenue to Creekside Plaza, and continuing with one-way Class IV bikeways to Davis Street (Attachment 3, Sheets L13–15).

From Davis Street, a Class IV facility would resume with one-way travel on each side of San Leandro Boulevard to E. 14th Street, with the exception of a short stretch in the northbound direction between Davis Street and W. Juana Avenue, which would be Class II. The project would require shifting the median westward from W. Juana Avenue to Parrot Street, from Castro Street to Polar Way, and at the approach to E. 14th Street, resulting in replacement of approximately six mature median trees. The project would continue south on E. 14th Street from San Leandro Boulevard with a one-way Class IV bikeway on each side of E. 14th Street to Plaza Drive, just south of Fairmont Drive at the entrance of the Bayfair Center and the nearby Bay Fair BART station (Attachment 3, Sheets L1–6). Median shifts would also occur on E. 14th Street between 136th and 144th avenues, resulting in replacement of approximately 33 median trees. Additionally, up to 16 additional sidewalk trees may require replacement.

The proposed bike facilities would be constructed primarily within the existing roadway curb-to-curb limits, through a combination of lane reconfiguration, road diet, and parking removal. A road diet would occur between 54th Avenue and Seminary Avenue, with conversion of the existing four-lane roadway to one lane in each direction and a center two-way turn lane. Some locations may require curb and gutter modification and reconfiguration of existing drainage inlets to accommodate intersection turn lanes, add curb bulbs and islands, or to modify an existing sidewalk. At select intersection locations, protected intersection facilities would be implemented to enhance safety. The project would require removal or reconfiguration of existing street parking in some portions of the footprint. New parking restrictions may be

implemented to facilitate parking availability and would be subject to city approval. Color curb zones would be determined in the design phase in accordance with city standards, and in consultation with affected businesses, and may require placement on cross streets. Depth of ground disturbance in these areas would be limited to within 1 foot to allow for pavement or sidewalk reconstruction but may extend further (approximately up to 4-5 feet) for utility and drainage inlet work. Traffic signals, PHBs or rapid rectangular flashing beacons, and lighting may be added or modified to provide safe intersection treatments. Wayfinding signage may also be installed. Poles for signals, signs, and lighting would require deeper foundations, which would be limited to spot locations. Light pole foundations would be between 4 to 8 feet deep. Signal foundations are expected to be between 4 to 13 feet deep, approximately 3.5 feet in diameter, and would be installed using cast-in-drilled-hole methods. Associated excavation for electrical cabinets for the lights and signals would be up to 2 feet deep.

Streetscape Improvements

The project would make streetscape improvements within the public ROW, such as landscaping and planting street trees; transit stops/bus shelters, bicycle, and pedestrian wayfinding; pedestrian-scale lighting; seating; and green infrastructure (installation of best management practices such as bioswales). The final location of these elements would be identified during final design based on input from local jurisdictions. Streetscape improvements would be provided where possible, such as at bus islands, curb extensions, raised islands at intersections, and at the end of parking lanes. Existing street and pedestrian lighting would be augmented to facilitate safe, secure bike and pedestrian operations at all times of the day. Context-sensitive safety railings may be installed where there is not a sufficient buffer between bike facilities and vehicular travel lanes. No fencing is proposed.

Prior to construction, a qualified arborist would conduct a survey and prepare a report to document all the trees and shrubs that would be affected (i.e., trimmed, removed, or potentially damaged) by construction activities. Tree removals, if needed, would be limited in number and dispersed throughout the project corridor and are expected to require 5-8 feet of excavation depending on the tree species. Trees removed by the project would be replaced to the extent feasible. Median trees that need to be removed due to median shifts would generally be replaced as part of landscaping in the new median. The project would avoid impacting existing sidewalks and associated trees, to the extent feasible, but some tree trimming is expected, and removals may be required if avoidance is not feasible. Trees would be planted in proposed curb extensions or new islands where space allows. All tree trimming, construction within the tree dripline, and any tree removals would be coordinated with the cities of Oakland and San Leandro. The project would undergo municipal design review, obtain required tree removal permits and comply with all local permit conditions with respect to tree protection ordinances.

Construction Activity

Construction is expected to occur during the daytime for 30 months starting in 2025. Construction activities scheduled to occur between 7 a.m. and 7 p.m. would not take place before or past daylight hours (which vary according to season). Depending on the jurisdiction in which a particular segment is located, construction activities would be limited to the following:

- City of Oakland - weekdays between 7 a.m. and 7 p.m., or 9 a.m. and 8 p.m. on weekends and Federal holidays. The project would implement the city of Oakland Standard Conditions of Approval and noise standards.
- City of San Leandro - weekdays between 7 a.m. and 7 p.m., or between 8 a.m. and 7 p.m. on Saturday and Sunday, with no construction allowed on Federal holidays.

Construction would comply with California Department of Transportation (Caltrans) Standard Specifications for air quality and dust control requirements and would implement where feasible Air Quality Guidelines from the Bay Area Air Quality Management District (BAAQMD).

Ten potential staging areas are proposed on vacant lots that are generally paved or covered with gravel or have otherwise been recently used as construction staging for other projects. Mature, existing trees would be preserved if present in staging areas. Existing landscaping would be preserved where feasible. Ruderal vegetation would be cleared to allow for staging as needed. Three potential staging areas in Oakland, located at 2289 E. 12th Street at 23rd Avenue, 2901 E. 12th Street between 29th and Derby avenues, and 932 98th Avenue on the east side of UPRR, would be subject to use restrictions if used.

Potential staging areas include the following locations:

- 2000 E. 12th Street at 21st Avenue, Oakland
- 2289 E. 12th Street at 23rd Avenue, Oakland
- 2901 E. 12th Street between 29th and Derby avenues, Oakland
- 6899 San Leandro Street at 69th Avenue, Oakland
- 932 98th Avenue on the east side of UPRR, Oakland
- 650 Davis Street, San Leandro
- 13948 E. 14th Street south of 139th Avenue, San Leandro
- 14901 E. 14th Street between Hesperian Boulevard and 150th Avenue, San Leandro
- 1399 150th Avenue west of 14th Street, San Leandro
- 15739 E. 14th Street at Bayfair Drive, San Leandro

Environmental Design Components

The project description includes design elements to protect environmental resources. These environmental design components (EDC) are an intrinsic part of the project itself and will be included in the specifications package for the construction contractor. EDC were considered

prior to the significance determination under CEQA. All EDC are listed within this section and in Attachment 4.

Air Quality:

- Air Quality – Construction will comply with Caltrans Standard Specifications for air quality and dust control requirements and will be consistent with Air Quality Guidelines from BAAQMD.
- Watering – All unstabilized areas (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day.
- Hauling - All haul trucks transporting soil, sand, or other loose material off-site will be covered.
- Track-out – All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- Speed Limit – All vehicle speeds on unpaved roads will be limited to 15 miles per hour.
- Stabilization - All roadways, driveways, and sidewalks to be paved will be completed as soon as possible.
- Air District Contact – A publicly visible sign with the project's telephone number and person to contact will be posted to provide contact information for dust complaints. This person will respond and take corrective action within 48 hours. The Air District's phone number will also be visible for public reference.
- Caltrans Standards – The portion of the project located along E. 14th Street from San Leandro Boulevard to Plaza Drive in San Leandro is within Caltrans jurisdiction. Within that jurisdiction, the project will comply with the following Caltrans Standard Specification Sections:
    - Section 13-5 for placing temporary soil stabilization materials.
    - Section 14-9.02 requiring compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
    - Section 14-11.04 regarding dust control.
    - Section 18 regarding the use of dust palliatives.
- Construction Equipment - Use zero-emission and hybrid-powered equipment to the greatest extent possible, particularly if emissions are occurring near sensitive receptors or located within a BAAQMD-designated Community Air Risk Evaluation (CARE) area or Assembly Bill 617 community.
- Idling - Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes (A 5-minute limit is required by the state airborne toxics control measure [Title 13, Sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for

workers at the entrances to the site. The Contractor will develop an enforceable mechanism to monitor idling time to ensure compliance.

- Deliveries and Equipment Transport - Use U.S. Environmental Protection Agency SmartWay certified trucks for deliveries and equipment transport.
- Equipment Maintenance - Require all construction equipment is maintained and properly tuned in accordance with manufacturer's specifications. Equipment should be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Electrical Hook Ups - Where grid power is available, provide electrical hook ups for electric construction tools. such as saws, drills and compressors, and use electric tools whenever feasible.
- Alternative Fuels – Where grid power is not available, use alternative fuels, such as propane or solar electrical power, for generators at construction sites, whenever feasible.
- Construction Worker Transportation - Encourage and provide carpools, shuttle vans, and transit passes for construction workers and offer meal options on site or shuttles to nearby meal destinations for construction employees.
- Construction Office - Reduce electricity use in the construction office by using LED bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Construction Waste - Recycle or salvage nonhazardous construction and demolition debris, with a goal of recycling at least 15% more by weight than the diversion requirement in Title 24.
- Local Materials - Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials and based on volume for roadway, parking lot sidewalk and curb materials). Wood products used should be certified through a sustainable forestry program.
- Concrete - Use low-carbon concrete, minimize the amount of concrete used and produce concrete on-site if it is more efficient and lower emitting than transporting ready-mix.
- Water Use Plan – Develop a plan to efficiently use water for adequate dust control since substantial amounts of energy can be consumed during the pumping of water.
- Documentation Requirements - Include all requirements in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant on- or off-road construction equipment for use prior to any ground-disturbing and construction activities.

Biological Resources:

- Tree Removal – Prior to construction, a qualified arborist will conduct a survey and prepare a report to document all the trees and shrubs that will be affected (i.e.,

trimmed, removed, or potentially damaged) by construction activities. Tree removals, if needed, will be limited in number and dispersed throughout the project corridor. Trees removed by the project will be replaced to the extent feasible. Median trees that need to be removed due to median shifts will generally be replaced as part of landscaping in the new median. The project will avoid impacting existing sidewalks and associated trees, to the extent feasible, but some tree trimming is expected, and removals may be required if avoidance is not feasible. Trees will be planted in proposed curb extensions or new islands where space and sight distance considerations allow. All tree trimming, construction within the tree dripline, and tree removals will be coordinated with the cities of Oakland and San Leandro. The project will undergo municipal design review, obtain required tree removal permits, comply with Oakland's Standard Conditions of Approval and Uniformly Applied Development Standards, and comply with all local permit conditions with respect to tree protection ordinances.

- Preserve Existing Vegetation – Mature, existing trees will be preserved if present in staging areas. Existing landscaping throughout the project will be preserved where feasible.
- Worker Environmental Awareness Training (WEAT) – Prior to construction, the administering agency[1] or the construction contractor will retain a qualified biologist to develop and conduct a WEAT for all project personnel. The training will include environmental education about the protected biological resources (i.e., trees, wetlands and Waters of the United States [WOTUS], special-status wildlife and habitats, and migratory birds), the protected status of those resources, the need and actions that should be taken to avoid impacts on these resources, any terms and conditions required by state and federal agencies, the penalties for not complying with EDC, and the importance and instruction regarding the control and prevention of the spread of invasive plants. If new construction personnel are added to the project, the contractor's superintendent will ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout will be provided to each person that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions.
- SWPPP – A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for Local Agency review and approval prior to construction. A SWPPP will be implemented as part of the NPDES and in accordance with a General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to minimize the potential for sediment or contaminants to be discharged to WOTUS within the project vicinity. The project will fully comply with the SWPPP.
- ESA Fencing –
    - As part of final design, ESA fencing will be shown on project plans.

[1] The administering agency may be Alameda CTC, Caltrans, city of Oakland, or city of San Leandro.

- Prior to construction, orange ESA fencing (i.e., snow fencing) will be installed to protect sensitive habitat and resources. Installation of ESA fencing is not required when conducting low-disturbance activities (e.g., restriping bicycle lanes on a bridge over a creek) near sensitive habitat. The fencing shall be installed outside of riparian habitat and the bed-and-bank of WOTUS. Construction activity, traffic, equipment, or materials will not be permitted within ESAs.
- Orange silt fencing can take the place of ESA fencing if silt fence, specified by the project SWPPP, is to be installed at the same location.

- Nesting Birds –
  - Vegetation trimming or removal (including trees) will take place outside of nesting bird season (September 1 to February 15), to the extent feasible.
  - If construction activities (including vegetation trimming or removal) takes place during nesting bird season (February 15 to August 31), a qualified wildlife biologist with demonstrated nesting bird survey experience will conduct a nesting bird survey in the seven days prior to start of construction. Surveys will include a search of all suitable nesting habitat (e.g., grassland, bushes, trees, bridges, culverts, overpasses, and structures) in the construction area. In addition, a 300-foot area around construction will be surveyed for nesting raptors. If no active nests are detected during these surveys, no additional measures are required.
  - If a lapse in construction activities of seven days or longer at a previously surveyed study area occurs, another preconstruction survey will be conducted.
  - If an active nest is found in or near the construction area, a no-work buffer surrounding the nest (marked with high-visibility ESA fencing, flagging, or pin flags) will be established by a qualified wildlife biologist around the site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31), after the biologist determines that the young have fledged (this date varies by species), or the nest has failed. The extent of these buffers will be determined by the biologist based on current research, best practices, professional experience, and recommendations from United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (if available). Buffer size will depend on the level of noise or construction disturbance, line of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Buffer size has the potential to vary with different species; buffer size is based on a species' sensitivity to disturbance and planned work activities in the vicinity. Typical buffer sizes are 300 feet for raptors and 50 feet for other birds.

- Bats –
    - To the extent feasible, tree removal will be conducted between September 15 and October 30, which corresponds to a time period when bats have not yet entered torpor or would be caring for nonvolant (i.e., not yet able to fly) young. To the extent feasible, tree removal will be avoided between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).
    - If tree removal and trimming cannot be conducted between September 15 and October 30, a qualified biologist will examine trees to be removed or trimmed for suitable bat roosting habitat no more than 2 weeks before removal and trimming. High-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags, and palm trees with intact thatch) will be identified, and the area around these features will be searched for bats and bat signs (e.g., guano, culled insect parts, urine staining). Passive monitoring using full spectrum bat detectors may be needed if identification of bat species is required. Survey methods will be based on current best practices and CDFW recommendations (if available).
    - If an active maternity roost is located, whether solitary or colonial, that roost will remain undisturbed with an appropriate disturbance-free buffer zone (determined by a qualified bat biologist) until September 15 or until a qualified biologist has determined the roost is no longer active.
    - If avoidance of nonmaternity roost trees is not possible, and tree removal or trimming must occur between October 30 and September 15, qualified biologists will monitor tree trimming and removal. If possible, tree trimming, and removal should occur in the late afternoon or evening when it is closer to the time that bats would normally arouse. Prior to removal and trimming, each tree will be shaken gently and several minutes should pass before felling trees or limbs to allow bats time to arouse and leave the tree. Each tree will be removed in pieces rather than felling the entire tree as per CDFW guidance.
- Invasive Plant Management – The project proponent and/or their construction contractor will be responsible for avoiding the introduction of new invasive plants and the spread of invasive plants previously documented in the Biological Study Area (BSA). Accordingly, the following measures will be implemented.
    - Surface disturbance within the construction work area will be minimized to the greatest extent possible.
    - All disturbed areas will be seeded with certified weed-free native mixes and mulched with certified weed-free mulch (rice straw may be used in upland areas).
    - Native, noninvasive species will be used in erosion control plantings to stabilize site conditions and prevent invasive species from colonizing.

    - Landscaping will not include any invasive species.
- Tree Protection – Tree protection fencing or other protective measures will be used to protect the trees that are not to be removed during construction, as determined by an arborist.

Noise:

- Sensitive Receptors – Best practices indicated in the city of Oakland and San Leandro Municipal Codes will be followed to minimize daytime noise to the nearest sensitive receptors.
- Construction Equipment – All construction equipment powered by internal combustion engines will be properly muffled and maintained.
- Stationary Equipment - All stationary noise-generating construction equipment such as tree grinders and air compressors will be located as far as is practical from existing residences.
- Quiet Equipment – Quiet construction equipment, particularly air compressors, will be selected whenever feasible.
- Equipment Restrictions – Use of pile drivers will be prohibited. When school is in session, the use of jack hammers will be coordinated with schools and daycares to avoid impacts to their daily operations.
- Construction Hours – The Contractor shall comply with the following restrictions concerning construction days and hours:
    - Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 A-weighted decibels (dBA) shall be limited to between 8:00 a.m. and 4:00 p.m.
    - Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday.
    - No construction is allowed on Sunday or federal holidays.
    - Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.
    - Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring, which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the applicable city, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The Contractor shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours, except in the

case of unforeseeable conditions. When submitting a request to the applicable city to allow construction activity outside of the above days/hours, the Contractor shall submit information concerning the type and duration of proposed construction activity and the draft public notice for the applicable city review and approval prior to distribution of the public notice.

- Noise Reduction – The Contractor shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following:
    - Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds) wherever feasible.
    - Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
    - The Contractor shall use temporary power poles instead of generators where feasible.
    - Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the city to provide equivalent noise reduction.
    - The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the Implementing Agency[2] determines an extension is necessary and all available noise reduction controls are implemented.
- Construction Noise Complaints – The Contractor shall submit to the applicable city for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise and shall implement the procedures during construction. At a minimum, the procedures shall include:

[2] The project would be constructed under several contracts. The implementing agency would be Caltrans, the city of Oakland, or the city of San Leandro.

    - Designation of an on-site construction complaint and enforcement manager for the project.
    - A large on-site sign near the public ROW containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit.
    - Protocols for receiving, responding to, and tracking received complaints.
    - Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the applicable city for review upon the city's request.

Caltrans Standard Specifications:

- The following Caltrans Standard Specifications will be applied to the project:
    - Noise Control - Section 14-8
    - Soil stabilization - Section 13-5
    - Air Quality - Section 14-9.02
    - Dust Control – Section 14-11.04
    - Dust Palliatives - Section 18

Cultural Resources:

- Environmentally Sensitive Area (ESA) – ESAs will be identified in project plans and specifications to avoid impacts to archaeological resources.
- Monitoring – Archaeological and tribal monitoring will be provided for work conducted in the vicinity of known archaeological resource locations.
- ESA Action Plan – An ESA Action Plan will be prepared for the project, which will outline the procedures to follow during construction to ensure known archaeological resources are avoided. The plan will include a protocol for unanticipated discoveries. The plan will also ensure appropriate monitoring is conducted during construction for any accidental discoveries.
- WEAT – Prior to construction, Caltrans and the Alameda CTC (project proponent) and/or their construction contractor will retain a qualified archaeologist to develop and conduct a WEAT for all project personnel. The training will include environmental education about the protected cultural resources, the protected status of those resources, the need and actions that should be taken to avoid impacts on these resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with EDC. If new construction personnel are added to the project, the contractor's superintendent will ensure that the personnel receive the mandatory training before starting work.
- ESA Fencing – The contractor will install ESA Fencing around cultural resources. No work will occur within the ESA.

- Discovery – If cultural materials are discovered during construction, work shall be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need for further action.

Paleontological Resources:

- WEAT and Procedure for Unanticipated Discovery **–** Prior to working anywhere on the project site, construction personnel will be provided with paleontological resources awareness training. If fossils are discovered during construction, the construction crew will immediately cease work near the find and notify the project implementer. Construction work in the affected areas will stop or be diverted. The project proponent and/or their construction contractor will retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with the Society for Vertebrate Paleontology guidelines. The recovery plan may include a field survey, construction monitoring, sampling, data recovery procedures, museum storage coordination for any specimens recovered, and a report of findings. Recommendations in the recovery plan that are determined by the project implementer to be necessary and feasible will be implemented before construction activities can resume at the site where the paleontological resources were discovered. The project proponent and/or their construction contractor will be responsible for ensuring that the monitor's recommendations regarding treatment and reporting are implemented.

Hazardous Materials/Waste:

- Hazardous Materials Testing and Treatment – A Phase II Environmental Site Assessment to determine the presence of hazardous materials or petroleum products above the relevant environmental screening levels for soils and groundwater will be performed during the design phase. Samples will be collected in locations where subsurface excavations are planned near REC including, but not limited to the locations listed below. Other locations will also be targeted for sampling throughout the project footprint. Following the Phase II testing, design modifications may be required. Testing will be required in the project footprint adjacent to the following locations:
    - Required Oakland Testing Locations:
        - E. 10th Street between 2nd and 4th avenues (work in the vicinity to be limited to improving paved surfaces, no subsurface work that has the potential to encounter groundwater will occur)
        - E. 12th Street between 16th and 17th avenues
        - 2301 E. 12th Street
        - E. 12th street between 29th and 30th avenues (work in the vicinity to be limited to improving paved surfaces, no subsurface work that has the potential to encounter groundwater will occur)
        - 829 54th Avenue

        - 6815–6905 San Leandro Street (work in this vicinity to be limited to improving paved surfaces or staging; no ground disturbance including excavation or clearing and grubbing will occur within staging area)
        - 932 98th Avenue and San Leandro Boulevard
        - 9757 San Leandro Street
    - Required San Leandro Testing Locations:
        - 2411 Washington Avenue (proposed project in this vicinity will not include any drainage work)
        - 2481 San Leandro Boulevard (proposed project in the vicinity will not include any drainage work)
- Encampment Survey – If information on the location of existing encampments is not available from the cities, a survey to determine the location of current, and if possible, past unsheltered persons encampments, will be conducted prior to site disturbance and appropriate testing undertaken to the determine if hazardous substances are present.
- Aerially Deposited Lead (ADL) – The project area may contain ADL. ADL sampling will be conducted followed by implementation of a lead compliance plan (if warranted).
- Railroads – Soils and groundwater in railroad areas intersecting the project area will be sampled and analyzed for hazardous substances if the soils and groundwater are to be disturbed.
- Pavement Markings – Yellow traffic striping paint is present in the project area and will be removed by the project. It is assumed that all traffic striping may contain lead or chromium. A lead compliance plan will be implemented prior to construction.
- Orchards – Soils potentially impacted by the project between Marina Boulevard and E. 14th Street will be tested for pesticides and herbicides prior to construction. Appropriate plans and procedures will be put in place if pesticide and herbicide levels are in excess of relevant environmental screening levels.
- Asbestos – Asbestos containing materials (ACM) may be present in the project area. Samples of suspect materials will be collected and tested. If ACM is present, an asbestos compliance plan and asbestos removal work plan will be prepared.

Community Resources:

- Emergency Vehicles – Further coordination and project plan review will be conducted with the transportation departments at the cities of Oakland and San Leandro to ensure emergency vehicle response times are not impacted during construction or operation.
- Unsheltered Person Noticing – Prior to construction, official notices will be conspicuously posted along exterior boundaries, roads, sidewalks, and trails entering BART, Caltrans, and the cities of Oakland and San Leandro ROW. Noticing will be provided in multiple languages. These notices will formally alert occupants at least 72 hours prior to the deadline for occupants to vacate with their personal property. The formal notices will include information on available social services and shelters,

location(s) where non-vacated personal belongings will be stored, how long belongings will be stored (minimum 90 days), and how to retrieve removed belongings. Informal outreach with unsheltered occupants will occur at least three weeks prior to posting of these notices.

- Encampments in Caltrans ROW – For those unsheltered person encampments located within Caltrans ROW, Alameda CTC will coordinate with the Caltrans Maintenance Homeless Encampment Coordinator (or equivalent) prior to construction. Caltrans may wish to conduct a visual assessment of its ROW to determine if there are any additional requirements prior to clearing any encampments. State/local law enforcement assistance will also be coordinated through Caltrans, if required.
- Construction Detours – Early and well-publicized announcements and other public information measures will be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion. If detours are required, detour routes will be planned in coordination with Caltrans and the cities of Oakland and San Leandro traffic departments, and proposed detours will be sent to emergency service providers and transit operators in advance of construction.
- Construction Access Change – A public notification plan will be implemented to keep the public informed and to minimize potential disruptions to travelers and emergency service providers. Strategies such as changeable message signs will notify travelers of pending construction activities.
- Loading Zones – Loading zones (business and passenger loading), paratransit service pick-up and drop-off locations, and ADA parking spaces will be re-established as close as possible to their existing locations.
- Bicycle Racks – Bicycle racks will be potentially installed at the following locations subject to city approval: Glad Tidings Community Church (1800 E. 12th Street, Oakland), East Bay Asian Youth Center (2025 E. 12th Street, Oakland), Lao Family Community Development (2325 E. 12th Street, Oakland), and the San Leandro Senior Community Center (13909 E. 14th Street, San Leandro). Additional bicycle rack locations will be considered based on community outreach and city feedback during the design phase.
- Pavement Striping – Street parking within 200 feet of the intersection of 12th Street /23rd Avenue will be signed for time-restricted parking during business hours, subject to city approval. In addition, the 23rd Avenue cul-de-sac will be striped for time-restricted parking during business hours, subject to city approval.
- Noticing – Prior to construction, information will be provided to neighborhoods and businesses in the project area about topics such as other parking opportunities and available transportation options in lieu of driving to address the temporary removal of on-street parking for construction activities, in accordance with city requirements as part of the Transportation Management Plan (TMP).
- Paratransit Loading - Coordination and plan review with the city ADA coordinators, paratransit services, and the transportation departments at the cities of Oakland and

San Leandro will occur during the design phase to ensure accessibility is not adversely impacted.

- Bus Stop Relocation – The construction contractor will coordinate with AC Transit to provide advance public notification of temporary bus stop relocations.
- Outreach – Community outreach will be undertaken during final design, and the results will be taken into consideration in finalizing the design package.
- TMP – The project sponsor will coordinate with the cities of Oakland and San Leandro to develop and implement a TMP. The TMP will identify strategies to minimize impacts to those traveling to and through the construction area. The TMP will include coordination with local agencies, emergency services, transit services, local communities, business associations, and affected drivers.
- Open Lane – During construction, at least one lane in each direction will be kept open at all times.
- Through Traffic – During construction, through traffic will be maintained at all times (e.g. through temporary signals and flaggers).
- Access – Access Bicycle and pedestrian access will be maintained at all times, using short, signed detours, if necessary.
- Property Access – Access to properties will be maintained at all times, apart from extremely brief periods while construction work is passing through. These exceptions will be minimized as far as reasonably practicable.
- Notification – There will be advance notification of construction work to the community and stakeholders in accordance with Local Agency procedures.

Water Quality:

- Municipal Regional Permit (MRP) – Provision C.3 of the applicable San Francisco Bay MRP states impervious area thresholds for requiring permanent stormwater treatment and hydromodification management for projects. The project will comply with MRP requirements outside of BART and Caltrans ROW.
- Hydromodification – Improvements at San Leandro Creek require consideration of hydromodification management because the project corridor results in the creation and/or replacement of one acre or more of impervious surface area for the project. Hydromodification management measures will be proposed during the design phase and will comply with the requirements listed in Section 7 of the Alameda County Clean Water Program *C.3 Stormwater Technical Guidance* (2021).
- Trash Capture – The project will propose trash interceptors as required by the cities or Caltrans for appropriate source control and site design measures.
- BART and Caltrans NPDES Requirements – Areas within the BART ROW will comply with the Phase II MS4 Permit Section F.5.g for post-construction storm water management conditions. Areas within Caltrans ROW will comply with the latest version of the Caltrans' Project Planning and Design Guide. The Project Planning and Design Guide

satisfies the post construction requirements of the Caltrans NPDES permit. Segments of the project within both BART and city ROW will apply the more conservative of the requirements.

- Balance Fill – During final design, fill within floodplains will be balanced to maintain flood flows and capacity.

Visual/Aesthetics:

- Minimize Tree Removal – During the design phase, tree removal will be avoided to the maximum extent possible. Where removed, trees would be replanted on the same block if feasible.
- Lighting Design – Proposed street and pedestrian-scale lighting will be sufficiently shielded to avoid light pollution for neighbors.
- Temporary Visual Barrier – During construction, temporary fencing will be used to screen unsightly views around construction staging and stockpile areas throughout the project area.
- Replacement Landscaping – Tree replacement and any materials used in landscaping will comply with all applicable local ordinances. Landscaping removed by the project will be replaced similar to pre-project conditions or nearby to the extent feasible.

Required Regulatory Permits and Approvals

The following environmental permits and approvals would be obtained for EBGW (**Table 3**):

Table 3: Required Environmental Permits and Approvals

State Water Resources Control Board	National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order Number 2009-0009-DWQ, NPDES Number CAS000002[3]
San Francisco Bay Regional Water Quality Control Board	San Francisco Bay Municipal Regional Stormwater NPDES Permit, Order R2-2015-0049, NPDES Permit Number CAS612008[4]
State Water Resources Control Board	Waste Discharge Requirements (WDRs) for Storm Water Discharges From Small Municipal Separate Storm Sewer Systems (General Permit), Order No. 2013-0001-DWQ[5]
State Water Resources Control Board	NPDES Statewide Stormwater Permit and WDRs for State of California Department of Transportation, Order 2022-0033-DWQ, NPDES Number CAS000003[6]
City of Oakland	Tree Removal Permit
City of San Leandro	Encroachment Permit (for tree removal/trimming)

Other permits may be needed for construction and would be determined during the design phase.

