

# Oakland Alameda Access Project

ALAMEDA COUNTY, CALIFORNIA  
DISTRICT 04 – ALA – 880, (PM 30.47/31.61)  
DISTRICT 04 – ALA – 260, (PM R0.78/R1.90)  
EA 04-0G360/PROJECT ID# 0400000326A  
SCH# 2017092041

## Draft Environmental Impact Report/Environmental Assessment and Draft Individual Section 4(f) Evaluation



Prepared by  
**State of California, Department of Transportation**  
and the  
**Alameda County Transportation Commission**



The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

**September 2020**

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## General Information About This Document

### What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Draft Environmental Impact Report/Environmental Assessment (EIR/EA), which examines the potential environmental impacts of the alternatives being considered for the proposed project located in Alameda County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

### What you should do:

- Please read this document.
- This document may be downloaded at the following websites:
  - **OaklandAlamedaAccessProject.com**
  - <https://www.alamedactc.org/programs-projects/highway-improvement/oakland-alameda-access-project/>
  - <https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-oaap/>
- Attend the public hearing. Based on Governor Newsom's executive order, as well as recommendations from the California Department of Public Health to stay at home, except as needed, in-person public hearings will not be held to maintain social distancing requirements. However, you can join a live presentation with Q&A via the web at [OaklandAlamedaAccessProject.com](http://OaklandAlamedaAccessProject.com) or phone (510) 880-4195 on **October 20, 2020 from 5:30 to 7:30 pm**.
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the public hearing and/or send your written comments via postal mail or email to Caltrans by the deadline.
- Send comments via postal mail to: Lindsay Vivian, Chief, Office of Environmental Analysis, Caltrans District 4, 111 Grand Avenue, MS-8B, Oakland, CA 94612.
- Send comments via email to: [\*\*Oakland.Alameda.Access@dot.ca.gov\*\*](mailto:Oakland.Alameda.Access@dot.ca.gov).
- Call in comments to (510) 880-4195.

Be sure to send comments by the deadline: **November 30, 2020**.

**What happens next:**

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the FHWA, may: 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

**Alternative Formats:**

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans District 4, Attention: Lindsay Vivian, Chief, Office of Environmental Analysis, Caltrans District 4, 111 Grand Avenue, **MS-8B**, Oakland, CA 94612, the project phone number (510) 880-4195 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

SCH# 2017092041

04-ALA-880 PM 30.47/31.61

04-ALA-260 PM R0.78/R1.90

EA: 0G360/Project ID# 0400000326

Improving connectivity and accessibility between Alameda and Interstate 880 (PM 30.47/31.61)  
by way of State Route 260 (PM R0.78/R1.90).

**DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT and  
DRAFT INDIVIDUAL SECTION 4(f) EVALUATION**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C), 49 USC 303, and 23 USC 138

THE STATE OF CALIFORNIA  
Department of Transportation  
and Alameda County Transportation Commission

Responsible Agency:

California Transportation Commission

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Date

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Tony Tavares  
District 4 Director  
California Department of Transportation  
NEPA/CEQA Lead Agency

The following persons may be contacted for more information about this document:

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## Summary

### NEPA Assignment

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 United States Code (USC) 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, Caltrans entered into a Memorandum of Understanding (MOU) pursuant to 23 USC 327 (NEPA Assignment MOU) with the FHWA. The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016, for a term of five years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the United States Department of Transportation (U.S. DOT) Secretary’s responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

### The Proposed Project

Caltrans is the lead agency under NEPA and the California Environmental Quality Act (CEQA). The project is in partnership with Alameda County Transportation Commission and is located in the cities of Oakland and Alameda in Alameda County along Interstate 880 (I-880) between post mile (PM) 30.47 and PM 31.61 and along State Route 260 (SR-260) between PM R0.78/realignment PM R1.90 (see Figure S-1).

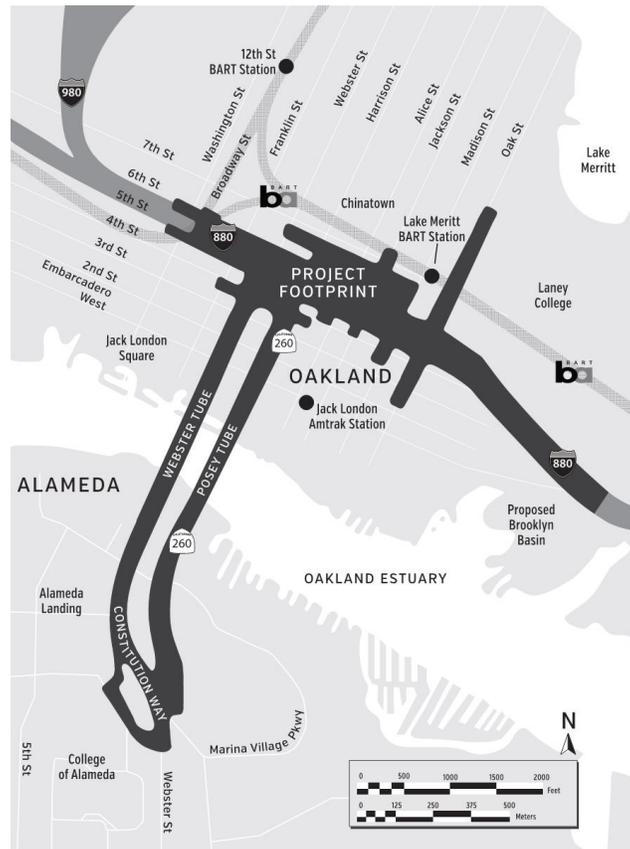
Major actions proposed by other government agencies for the same general area as the proposed project that are either under construction or preparing an environmental document are:

