

*ENVIRONMENTAL DECLARATION

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

LEAD AGENCY NAME AND ADDRESS

Alameda County Public Works Agency
Attn: Amber Lo
399 Elmhurst Street
Hayward, CA 94544

FOR COUNTY CLERK USE ONLY

ENDORSED
FILED
ALAMEDA COUNTY

APR 16 2025

MELISSA WILK, County Clerk
By AS Deputy

FILE NO: _____

25-156

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:

(PLEASE MARK ONLY ONE CLASSIFICATION)

1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

A - STATUTORILY OR CATEGORICALLY EXEMPT

\$ 50.00 - COUNTY CLERK HANDLING FEE

2. NOTICE OF DETERMINATION (NOD)

A - NEGATIVE DECLARATION (OR MITIGATED NEG. DEC.)

\$ 2,968.75 - STATE FILING FEE

\$ 50.00 - COUNTY CLERK HANDLING FEE

B - ENVIRONMENTAL IMPACT REPORT (EIR)

\$ 4,123.50 - STATE FILING FEE

\$ 50.00 - COUNTY CLERK HANDLING FEE

3. OTHER: _____

A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH EACH COPY OF AN ENVIRONMENTAL DECLARATION BEING FILED WITH THE ALAMEDA COUNTY CLERK.

BY MAIL FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND TWO (2) SELF-ADDRESSED ENVELOPES.

IN PERSON FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND ONE (1) SELF-ADDRESSED ENVELOPES.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING.

FEES ARE EFFECTIVE JANUARY 1, 2025

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

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
 1106 Madison Street
Oakland CA 94607

From: (Public Agency): Alameda County Public Works Agency
399 Elmhurst Street
Hayward CA 94544
 (Address)

**ENDORSED
 FILED
 ALAMEDA COUNTY**

APR 16 2025

MELISSA WILK, County Clerk
 By AS Deputy

Project Title: East Bay Greenway Multimodal Project: Bayfair to 162nd Ave

Project Applicant: Alameda County Public Works Agency

Project Location - Specific:

E.14th Street between Bayfair Drive in San Leandro and 162nd Avenue

Project Location - City: San Leandro, Unincorporated Project Location - County: Alameda

Description of Nature, Purpose and Beneficiaries of Project:

The proposed project would install one-way Class IV separated bikeways, bus stop upgrades, protected intersections, safety lighting, curb ramp upgrades, stormwater treatment features, and streetscape improvements in the City of San Leandro and unincorporated Alameda County. See attached for additional information.

Name of Public Agency Approving Project: Alameda County Public Works Agency

Name of Person or Agency Carrying Out Project: Alameda County Public Works Agency

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: Public Resources Code (PRC) Section 21080.25

Reasons why project is exempt:

PRC 21080.25 specifically exempts pedestrian and bicycle facilities projects. Project meets all PRC 21080.25 requirements. See attached for additional information.

Lead Agency Contact Person: Amber Lo, Deputy Director Area Code/Telephone/Extension: 510-670-5485

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

DocuSigned by: Amber Lo 4/11/2025 | 3:07 PM PDT
 Signature: _____ Date: _____ Title: Deputy Director, Dept of Transportation

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: _____

California Environmental Quality Act Exemption Determination

Information is provided in the following sections to document and support a Notice of Exemption under a Statutory Exemption (SE) per Senate Bill (SB) 922, which amends Public Resources Code (PRC), Sections 21080.20 and 21080.25, to exempt specific transportation plans and project types from environmental review under the California Environmental Quality Act (CEQA).

Project Overview

The Alameda County Transportation Commission (Alameda CTC) led conceptual design for the East Bay Greenway (EBGW) Multimodal Project: Bayfair Drive in San Leandro to 162nd Avenue in the unincorporated community of Ashland in central Alameda County (the project). The Alameda County Public Works Agency will be the lead agency for CEQA and for the project's construction. This county portion would be part of the broader EBGW Multimodal Project—a regional active transportation project along the Bay Area Rapid Transit District (BART) corridor that follows local roads from the Lake Merritt BART Station in Oakland to the South Hayward BART Station in Hayward and that focuses on implementing near-term (3- to 5-year horizon) safety and multimodal access improvements.

Project improvements would include the following:

- One-way Class IV separated bikeways
- Bus stop upgrades
- Protected intersections
- Safety lighting
- Curb-ramp upgrades
- Stormwater treatment features
- Streetscape improvements

The project would connect to existing EBGW Multimodal Project improvements along East 14th Street south of 162nd Avenue, and planned corridor improvements in San Leandro to the north.