Environmental Evaluation

The proposed project was analyzed for potential impacts to air quality (including greenhouse gases [GHG]), biological resources, noise/vibration, community impacts, cultural resources, hazardous materials, paleontology, water quality, transportation, and visual/aesthetics. Potential cumulative impacts with other projects were also assessed. No reasonable possibility of significant impacts was identified for any of the evaluated disciplines.

[3] Project would obtain coverage under this permit.
[4] Project would go through design review and approval from the cities of Oakland and San Leandro.
[5] When located within BART ROW, the project would go through design review and approval from BART.
[6] When located within Caltrans ROW, the project would go through design review and approval from Caltrans.

Air Quality

An Air Quality Technical Memorandum (ICF 2023a) was prepared to confirm no reasonable possibility of significant impacts, including GHG, associated with the proposed project.

Transportation Conformity

The project is located in a nonattainment area for the federal ozone (O_3) and particulate matter ($PM_{2.5}$) standards. Because of this, conformity requirements would apply to the project. The proposed project is limited to multimodal improvements that would not increase traffic capacity along any of its roadways. The project would in fact result in a potential net benefit to air quality by enhancing bicycle and pedestrian facilities. Therefore, the project is exempt from conformity per 40 Code of Federal Regulations (CFR) 93.126 (Air Quality: Bicycle and Pedestrian Facilities). This exemption was confirmed during the Metropolitan Transportation Commission's (MTC) July 28, 2022 Air Quality Conformity Task Force meeting.

Air Quality Emissions Analysis

Operational Emissions

The project would add multimodal improvements along its approximately 11-mile corridor between Oakland and San Leandro. These improvements would encourage mode-shift to nonmotorized transportation, resulting in an expected long-term reduction in air pollutant emissions. Based on this, operation of the project would have no reasonable possibility of significant impacts on regional or local air quality.

Construction Emissions

Construction of the proposed project would involve clearing, minor grading, and paving. During construction, short-term degradation of air quality may occur from construction equipment powered by gasoline and diesel fuel. Pollutants would include carbon monoxide (CO), nitrogen oxides (NO_X), volatile organic compounds (VOCs), directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants (TAC). Construction would also increase traffic congestion, resulting in increased emissions from traffic. These emissions would be temporary and limited in impact to the immediate area surrounding the construction. As a result, there would be no reasonable possibility of a significant impact related to construction emissions.

Construction of the proposed project would begin in 2025 and would be completed within 30 months. Worst-case daily construction emissions (pounds per day) were estimated using the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Roadway Construction Emissions Model (Version 9.0.0) (**Table 4**). This analysis assumed that construction of different segments of the project would overlap. Based on this analysis, daily construction-related emissions for criteria and precursor pollutants (i.e., reactive organic gases [ROG], NO_X, CO, sulfur oxides [SO_2], PM_{10}, and $PM_{2.5}$) would be below BAAQMD significance thresholds for all

criteria pollutants. Long-term air quality benefits due to mode-shift to nonmotorized transportation is expected to eventually offset short-term construction emissions.

Table 4: Maximum Regional Construction Emissions (Pounds per Day)[2]

Source	ROG	NO_X	CO	SO_2	PM_{10}[1]	$PM_{2.5}$[1]
Grubbing/Land Clearing	0.93	8.53	15.57	0.03	0.45	0.35
Grading/Excavation	1.01	8.85	16.79	0.03	0.51	0.38
Drainage/Utilities/Sub-Grade	0.57	4.55	9.40	0.02	0.32	0.21
Paving	2.35	24.25	38.01	0.07	1.18	0.98
Maximum Daily Construction Emissions[2]	3.94	37.65	64.21	0.13	2.01	1.57
BAAQMD Significance Threshold	54	54	N/A	N/A	82	54
Exceeds Threshold?	No	No	N/A	N/A	No	No

Source: SMAQMD 2018, BAAQMD 2022, ICF 2023a.
[1] Emissions include exhaust emissions only.
[2] Totals may not add up exactly due to rounding in the modeling calculations.

GHG Emissions Analysis

The project would add multimodal facilities along its approximately 11-mile corridor between Oakland and San Leandro. Multimodal improvements are expected to result in mode-shift to nonmotorized transportation, thereby reducing long-term GHG emissions. As a result, there would be no reasonable possibility of a significant impact related to GHG emissions.

Construction-related GHG emissions would result from the operation of on-site equipment during construction. Construction-related GHG emissions were estimated using the same methodology as for criteria air pollutants. The emissions represented the worst-case maximum daily construction emissions (pounds per day) for each activity (**Table 5**). Although GHG emissions can be quantified, California Air Resources Board (CARB), BAAQMD, and Alameda County have not adopted project-level significance thresholds for GHG emissions that would be applicable to the project.

Table *5: GHG Construction Emissions*

Emission Source	CO_2e (Metric Tons)[1,2]
Grubbing/Land Clearing	103.04
Grading/Excavation	214.65
Drainage/Utilities/Sub-Grade	150.87
Paving	645.70
Total Construction Emissions	1,114.27

Source: SMAQMD 2018
[1] Totals may not add up exactly due to rounding in the modeling calculations.
[2] CO_2e emissions are calculated using the global warming potential (GWP) values from the Intergovernmental Panel on Climate Change Fourth Assessment Report.

As shown in **Table 5***: GHG*, the construction of the project would generate approximately 1,114 metric tons of CO_2e. The emissions would result primarily from the use of diesel-powered construction equipment (e.g., backhoes). Construction GHG emissions would cease once construction of the project is complete. Based on project design elements, GHG emissions during construction would not conflict with statewide GHG reduction goals.

Biological Resources

A *Natural Environmental Study - Minimal Impacts* (HNTB 2023c) was prepared to address biological resources within the proposed project area. The project is within a highly urbanized setting, with minimal areas of potential habitat and areas of waters subject to permit requirements. As a result, there would be no reasonable possibility of a significant impact to biological resources. The following summarizes the CEQA assessment on other biological resources:

- The project would have no reasonable possibility of significant impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS. Specifically, the project would have no impact on western pond turtle, nesting birds, roosting bats, steelhead, or any other special-status species or their habitat with implementation of EDC.
- The project would have no reasonable possibility of significant impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS. The project would have no direct or indirect impacts to riparian habitat with implementation of EDC. No work is proposed within the bed, bank, or riparian area associated with a stream. Therefore, a Lake and Streambed Alteration Agreement from CDFW would not be required.
- The project would have no reasonable possibility of significant impact on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. The project would have no impact on wetlands or regulated waters.
- The project would have no reasonable possibility of significant impact on the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No work would occur within creek channels. Work over creeks would be limited to the roadway surface.
- The project would no reasonable possibility of significant impact with any local policies or ordinances protecting biological resources, such as tree preservation policies or ordinances. The project would obtain permits from the cities of Oakland and San Leandro for any impacts to regulated trees.

- The project would no reasonable possibility of significant impact with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Noise/Vibration

A Noise and Vibration Analysis (ICF 2023c) was prepared to evaluate the project's potential construction-related noise and vibration impacts. The proposed project (i.e., multimodal bicycle and pedestrian facilities improvements) would not add through lanes, nor would it significantly alter the horizontal or vertical alignment of the traveled way (generally defined as halving the distance of the traveled way to the nearest receptor). Therefore, the proposed project would be considered a Type III project (as defined in 23 CFR 772), and an analysis of traffic noise from project operations was not required.

Construction Noise

Construction noise associated with the project would be temporary and intermittent. Additionally given the large geographic scale of the project, any nearby receptors would have minimal exposure for the duration of the project. Construction noise would only be a factor during daytime hours. No construction would occur during nighttime hours or on weekends (i.e. when people are most sensitive to noise). Because construction would be conducted between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, construction would comply with the municipal code provisions of Oakland and San Leandro.

Worst case construction noise levels may be up to 92 dBA 1-hour equivalent sound level (L_{eq}) at nearest noise receptors 25 feet away from the project limits of construction during daytime hours for pavement removal activities. A noise level of this magnitude could exceed municipal code provisions for daytime construction noise on an intermittent basis; however, it is not expected to because noise dampening mufflers or external jackets will be employed that will reduce equipment noise by at least 5 dBA. EDC would ensure other construction-related noise is minimized to the maximum extent feasible, resulting in no reasonable possibility of significant impact.

Construction Vibration

Construction would involve the use of standard heavy equipment that would generate frequent vibration. Per Caltrans guidelines, the impact threshold for vibration depends upon the condition of nearby structures. These thresholds are as follows: 0.1 peak particle velocity (PPV) inches/second for fragile buildings, 0.25 PPV inches/second for historic/old buildings, 0.3 PPV inches/second for older residential structures, and 0.5 PPV inches/second for new or modern residential and commercial structures.

The nearest structure to the proposed project is located approximately 25 feet away. Nonimpact type equipment, such as bulldozers, can generate perceptible levels of vibration at a 0.09 PPV at a distance of 25 feet from the equipment. As such, vibration at receptors would fall below Caltrans guidelines. This vibration may be intermittently noticeable at the nearest receptor. However, this would only occur when equipment is operated near the project limits in the direct vicinity of the receptor. This would only occur for a brief period of time as equipment proceeds linearly along the project corridor. In general, construction-related vibration would have a low risk of damaging nearby structures. Therefore, the project would have no reasonable possibility of significant impacts due to construction-related vibration.

Community Impacts

A *Community Impacts Assessment* (HNTB 2023a) was prepared to identify potential project-related impacts to community resources. The proposed project's potential impact to land use/planning, growth, population/housing, economic conditions, community facilities/services, relocation/real property acquisition, equity communities, access circulation, parking, and public transportation were evaluated. This section also summarizes public involvement efforts to date. No reasonable possibility of significant impacts to community resources was identified.

Land Use and Planning

The project corridor would be located entirely within public ROW under the jurisdiction of the city of Oakland, the city of San Leandro, Caltrans, and BART. ROW acquisition would not be required for this project. The project would not convert existing transportation facilities to another land use. Therefore, the project would not result in any incompatibility with existing land uses. Furthermore, the project would not result in any indirect changes in land use or density because the proposed bicycle/pedestrian elements would serve the local, existing communities. These communities include designated urban residential, commercial, and industrial uses.

The cities of Oakland and San Leandro general plans, and some major projects within the project area, promote the creation of safe routes to transit, open spaces, and bicycle and pedestrian facilities. The proposed project aligns with these plans and projects by enhancing

bicycle and pedestrian safety, increasing accessibility in the area, and expanding regional connectivity.

Temporary easement and staging areas would be required to construct the proposed project. However, the project would not result in permanent impacts to these areas as their conditions would be restored after the completion of construction.

Parks and Recreation

No permanent impacts are proposed to parks or trails. The proposed project would not require permanent land acquisition from these recreational areas. Multimodal improvements would generally improve access to parks and trails. On-street parking removal would generally not occur near existing parks, but where parking removal is proposed, parking demand can be accommodated by parking that remains along the project corridor and available parking capacity on adjacent side streets. Based on this, access to parks and trails would have no reasonable possibility of significant impacts.

Construction activities would occur adjacent to Peralta Park, Channel Park, Vantage Point Park, Stonehurst Park, Siempre Verde Park, and Fairmont Linear Park. Access to these parks would be maintained throughout construction. There would potentially be temporary increases in noise, dust, and visual disturbance from construction. To avoid and/or minimize any potential impacts during construction, a TMP would be prepared. After construction, access to these parks would be enhanced resulting in a long-term benefit.

Growth

No growth-related impacts are anticipated. The project would improve access for pedestrians and bicyclists to public transit and other destinations including businesses, centers for learning, and parks. This improved access, however, would not encourage growth as these improvements would enhance existing connectivity within the project area (i.e. no new access to destinations). Finally, the addition of the proposed multimodal improvements would not result in changes to land use designations.

Population and Housing

The proposed project would not change regional population characteristics. The proposed project would not impact housing because it is located within existing transportation land use and would not displace residences. The project area would continue to experience the same population, household, and economic growth currently planned for the area.

The project would have no reasonable possibility of significant impacts to community character or cohesion. Multimodal improvements would enhance connections between residential areas, businesses, community centers, schools, and recreational facilities. Social interaction within the

community would be enhanced by providing a place where people can walk or bicycle together. The project would not relocate neighbors or neighborhood facilities, which would otherwise divide or disrupt existing communities.

Construction activities would result in temporary increases in noise, air pollution, traffic congestion, and visual impacts. Because the scope of work is relatively small and limited to installing multimodal facilities, construction-related impacts would have no reasonable possibility of significant impacts. Accordingly, impacts on community cohesion or "sense of belonging" to a community would be minor and temporary in nature.

Construction may involve the use of detours and lane closures. Both could result in temporary congestion on the roads and public access and circulation changes, resulting in increased travel times for drivers. However, these impacts would only be temporary. To reduce potential impacts during construction, a TMP would be prepared.

Economic Conditions

The proposed project would not acquire ROW. As a result, property taxes would have no reasonable possibility of significant impacts from conversion of commercial/residential uses to a transportation use. The proposed multimodal improvements would improve local connectivity and access to regional transit. Improved connectivity benefits users through reductions in fuel cost, reductions in vehicle maintenance, and time savings. On-street parking loss would not impact businesses because there is sufficient parking capacity along project roadway and side streets, and existing loading zones would be maintained adjacent to or nearby businesses.

During construction, the proposed project could have a positive impact on employment incomes. Construction of the proposed project would take 30 months. In addition to supporting construction industry jobs, offsite employment opportunities would benefit from the generation of construction materials/supplies.

Community Facilities and Services

Community Facilities

The proposed project would not displace community facilities, or limit access to these facilities. Community facilities would benefit from the improved access associated with the proposed multimodal improvements. During construction, temporary increases in traffic congestion or required detours/lane closures could make some trips to and from community facilities longer. However, this would be temporary, and access would be maintained to all facilities during construction.

Emergency Services

The project would encourage mode shift to active transportation which would remove automobile trips from local streets. Reduced traffic congestion could benefit emergency service

response times. The proposed safety improvements would reduce crashes (and the severity of crashes), thereby lowering the demand for emergency services. Finally, the project may deter illegal or illicit activity, which would decrease demand for emergency services based upon the following factors:

- Natural surveillance: Increased bicyclist/pedestrian traffic may deter crime and make reporting of suspicious activity more likely.
- Visibility: Pedestrian-scale lighting would add security and visibility to the area, especially during nighttime hours, thereby reducing the potential for crime.
- Social cohesion: Multimodal improvements would help foster a sense of community. Strong community bonds correlate with lower crime rates.
- Economic development: Improved access to businesses and destinations could promote economic activity, which could reduce crime rates by providing job opportunities and improve the overall quality of life for the local community.

The proposed project could affect routing of some emergency services. Median closures and restrictions of left turn movements in some locations would result in some out of direction travel to a point where a U-turn could be made. Further coordination and project plan review would be conducted with the transportation departments at the cities of Oakland and San Leandro to ensure any change in response times would have no reasonable possibility of significant impacts.

Construction could result in temporary traffic congestion, which could negatively affect response times for emergency services. If detours and temporary lane closures are required, coordination would occur in advance with the transportation departments at the cities of Oakland and San Leandro to ensure there would be no reasonable possibility of significant impacts.

Utilities

The proposed project would not impact services provided by utility companies. Utility relocations would be limited to minor conflicts and would involve resetting manholes, valves and other utility boxes to grade; shifting fire hydrants to meet standards for location; and relocating overhead utility poles where in conflict with proposed features. These improvements would be made without impacts to overall utility operations. Access to utilities would remain largely unchanged except where safety railings are proposed, potentially requiring service vehicles to access facilities via new pathways. All existing utilities would be maintained during construction except for short durations when hook-ups and tie-ins are needed.

Relocations and Real Property Acquisition

The project would not require ROW acquisition. Based on this, no displacements of residents or businesses would occur.

Unsheltered person encampments were noted within the project area. EDC would ensure proper procedures are followed for the relocation of any encampments within construction, staging, and access areas.

Equity Communities

Underserved Communities

MTC Equity Priority Communities (EPC) were noted throughout the project area (low-income, minority, seniors, zero vehicle households, etc.). Because of the project scope (i.e. multimodal improvements) and its absence of residential/business displacements, it is unlikely that the proposed project would have a disproportionately high and adverse effect on these communities. On the contrary, the project would benefit communities with lower rates of private car ownership who may rely on bicycle or walking to access jobs and services. On-street parking would be removed from portions of the project corridor. Based on available parking capacity along both project roads and side streets, no adverse impacts are anticipated to residents or project area businesses.

The proposed project would benefit underserved communities in several ways. It would improve multimodal connectivity to transit, schools, and other destinations within the project area. The project would improve safety for bicyclists and pedestrians by providing physically separated facilities from vehicular traffic (or utilize low speed, low volume roadways which minimize conflicts). It would enhance the street environment with landscape and streetscape improvements. Finally, the project would improve air quality by encouraging sustainable transportation choices and decreasing motor vehicle emissions.

Construction would result in temporary increases in noise, air pollution, visual impacts, traffic congestion, and access changes. Construction would be phased to ensure that no single area experiences these temporary impacts for the entire duration of construction (30 months). Construction would generally be located outside of neighborhoods and would not divide or impact community character. Based on this, there would be no reasonable possibility of construction-related significant impacts to underserved communities.

Disadvantaged Communities

Several disadvantaged community indicators were applicable to the proposed project: poverty, traffic, air quality, water quality, hazardous waste, and population characteristics. The following are potential impacts of the project on these indicators:

- Poverty: Considerations for poverty (low-income) were outlined in the earlier Underserved Communities Section.
- Traffic: Although the project would result in a temporary increase in traffic congestion during construction, the overall project would encourage mode shift and a reduction in Vehicle Miles Traveled (VMT).

- Air quality: During operation, the project would improve air quality by reducing VMT. During construction, implementation of EDC would reduce air pollutant emissions.
- Water quality: The proposed project incorporated EDC to minimize impacts to water quality.
- Hazardous waste: The proposed project incorporated EDC to prevent exposing these communities to hazardous waste.
- Population Characteristics: Community indicators included asthma, cardiovascular disease, linguistic Isolation, and unemployment.
    - The project would encourage mode shift and reduce air pollutants associated with motor vehicles. The improved air quality would positively impact populations with asthma and cardiovascular disease. In addition, active transportation would promote exercise which would reduce rates of cardiovascular disease.
    - The project's publicly available information/materials have been made available in Spanish and Chinese to help serve limited English proficient communities.
    - The project would improve accessibility to local businesses and destinations leading to increased economic activity. This could provide more job opportunities. In addition, construction of the project itself would provide job opportunities.

The project would have no reasonable possibility of significant impacts to underserved or disadvantaged communities. These communities would benefit from the proposed project's improvements.

Access and Circulation

The project would not restrict automobile access but would enhance access to bicycle and pedestrian routes. This would encourage mode shift and result in a decrease in traffic on local streets. Median closures and prohibiting some left turn movements would result in some out-of-direction travel to a point where a U-turn could be made. This additional circulation would be minor and off-set by the mode shift associated with the proposed multimodal improvements.

Construction activities may involve detours, which redirect traffic around the construction site. Lane closures may also be necessary, which limit the number of available lanes for traffic to flow through the project area. These activities would result in temporary congestion and access/circulation changes. However, any impacts would be temporary and necessary for construction to be completed. During construction, a TMP would include strategies to address construction impacts.

Parking

The proposed project would remove an estimated 500 on-street parking spaces[7], equating to 34 percent of the total parking along mainline roads (CHS 2023b). Generally, existing parking availability during peak hours could accommodate proposed parking loss, either along project roads or with available parking along side streets. On-street parking loss would be further offset by the availability of off-street parking lots near downtown Oakland or for businesses south of Davis Street. Where available, off-street parking lots provide an alternative to on-street parking. Further, the proposed multimodal improvements would promote alternative modes of transportation to motor vehicles, reducing the demand for on-street parking.

Several areas were identified where on-street parking loss was more substantial as compared to other portions of the project area. Loss in on-street parking in these areas would still be accommodated with available parking capacity along adjacent side streets. Additionally, bicycle racks would be installed for community destinations in these areas to facilitate access by bicycle in lieu of motor vehicles. Bicycle racks would provide a parking alternative directly where on-street parking is removed. Community outreach during project design may identify additional locations for bicycle racks.

On-street parking would be substantially reduced in the vicinity of Lao Family Community Development, Inc. Per their website, Lao Family Community Development provides assistance to refugee, immigrant, limited English, and low-income community members to help them achieve financial and social self-sufficiency. Bicycle racks are proposed to help provide a parking alternative for this facility. To further offset potential access concerns to this facility, on-street parking within 200 feet of the 12th Street/23rd Avenue intersection would be time restricted to facilitate more frequent turn over during business hours. The nearby 23rd Avenue cul-de-sac would also be striped for time-restricted parking during business hours.

Parking conversion was also evaluated for local businesses and community resources. This is defined as a change in the type of available parking (for example, loading zone converted to non-loading zone spaces). Removal of yellow-striped loading zones, in particular, could negatively impact business operations. The proposed project would replace all ADA spaces and loading zones affected by the proposed project to ensure no impacts occur as a result of parking conversion.

Additional on-street parking may be temporarily occupied during construction of the proposed project. Occupancy would be temporary in nature and would be needed for the purposes of constructing the project. A TMP would be prepared to ensure that access is maintained for all residents and businesses during construction.

[7] The exact number of on-street parking spaces would be determined as part of final design.

Additional on-street parking may be temporarily occupied during construction of the proposed project. Occupancy would be temporary in nature and needed for the purposes of constructing the project. A TMP would be prepared to ensure that access is maintained for all residents and businesses during construction.

Public Transportation

The proposed project would have no reasonable possibility of significant impacts to public transportation. The proposed project would not eliminate any bus stops, and new paratransit loading zones would be reestablished as close as possible to their existing locations to ensure accessibility. In general, multimodal improvements would improve access to public transportation facilities. This improved connectivity could further increase ridership for transit services. This includes proposed bus loading islands that allows buses to stop in lane, thus eliminating mixing of buses and bicycles.

Construction activities may require the implementation of detours and lane closures, leading to temporary traffic disruptions. However, these impacts would be temporary in nature. As part of the TMP, the public would be informed in advance of construction activities that could affect transit routes.

Public Involvement

The project team conducted ten public pop-up informational event booths at community events and BART stations within the project corridor. The pop-up events were promoted via a mix of email blasts (e-blast), social media posts, and postcards. In addition, several stakeholders meetings/focus groups and online surveys were conducted. Common themes from this outreach are summarized below.

Project opportunities identified during outreach were as follows:

- Overall sentiment toward the EBGW project was highly supportive.
- Several comments expressed enthusiasm for improved access to BART stations and community destinations.
- Bike lanes should be low maintenance, clean, and well-lit.
- High demand for public art and greening along the corridor.
- Requests to provide additional information to the public through door-to-door outreach and social media.
- Some community members expressed excitement about the project as meeting a need in the different neighborhoods for a family-friendly active recreation facility.

Specific project concerns identified during outreach were as follows:

- Traffic safety along the corridor and sense that a high level of protection/separation would be needed for bikeways and pedestrian paths to be safe.
- Cleanliness and maintenance.
- Uncertainty about possible delays of the project and concerns that the project timeline is too long.
- Unsheltered persons along the corridor including construction impacts to these individuals and the potential for new encampments.
- Increased traffic and congestion caused by the project.
- Cars parking in bicycle lanes.
- Impact of parking removal on some businesses that rely on short-term parking or removal of loading areas for deliveries.

Cultural Resources

A CEQA *Cultural Resources Impacts Analysis* (ICF 2023b) was prepared to document historic resources, archaeological resources, and tribal cultural resources within the project area.

Historic Resources

Two built environment historic resources that are either eligible (or assumed to be eligible) for the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) were identified within the project limits. In addition, one other built environment resource was previously determined not to be eligible for either CRHR or NRHP. In both instances, proposed project elements would not result in physical impacts or changes to the setting of any of the resources or the resources themselves. The proposed project, as designed, would not cause substantial adverse change in the significance of either historic resource as defined in §15064.5 of the State CEQA Guidelines. Therefore, the significance finding for historic resources is no impact.

Archaeological Resources

Three known prehistoric archaeological resources were previously identified and two were assumed to be eligible for the CRHR and NRHP. Based on a geoarchaeological assessment, one resource does not appear to be a resource and will not be treated as such for the purposes of CEQA.

The project has been designed to avoid subsurface ground disturbance at the two CRHR/NRHP-eligible resources, and an ESA Action Plan would be prepared for the project. The ESA Action Plan would outline the procedures to follow during construction to ensure known archaeological resources are avoided. The plan would also ensure appropriate monitoring is conducted during construction for any accidental discoveries.

Additionally, the archaeological sensitivity analysis performed for the project indicates that much of the project has a moderate to high degree of sensitivity for buried archaeological resources. Project-related subsurface ground disturbance occurring outside of the two documented archaeological resources would be limited to a small amount of excavation associated with installation of utilities, light poles, and traffic signals. In many instances, this work would occur in areas where localized ground disturbance associated with utility installation has already occurred. Therefore, despite large portions of the study area having moderate to high sensitivity for buried archaeological resources, it is unlikely that the proposed project would encounter and impact as-yet undocumented archaeological resources. However, the possibility of encountering as-yet undocumented significant archaeological resources remains. EDC for cultural resources, including archaeological monitoring of ground disturbing activities near previously documented archaeological resources, development and implementation of an unanticipated discovery protocol, installation of environmentally sensitive fencing where appropriate to protect sites, and a contractor training, would ensure no reasonable possibility of significant impacts.

The project would not cause substantial adverse change in the significance of archaeological resources pursuant to §15064.5 of the State CEQA Guidelines. Therefore, the impact finding for archaeological resources would be less than significant with no reasonable possibility for significant impacts.

Tribal Cultural Resources

A sacred lands file search identified sacred lands in the project area affiliated with the North Valley Yokuts tribe. While tribal coordination did not identify a specific sacred land or tribal cultural resource in the project area, the project's best management practices for cultural resources were discussed. In addition to the EDC designed to protect archaeological resources, a Native American monitor would be present for ground disturbing activities near previously documented archaeological resources. The monitor would identify areas or data of traditional importance to Native American tribes. Monitoring of ground disturbing activities by a Native American monitor was integrated as an EDC. Based on this, no reasonable possibility of significant impacts was identified for tribal resources.

Hazardous Materials

A Phase 1 Initial Site Assessment (Parikh 2023) was prepared to identify recognized environmental conditions (RECs) within (or near) the project area. A REC is defined as the presence (or likely presence) of hazardous waste or hazardous substances from a past release or hazardous substances that pose a threat for future release to the environment. There were

11 identified RECs listed on the Cortese[8] list within and adjacent to the project area. Of these sites, the following RECs were noted within the project area:

- Office structure, properties at 6815-6905 San Leandro Street, Oakland
- Former manufacturing plant - 932 98th Avenue and San Leandro Boulevard, Oakland
- Former paint manufacturing facility - 2411 Washington Avenue, San Leandro

The former office structure and manufacturing plant are associated with potential staging areas for the proposed project. Both sites have been remediated and their cases closed, which reduces the risk of encountering contamination. These sites are paved or covered with gravel, and no ground disturbance would occur as a result of project staging. Because of this, there would be no activities that would encounter disturbed soil or groundwater. Overall, there is a very low risk of encountering hazardous waste at either of these RECs.

Project elements are proposed within the former paint manufacturing facility and include construction of a Class IV bikeway, curb bulbout, and traffic signal at a nearby intersection. Drainage work would be prohibited in this area. Based on the limited excavation proposed in this area, there is a low risk of encountering hazardous contamination in soil or groundwater.

The below RECs were identified in close proximity to the project area. These represent additional potential sources of hazardous waste contamination.

  - Education center - 314 E. 10th Street, Oakland
  - School district building - 314 E. 10th Street, Oakland
  - Vacant warehouse - 1647 International Boulevard, Oakland
  - Automotive service - 2301 E. 12th Street, Oakland
  - Former warehouse - 2825 International Boulevard, Oakland
  - Former gas station - 829 54th Avenue, Oakland
  - Former service station - 9757 San Leandro Street, Oakland
  - Former system component manufacturing facility - 2481 San Leandro Boulevard, San Leandro

In addition, hazardous materials may be found in other parts of the project area as follows:

- Unsheltered person encampments within the project area represent RECs due to the likely presence of biohazards associated with untreated human waste and used hypodermic needles, and petroleum products.
- The project area has supported vehicular activity since the early 1900s with intense motor vehicle activity associated with the construction of transport infrastructure and urbanization. Therefore, surface soils in the project area are highly likely to contain ADL derived from gasoline used in automobiles.

[8] A list compiled pursuant to Section 65962.5 if the Government Code.

- Current and historical railroads intersect(ed) the project area. Groundwater and soils underlying and adjacent to railroads may contain hazardous waste (i.e., contamination from heavy metals, pesticides, herbicides, and asbestos).
- Many roads and intersections within the project area contain yellow thermoplastic striping and pavement markings. Such materials can contain hazardous levels of lead and chromium. Yellow thermoplastic striping and pavement markings would require special handling for removal and disposal.
- Historical aerial photographs and topographic maps revealed the project area between Marina Boulevard and E. 14th Street contained orchards prior to urbanization. Soils in this area are potentially impacted with hazardous levels of pesticides and herbicides.

EDC would ensure hazardous materials are identified, treated, and disposed of near identified REC as determined by regulatory agencies. The project would perform a Phase II hazardous waste investigation in the design phase to document the presence of any contamination. All federal, state, and local laws would be followed to address any contamination identified during Phase II testing, as needed. Future design modifications may be proposed to avoid impacting any identified hazardous waste. The project includes specific work area restrictions, including prohibiting or limiting the depth and types of ground disturbance for specific locations. Additional restrictions would become part of the project design, if necessary, after the completion of the Phase II investigation. Based on this, no reasonable possibility of significant impacts was identified for hazardous materials.

Paleontology

A *Paleontological Identification Report* (PIR) (Earthview Science 2023) was prepared to assess potential impacts to paleontological resources. Based on that assessment, the proposed project would have a low potential to impact paleontological resources. Excavation would generally be limited to a depth of 1 foot for pavement and sidewalk reconstruction, and up to 5 feet for utilities and drainage. Though the project crosses geologic units that may contain paleontological resources, the probability of encountering fossils at such shallow depths is low.

Drilling or auguring would occur for the installation of poles for traffic signals, signs, and lighting. Light pole foundations would be up to 8 feet deep. Signal foundations would be up to 13 feet deep. Drills or augers are anticipated to be approximately 3.5 feet in diameter. At this diameter, any fossils encountered would likely be damaged and non-recoverable. Thus, the potential to encounter recoverable fossils from drilling/auguring operations on this project would be low. Therefore, there is no reasonable possibility of significant impacts for paleontology resources.

Water Quality

A *Water Quality Report* (HNTB 2023f), *Storm Water Management Plan* (HNTB 2023d), and *Location Hydraulic Study* (HNTB 2023b) were completed to analyze the project's potential impacts on water quality. The project's overall design goal is to avoid impacts to surface and ground water resources, promote infiltration of stormwater runoff, maximize treatment of stormwater runoff, and reduce erosion by metering or detaining post-project runoff rates.

The project would not include any fill in creeks or required temporary stream diversion installation. There would be no vegetation removal adjacent to the creeks. Some watercourses are spanned by existing bridges, but no in-water work would be required as part of this project. No piers or abutments would be installed within the channel of any waterways. Therefore, permanent impacts to water resources would not occur.

Because the project would disturb more than one acre, the project would be subject to State Water Resources Control Board Construction General Permit (CGP) requirements. Based on the project locations and estimated construction duration, the project would be classified as risk level 2 under the CGP. Temporary stormwater impacts would be avoided with implementation of a SWPPP as part of CGP compliance. With respect to permanent impacts to stormwater drainage, the project would add 1.5 acres (ac) of new impervious surface and a combined net new and replaced impervious area of 15.1 ac. An estimated total of 1.5 ac of impervious surface would be replaced with landscaping[9]. The project would treat new and replaced impervious areas with vegetated areas that function as biofiltration areas, or other type of biotreatment.

The proposed project improvements would not involve substantial excavations that could affect groundwater resources. Signal foundations would have the deepest excavation (up to 13 feet deep). Therefore, temporary impacts to groundwater or its flow would not be expected. Existing groundwater recharge within these basins may be minimally affected due to the increase in impervious areas, which would decrease the amount of area available for infiltration. However, impacts would be negligible due to the highly variable nature of existing groundwater flow paths and the minimal area of possible impacts in comparison to the overall groundwater area.

As such, the project would not do the following:

- Violate any water quality standards or WDRs.
- Deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level
- Substantially degrade water quality

[9] The exact amount of impervious surface replaced with landscaping would be determined during final design.

- Substantially alter the drainage pattern of the site or area, including the alteration of the course of a stream or river in a manner which would result in the following:
    - Substantially cause erosion or siltation on- or off-site.
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
    - Create or contribute additional runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutants.

Based on this analysis, there would be no reasonable possibility of a significant impacts to water quality as a result of the proposed project.

Transportation

In September 2016, the city of Oakland removed Level of Service (LOS) as the city's operational metric of transportation performance for roadways, replacing it with VMT. Subsequently, Senate Bill (SB) No. 743 took effect July 1, 2020, replacing traffic congestion levels (also known as LOS) with VMT as part of a building or transportation project's CEQA environmental review process, including within the city of San Leandro and along State Highway facilities. However, traffic operations analyses were conducted for the purposes of informing operational characteristics relevant to the proposed project.

Operation

A total of 42 intersections have been studied, with the majority currently operating within local jurisdictional LOS standards of LOS D or better (CHS 2023a). Six intersections currently exceed LOS D. Among these, the project would improve traffic operations at the intersection of 14th Avenue/ E. 8th Street/E. 12th Street. All other study intersections would experience little to no change to traffic operations. Therefore, the project would have no reasonable possibility of significant impacts to traffic operations.

Traffic Hazards

The project would implement changes to roadway lane geometries, intersection signal timings, and lane width reductions, which would improve safety for pedestrians and bicyclists within the project area. These changes would not substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses. Therefore, the project would have no reasonable possibility of significant impacts to traffic hazards.

VMT

According to the Governor's Office of Planning and Research (OPR 2018), active transportation projects (including bicycle and pedestrian infrastructure projects) generally reduce VMT and

therefore are presumed to cause a less-than-significant impact on transportation. Based on this, the proposed project would have no reasonable possibility of significant impacts to VMT.

Transit

The project would create new and improved nonmotorized connections to existing transit facilities in the project area and would not conflict with any existing or planned transit facilities. Therefore, the proposed project would have no reasonable possibility of significant impacts to transit operations.

Bicycle

The project would install new bicycle facilities that separate bicyclists from vehicular traffic. New facilities would enhance regional and local access to the wider transportation network and expand access to community destinations and recreational opportunities. Therefore, the project would result in no impact to bicycle operations along the project corridor.

Construction

Construction associated with the proposed project would result in less-than-significant impacts. Construction activities would include construction staging, periodic lane closures, and temporary removal or reconfiguration of existing on-street parking along the project corridor. Overall, project construction would not substantially affect traffic operations or permanently reduce roadway capacity. A temporary reduction in roadway capacity could create potential safety hazards for motorists; however, the project would be required to submit TMP consistent with corresponding jurisdictions. The project TMP would reduce potential for safety hazards associated with project construction, and thus, project construction impacts on traffic would have no reasonable possibility of significant impacts.

Visual/Aesthetics

A Visual Impact Assessment Technical Memorandum (HNTB 2023e) was prepared to evaluate potential visual impacts associated with the proposed project. Scenic views, such as Lake Merritt and the distant East Bay hills, and views to local landmarks, such as city parks and the Oakland-Alameda County Coliseum complex, would be maintained by the proposed project. Project elements would generally improve the existing visual environment. These benefits are summarized as follows:

- The proposed Class I and Class IV bicycle facilities would be consistent with the existing visual character within the project area. The raised median buffers and pavement markings would define these facilities, providing clear wayfinding for its users. These elements would add to visual clarity and unity within the project area.
- Proposed landscaping (for example, 10th Street between Fallon Street and 7th Avenue, San Leandro Street between 85th Avenue and 98th Avenue, etc.) would soften the

existing and proposed roadway element. This would make the project area more aesthetically pleasing and welcoming to pedestrians and bicyclists.

- The proposed midblock crossings (for example, the crossing at E. 12th Street north of the Fruitvale BART Station and the crossing on San Leandro Boulevard south of W. Estudillo Avenue) would encourage pedestrians use while softening the user experience in the project area.

The following proposed project elements would have a neutral effect on the existing visual environment:

- Paved medians and bulb outs would be consistent with the project area's existing visual character.
- The addition of new traffic signals (or modification of existing signals) would generally have no visual impact. Traffic signals are an existing and expected element along the project area's transportation network.
- Low-level lighting would be installed for pedestrians and bicyclists. Because the proposed project is located along existing transportation corridors within an urban environment, there are already existing sources of nighttime lighting. While this would benefit pedestrians/bicyclists, this lighting would represent a change to the existing visual environment and would potentially introduce additional sources of nighttime light and glare for residents and motorists.
- The proposed wayfinding signage would be minor in nature and relatively unobtrusive. Therefore, it would not detract from the existing visual environment.

Some of the proposed project elements would result in minor visual impacts. Impacts are anticipated for the following elements:

- Tree removal would occur in multiple locations (for example, median and curbside planted areas near the BART Coliseum Station). Tree planting would off-set this negative visual impact. The city of Oakland requires that any regulated native tree (trees covered by the city's tree ordinance) be replaced with either a twenty-four-inch box planting or three fifteen-gallon plantings of coast live oak (*Quercus agrifolia*), coast redwood (*Sequoia sempervirens*), madrone (*Arbutus menziesii*), California buckeye (*Aesculus californica*), or California bay laurel trees (*Umbellularia californica*). While tree removal would initially have a negative impact on the visual environment, this impact would be lessened when the newly planted trees mature.
- Intersection lighting would be updated to current safety standards. This would expand nighttime lighting at some intersections.

The minor visual impacts described above would be offset by the overall improvement to the visual environment associated with the other project elements. Therefore, the changes would have no reasonable possibility of significant impacts.

Both roadway users and neighbors are accustomed to motor vehicle traffic within the project area. The addition of construction equipment and staging areas would represent visual impacts. However, these temporary impacts would not substantially detract from the highly urbanized visual environment. Construction would be limited to daytime hours, reducing the need for construction-related lighting. As a result, there would be no reasonable possibility of a significant visual impacts during construction.

Cumulative Impacts

The proposed project was analyzed in combination with recent, current, and planned nearby projects for the potential to have cumulative impacts. Resources for which EBGW was determined to have no impact were excluded from this analysis due to the lack of potential for cumulative impacts. Cultural resources, visual resources, hazards and hazardous materials, and community impacts (specifically parking) for each project were evaluated for the potential to have impacts on the same resources as EBGW. Based on this analysis, there would be no reasonable possibility that the project would contribute considerably to a significant cumulative impact.

Determination

No further environmental review is required. The project is exempt under CEQA as a Common Sense Exemption. It can be seen with certainty that there is no possibility of a significant effect on the environment. An exemption from environmental review pursuant to the provisions of CEQA has been considered and approved:

6/7/2023

Gary Huisingh
Deputy Executive Director of Projects,
Alameda CTC

Date

References

Note: Alameda CTC will make EBGW technical studies available upon request. Inquiries can be submitted via email (contact@alamedactc.org) or requested via phone (510-208-7400).

Bay Area Air Quality Management District (BAAQMD). 2022. *California Environmental Quality Act. Air Quality Guidelines.* May. Available: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed: April 2023.

CHS. 2023a. *EBGW Multimodal Project: Lake Merritt to Bayfair - Transportation Impact Study Report.* March 2023.

CHS Consulting Group. 2023b. *Parking Analysis Technical Memorandum.*

Earthview Science. 2023. *EBGW Multimodal Project: Lake Merritt to Bayfair - Paleontological Identification Report*.

HNTB. 2023a. *EBGW Multimodal Project: Lake Merritt to Bayfair-Community Impact Assessment*.

HNTB. 2023b. *EBGW Multimodal Project: Lake Merritt to Bayfair - Location Hydraulic Study*. March 2023.

HNTB. 2023c. *EBGW Multimodal Project: Lake Merritt to Bayfair-Natural Environmental Study (Minimal Impacts)*.

HNTB. 2023d. *EBGW Multimodal Project: Lake Merritt to Bayfair - Stormwater Management Plan*. March 2023.

HNTB. 2023e. *EBGW Multimodal Project: Lake Merritt to Bayfair - Visual Impact Assessment Technical Memorandum.*

HNTB. 2023f. *EBGW Multimodal Project: Lake Merritt to Bayfair - Water Quality Technical Report*. March 2023.

ICF. 2023a. *EBGW Multimodal Project: Lake Merritt to Bayfair - Air Quality Technical Memorandum.*

ICF. 2023b. *EBGW Multimodal Project: Lake Merritt to Bayfair - CEQA Cultural Resources Impacts Analysis*.

ICF. 2023c. *EBGW Multimodal Project: Lake Merritt to Bayfair - Noise and Vibration Analysis.*

OPR (Governor's Office of Planning and Research). *Technical Advisory on Evaluating Transportation Impacts in CEQA*.

Parikh. 2023. *EBGW Multimodal Project: Lake Merritt to Bayfair - Phase 1 Initial Site Assessment*.

Sacramento Metropolitan Air Quality Management District (SMAQMD). 2018. *Road Construction Emissions Model (RCEM)* version 9.0.0. Available: http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools.

Attachments

1. Project Location Map
2. Proposed Plans – Oakland
3. Proposed Plans – San Leandro
4. Environmental Commitments Record

Attachment 1: Project Location Map

This page intentionally left blank.

EBGW Multimodal Project
Pippin Street Alignment Option
By Others
BART Station
City Boundary

PROJECT LOCATION

EAST BAY GREENWAY (EBGW) MULTIMODAL PROJECT
LAKE MERRITT TO BAYFAIR
ALAMEDA COUNTY

0 0.5 1 2 Miles
0 0.5 1 2 Kilometers

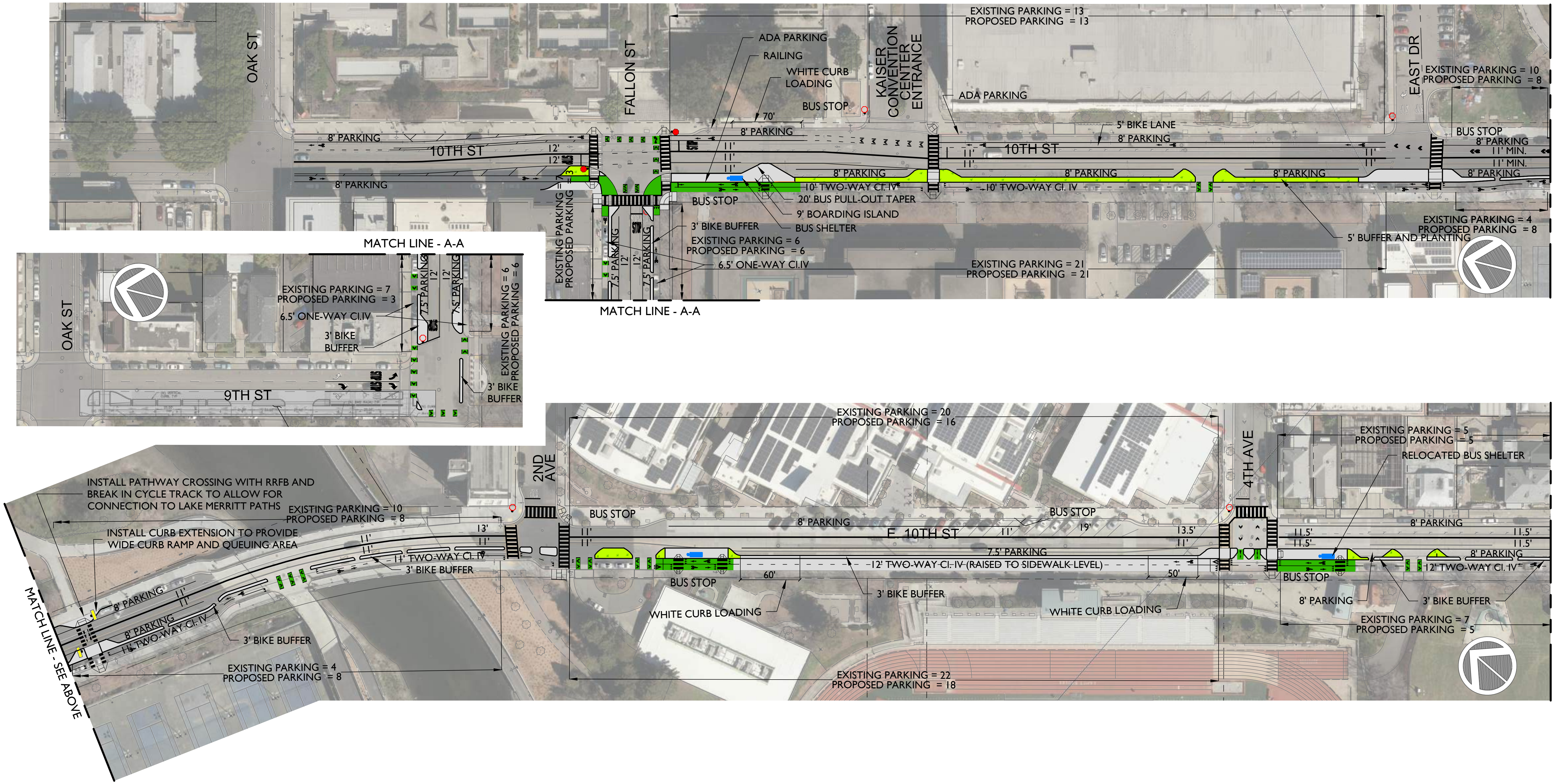
Layer sources: HNTB 2022, Caltrans 2020, Earthstar

Attachment 2: Proposed Plans – Oakland

This page intentionally left blank.

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.



LEGEND

- RAILING
- FENCE
- RRFB
- PHB
- TRAFFIC SIGNAL-PR
- TRAFFIC SIGNAL-EX
- TRAFFIC SIGNAL-MOD
- STOP SIGN-PR
- STOP SIGN-EX
- STOP SIGN-MOD
- BART COLUMN
- SIDEWALK/RAISED ISLAND
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- GREEN BIKE LANE SURFACE
- UPRR
- BART
- BART JOINT USE EASEMENT (CITY)
- BART JOINT USE EASEMENT (UPRR)
- PARCEL LINES

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

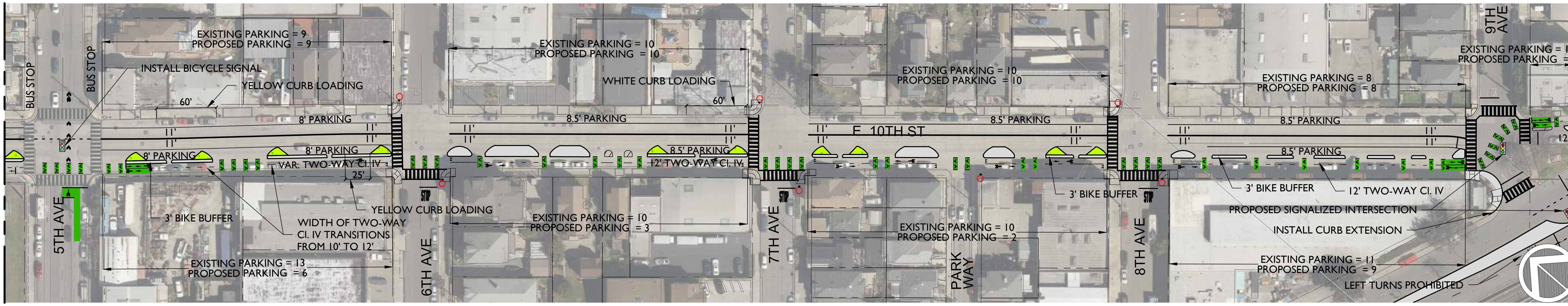
Concept Plan

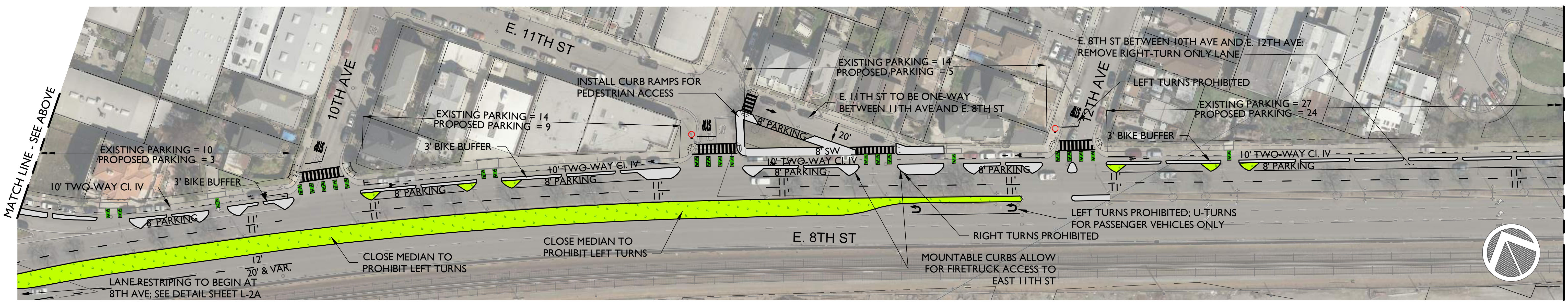
CADD FILENAME	1457001-PH1-L001
DATE	03/03/2023
SCALE	1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO.	1587.00
SHEET NO.	L-1

c:\cadd\b\pwlwesteschagn\westd0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

- RAILING
- FENCE
- RRFB
- PHB
- TRAFFIC SIGNAL-PR
- TRAFFIC SIGNAL-EX
- TRAFFIC SIGNAL-MOD
- STOP SIGN-PR
- STOP SIGN-EX
- STOP SIGN-MOD
- BART COLUMN
- SIDEWALK/RAISED ISLAND
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- GREEN BIKE LANE SURFACE
- UPRR
- BART
- BART JOINT USE EASEMENT (CITY)
- BART JOINT USE EASEMENT (UPRR)
- PARCEL LINES

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

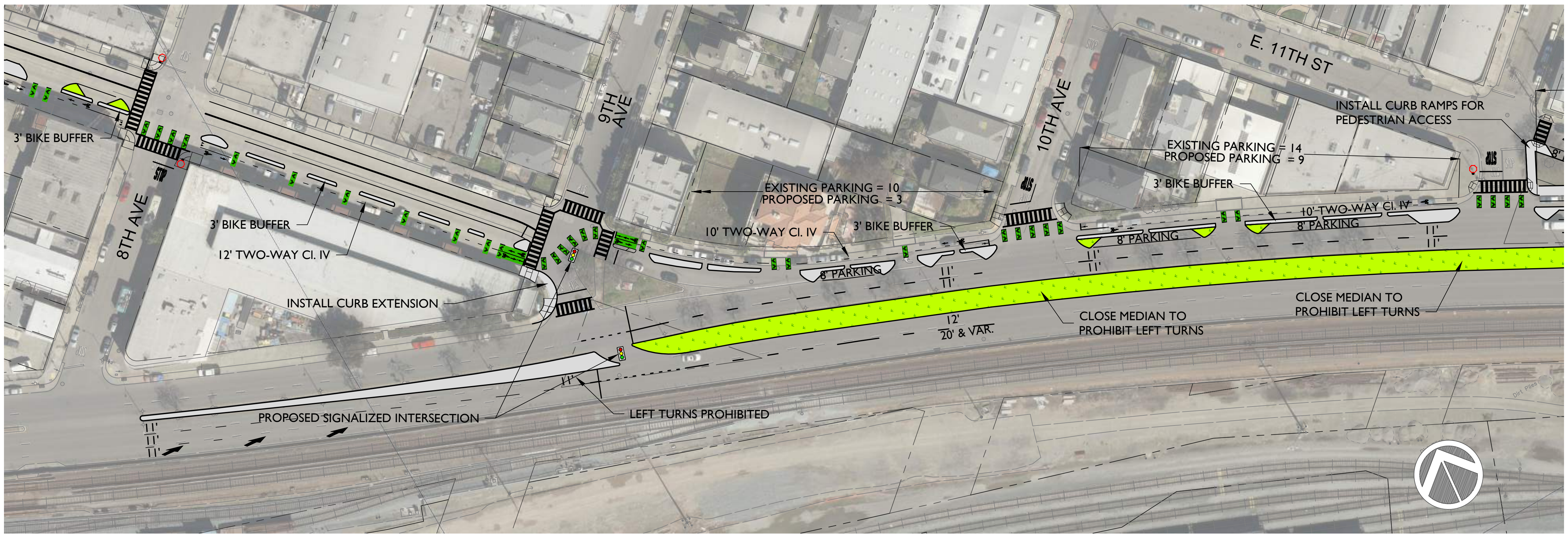
Concept Plan

CADD FILENAME 1457001-PH1-L001	
DATE 01/19/2023	SCALE 1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO. 1587.00	SHEET NO. L-2

c:\caddlib\pwlwreschag\nwest\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.



0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR	BART COLUMN
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX	
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD	
PHB			

SIDEWALK/RAISED ISLAND	GREEN BIKE LANE SURFACE
TEXTURED CONCRETE	
LANDSCAPE MEDIAN	

UPRR	PARCEL LINES
BART	
BART JOINT USE EASEMENT (CITY)	
BART JOINT USE EASEMENT (UPRR)	

EAST BAY GREENWAY

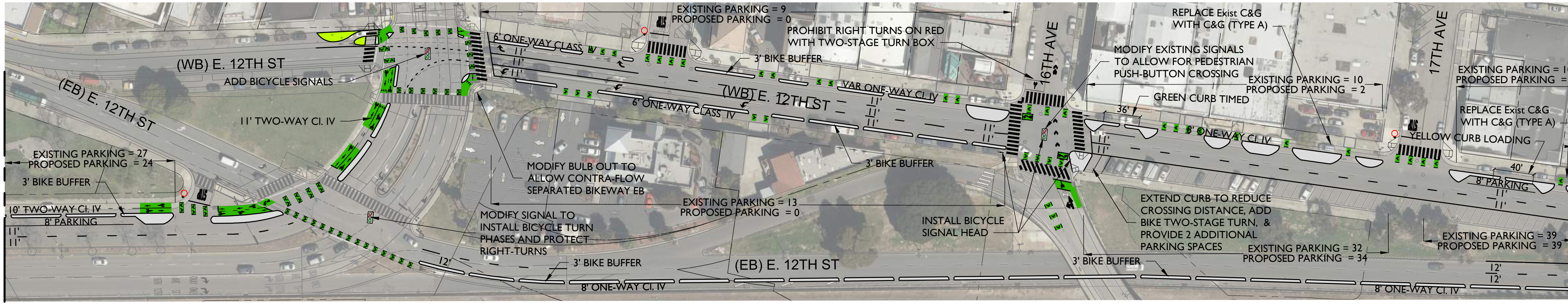
LAKE MERRITT BART TO SAN LEANDRO BART

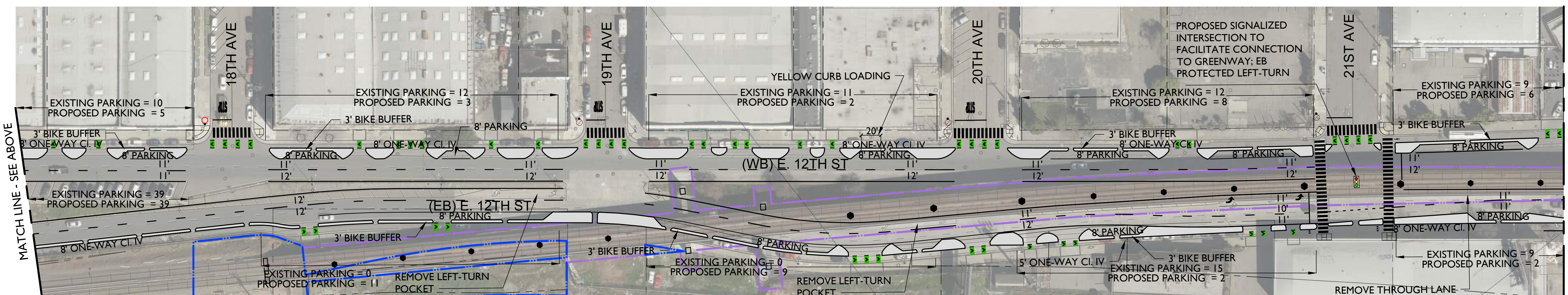
Concept Plan

CADD FILENAME 1457001-PH1-L001	
DATE 01/19/2023	SCALE 1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO. 1587.00	SHEET NO. L-2a

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

RAILING	SIDEWALK/RAISED ISLAND
FENCE	TEXTURED CONCRETE
RRFB	LANDSCAPE MEDIAN
PHB	GREEN BIKE LANE SURFACE
TRAFFIC SIGNAL-PR	UPRR
TRAFFIC SIGNAL-EX	BART
TRAFFIC SIGNAL-MOD	BART JOINT USE EASEMENT (CITY)
STOP SIGN-PR	BART JOINT USE EASEMENT (UPRR)
STOP SIGN-EX	PARCEL LINES
STOP SIGN-MOD	BART COLUMN