Project Description

The project extends along East 14th Street between Bayfair Drive and 162nd Avenue (Figure 1), with a connection from East 14th Street to the Bay Fair BART Station that follows 159th Avenue and Coehlo Drive to Thornally Drive at the San Leandro city limit. No new permanent right-of-way (ROW) acquisition would be required. Temporary construction easements may be needed but have not yet been identified. An encroachment permit from Caltrans for work along State Route 185 at the northerly end of the project would be required. Utility relocations, including fire hydrants, electrical boxes, streetlight poles,

traffic signal poles, and adjusting manholes to grade will take place within the street. Temporary lane closures (reducing two through lanes to one) and the removal of on-street parking may be implemented during construction.

Bike/Pedestrian Improvements

The project would construct one-way, Class IV separated bikeway facilities on East 14th Street. Along 159th Avenue and Coehlo Drive, a bike boulevard—consisting of shared lane markings, speed humps, and other traffic calming measures—would connect the East 14th Street bikeway to the Bayfair BART Station. The proposed bike facilities would be constructed primarily within the existing roadway curb-to-curb limits through a combination of lane reconfiguration and on-street parking removal. Some locations may require curb and gutter modifications and drainage inlet reconfigurations to accommodate intersection turn lanes, curb bulbs and islands, or sidewalk modifications.

The project would include the following:

- Intersection crossing improvements and high-visibility crosswalks would be provided.
- Existing traffic signals and lighting would be upgraded to current standards at 159th Avenue, Ashland Avenue, and 162nd Avenue to provide safer intersection treatments and integrated Americans with Disabilities Act accessible signal features for visually impaired pedestrians.
- Sidewalks would have bulb-outs at Plaza Drive and Thrush Avenue to reduce vehicular turning speeds and shorten pedestrian crossing distances.
- At 159th Avenue, a protected intersection facility would be implemented to enhance safety.
- Transit bus boarding islands would be constructed at 159th and Ashland Avenues.

To accommodate bike and pedestrian improvements, on-street parking would be removed or reconfigured in portions of the project area. New parking restrictions may be implemented to facilitate parking availability. Color curb zones would be determined in the project's design phase in accordance with County of Alameda standards and in consultation with affected businesses. Cross streets may require placement of color curb zones.

Ground-disturbance depth would be limited to 1.5 feet for pavement or sidewalk reconstruction but may extend farther (approximately 5 feet) for utility and drainage inlet work. Poles for traffic signals, wayfinding signs, and lighting would require deeper foundations. Light pole foundations would be up to 8 feet deep and 2.5 feet in diameter. Signal foundations would be up to 13 feet deep and approximately 3.5 feet in diameter. Both would be installed using cast-in-drilled-hole methods. Associated excavation for electrical cabinets for lights and traffic signals would be up to 2 feet deep. The ground disturbance depth for tree planting and removal may reach up to 3 feet and 8 feet, respectively.

Streetscape Improvements

The project would include the following streetscape improvements:

- Landscaping and street trees
- Transit stops/bus shelters
- Bike and pedestrian wayfinding
- Pedestrian-scale lighting
- Seating
- 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 the community as appropriate. Streetscape improvements would be provided, where possible, 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. No ROW/property fencing, railings, or barriers are proposed.

Prior to construction, a qualified arborist would conduct a survey and prepare a report to document all the trees and shrubs that the project's construction activities would affect (i.e., trimmed, removed, or potentially damaged). Tree removals, if needed, would be limited and may require up to 8 feet of excavation, depending on the tree species. Trees removed by the project would be replaced to the extent feasible. Median trees removed due to median shifts would generally be replaced as part of landscaping in the new median. The project would avoid affecting 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, with a maximum excavation depth of 3 feet. All tree trimming, construction within the tree dripline, and any tree removals would be coordinated with the County of Alameda. The project would undergo municipal design review, obtain required tree removal permits, and comply with the County's Standard Conditions of Approval and Uniformly Applied Development Standards and all local permit conditions with respect to tree protection ordinances.

Construction

Construction is expected to occur during the daytime for 30 months starting in 2025. Construction activities are scheduled to occur during daytime hours (generally between 7 AM and 7 PM on weekdays and 8 AM to 5 PM on weekends) in compliance with applicable noise standards. Construction would be scheduled to avoid peak traffic hours. If nighttime work is required, the Alameda County noise regulations should be followed. Construction would comply with 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.

A potential staging area has been identified on a paved parking lot at the Bayfair Center (15555 East 14th Street at Bayfair Drive). Mature, existing trees would be preserved where present at this staging area. Existing ground vegetation, including landscaping, would be preserved where feasible.