EAST BAY GREENWAY

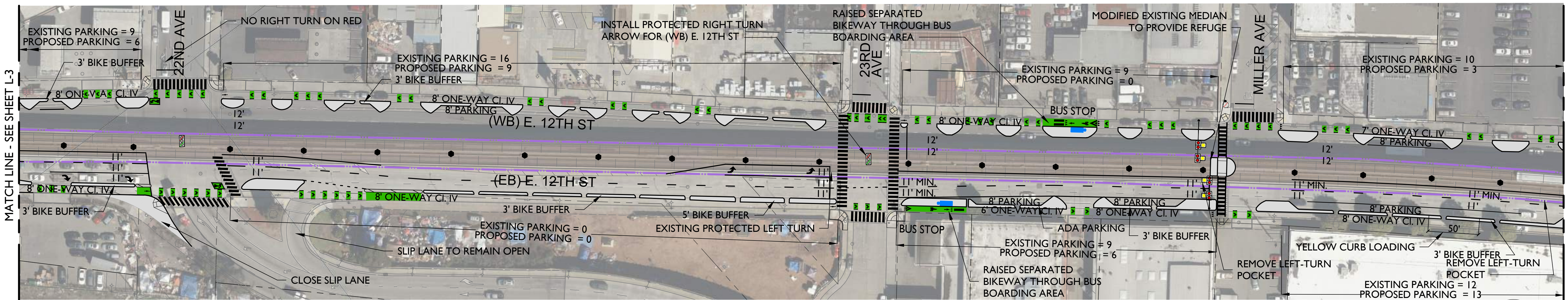
LAKE MERRITT BART TO SAN LEANDRO BART

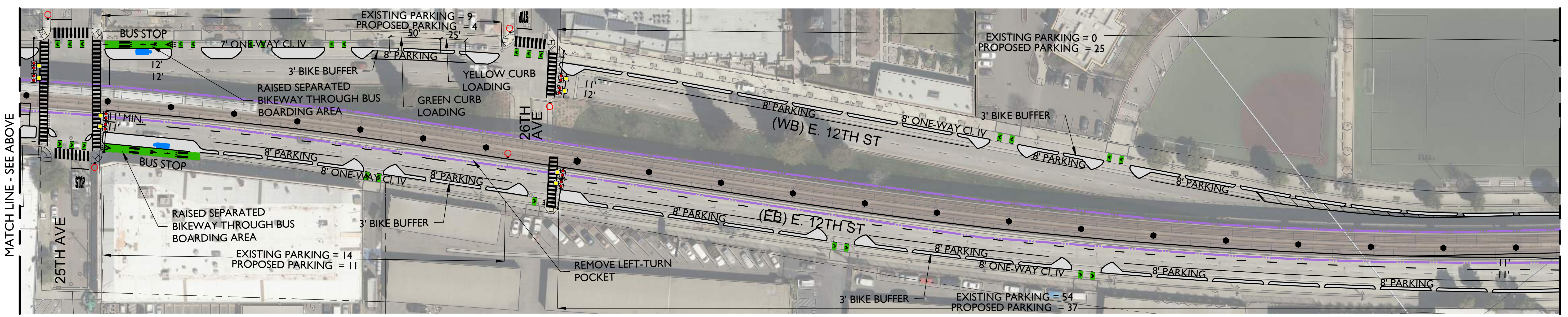
Concept Plan

CADD FILENAME 1457001-PH1-L001
DATE 01/19/2023
SCALE 1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO. A15-0030
ALAMEDA CTC PROJECT NO. 1587.00
SHEET NO. L-3

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR	BART COLUMN	SIDEWALK/RAISED ISLAND	GREEN BIKE LANE SURFACE	UPRR	PARCEL LINES
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX		TEXTURED CONCRETE		BART	
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD		LANDSCAPE MEDIAN		BART JOINT USE EASEMENT (CITY)	
PHB						BART JOINT USE EASEMENT (UPRR)	

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

Concept Plan

CADD FILENAME 1457001-PH1-L001

DATE 03/03/2023

SCALE 1" = 100' (Half-Size)

ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO. A15-0030

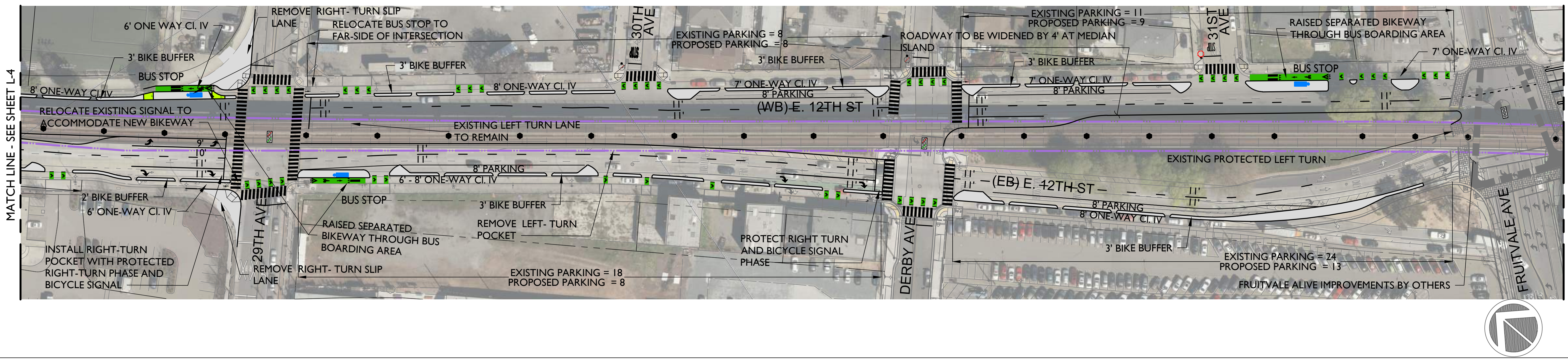
ALAMEDA CTC PROJECT NO. 1587.00

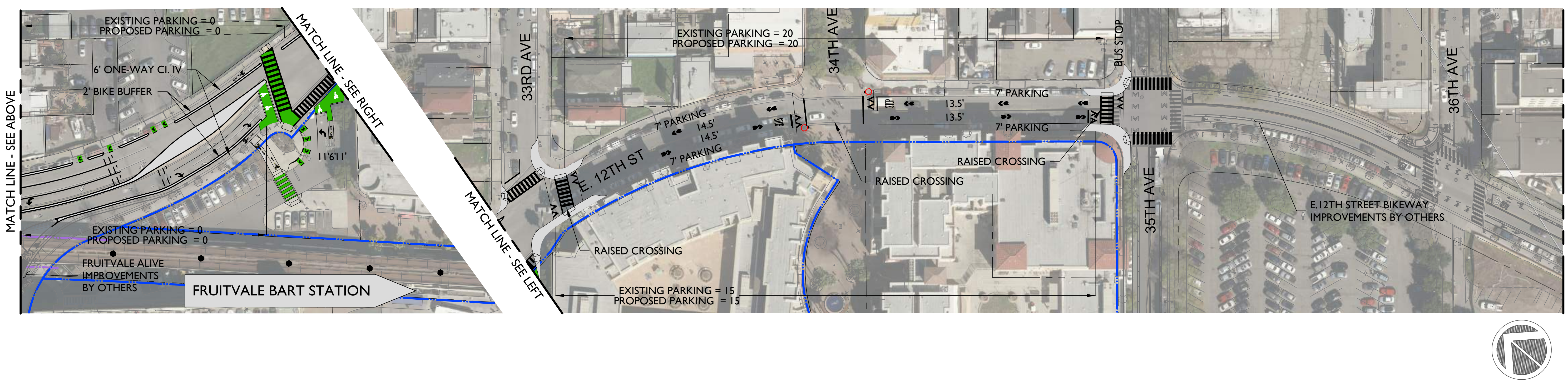
SHEET NO. L-4

c:\cadd\pw\weresch\gn\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR	BART COLUMN
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX	
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD	
PHB			

SIDEWALK/RAISED ISLAND	GREEN BIKE LANE SURFACE	UPRR	PARCEL LINES
TEXTURED CONCRETE		BART	
LANDSCAPE MEDIAN		BART JOINT USE EASEMENT (CITY)	
		BART JOINT USE EASEMENT (UPRR)	

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

Concept Plan

CADD FILENAME 1457001-PH1-L001	
DATE 03/03/2023	SCALE 1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO. 1587.00	SHEET NO. L-5

c:\caddlib\pwlive\...\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.

0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR	BART COLUMN
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX	
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD	
PHB			

SIDEWALK/RAISED ISLAND	GREEN BIKE LANE SURFACE	UPRR	PARCEL LINES
TEXTURED CONCRETE		BART	
LANDSCAPE MEDIAN		BART JOINT USE EASEMENT (CITY)	
		BART JOINT USE EASEMENT (UPRR)	

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

Concept Plan

CADD FILENAME	1457001-PH1-L001
DATE	01/19/2023
SCALE	1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO.	1587.00
SHEET NO.	L-6

c:\caddlib\pw\lvereschagin\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.

MATCH LINE - SEE SHEET L-6

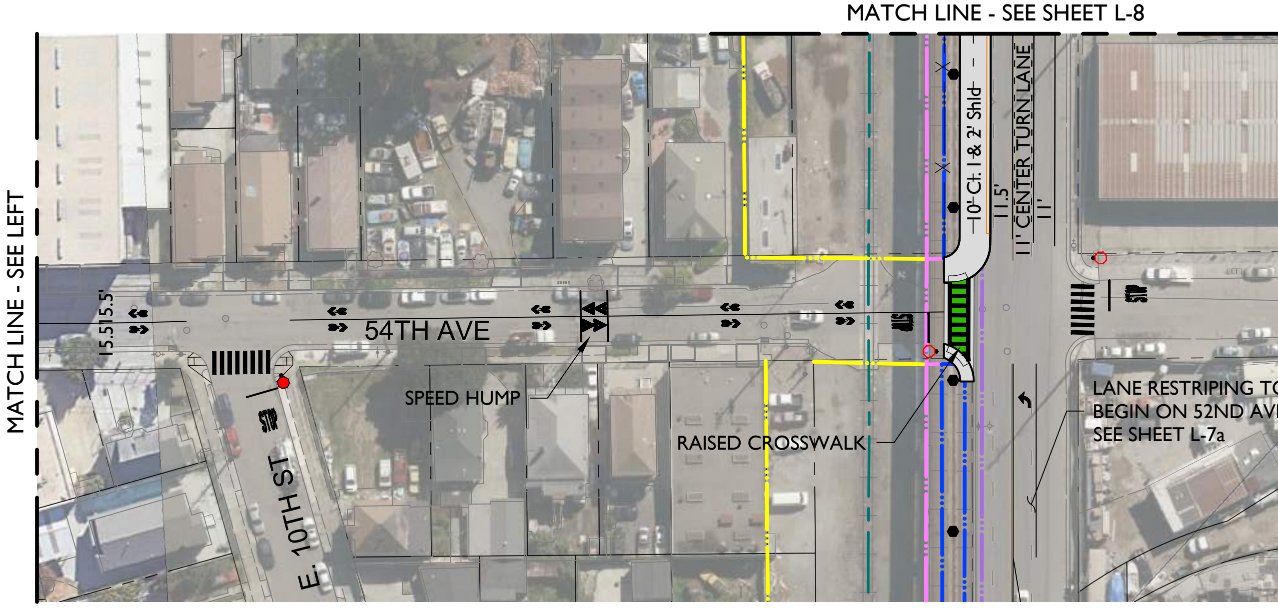
MATCH LINE - SEE BELOW

MATCH LINE - SEE ABOVE

MATCH LINE - SEE RIGHT

MATCH LINE - SEE SHEET L-8

MATCH LINE - SEE LEFT



0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR	BART COLUMN	SIDEWALK/RAISED ISLAND
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX		TEXTURED CONCRETE
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD		LANDSCAPE MEDIAN
PHB				

GREEN BIKE LANE SURFACE	UPRR	PARCEL LINES
	BART	
	BART JOINT USE EASEMENT (CITY)	
	BART JOINT USE EASEMENT (UPRR)	

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

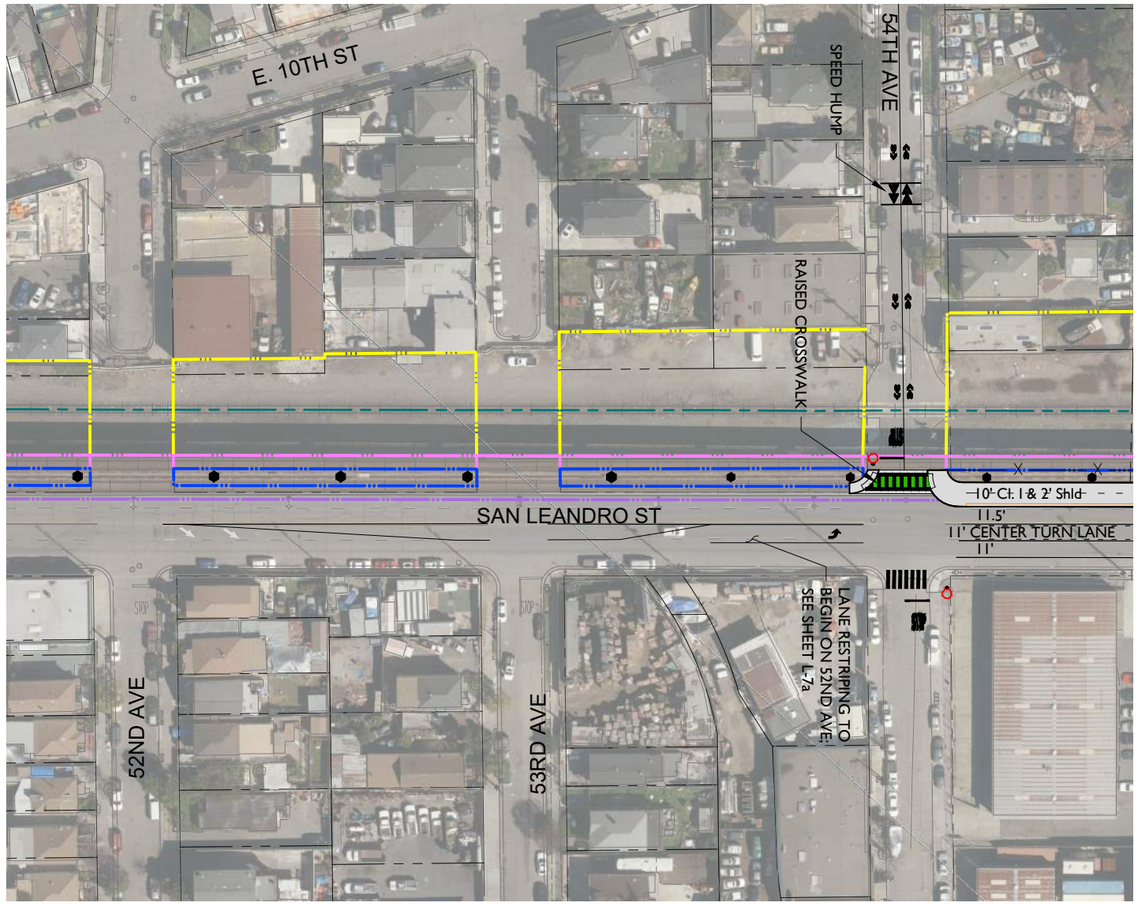
Concept Plan

CADD FILENAME	1457001-PH1-L001
DATE	01/19/2023
SCALE	1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO.	1587.00
SHEET NO.	L-7

c:\caddlib\pwlive\rschagn\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.



0' 50' 100'

LEGEND

- RAILING
- FENCE
- RRFB
- PHB
- TRAFFIC SIGNAL-PR
- TRAFFIC SIGNAL-EX
- TRAFFIC SIGNAL-MOD
- STOP SIGN-PR
- STOP SIGN-EX
- STOP SIGN-MOD
- BART COLUMN
- SIDEWALK/RAISED ISLAND
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- GREEN BIKE LANE SURFACE
- UPRR
- BART
- BART JOINT USE EASEMENT (CITY)
- BART JOINT USE EASEMENT (UPRR)
- PARCEL LINES

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

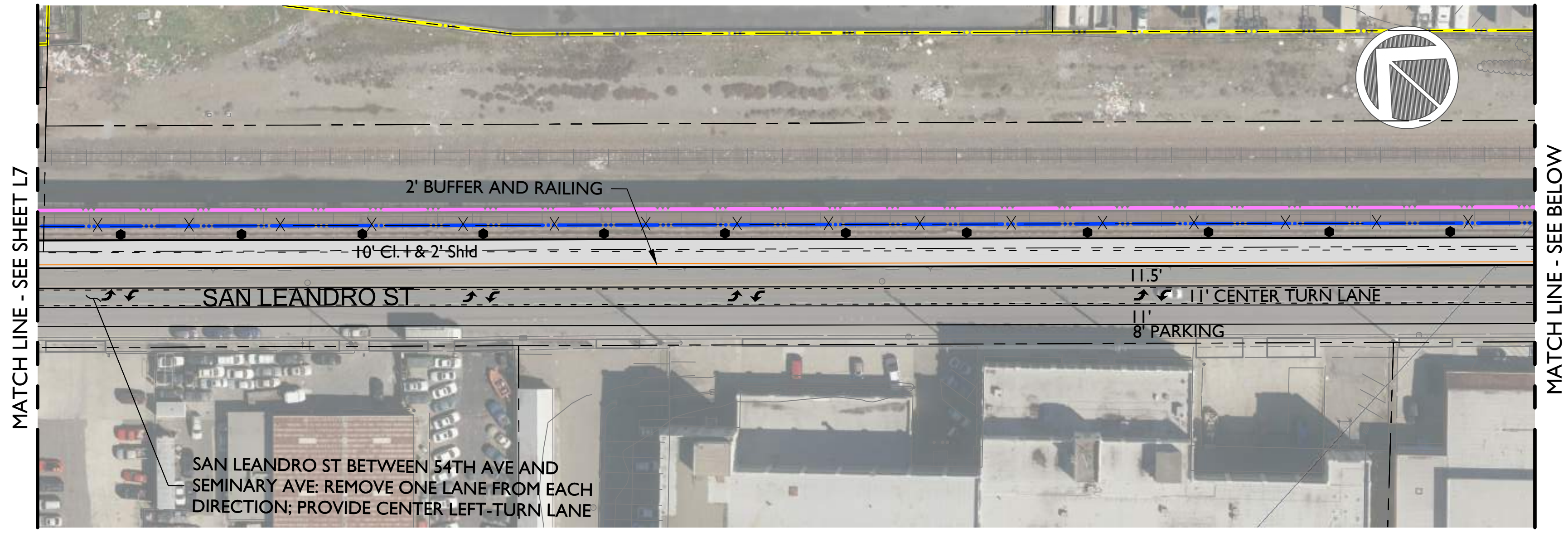
Concept Plan

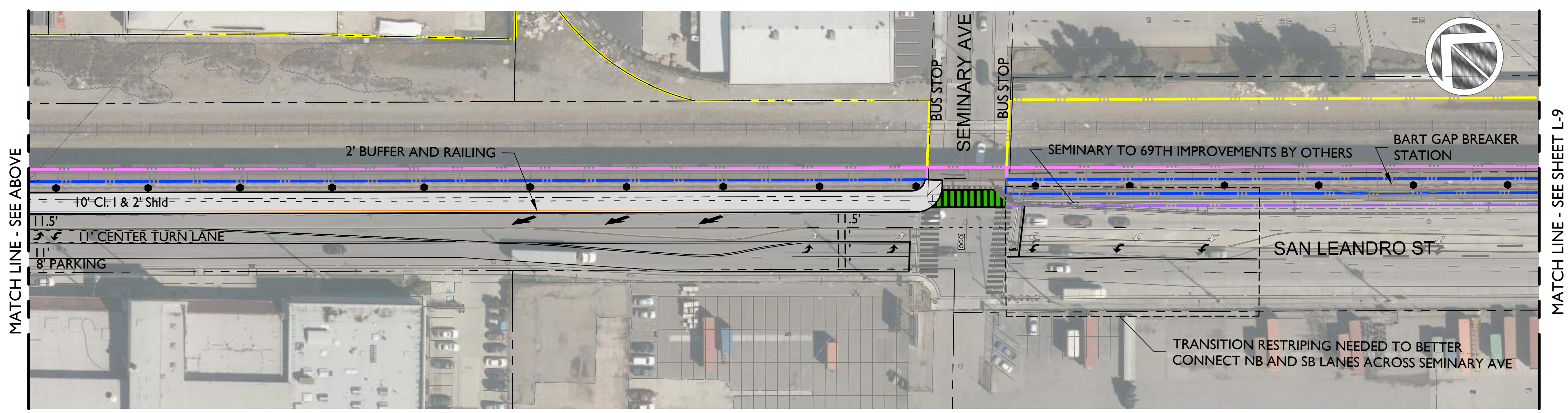
CADD FILENAME	1457001-PH1-L001
DATE	01/19/2023
SCALE	1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO.	1587.00
SHEET NO.	L-7a

c:\caddb\pw\hereditg\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

RAILING
FENCE
RRFB
PHB
TRAFFIC SIGNAL-PR
TRAFFIC SIGNAL-EX
TRAFFIC SIGNAL-MOD
STOP SIGN-PR
STOP SIGN-EX
STOP SIGN-MOD
BART COLUMN
SIDEWALK/RAISED ISLAND
TEXTURED CONCRETE
LANDSCAPE MEDIAN
GREEN BIKE LANE SURFACE
UPRR
BART
BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)
PARCEL LINES

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

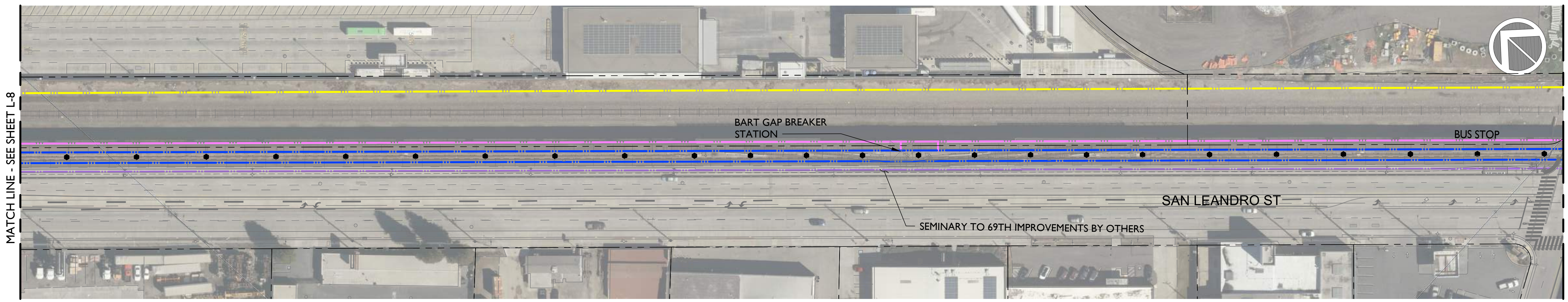
Concept Plan

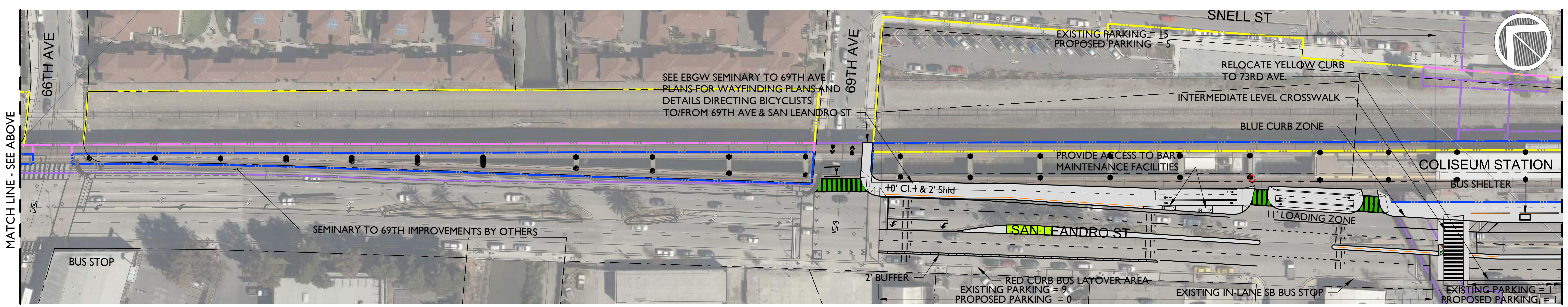
CADD FILENAME 1457001-PH1-L002	
DATE 01/19/2023	SCALE 1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO. 1587.00	SHEET NO. L-8

c:\caddlib\pw\verschagin\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





LEGEND

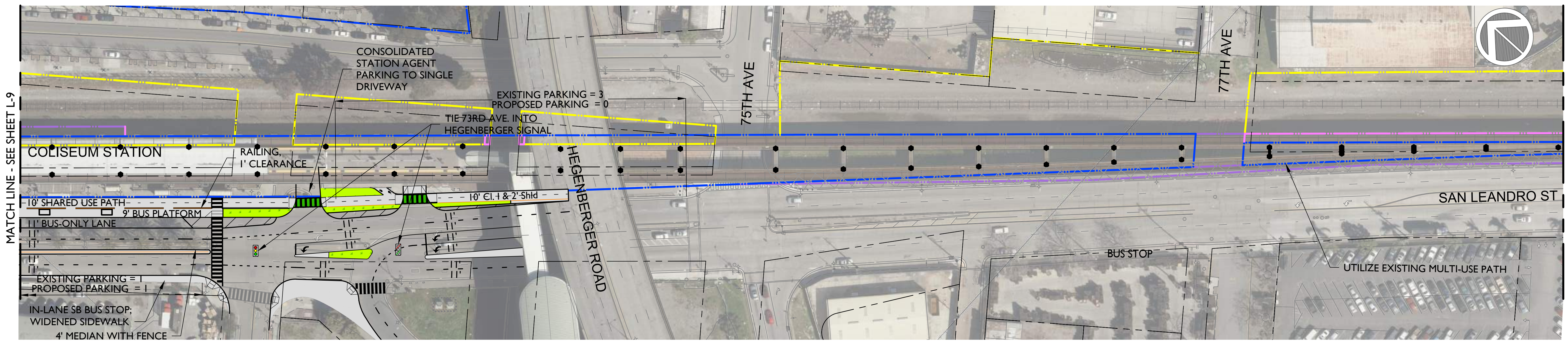
- RAILING
- FENCE
- RRFB
- PHB
- TRAFFIC SIGNAL-PR
- TRAFFIC SIGNAL-EX
- TRAFFIC SIGNAL-MOD
- STOP SIGN-PR
- STOP SIGN-EX
- STOP SIGN-MOD
- BART COLUMN
- SIDEWALK/RAISED ISLAND
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- GREEN BIKE LANE SURFACE
- UPRR
- BART
- BART JOINT USE EASEMENT (CITY)
- BART JOINT USE EASEMENT (UPRR)
- PARCEL LINES

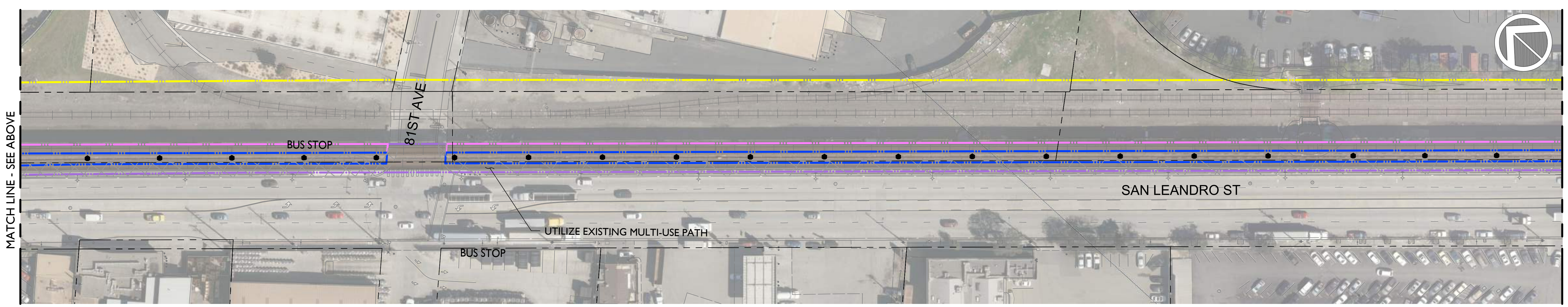
EAST BAY GREENWAY	CADD FILENAME 1457001-PH1-L002
LAKE MERRITT BART TO SAN LEANDRO BART	DATE 01/19/2023; SCALE 1" = 100' (Half-Size)
Concept Plan	ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO. A15-0030
	ALAMEDA CTC PROJECT NO. 1587.00; SHEET NO. L-9

c:\caddlib\pwliveresch\agn\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

- RAILING
- FENCE
- RRFB
- PHB
- TRAFFIC SIGNAL-PR
- TRAFFIC SIGNAL-EX
- TRAFFIC SIGNAL-MOD
- STOP SIGN-PR
- STOP SIGN-EX
- STOP SIGN-MOD
- BART COLUMN
- SIDEWALK/RAISED ISLAND
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- GREEN BIKE LANE SURFACE
- UPRR
- BART
- BART JOINT USE EASEMENT (CITY)
- BART JOINT USE EASEMENT (UPRR)
- PARCEL LINES

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

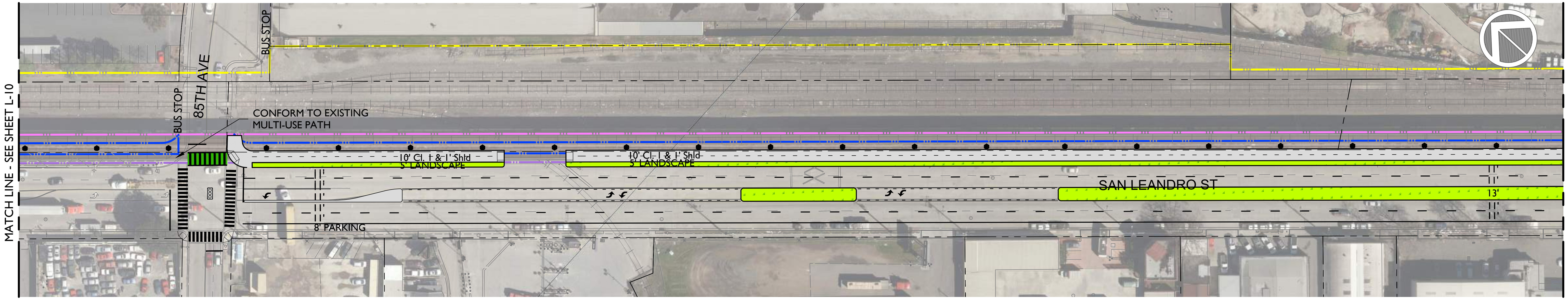
Concept Plan

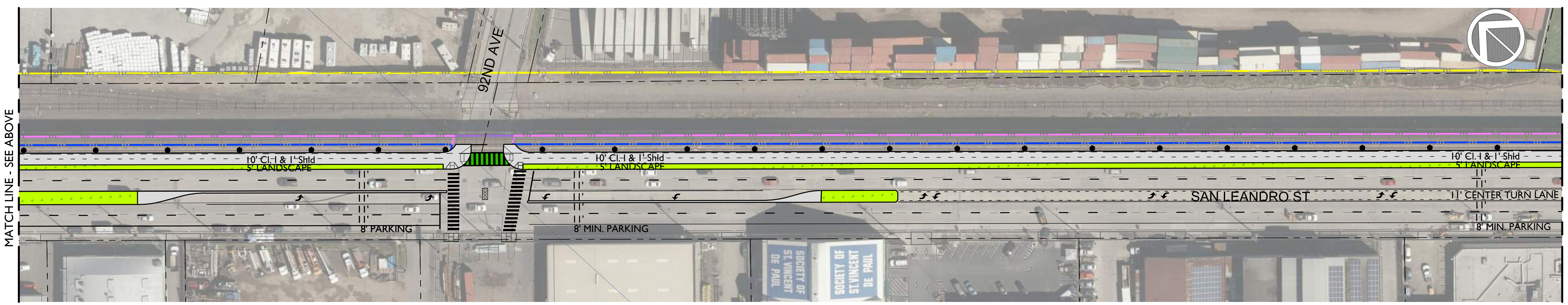
CADD FILENAME	1457001-PH1-L002
DATE	01/19/2023
SCALE	1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO.	1587.00
SHEET NO.	L-10

c:\caddlib\pwl\wreschag\in\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

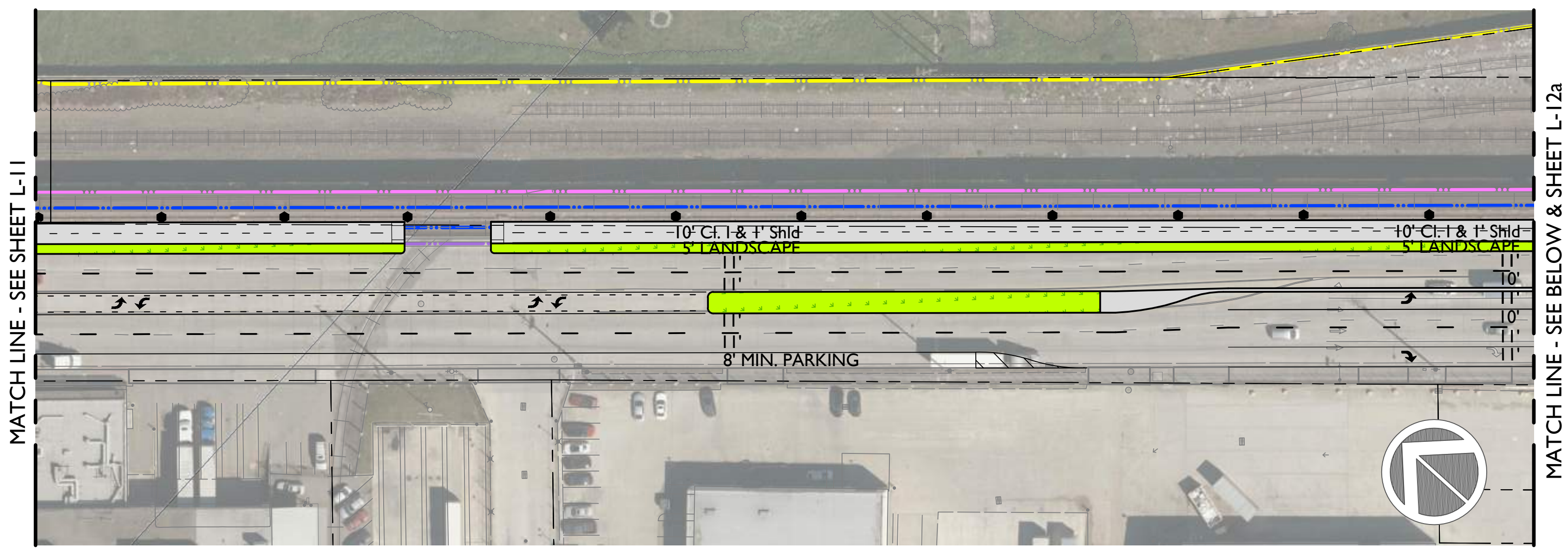
- RAILING
- FENCE
- RRFB
- PHB
- TRAFFIC SIGNAL-PR
- TRAFFIC SIGNAL-EX
- TRAFFIC SIGNAL-MOD
- STOP SIGN-PR
- STOP SIGN-EX
- STOP SIGN-MOD
- BART COLUMN
- SIDEWALK/RAISED ISLAND
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- GREEN BIKE LANE SURFACE
- UPRR
- BART
- BART JOINT USE EASEMENT (CITY)
- BART JOINT USE EASEMENT (UPRR)
- PARCEL LINES

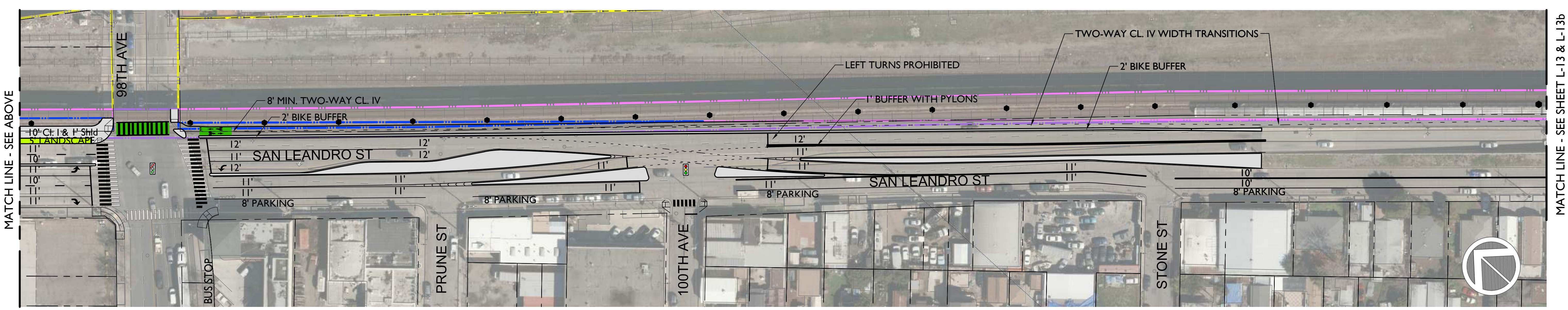
EAST BAY GREENWAY	CADD FILENAME 1457001-PH1-L002
LAKE MERRITT BART TO SAN LEANDRO BART	DATE 01/19/2023
	SCALE 1" = 100' (Half-Size)
Concept Plan	ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO. A15-0030
	ALAMEDA CTC PROJECT NO. 1587.00
	SHEET NO. L-11

c:\cadd\pw\wrestchagin\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

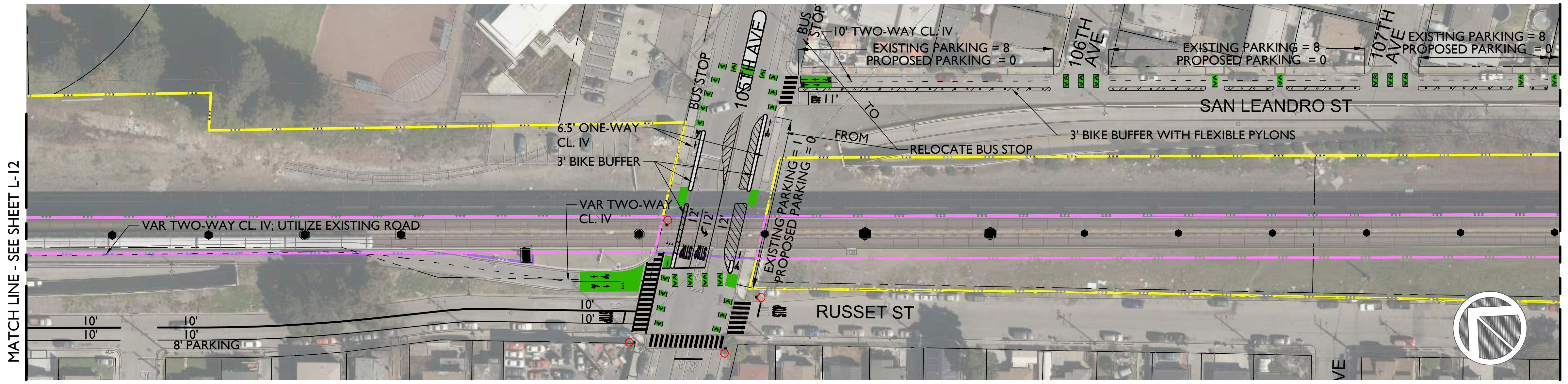
RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR	BART COLUMN
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX	
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD	
PHB			

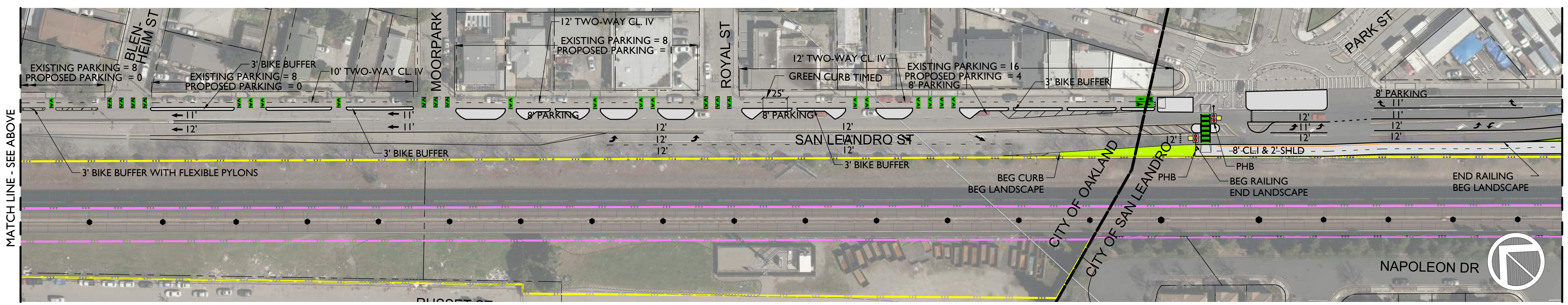
SIDEWALK/RAISED ISLAND	GREEN BIKE LANE SURFACE	UPRR	PARCEL LINES
TEXTURED CONCRETE		BART	
LANDSCAPE MEDIAN		BART JOINT USE EASEMENT (CITY)	
		BART JOINT USE EASEMENT (UPRR)	

EAST BAY GREENWAY	CADD FILENAME 1457001-PH1-L002
LAKE MERRITT BART TO SAN LEANDRO BART	DATE 01/19/2023; SCALE 1" = 100' (Half-Size)
Concept Plan	ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO. A15-0030
	ALAMEDA CTC PROJECT NO. 1587.00; SHEET NO. L-12

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD
PHB		

BART COLUMN
SIDEWALK/RAISED ISLAND
TEXTURED CONCRETE
LANDSCAPE MEDIAN
GREEN BIKE LANE SURFACE
UPRR
BART
BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)
PARCEL LINES

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

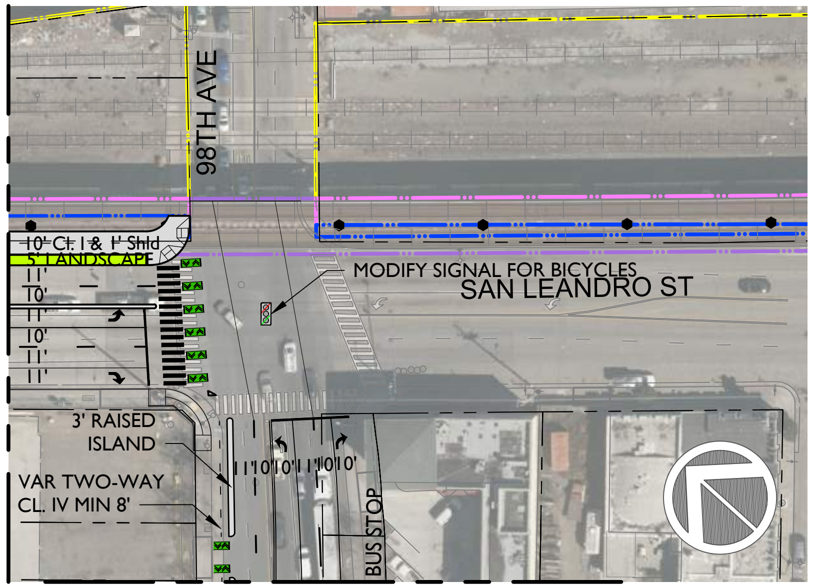
Concept Plan

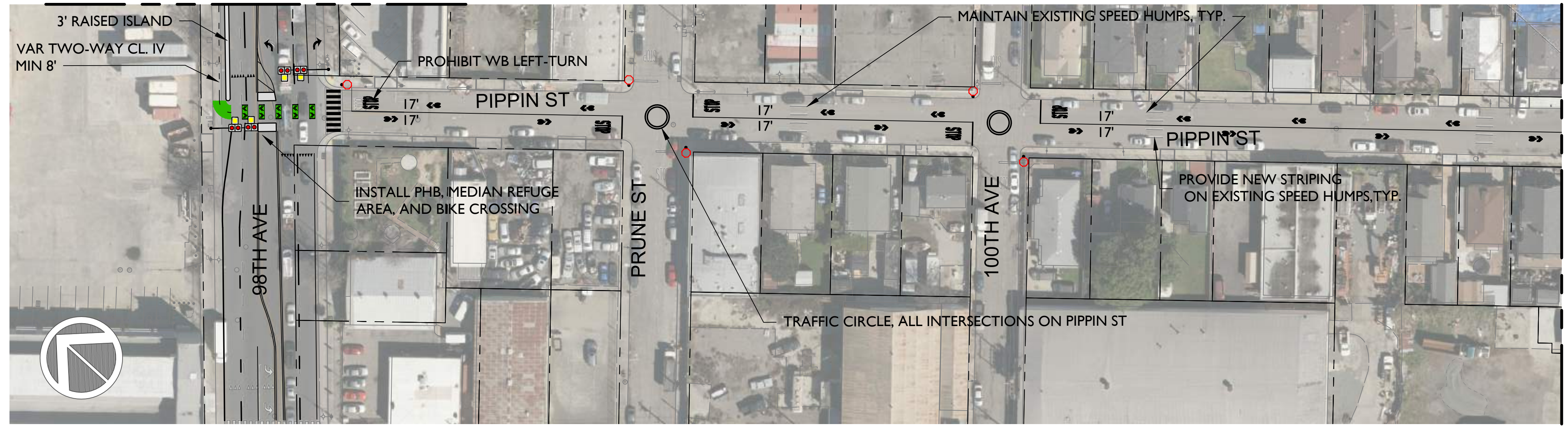
CADD FILENAME	1457001-PH1-L002
DATE	03/03/2023
SCALE	1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO.	1587.00
SHEET NO.	L-13

c:\cadd\pw\wreschaghi\west\d0106659

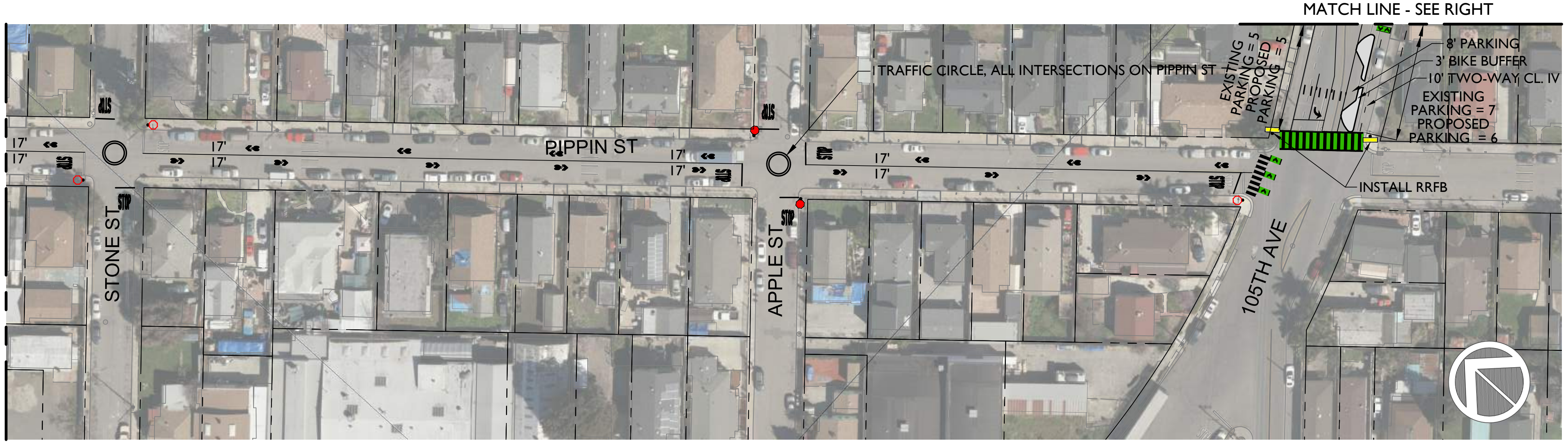
GENERAL NOTE:

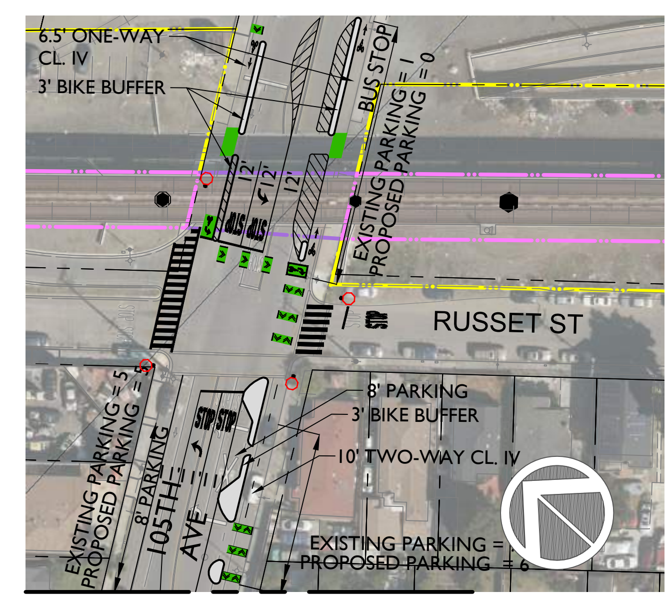
1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.





PIPPIN STREET ALIGNMENT OPTION





PIPPIN STREET ALIGNMENT OPTION

0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR
FENCE	TRAFFIC SIGNAL-EX
RRFB	TRAFFIC SIGNAL-MOD
PHB	
STOP SIGN-PR	BART COLUMN
STOP SIGN-EX	
STOP SIGN-MOD	
SIDEWALK/RAISED ISLAND	GREEN BIKE LANE SURFACE
TEXTURED CONCRETE	
LANDSCAPE MEDIAN	
UPRR	PARCEL LINES
BART	
BART JOINT USE EASEMENT (CITY)	
BART JOINT USE EASEMENT (UPRR)	

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

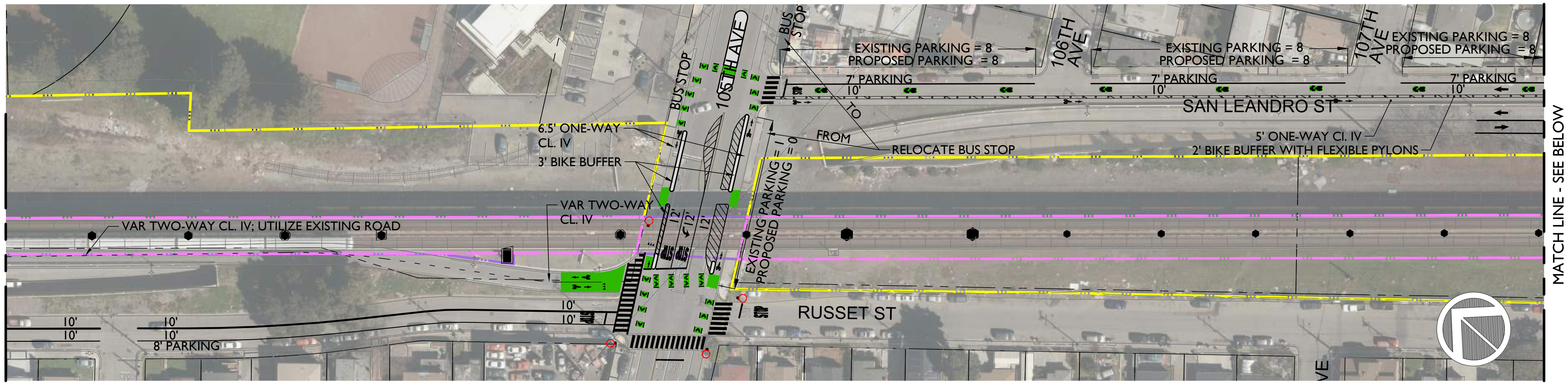
Concept Plan

CADD FILENAME	1457001-PH1-L002
DATE	01/19/2023
SCALE	1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO.	1587.00
SHEET NO.	L-12a

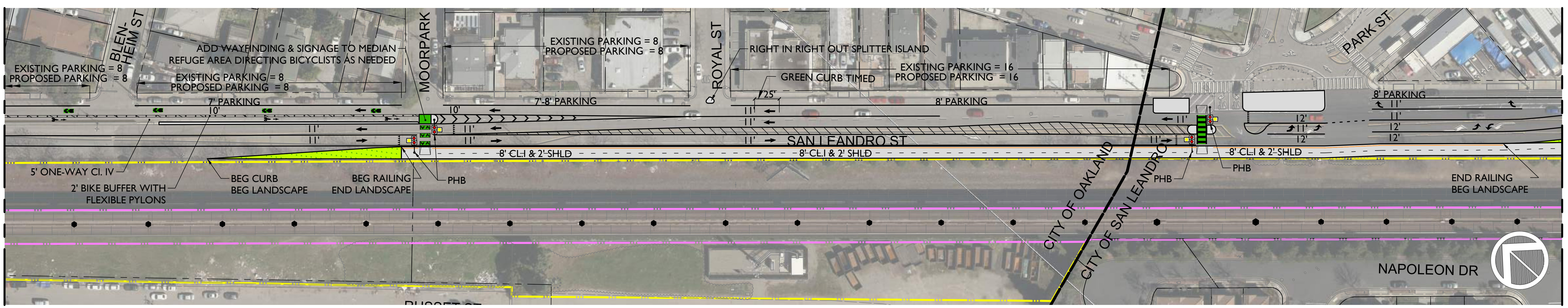
c:\caddlib\pw\vereschagin\west\d0106659

GENERAL NOTE:

1. ALL RAISED BIKE BUFFERS SHALL HAVE INTERMITTENT GAPS FOR DRAINAGE PURPOSES.
2. DESIGN SHOWN IS SUBJECT TO REVIEW BY FIRE MARSHALL.



CONTRAFLOW FROM 105TH AVE TO MOORPARK ST ALIGNMENT OPTION



CONTRAFLOW FROM 105TH AVE TO MOORPARK ST ALIGNMENT OPTION

0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR	BART COLUMN
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX	
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD	
PHB			

SIDEWALK/RAISED ISLAND
TEXTURED CONCRETE
LANDSCAPE MEDIAN
GREEN BIKE LANE SURFACE
UPRR
BART
BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)
PARCEL LINES

EAST BAY GREENWAY

LAKE MERRITT BART TO SAN LEANDRO BART

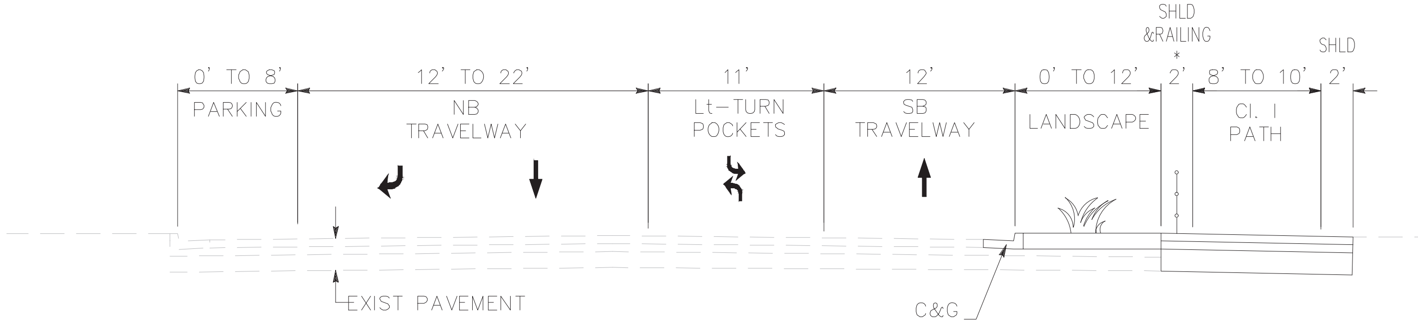
Concept Plan

CADD FILENAME	1457001-PH1-L002
DATE	03/03/2023
SCALE	1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO.	1587.00
SHEET NO.	L-13b

c:\cadd\...\d0106659

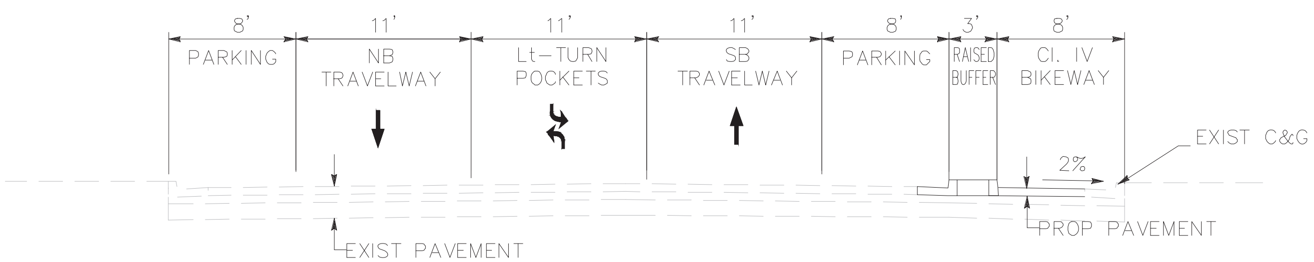
Attachment 3: Proposed Plans – San Leandro

This page intentionally left blank.