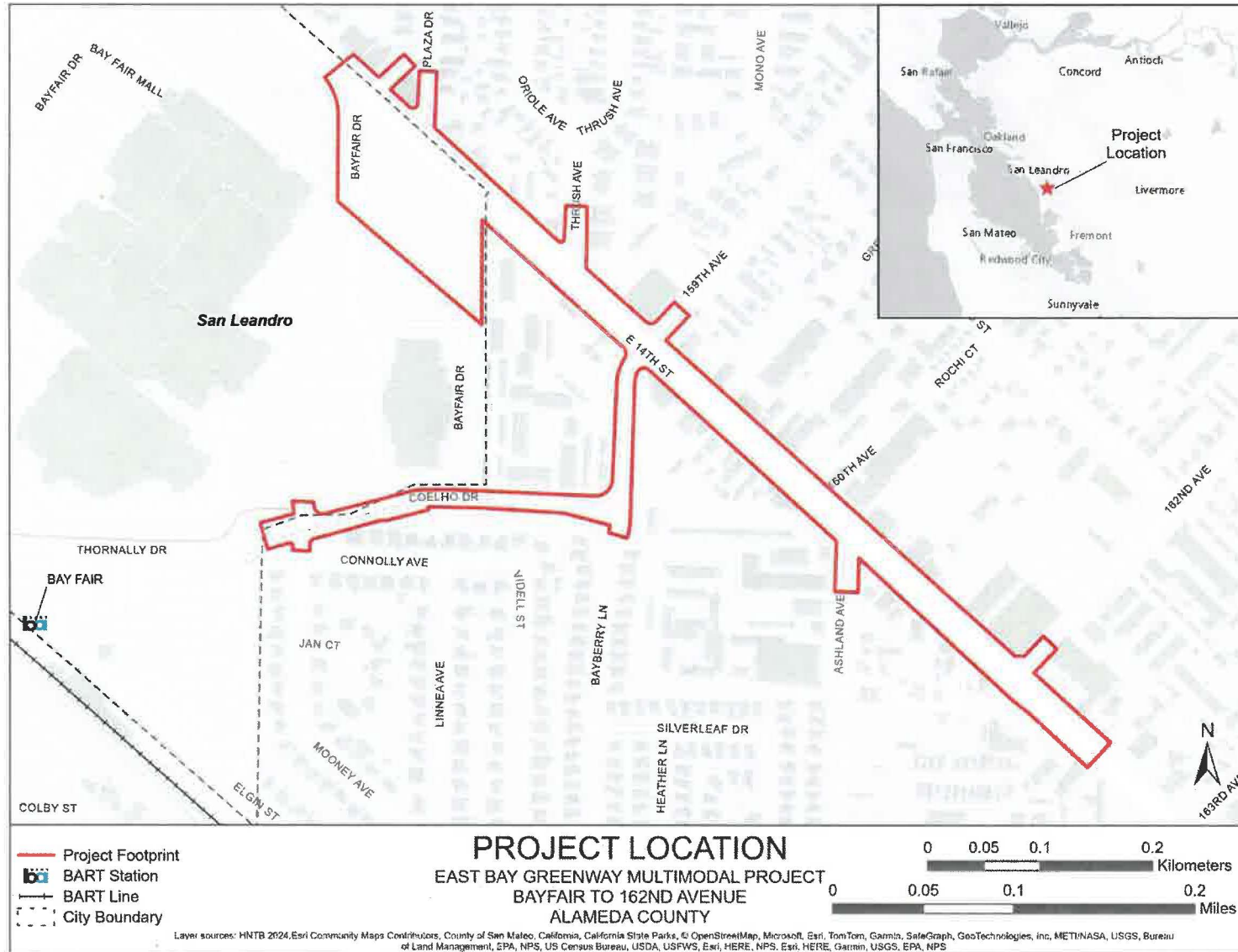


Figure 1: Project Location Map

Exemption Type

PRC Section 21080.25 is applicable and is discussed in the following bullet points.