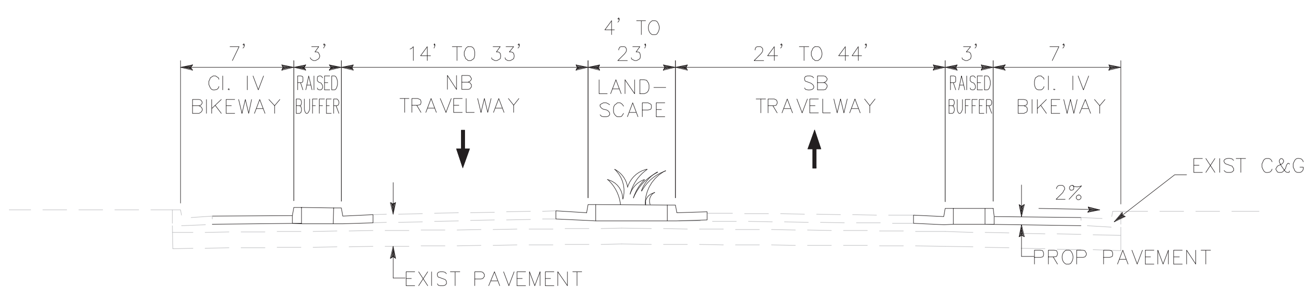


SAN LEANDRO ST (W.BROADMOOR BLVD/PARK ST TO PERALTA AVE)

* NO RAILING AT LOCATIONS WITH LANDSCAPE



SAN LEANDRO ST (PERALTA AVE TO CREEKSIDE PLAZA ENTRANCE)



SAN LEANDRO ST (CREEKSIDE PLAZA ENTRANCE TO DAVIS ST)

FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

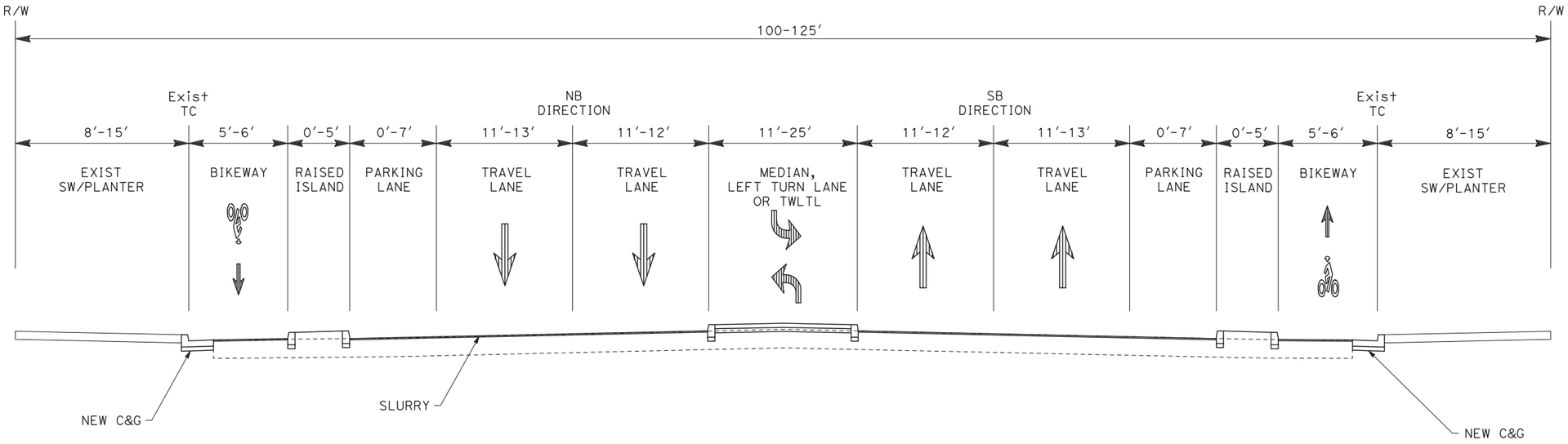
ABBREVIATIONS

EXIST	= EXISTING	LT	= LEFT	CL	= CHAIN LINK
PROP	= PROPOSED	RT	= RIGHT	HMA	= HOT MIX ASPHALT
C&G	= CURB AND GUTTER	R/W	= RIGHT-OF-WAY	AB	= ASPHALT BINDER
SW	= SIDEWALK	CONC	= CONCRETE		

EAST BAY GREENWAY

Typical Sections
Sheet 6 of 6

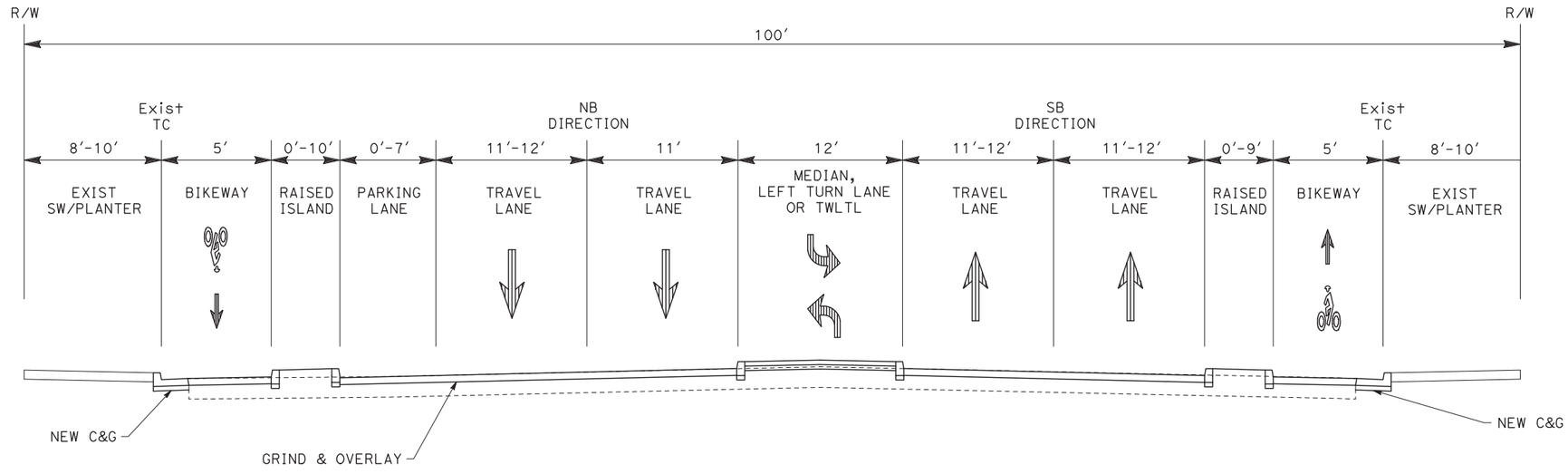
CADD FILENAME 1457001-PH1-X001	
DATE 5/13/2022	SCALE NTS
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO. 1457.001	SHEET NO. X-6



SAN LEANDRO Blvd

DAVIS St TO E14th St

NO SCALE



E14th St

SAN LEANDRO Blvd TO PLAZA Dr

NO SCALE

0' 50' 100'

FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

E14th & MISSION CORRIDOR	CADD FILENAME: E14_Typical X-Sections
	DATE: 4/29/2022 · SCALE: 1" = 50'
CONCEPTUAL DESIGN TYPICAL CROSS SECTIONS	ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.: A18-0024
	ALAMEDA CTC PROJECT NO.: A18-0024 · SHEET NO.:

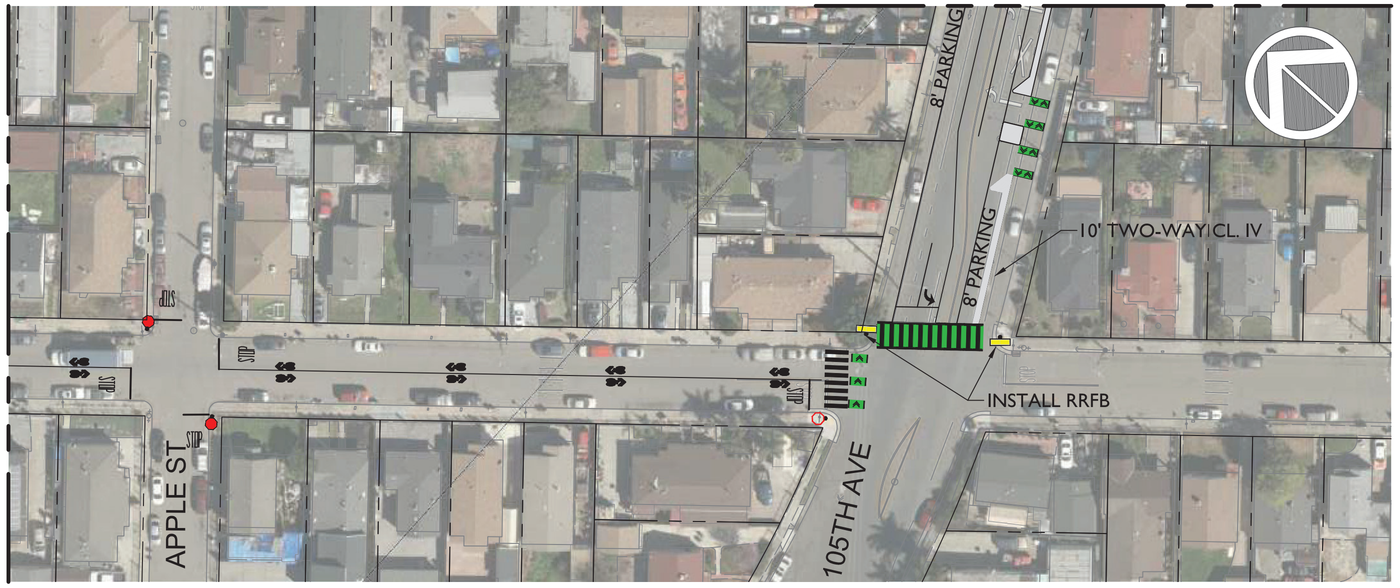
i:\kittelson-gl-18103-east 14th st mission blvd fremont blvd\cadd 2018\exhibits\cross sections

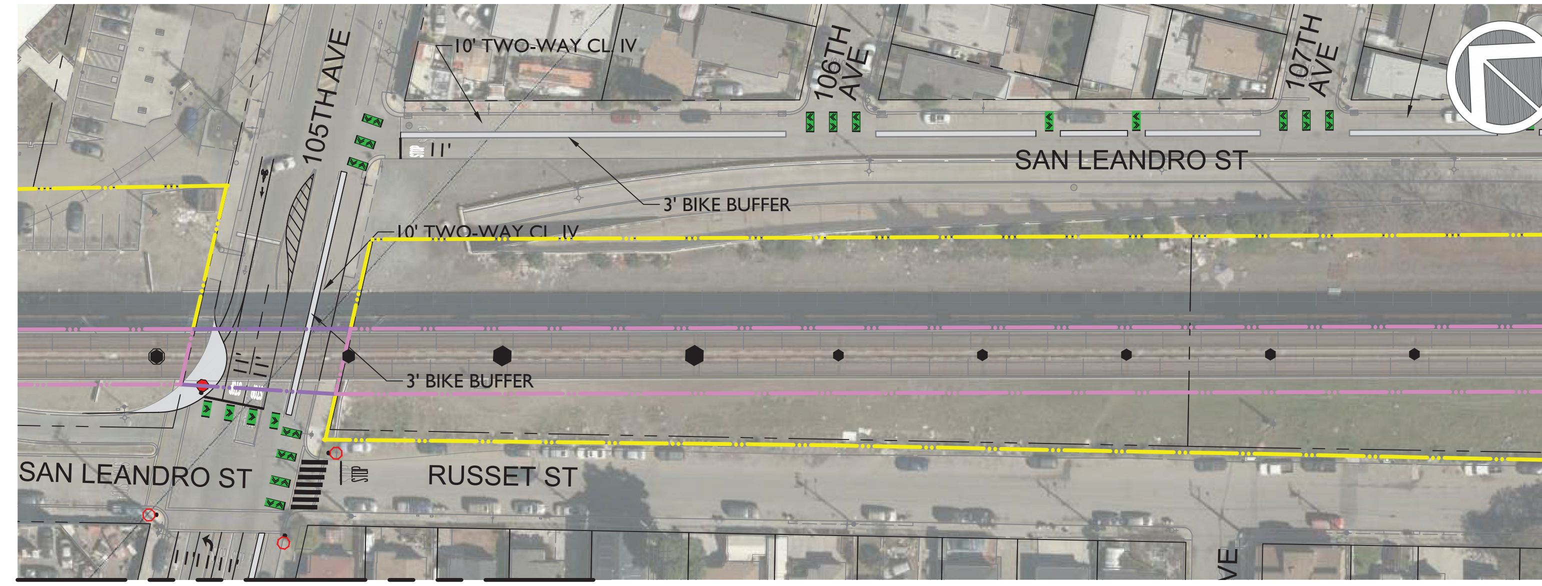
GENERAL NOTE:

1. ALL DRIVEWAYS TO HAVE BIKE LANE INTERSECTION MARKING PER CITY OF OAKLAND DETAIL.

MATCH LINE - SEE SHEET RIGHT

MATCH LINE - SEE SHEET L-12

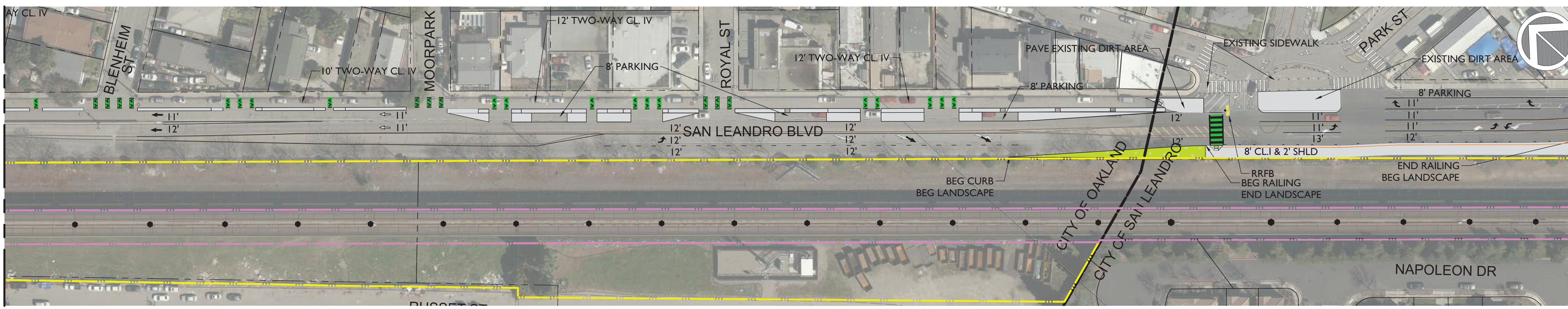




MATCH LINE - SEE BELOW

MATCH LINE - SEE SHEET LEFT

MATCH LINE - SEE ABOVE



MATCH LINE - SEE SHEET L-14

FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD
PHB		

SIDEWALK/RAISED ISLAND	GREEN BIKE LANE SURFACE
TEXTURED CONCRETE	
LANDSCAPE MEDIAN	

UPRR	PARCEL LINES
BART	
BART JOINT USE EASEMENT (CITY)	
BART JOINT USE EASEMENT (UPRR)	

EAST BAY GREENWAY

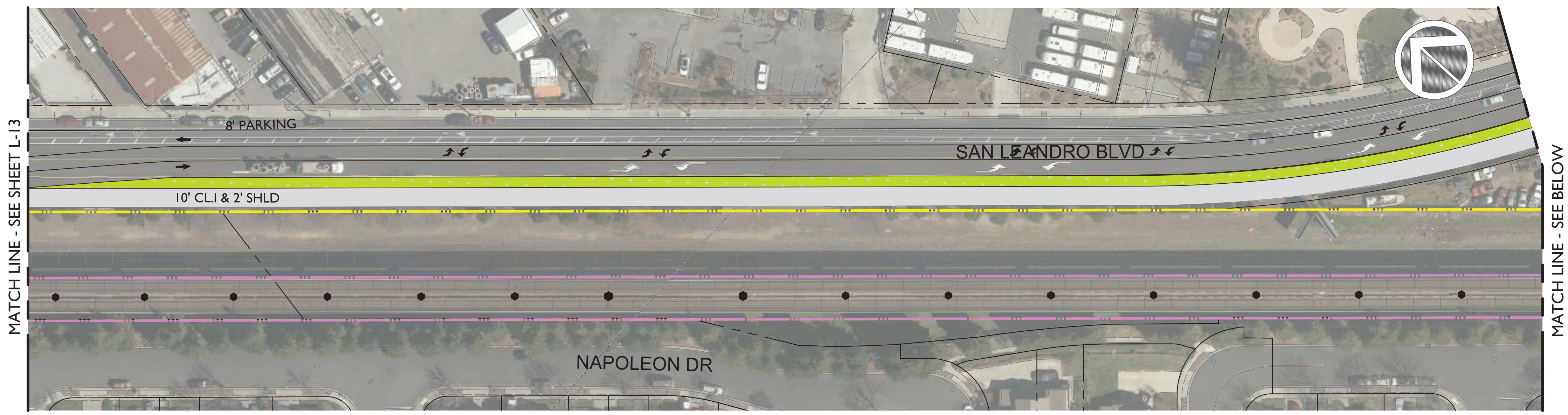
Concept Plan

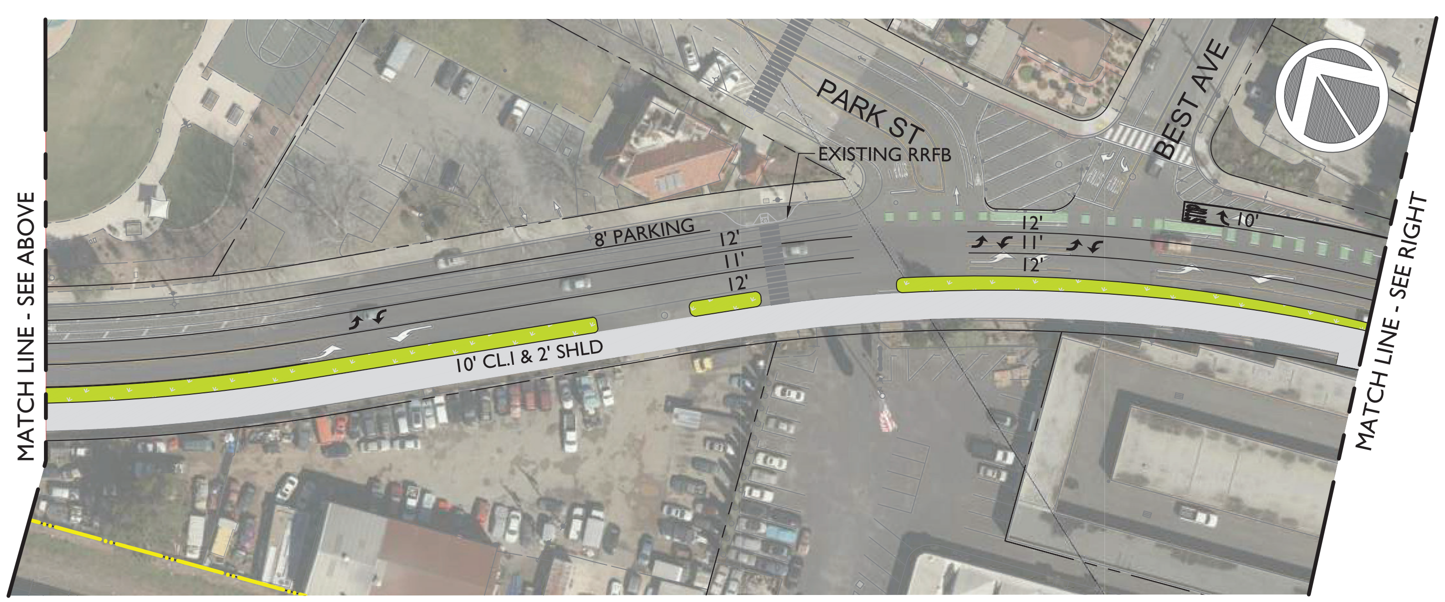
CADD FILENAME 1457001-PH1-L023	
DATE 5/11/2022	SCALE 1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO. 1457.001	SHEET NO. L-13

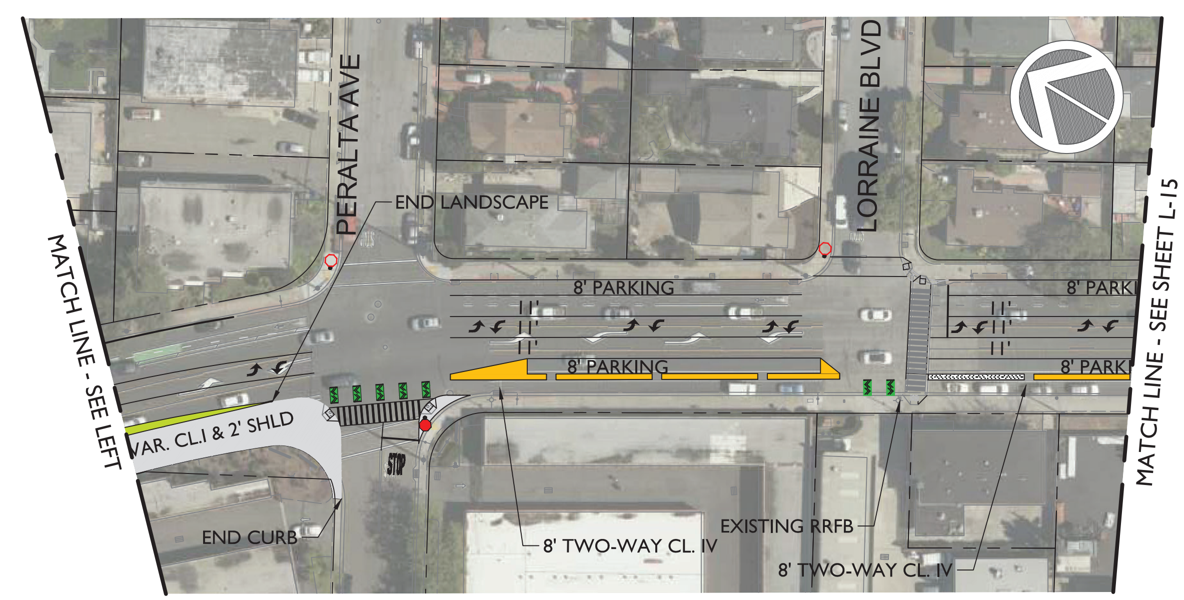
c:\caddlib\pwhmb_jaysng\west\d0106659

GENERAL NOTE:

1. ALL DRIVEWAYS TO HAVE BIKE LANE INTERSECTION MARKING PER CITY OF OAKLAND DETAIL.







FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

0' 50' 100'

LEGEND

- RAILING
- FENCE
- RRFB
- PHB
- TRAFFIC SIGNAL-PR
- TRAFFIC SIGNAL-EX
- TRAFFIC SIGNAL-MOD
- STOP SIGN-PR
- STOP SIGN-EX
- STOP SIGN-MOD
- SIDEWALK/RAISED ISLAND
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- GREEN BIKE LANE SURFACE
- UPRR
- BART
- BART JOINT USE EASEMENT (CITY)
- BART JOINT USE EASEMENT (UPRR)
- PARCEL LINES

EAST BAY GREENWAY

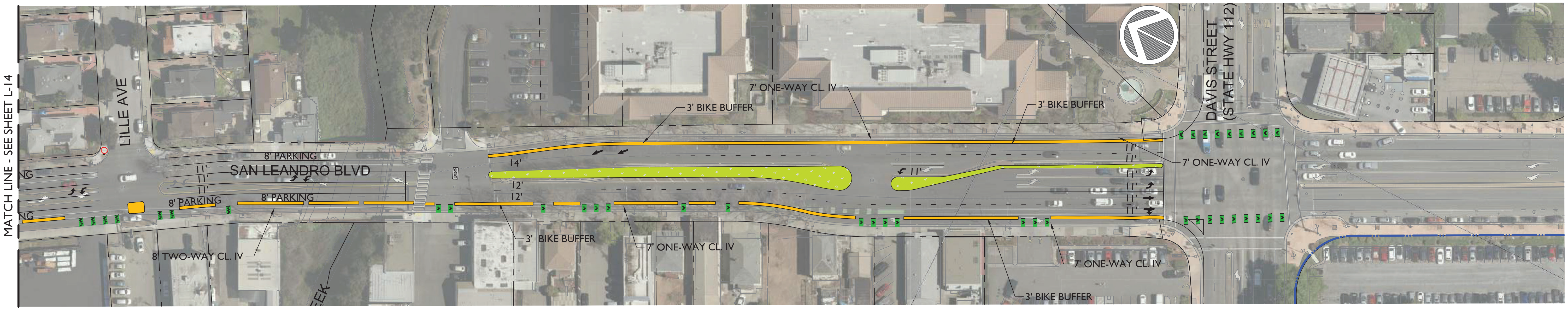
Concept Plan

CADD FILENAME 1457001-PH1-L023	
DATE 5/11/2022	SCALE 1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO. 1457.001	SHEET NO. L-14

c:\caddlib\pwlmb_jasyng\west\d0106659

GENERAL NOTE:

1. ALL DRIVEWAYS TO HAVE BIKE LANE INTERSECTION MARKING PER CITY OF OAKLAND DETAIL.



FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

0' 50' 100'

LEGEND

RAILING	TRAFFIC SIGNAL-PR	STOP SIGN-PR	SIDEWALK/RAISED ISLAND
FENCE	TRAFFIC SIGNAL-EX	STOP SIGN-EX	TEXTURED CONCRETE
RRFB	TRAFFIC SIGNAL-MOD	STOP SIGN-MOD	LANDSCAPE MEDIAN
PHB			

GREEN BIKE LANE SURFACE

UPRR
BART
BART JOINT USE EASEMENT (CITY)
BART JOINT USE EASEMENT (UPRR)

PARCEL LINES

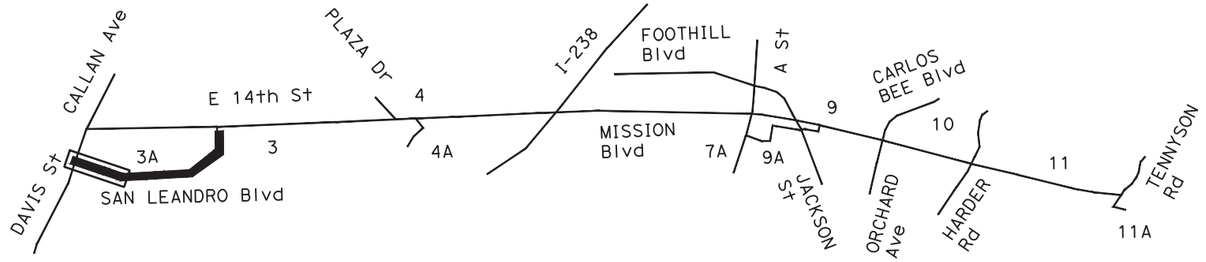
EAST BAY GREENWAY

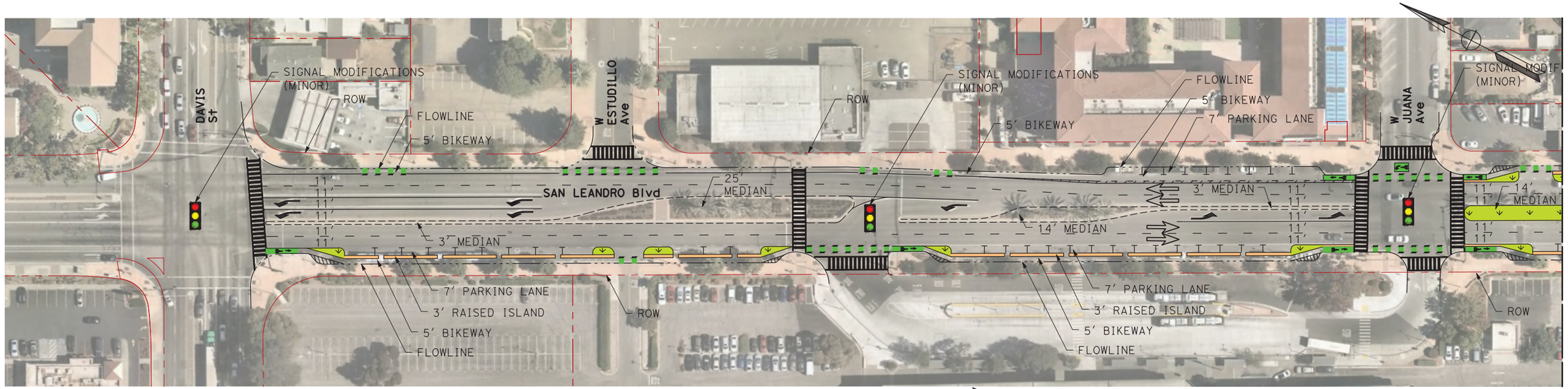
Concept Plan

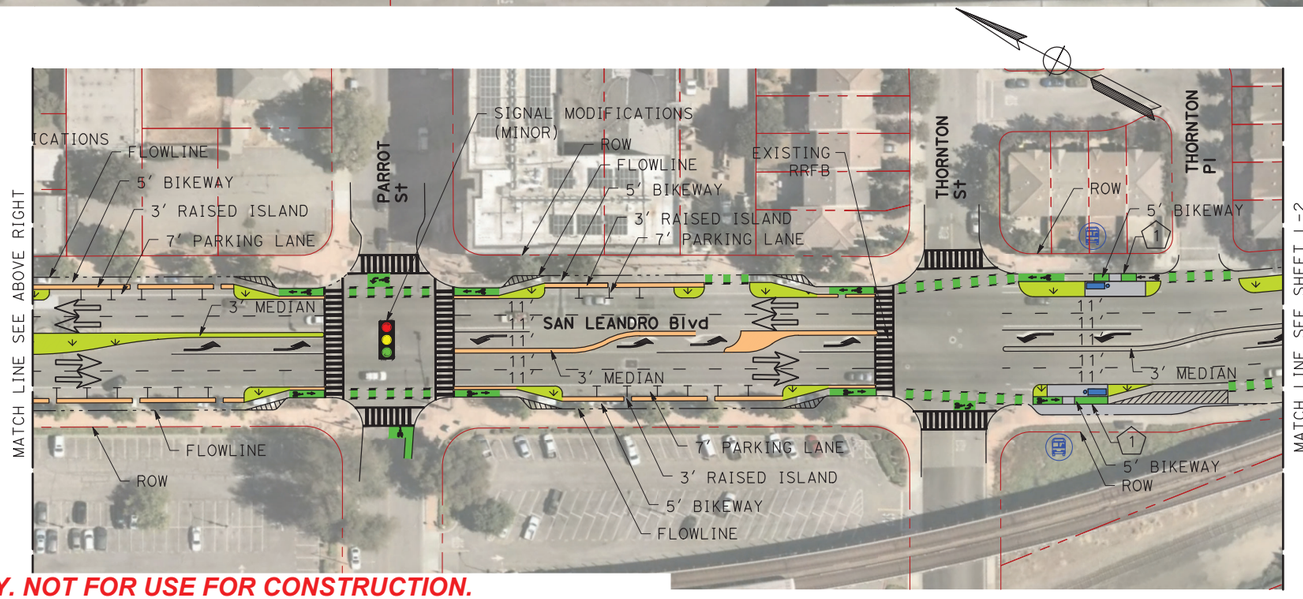
CADD FILENAME 1457001-PH1-L023	
DATE 5/11/2022	SCALE 1" = 100' (Half-Size)
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A15-0030
ALAMEDA CTC PROJECT NO. 1457.001	SHEET NO. L-15

GENERAL NOTES:

(1) BIKEWAY TO BE RAISED UP TO SIDEWALK LEVEL.







FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

0' 50' 100'

LEGEND

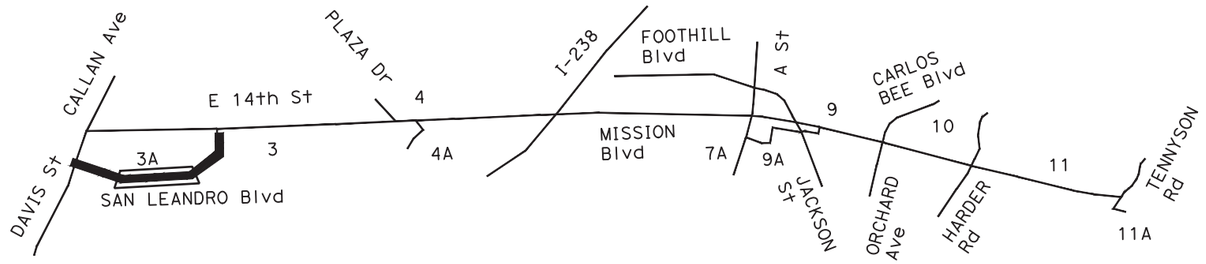
- GREEN BIKE LANE SURFACE
- SIGNALIZED INTERSECTION
- BIKE LANE SYMBOL
- DIRECTION OF TRAVEL
- SHARED BIKE LANE
- BUS STOP TO REMAIN
- BUS STOP TO BE RELOCATED
- BUS STOP TO BE INSTALLED
- ROW LINE
- SIDEWALK
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- EXISTING MEDIAN
- BUS ISLAND

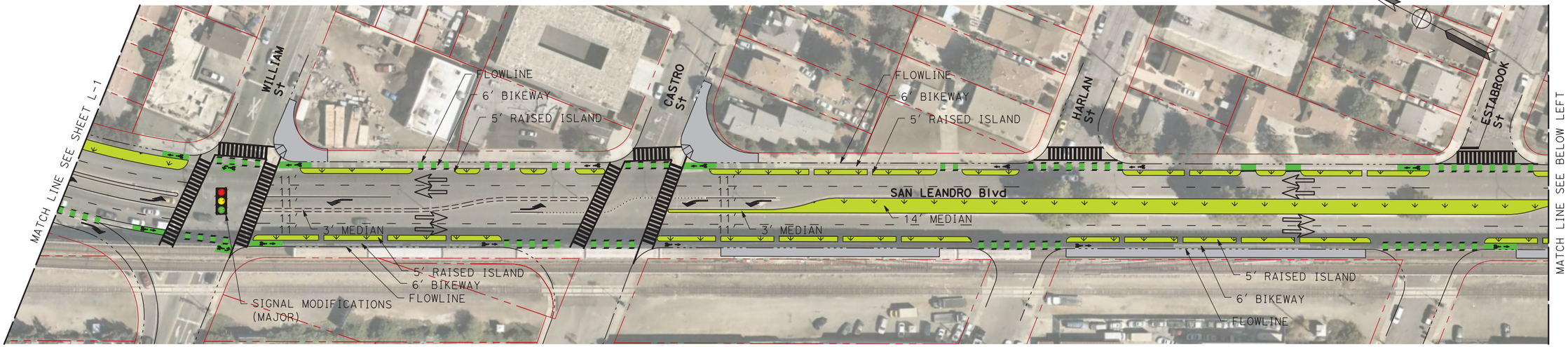
E14th & MISSION CORRIDOR

CONCEPTUAL DESIGN

CADD FILENAME	E14_L1-3 (Segment 3A)
DATE	4/29/2022
SCALE	1" = 50'
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A18-0024
ALAMEDA CTC PROJECT NO.	A18-0024
SHEET NO.	L-1

i:\kittelson-al-18103-east 14th st mission blvd fremont blvd\cadd 2018\sheets





FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

0' 50' 100'

LEGEND

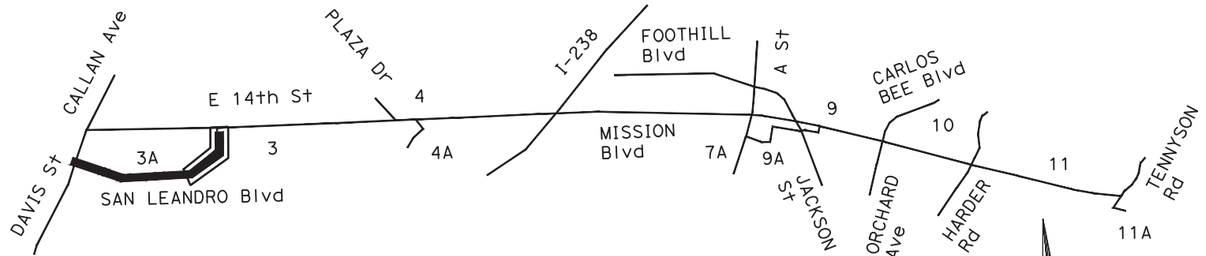
- GREEN BIKE LANE SURFACE
- SIGNALIZED INTERSECTION
- BIKE LANE SYMBOL
- DIRECTION OF TRAVEL
- SHARED BIKE LANE
- BUS STOP TO REMAIN
- BUS STOP TO BE RELOCATED
- BUS STOP TO BE INSTALLED
- ROW LINE
- SIDEWALK
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- EXISTING MEDIAN
- BUS ISLAND

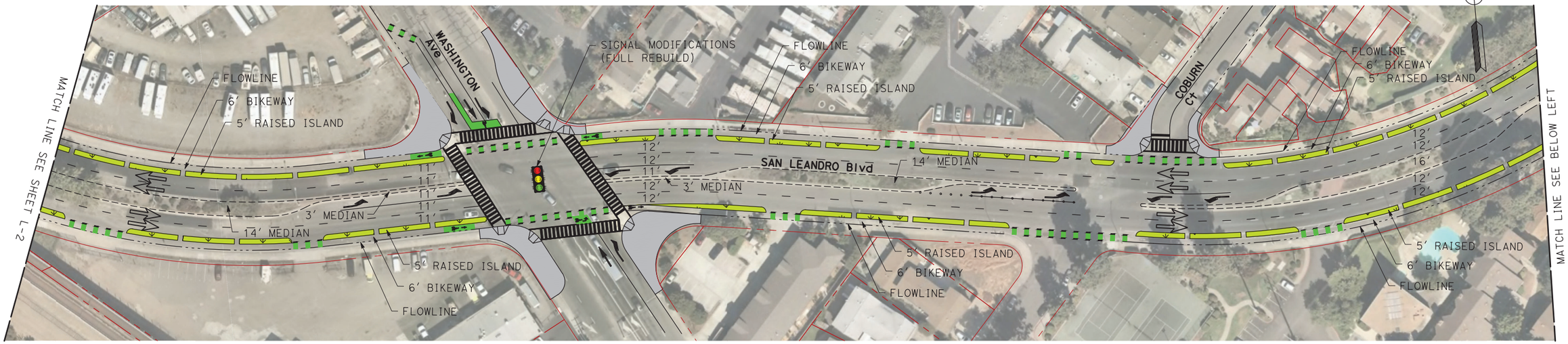
E14th & MISSION CORRIDOR

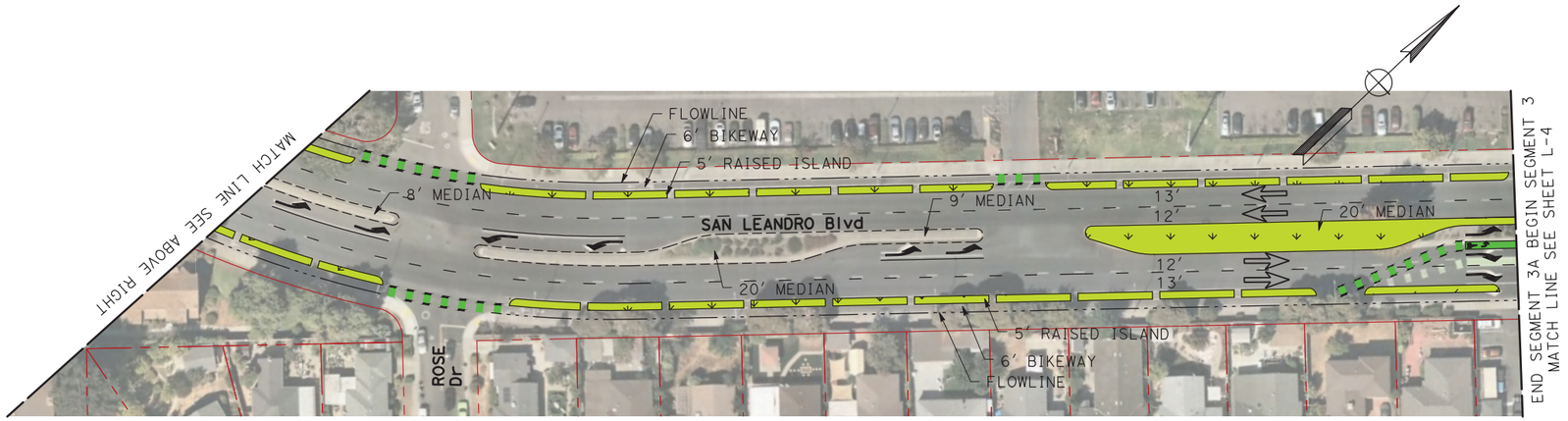
CONCEPTUAL DESIGN

CADD FILENAME	E14_L1-3 (Segment 3A)
DATE	4/29/2022
SCALE	1" = 50'
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A18-0024
ALAMEDA CTC PROJECT NO.	A18-0024
SHEET NO.	L-2

i:\kittelson-gl-18103-east 14th st mission blvd fremont blvd\cadd 2018\sheets







FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

0' 50' 100'

LEGEND

- GREEN BIKE LANE SURFACE
- SIGNALIZED INTERSECTION
- BIKE LANE SYMBOL
- DIRECTION OF TRAVEL
- SHARED BIKE LANE
- BUS STOP TO REMAIN
- BUS STOP TO BE RELOCATED
- BUS STOP TO BE INSTALLED
- ROW LINE
- SIDEWALK
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- EXISTING MEDIAN
- BUS ISLAND

E14th & MISSION CORRIDOR

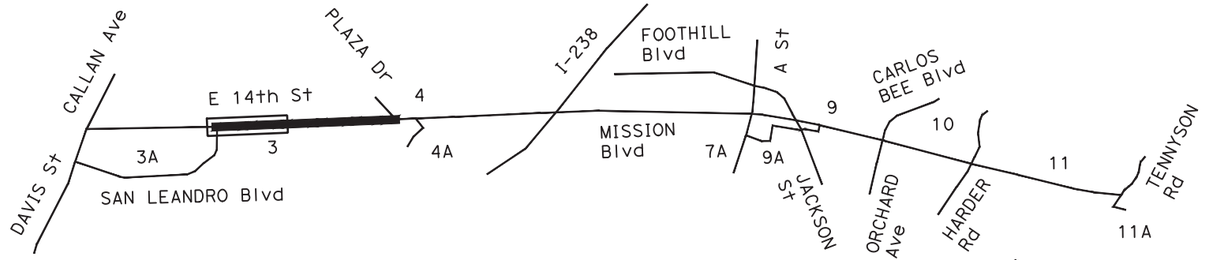
CONCEPTUAL DESIGN

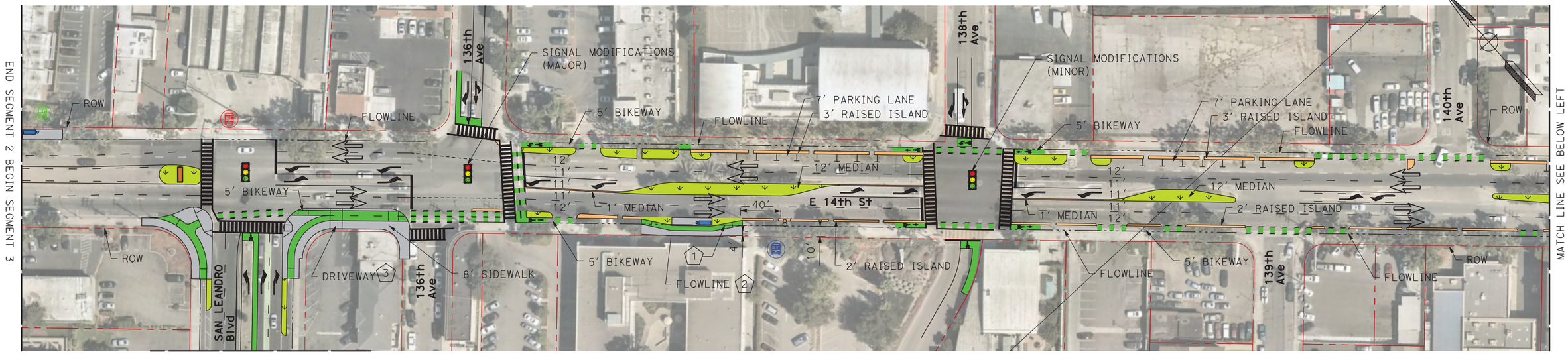
CADD FILENAME	E14_L1-3 (Segment 3A)
DATE	4/29/2022
SCALE	1" = 50'
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A18-0024
ALAMEDA CTC PROJECT NO.	A18-0024
SHEET NO.	L-3

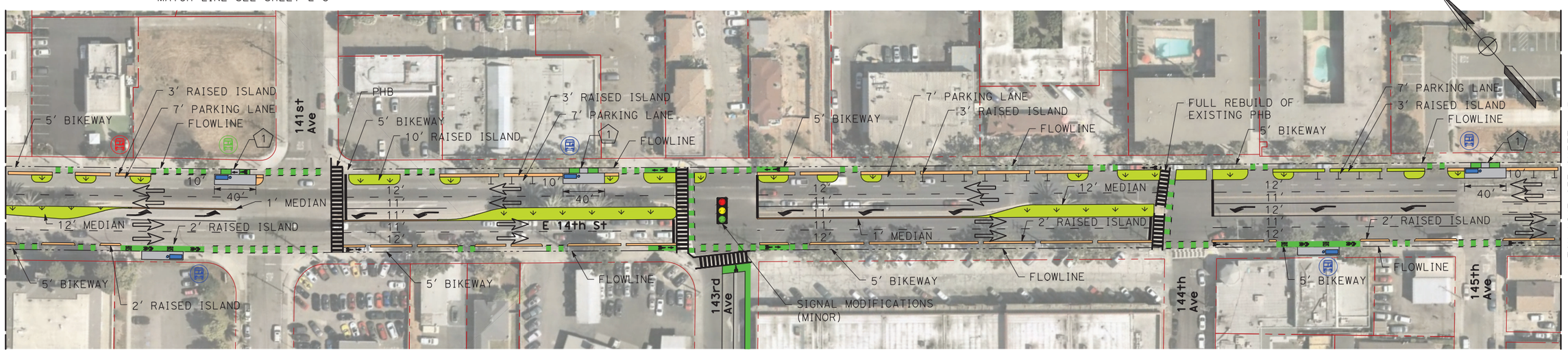
j:\kittelson-gl-18103-east 14th st mission blvd fremont blvd\cadd 2018\sheets

GENERAL NOTES:

1. BIKEWAY TO BE RAISED UP TO SIDEWALK LEVEL.
2. FLOWLINE ARE TO BE ADDRESSED IN FINAL DESIGN.
3. EXIST DRIVEWAY TO BE RAISED UP TO SIDEWALK HEIGHT FOR PED/BIKE SAFETY.







FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

REVIEW ONLY

0' 50' 100'

LEGEND

- GREEN BIKE LANE SURFACE
- SIGNALIZED INTERSECTION
- BIKE LANE SYMBOL
- DIRECTION OF TRAVEL
- SHARED BIKE LANE
- BUS STOP TO REMAIN
- BUS STOP TO BE RELOCATED
- BUS STOP TO BE INSTALLED
- ROW LINE
- SIDEWALK
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- EXISTING MEDIAN
- BUS ISLAND

E14th & MISSION CORRIDOR

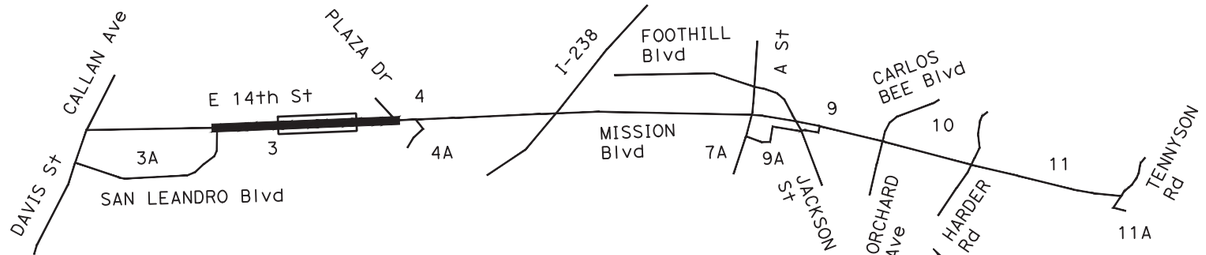
CONCEPTUAL DESIGN

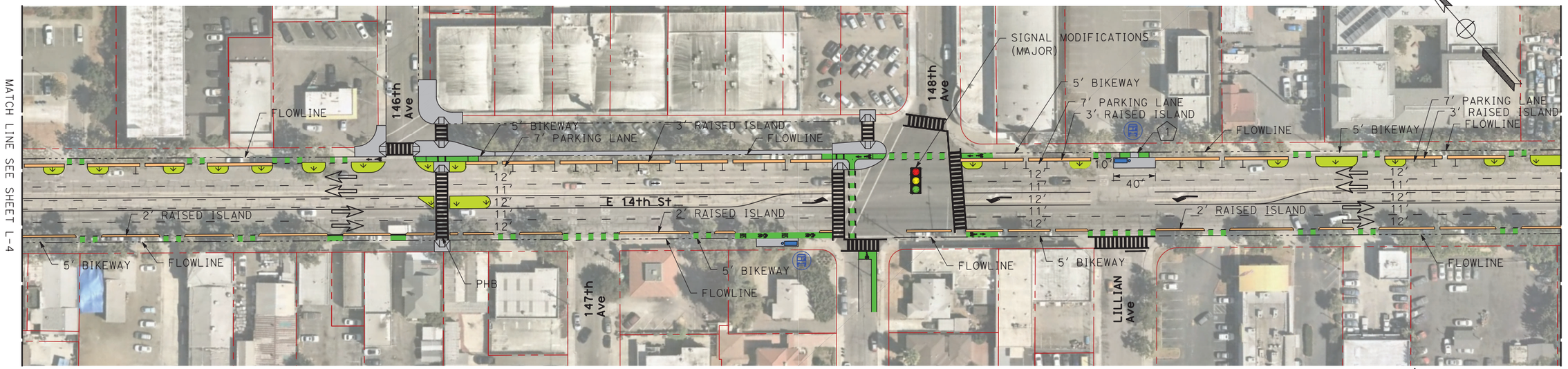
CADD FILENAME	E14_L4-6 (Segment 3)
DATE	4/29/2022
SCALE	1" = 50'
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A18-0024
ALAMEDA CTC PROJECT NO.	A18-0024
SHEET NO.	L-4

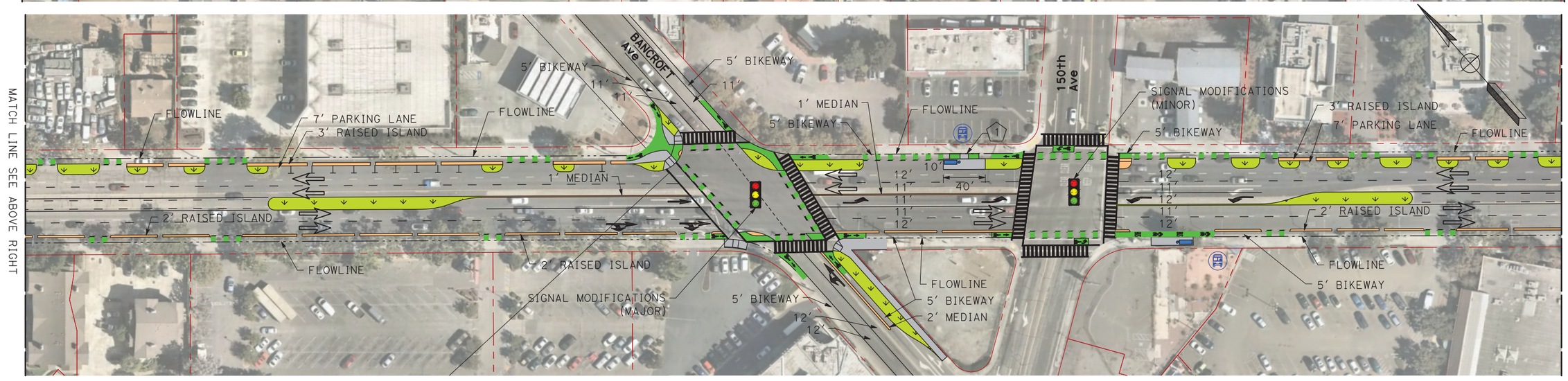
i:\kittelson-al-18103-east 14th st mission blvd fremont blvd\cadd 2018\sheets

GENERAL NOTES:

1. BIKEWAY TO BE RAISED UP TO SIDEWALK LEVEL.
2. FLOWLINE ARE TO BE ADDRESSED IN FINAL DESIGN.
3. EXIST DRIVEWAY TO BE RAISED UP TO SIDEWALK HEIGHT FOR PED/BIKE SAFETY.







FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

IEW ONLY

0' 50' 100'

LEGEND

- GREEN BIKE LANE SURFACE
- SIGNALIZED INTERSECTION
- BIKE LANE SYMBOL
- DIRECTION OF TRAVEL
- SHARED BIKE LANE
- BUS STOP TO REMAIN
- BUS STOP TO BE RELOCATED
- BUS STOP TO BE INSTALLED
- ROW LINE
- SIDEWALK
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- EXISTING MEDIAN
- BUS ISLAND

E14th & MISSION CORRIDOR

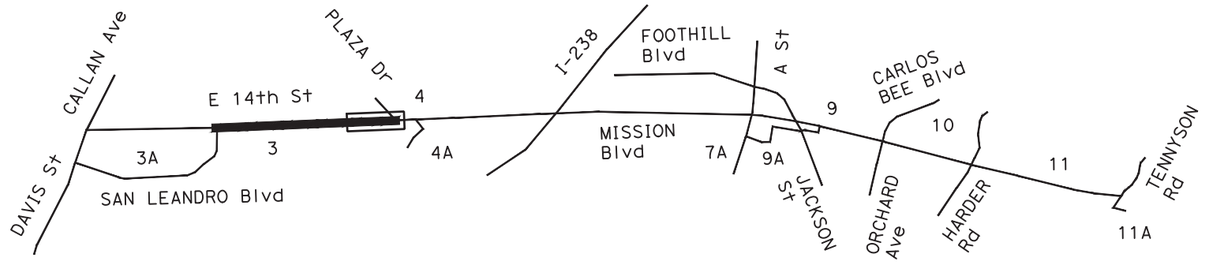
CONCEPTUAL DESIGN

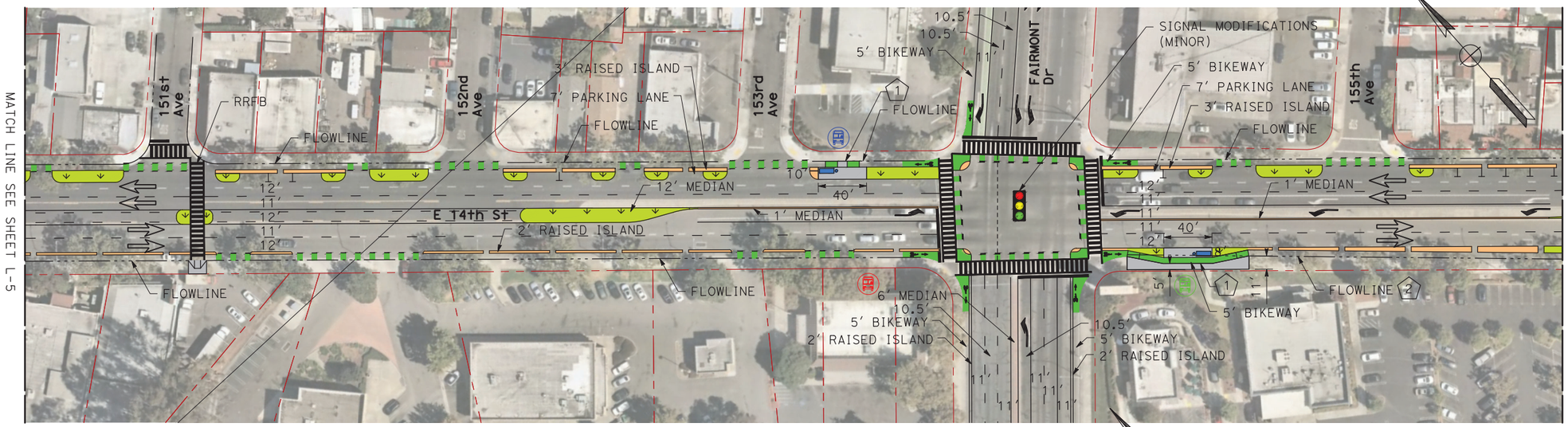
CADD FILENAME	E14_L4-6 (Segment 3)
DATE	4/29/2022
SCALE	1" = 50'
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A18-0024
ALAMEDA CTC PROJECT NO.	A18-0024
SHEET NO.	L-5

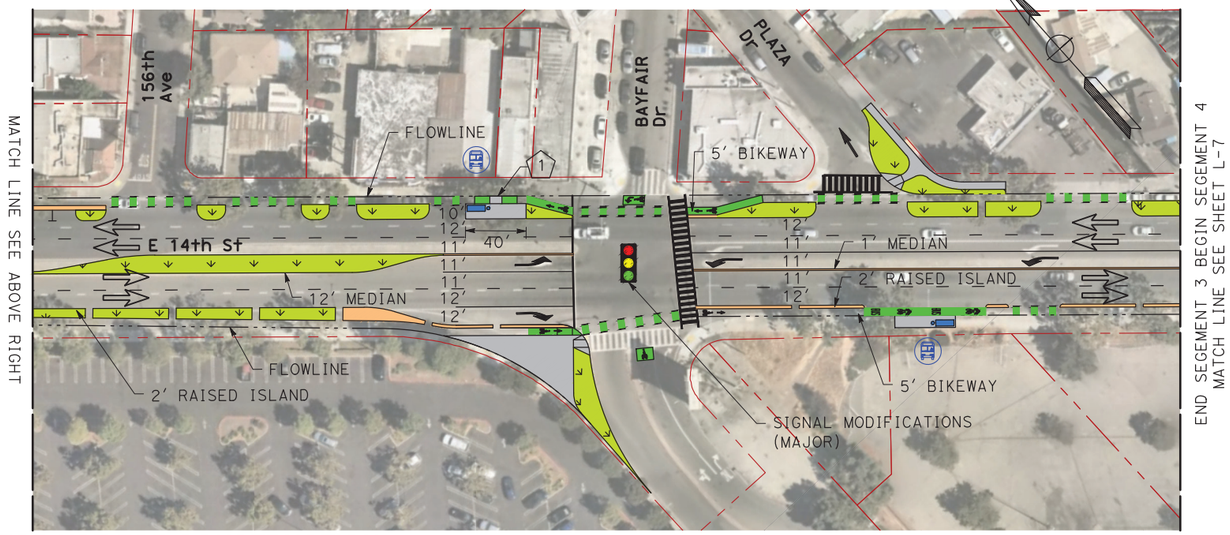
i:\kittelson-ai-18103-east 14th st mission blvd fremont blvd\cadd 2018\sheets

GENERAL NOTES:

1. BIKEWAY TO BE RAISED UP TO SIDEWALK LEVEL.
2. FLOWLINE ARE TO BE ADDRESSED IN FINAL DESIGN.
3. EXIST DRIVEWAY TO BE RAISED UP TO SIDEWALK HEIGHT FOR PED/BIKE SAFETY.







FOR CONCEPTUAL DESIGN PURPOSES ONLY. NOT FOR USE FOR CONSTRUCTION.