The project type qualifies for an SE per PRC Section 21080.25 as follows:

- The project is a pedestrian and bike facility that improves safety, access, and mobility, including new facilities, within the public ROW. (b)(1)
- The project improves customer information and wayfinding for transit riders, bicyclists, or pedestrian within the public ROW. (b)(2)
- The project includes the maintenance, repair, relocation, replacement, or removal of utility infrastructure. (b)(7)
- A local agency, Alameda County, would carry out the project and act as its lead agency. (c)(1)
- The project would not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure/striping to highways. The project does not include the addition of auxiliary lanes. (c)(2)
- The project would not require the demolition of affordable housing units. (c)(3)
- The project would not exceed 50 million dollars (\$50,000,000). (e)

In addition to the requirements in PRC 21080.25 (b and c), a project must meet labor requirements to qualify for an exemption as follows under Section (f) (1) (A and B). The lead agency confirms these requirements as applicable will be met:

- (f) (1) (A) Except as provided in subdivision (g), in addition to the requirements of subdivision (c), following the granting of an exemption under this section, the lead agency shall take an action at a public meeting of its governing board to certify that the project will be completed by a skilled and trained workforce.
- Before granting an exemption under Section (f), the lead agency certifies that the project will be completed by a skilled and trained workforce and
 - For projects exempted under the section, the agency shall not enter into a construction contracts with any entity unless the entity provides the lead agency with an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 29 (commencing with Section 2600) Part 1 of Division 2 of the Public Contract Code.

- Note: Subparagraph (A) does not apply if any of the following requirements are met:
 - (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.
 - (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.
 - (iii) The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce.

Summary of Ongoing Community Outreach

Beginning in 2022 Alameda CTC conducted the following substantial, direct, and meaningful community outreach:

- In the summer and fall of 2022, Alameda CTC hosted popup events at major community destinations. Additional outreach activities included door-to-door business surveys and follow-up phone calls, a presentation to the Unincorporated County Bicycle and Pedestrian Advisory Council, a residential mailer effort along East 14th Street with an online survey, and posters announcing the project. Design concepts were also posted to a project website. In general, residents expressed support for separated bikeways, pedestrian improvements, and public space improvements.
- Alameda CTC presented project options to Eden Area Municipal Advisory Council in February 2023.
- Alameda CTC conducted community outreach in the fall/winter of 2023. Stakeholder engagement was conducted with the following agencies:
 - Alameda County Public Works Agency
 - AC Transit
 - Hayward Area Recreation District
 - San Francisco Bay Area Rapid Transit District
 - Resources for Community Development

Alameda CTC also conducted community outreach via updates to the project's website, door-to-door business discussions, mailers, posters along the project corridor, and a presentation to the Unincorporated County BPAC. Though some concerns were received regarding the removal of on-street parking, stakeholders and the community generally expressed support for the project. The BPAC was particularly enthusiastic with the proposed project connections to other planned projects in San Leandro and south of I-238.



State of California - Department of Fish and Wildlife
2025 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/25) Previously DFG 753.5a

AC RECEIPT #: 3770569

RECEIPT NUMBER:
 01 — 04/16/2025 — 156
 STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY ALAMEDA COUNTY PUBLIC WORKS AGENCY	LEAD AGENCY EMAIL	DATE 04/16/2025
COUNTY/STATE AGENCY OF FILING ALAMEDA	DOCUMENT NUMBER 25 - 156	

PROJECT TITLE
 EAST BAY GREENWAY MULTIMODAL PROJECT: BAYFAIR TO 162ND AVE

PROJECT APPLICANT NAME ALAMEDA COUNTY PUBLIC WORKS AGENCY	PROJECT APPLICANT EMAIL	PHONE NUMBER (510) 670-5485
PROJECT APPLICANT ADDRESS 399 ELMHURST STREET	CITY HAYWARD	STATE CA
		ZIP CODE 94544

PROJECT APPLICANT (Check appropriate box)

- Local Public Agency School District Other Special District State Agency Private Entity

CHECK APPLICABLE FEES:

- | | | | |
|---|------------|----|-------|
| <input type="checkbox"/> Environmental Impact Report (EIR) | \$4,123.50 | \$ | 0.00 |
| <input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND) | \$2,968.75 | \$ | 0.00 |
| <input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW | \$1,401.25 | \$ | 0.00 |
|
 | | | |
| <input checked="" type="checkbox"/> Exempt from fee | | | |
| <input checked="" type="checkbox"/> Notice of Exemption (attach) | | | |
| <input type="checkbox"/> CDFW No Effect Determination (attach) | | | |
| <input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy) | | | |
|
 | | | |
| <input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only) | \$850.00 | \$ | 0.00 |
| <input checked="" type="checkbox"/> County documentary handling fee | | \$ | 50.00 |
| <input type="checkbox"/> Other | | \$ | |

PAYMENT METHOD:

- Cash Credit Check Other

TOTAL RECEIVED \$ 50.00

SIGNATURE X 	AGENCY OF FILING PRINTED NAME AND TITLE ARHAM S, DEPUTY CLERK
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