'IEW ONLY

0' 50' 100'

LEGEND

- GREEN BIKE LANE SURFACE
- SIGNALIZED INTERSECTION
- BIKE LANE SYMBOL
- DIRECTION OF TRAVEL
- SHARED BIKE LANE
- BUS STOP TO REMAIN
- BUS STOP TO BE RELOCATED
- BUS STOP TO BE INSTALLED
- ROW LINE
- SIDEWALK
- TEXTURED CONCRETE
- LANDSCAPE MEDIAN
- EXISTING MEDIAN
- BUS ISLAND

E14th & MISSION CORRIDOR

CONCEPTUAL DESIGN

CADD FILENAME	E14_L4-6 (Segment 3)
DATE	4/29/2022
SCALE	1" = 50'
ALAMEDA CTC PROFESSIONAL SERVICES AGREEMENT NO.	A18-0024
ALAMEDA CTC PROJECT NO.	A18-0024
SHEET NO.	L-6

i:\kittelson-gl-18103-east 14th st mission blvd fremont blvd\cadd 2018\sheets

Attachment 4: Environmental Commitments Record

This page intentionally left blank.

Design (Before RTL) Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Air Quality	EDC-AQ-22: Documentation Requirements	Project Description	No	Sponsoring Agency	Include all requirements in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant on- or off-road construction equipment for use prior to any ground-disturbing and construction activities.					No
Biology	EDC-BIO-1: Tree Removal	Project Description	Yes	Designer and Sponsoring Agency[1]	Prior to construction, a qualified arborist will conduct a survey and prepare a report to document all the trees and shrubs that will be affected (i.e., trimmed, removed, or potentially damaged) by construction activities. Tree removals, if needed, will be limited in number and dispersed throughout the project corridor. Trees removed by the project will be replaced to the extent feasible. Median trees that need to be removed due to median shifts will generally be replaced as part of landscaping in the new median. The project will avoid impacting existing sidewalks and associated trees, to the extent feasible, but some tree trimming is expected, and removals may be required if avoidance is not feasible. Trees will be planted in proposed curb extensions or new islands where space and sight distance considerations allow. All tree trimming, construction within the tree dripline, and tree removals will be coordinated with the cities of Oakland and San Leandro. The project will undergo municipal design review, obtain required tree removal permits, comply with Oakland's Standard Conditions of Approval and Uniformly Applied Development Standards, and comply with all local permit conditions with respect to tree protection ordinances.					No
Biology	EDC-BIO-5: ESA Fencing	Project Description	No	Designer, Sponsoring Agency, Implementing Agency[2]	• As part of final design, ESA fencing will be shown on project plans. • Prior to construction, orange ESA fencing (i.e., snow fencing) will be installed to protect sensitive habitat and resources. Installation of ESA fencing is not required when conducting low-disturbance activities (e.g., restriping bicycle lanes on a bridge over a creek) near sensitive habitat. The fencing shall be installed outside of riparian habitat and the bed-and-bank of WOTUS. Construction activity, traffic, equipment, or materials will not be permitted within ESAs. • Orange silt fencing can take the place of ESA fencing if silt fence, specified by the project SWPPP, is to be installed at the same location.					No
Community	EDC-COM-1: Emergency Vehicles	Project Description	Yes	Designer and Sponsoring Agency	Further coordination and project plan review will be conducted with the transportation departments at the cities of Oakland and San Leandro to ensure emergency vehicle response times are not impacted during construction or operation.					No
Community	EDC-COM-6: Loading Zones	Project Description	No	Contractor	Loading zones (business and passenger loading), paratransit service pick-up and drop-off locations, and ADA parking spaces will be re-established as close as possible to their existing locations.					No
Community	EDC-COM-10: Paratransit Loading	Project Description	Yes	Designer and Sponsoring Agency	Coordination and plan review with the city ADA coordinators, paratransit services, and the transportation departments at the cities of Oakland and San Leandro will occur during the design phase to ensure accessibility is not adversely impacted.					No
Community	EDC-COM-12: Outreach	Project Description	Yes	Designer and Sponsoring Agency	Community outreach will be undertaken during final design, and the results will be taken into consideration in finalizing the design package.					No
Community	EDC-COM-7: Bicycle Racks	Project Description	Yes	Designer and Sponsoring Agency	Bicycle racks will be potentially installed at the following locations subject to city approval: Glad Tidings Community Church (1800 E. 12th Street, Oakland), East Bay Asian Youth Center (2025 E. 12th Street, Oakland), Lao Family Community Development (2325 E. 12th Street, Oakland), and the San Leandro Senior Community Center (13909 E. 14th Street, San Leandro). Additional bicycle rack locations will be considered based on community outreach and city feedback during the design phase.					No

Design (Before RTL) Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Community	EDC-COM-8: Pavement Striping	Project Description	Yes	Designer and Sponsoring Agency	Street parking within 200 feet of the intersection of 12th Street /23rd Avenue will be signed for time-restricted parking during business hours, subject to city approval. In addition, the 23rd Avenue cul-de-sac will be striped for time-restricted parking during business hours, subject to city approval.					No
Cultural Resources	EDC-CUL-1: Environmentally Sensitive Areas	Project Description	Yes	Designer and Sponsoring Agency	ESAs will be identified in project plans and specifications to avoid impacts to archaeological resources.					No
Cultural Resources	EDC-CUL-3: Environmentally Sensitive Area Action Plan	Project Description	No	Sponsoring Agency	An ESA Action Plan will be prepared for the project, which will outline the procedures to follow during construction to ensure known archaeological resources are avoided. The plan will include a protocol for unanticipated discoveries. The plan will also ensure appropriate monitoring is conducted during construction for any accidental discoveries.					No
Air Quality	EDC-GHG-14: Documentation Requirements	Project Description	No	Sponsoring Agency	Include all requirements in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant on- or off-road construction equipment for use prior to any ground-disturbing and construction activities.					No
Hazardous Materials	EDC-HAZ-1: Hazardous Materials Testing and Treatment	Project Description	Yes	Sponsoring Agency	A Phase II Environmental Site Assessment to determine the presence of hazardous materials or petroleum products above the relevant environmental screening levels for soils and groundwater will be performed during the design phase. Samples will be collected in locations where subsurface excavations are planned near REC including, but not limited to the locations listed below. Other locations will also be targeted for sampling throughout the project footprint. Following the Phase II testing, design modifications may be required. Testing will be required in the project footprint adjacent to the following locations: oRequired Oakland Testing Locations: - E. 10th Street between 2nd and 4th avenues (work in the vicinity to be limited to improving paved surfaces, no subsurface work that has the potential to encounter groundwater will occur) - E. 12th Street between 16th and 17th avenues - 2301 E. 12th Street - E. 12th street between 29th and 30th avenues (work in the vicinity to be limited to improving paved surfaces, no subsurface work that has the potential to encounter groundwater will occur) - 829 54th Avenue - 6815–6905 San Leandro Street (work in this vicinity to be limited to improving paved surfaces or staging; no ground disturbance including excavation or clearing and grubbing will occur within staging area) - 932 98th Avenue and San Leandro Boulevard - 9757 San Leandro Street oRequired San Leandro Testing Locations: - 2411 Washington Avenue (proposed project in this vicinity will not include any drainage work) - 2481 San Leandro Boulevard (proposed project in the vicinity will not include any drainage work)					No
Hazardous Materials	EDC-HAZ-2: Encampment Survey	Project Description	Yes	Sponsoring Agency	If information on the location of existing encampments is not available from the cities, a survey to determine the location of current, and if possible, past unsheltered persons encampments, will be conducted prior to site disturbance and appropriate testing undertaken to the determine if hazardous substances are present.					No
Hazardous Materials	EDC-HAZ-3: ADL	Project Description	Yes	Sponsoring Agency	The project area may contain ADL. ADL sampling will be conducted followed by implementation of a lead compliance plan (if warranted).					No

Design (Before RTL) Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Hazardous Materials	EDC-HAZ-4: Railroads	Project Description	Yes	Sponsoring Agency	Soils and groundwater in railroad areas intersecting the project area will be sampled and analyzed for hazardous substances if the soils and groundwater are to be disturbed.					No
Hazardous Materials	EDC-HAZ-5: Pavement Markings	Project Description	Yes	Sponsoring Agency	Yellow traffic striping paint is present in the project area and will be removed by the project. It is assumed that all traffic striping may contain lead or chromium. A lead compliance plan will be implemented prior to construction.					No
Hazardous Materials	EDC-HAZ-6: Orchards	Project Description	Yes	Sponsoring Agency	Soils potentially impacted by the project between Marina Boulevard and E. 14th Street will be tested for pesticides and herbicides prior to construction. Appropriate plans and procedures will be put in place if pesticide and herbicide levels are in excess of relevant environmental screening levels.					No
Visual	EDC-VIS-1: Minimize Tree Removals	Project Description	Yes	Designer and Sponsoring Agency	During the design phase, tree removal will be avoided to the maximum extent possible. Where removed, trees would be replanted on the same block if feasible.					No
Visual	EDC-VIS-2: Lighting Design	Project Description	Yes	Designer and Sponsoring Agency	Proposed street and pedestrian-scale lighting will be sufficiently shielded to avoid light pollution for neighbors.					No
Visual	EDC-VIS-4: Replacement Landscaping	Project Description	Yes	Designer and Sponsoring Agency	Tree replacement and any materials used in landscaping will comply with all applicable local ordinances. Landscaping removed by the project will be replaced similar to pre-project conditions or nearby to the extent feasible.					No
Water	EDC-WAT-1: MRP	Project Description	Yes	Designer and Sponsoring Agency	Provision C.3 of the applicable San Francisco Bay MRP states impervious area thresholds for requiring permanent stormwater treatment and hydromodification management for projects. The project will comply with MRP requirements outside of BART and Caltrans ROW.					No
Water	EDC-WAT-2: Hydromodification	Project Description	Yes	Designer and Sponsoring Agency	Improvements at San Leandro Creek require consideration of hydromodification management because the project corridor results in the creation and/or replacement of one acre or more of impervious surface area for the project. Hydromodification management measures will be proposed during the design phase and will comply with the requirements listed in Section 7 of the Alameda County Clean Water Program C.3 Stormwater Technical Guidance (2021).					No
Water	EDC-WAT-3: Trash Capture	Project Description	Yes	Designer and Sponsoring Agency	The project will propose trash interceptors as required by the cities or Caltrans for appropriate source control and site design measures.					No
Water	EDC-WAT-4: BART and Caltrans NPDES Requirements	Project Description	Yes	Designer and Sponsoring Agency	Areas within the BART ROW will comply with the Phase II MS4 Permit Section F.5.g for post-construction storm water management conditions. Areas within Caltrans ROW will comply with the latest version of the Caltrans' Project Planning and Design Guide. The Project Planning and Design Guide satisfies the post construction requirements of the Caltrans NPDES permit. Segments of the project within both BART and city ROW will apply the more conservative of the requirements.					No
Water	EDC-WAT-6: Balance Fill	Project Description	Yes	Designer and Sponsoring Agency	During final design, fill within floodplains will be balanced to maintain flood flows and capacity.					No

1. Sponsoring Agency is Alameda CTC.

2. Implementing Agency will be Caltrans, the City of San Leandro, or the City of Oakland.

Preconstruction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Air Quality	EDC-AQ-7: Air District Contact	Project Description	No	Contractor	A publicly visible sign with the project's telephone number and person to contact will be posted to provide contact information for dust complaints. This person will respond and take corrective action within 48 hours. The Air District's phone number will also be visible for public reference.					No
Biology	EDC-BIO-3: Worker Environmental Awareness Training (WEAT)	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	Prior to construction, the administering agency or the construction contractor will retain a qualified biologist to develop and conduct a WEAT for all project personnel. The training will include environmental education about the protected biological resources (i.e., trees, wetlands and Waters of the United States [WOTUS], special-status wildlife and habitats, and migratory birds), the protected status of those resources, the need and actions that should be taken to avoid impacts on these resources, any terms and conditions required by state and federal agencies, the penalties for not complying with EDC, and the importance and instruction regarding the control and prevention of the spread of invasive plants. If new construction personnel are added to the project, the contractor's superintendent will ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout will be provided to each person that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions.					No
Biology	EDC-BIO-4: SWPPP	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for Local Agency review and approval prior to construction. A SWPPP will be implemented as part of the NPDES and in accordance with a General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to minimize the potential for sediment or contaminants to be discharged to WOTUS within the project vicinity. The project will fully comply with the SWPPP.					No

Preconstruction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Biology	EDC-BIO-6: Nesting Birds	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	•Vegetation trimming or removal (including trees) will take place outside of nesting bird season (September 1 to February 15), to the extent feasible. •If construction activities (including vegetation trimming or removal) takes place during nesting bird season (February 15 to August 31), a qualified wildlife biologist with demonstrated nesting bird survey experience will conduct a nesting bird survey in the seven days prior to start of construction. Surveys will include a search of all suitable nesting habitat (e.g., grassland, bushes, trees, bridges, culverts, overpasses, and structures) in the construction area. In addition, a 300-foot area around construction will be surveyed for nesting raptors. If no active nests are detected during these surveys, no additional measures are required. •If a lapse in construction activities of seven days or longer at a previously surveyed study area occurs, another preconstruction survey will be conducted. •If an active nest is found in or near the construction area, a no-work buffer surrounding the nest (marked with high-visibility ESA fencing, flagging, or pin flags) will be established by a qualified wildlife biologist around the site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31), after the biologist determines that the young have fledged (this date varies by species), or the nest has failed. The extent of these buffers will be determined by the biologist based on current research, best practices, professional experience, and recommendations from United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) (if available). Buffer size will depend on the level of noise or construction disturbance, line of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Buffer size has the potential to vary with different species; buffer size is based on a species' sensitivity to disturbance and planned work activities in the vicinity. Typical buffer sizes are 300 feet for raptors and 50 feet for other birds.					No

Preconstruction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Biology	EDC-BIO-7: Bats	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	•To the extent feasible, tree removal will be conducted between September 15 and October 30, which corresponds to a time period when bats have not yet entered torpor or would be caring for nonvolant (i.e., not yet able to fly) young. To the extent feasible, tree removal will be avoided between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary). •If tree removal and trimming cannot be conducted between September 15 and October 30, a qualified biologist will examine trees to be removed or trimmed for suitable bat roosting habitat no more than 2 weeks before removal and trimming. High-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags, and palm trees with intact thatch) will be identified, and the area around these features will be searched for bats and bat signs (e.g., guano, culled insect parts, urine staining). Passive monitoring using full spectrum bat detectors may be needed if identification of bat species is required. Survey methods will be based on current best practices and CDFW recommendations (if available). •If an active maternity roost is located, whether solitary or colonial, that roost will remain undisturbed with an appropriate disturbance-free buffer zone (determined by a qualified bat biologist) until September 15 or until a qualified biologist has determined the roost is no longer active. •If avoidance of nonmaternity roost trees is not possible, and tree removal or trimming must occur between October 30 and September 15, qualified biologists will monitor tree trimming and removal. If possible, tree trimming, and removal should occur in the late afternoon or evening when it is closer to the time that bats would normally arouse. Prior to removal and trimming, each tree will be shaken gently and several minutes should pass before felling trees or limbs to allow bats time to arouse and leave the tree. Each tree will be removed in pieces rather than felling the entire tree as per CDFW guidance.					No
Community	EDC-COM-11: Bus Stop Relocation	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	The construction contractor will coordinate with AC Transit to provide advance public notification of temporary bus stop relocations.					No
Community	EDC-COM-13: TMP	Project Description	No	Sponsoring Agency	The project sponsor will coordinate with the cities of Oakland and San Leandro to develop and implement a TMP. The TMP will identify strategies to minimize impacts to those traveling to and through the construction area. The TMP will include coordination with local agencies, emergency services, transit services, local communities, business associations, and affected drivers.					No
Community	EDC-COM-18: Notification	Project Description	No	Sponsoring Agency	There will be advance notification of construction work to the community and stakeholders in accordance with Local Agency procedures.					No

Preconstruction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Community	EDC-COM-2: Unsheltered Person Noticing	Project Description	No	Implementing Agency	Prior to construction, official notices will be conspicuously posted along exterior boundaries, roads, sidewalks, and trails entering BART, Caltrans, and the cities of Oakland and San Leandro ROW. Noticing will be provided in multiple languages. These notices will formally alert occupants at least 72 hours prior to the deadline for occupants to vacate with their personal property. The formal notices will include information on available social services and shelters, location(s) where non vacated personal belongings will be stored, how long belongings will be stored (minimum 90 days), and how to retrieve removed belongings. Informal outreach with unsheltered occupants will occur at least three weeks prior to posting of these notices.					No
Community	EDC-COM-3: Encampments in Caltrans ROW	Project Description	No	Sponsoring Agency and Implementing Agency	For those unsheltered person encampments located within Caltrans ROW, Alameda CTC will coordinate with the Caltrans Maintenance Homeless Encampment Coordinator (or equivalent) prior to construction. Caltrans may wish to conduct a visual assessment of its ROW to determine if there are any additional requirements prior to clearing any encampments. State/local law enforcement assistance will also be coordinated through Caltrans, if required.					No
Community	EDC-COM-4: Construction Detours	Project Description	No	Implementing Agency	Early and well-publicized announcements and other public information measures will be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion. If detours are required, detour routes will be planned in coordination with Caltrans and the cities of Oakland and San Leandro traffic departments, and proposed detours will be sent to emergency service providers and transit operators in advance of construction.					No
Community	EDC-COM-5: Construction Access Change	Project Description	No	Implementing Agency	A public notification plan will be implemented to keep the public informed and to minimize potential disruptions to travelers and emergency service providers. Strategies such as changeable message signs will notify travelers of pending construction activities.					No
Community	EDC-COM-9: Noticing	Project Description	No	Implementing Agency	Prior to construction, information will be provided to neighborhoods and businesses in the project area about topics such as other parking opportunities and available transportation options in lieu of driving to address the temporary removal of on-street parking for construction activities, in accordance with city requirements as part of the Transportation Management Plan (TMP).					No
Cultural Resources	EDC-CUL-4: WEAT	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	Prior to construction, Caltrans and the Alameda CTC (project proponent) and/or their construction contractor will retain a qualified archaeologist to develop and conduct a WEAT for all project personnel. The training will include environmental education about the protected cultural resources, the protected status of those resources, the need and actions that should be taken to avoid impacts on these resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with EDC. If new construction personnel are added to the project, the contractor's superintendent will ensure that the personnel receive the mandatory training before starting work.					No

Preconstruction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Cultural Resources	EDC-CUL-5: ESA Fencing	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	The contractor will install ESA Fencing around cultural resources. No work will occur within the ESA.					No
Paleontology	EDC-PAL-1: WEAT and Procedure for Unanticipated Discovery	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	Prior to working anywhere on the project site, construction personnel will be provided with paleontological resources awareness training. If fossils are discovered during construction, the construction crew will immediately cease work near the find and notify the project implementer. Construction work in the affected areas will stop or be diverted. The project proponent and/or their construction contractor will retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with the Society for Vertebrate Paleontology guidelines. The recovery plan may include a field survey, construction monitoring, sampling, data recovery procedures, museum storage coordination for any specimens recovered, and a report of findings. Recommendations in the recovery plan that are determined by the project implementer to be necessary and feasible will be implemented before construction activities can resume at the site where the paleontological resources were discovered. The project proponent and/or their construction contractor will be responsible for ensuring that the monitor's recommendations regarding treatment and reporting are implemented.					No

Construction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Air Quality	EDC-AQ-1: Air Quality	Caltrans Standard Specifications	No	Contractor	Construction will comply with Caltrans Standard Specifications for air quality and dust control requirements and will be consistent with Air Quality Guidelines from BAAQMD.					No
Air Quality	EDC-AQ-2: Watering	Project Description	No	Contractor	All unstabilized areas (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day.					No
Air Quality	EDC-AQ-3: Hauling	Project Description	No	Contractor	All haul trucks transporting soil, sand, or other loose material off site will be covered.					No
Air Quality	EDC-AQ-4: Track-out	Project Description	No	Contractor	All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.					No
Air Quality	EDC-AQ-5: Speed Limit	Project Description	No	Contractor	All vehicle speeds on unpaved roads will be limited to 15 miles per hour.					No
Air Quality	EDC-AQ-6: Stabilization	Project Description	No	Contractor	All roadways, driveways, and sidewalks to be paved will be completed as soon as possible.					No
Air Quality	EDC-AQ-8: Caltrans Standards	Caltrans Standard Specifications	No	Contractor	The portion of the project located along E. 14th Street from San Leandro Boulevard to Plaza Drive in San Leandro is within Caltrans jurisdiction. Within that jurisdiction, the project will comply with the following Caltrans Standard Specification Sections: •Section 13-5 for placing temporary soil stabilization materials. •Section 14-9.02 requiring compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. •Section 14-11.04 regarding dust control. •Section 18 regarding the use of dust palliatives.					No
Air Quality	EDC-AQ-9: Construction Equipment	Project Description	No	Contractor	Use zero-emission and hybrid-powered equipment to the greatest extent possible, particularly if emissions are occurring near sensitive receptors or located within a BAAQMD-designated Community Air Risk Evaluation (CARE) area or Assembly Bill 617 community.					No
Air Quality	EDC-AQ-10: Idling	Project Description	No	Contractor	Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes (A 5-minute limit is required by the state airborne toxics control measure [Title 13, Sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. The Contractor will develop an enforceable mechanism to monitor idling time to ensure compliance.					No
Air Quality	EDC-AQ-11: Deliveries and Equipment Transport	Project Description	No	Contractor	Use U.S. Environmental Protection Agency SmartWay certified trucks for deliveries and equipment transport.					No
Air Quality	EDC-AQ-12: Equipment Maintenance	Project Description	No	Contractor	Require all construction equipment is maintained and properly tuned in accordance with manufacturer's specifications. Equipment should be checked by a certified mechanic and determined to be running in proper condition prior to operation.					No
Air Quality	EDC-AQ-13: Electrical Hook Ups	Project Description	No	Contractor	Where grid power is available, provide electrical hook ups for electric construction tools. such as saws, drills and compressors, and use electric tools whenever feasible.					No
Air Quality	EDC-AQ-14: Alternative Fuels	Project Description	No	Contractor	Where grid power is not available, use alternative fuels, such as propane or solar electrical power, for generators at construction sites, whenever feasible.					No
Air Quality	EDC-AQ-15: Construction Worker Transportation	Project Description	No	Contractor	Encourage and provide carpools, shuttle vans, and transit passes for construction workers and offer meal options on site or shuttles to nearby meal destinations for construction employees.					No

Construction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Air Quality	EDC-AQ-16: Construction Office	Project Description	No	Contractor	Reduce electricity use in the construction office by using LED bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.					No
Air Quality	EDC-AQ-17: Construction Waste	Project Description	No	Contractor	Recycle or salvage nonhazardous construction and demolition debris, with a goal of recycling at least 15% more by weight than the diversion requirement in Title 24.					No
Air Quality	EDC-AQ-18: Local Materials	Project Description	No	Contractor	Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials and based on volume for roadway, parking lot sidewalk and curb materials). Wood products used should be certified through a sustainable forestry program.					No
Air Quality	EDC-AQ-19: Concrete	Project Description	No	Contractor	Use low-carbon concrete, minimize the amount of concrete used and produce concrete on-site if it is more efficient and lower emitting than transporting ready-mix.					No
Air Quality	EDC-AQ-20: Water Use Plan	Project Description	No	Contractor	Develop a plan to efficiently use water for adequate dust control since substantial amounts of energy can be consumed during the pumping of water.					No
Biology	EDC-BIO-2: Preserve Existing Vegetation	Project Description	No	Contractor	Mature, existing trees will be preserved if present in staging areas. Existing landscaping throughout the project will be preserved where feasible.					No
Biology	EDC-BIO-8: Invasive Plant Management	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	The project proponent and/or their construction contractor will be responsible for avoiding the introduction of new invasive plants and the spread of invasive plants previously documented in the Biological Study Area (BSA). Accordingly, the following measures will be implemented. •Surface disturbance within the construction work area will be minimized to the greatest extent possible. •All disturbed areas will be seeded with certified weed-free native mixes and mulched with certified weed-free mulch (rice straw may be used in upland areas). •Native, noninvasive species will be used in erosion control plantings to stabilize site conditions and prevent invasive species from colonizing. •Landscaping will not include any invasive species.					No
Biology	EDC-BIO-9: Tree Protection	Project Description	No	Contractor	Tree protection fencing or other protective measures will be used to protect the trees that are not to be removed during construction, as determined by an arborist.					No
Community	EDC-COM-14: Open Lane	Project Description	No	Contractor	During construction, at least one lane in each direction will be kept open at all times.					No
Community	EDC-COM-15: Through Traffic	Project Description	No	Contractor	During construction, through traffic will be maintained at all times (e.g. through temporary signals and flaggers).					No
Community	EDC-COM-16: Access	Project Description	No	Contractor	Access Bicycle and pedestrian access will be maintained at all times, using short, signed detours, if necessary.					No
Community	EDC-COM-17: Property Access	Project Description	No	Contractor	Access to properties will be maintained at all times, apart from extremely brief periods while construction work is passing through. These exceptions will be minimized as far as reasonably practicable.					No
Cultural Resources	EDC-CUL-2: Monitoring	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	Archaeological and tribal monitoring will be provided for work conducted in the vicinity of known archaeological resource locations.					No
Cultural Resources	EDC-CUL-6: Discovery	Project Description	No	Sponsoring Agency, Implementing Agency, Contractor	If cultural materials are discovered during construction, work shall be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need for further action.					No

Construction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Hazardous Materials	EDC-HAZ-7: Asbestos	Project Description	No	Contractor	Asbestos containing materials (ACM) may be present in the project area. Samples of suspect materials will be collected and tested. If ACM is present, an asbestos compliance plan and asbestos removal work plan will be prepared.					No
Noise	EDC-NO-1: Sensitive Receptors	Municipal Codes	No	Contractor	Best practices indicated in the city of Oakland and San Leandro Municipal Codes will be followed to minimize daytime noise to the nearest sensitive receptors.					No
Noise	EDC-NO-2: Construction Equipment	Project Description	No	Contractor	All construction equipment powered by internal combustion engines will be properly muffled and maintained.					No
Noise	EDC-NO-3: Stationary Equipment	Project Description	No	Contractor	All stationary noise-generating construction equipment such as tree grinders and air compressors will be located as far as is practical from existing residences.					No
Noise	EDC-NO-4: Quiet Equipment	Project Description	No	Contractor	Quiet construction equipment, particularly air compressors, will be selected whenever feasible.					No
Noise	EDC-NO-5: Equipment Restrictions	Project Description	No	Contractor	Use of pile drivers will be prohibited. When school is in session, the use of jack hammers will be coordinated with schools and daycares to avoid impacts to their daily operations.					No
Noise	EDC-NO-6: Construction Hours	Project Description	No	Contractor	The Contractor shall comply with the following restrictions concerning construction days and hours: •Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 A-weighted decibels (dBA) shall be limited to between 8:00 a.m. and 4:00 p.m. •Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. •No construction is allowed on Sunday or federal holidays. •Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. •Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring, which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the applicable city, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The Contractor shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours, except in the case of unforeseeable conditions. When submitting a request to the applicable city to allow construction activity outside of the above days/hours, the Contractor shall submit information concerning the type and duration of proposed construction activity and the draft public notice for the applicable city review and approval prior to distribution of the public notice.					No

Construction Commitments

CATEGORY	TASK AND BRIEF DESCRIPTION	SOURCE	INCLUDED IN DESIGN	RESPONSIBLE BRANCH & STAFF	ACTION TO COMPLY	DUE DATE	TASK COMPLETED BY	TASK COMPLETED ON	REMARKS	MITIGATION FOR SIGNIFICANT IMPACTS UNDER CEQA?
Noise	EDC-NO-7: Noise Reduction	Project Description	No	Contractor	The Contractor shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: •Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds) wherever feasible. •Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. •The Contractor shall use temporary power poles instead of generators where feasible. •Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the city to provide equivalent noise reduction. •The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the Implementing Agency determines an extension is necessary and all available noise reduction controls are implemented.					No
Noise	EDC-NO-8: Construction Noise Complaints	Project Description	No	Contractor	The Contractor shall submit to the applicable city for review and approval a set of procedures for responding to and tracking complaints received pertaining to construction noise and shall implement the procedures during construction. At a minimum, the procedures shall include: •Designation of an on-site construction complaint and enforcement manager for the project. •A large on-site sign near the public ROW containing permitted construction days/hours, complaint procedures, and phone numbers for the project complaint manager and City Code Enforcement unit. •Protocols for receiving, responding to, and tracking received complaints. •Maintenance of a complaint log that records received complaints and how complaints were addressed, which shall be submitted to the applicable city for review upon the city's request.					No
Noise	EDC-NO-9: Caltrans Standard Specifications	Caltrans Standard Specifications	No	Contractor	The following Caltrans Standard Specifications will be applied to the project: •Noise Control - Section 14-8 •Soil stabilization - Section 13-5 •Air Quality - Section 14-9.02 •Dust Control – Section 14-11.04 •Dust Palliatives - Section 18					No
Visual	EDC-VIS-3: Temporary Visual Barrier	Project Description	No	Contractor	During construction, temporary fencing will be used to screen unsightly views around construction staging and stockpile areas throughout the project area.					No