- Lake Merritt Railroad Bridge Replacement
- Alameda Shipways Residential Project
- Oakland Waterfront Ballpark District
- 412 Madison Street
- BART Lake Merritt Transit-oriented Development
- Brooklyn Basin Project (formerly the Oak to Ninth Project)

The proposed project’s purpose is to improve multimodal safety and reduce conflicts between regional and local traffic; enhance bicycle and pedestrian accessibility and connectivity within the project study area; improve mobility and accessibility between I-880, SR-260 (the Posey and Webster tubes), the City of Oakland downtown neighborhoods and the City of Alameda; and reduce freeway-bound regional traffic and congestion on local roadways and in area neighborhoods. The project study area established in the technical analyses includes the project

**and Draft Individual Section 4(f) Evaluation  
Summary**

footprint, which covers the extent of all proposed project improvements, ground disturbances, staging, and access areas.



**Figure S-1. Project Footprint**

The proposed action is needed because access between the freeway and the roadway networks between I-880 and the Tubes is limited and indirect, and access to/from the cities of Oakland and Alameda is circuitous. Existing access to I-880 from Alameda and the Jack London District requires loops through several local streets and intersections, routing vehicles through the downtown Oakland Chinatown neighborhood. Consequently, the streets in and around the downtown Oakland Chinatown area have a high volume of pedestrian activity and experience substantial vehicle-pedestrian conflicts, and the I-880 viaduct limits bicycle and pedestrian connectivity between downtown Oakland and the Jack London District. SB I-880 traffic heading to Alameda must exit at the Broadway/Alameda off-ramp then travel south along 5<sup>th</sup> Street for more than a mile — through nine signalized and unsignalized intersections — before reaching the Webster Tube at 5<sup>th</sup> Street/Broadway. WB I-980 traffic heading to Alameda must exit at the Jackson Street off-ramp and circle back through Chinatown through seven signalized and unsignalized intersections to reach the Webster Tube. NB I-880 traffic heading to Alameda must exit at the Broadway off-ramp and form a queue on Broadway between 5<sup>th</sup> and 6<sup>th</sup> streets, which backs up onto the ramp. Alternatively, drivers may loop through Chinatown to access the Webster Tube.

Two alternatives are under consideration for the proposed project, the No-Build Alternative and the Build Alternative. The Build Alternative proposes to remove and modify existing freeway ramps, modify the connection from the Posey Tube to I-880, construct Class IV two-way cycle tracks in Oakland, implement various “complete streets” improvements, implement bicycle and

pedestrian improvements at the approaches to the Posey and Webster tubes (Tubes), and open the Webster Tube's westside walkway to bicyclists and pedestrians. Caltrans Complete Streets policy provides for transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Incorporation of complete streets components would improve multimodal safety and mobility, and includes elements such as sidewalks, bike lanes, crosswalks, and landscaping.

Under the No-Build Alternative there would be no action. The local streets in the project study area would continue to be congested during the morning and evening peak commute hours, and there would be no connectivity improvements to bicycle and pedestrian facilities in the area.

## **Joint CEQA/NEPA Document**

The proposed project is a joint project by Caltrans and the FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the CEQA and the NEPA. Caltrans is the lead agency under NEPA and the lead agency under CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the MOU dated December 23, 2016, and executed by FHWA and Caltrans.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the Project as a whole, often a "lower level" document is prepared for NEPA. One of the most common joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

After receiving comments from the public and reviewing agencies, a Final EIR/EA will be prepared. Caltrans may prepare additional environmental and/or engineering studies to address comments. The Final EIR/EA will include responses to comments received on the Draft EIR/EA and will identify the preferred alternative. If the decision is made to approve the project, a Notice of Determination will be published for compliance with CEQA and decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) for compliance with NEPA. A Notice of Availability of the FONSI will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

This Draft EIR/EA addresses the proposed project's potential to impact the environment. Potential impacts and several avoidance and minimization measures (AMM) and mitigation measures (MM) that will be incorporated into the project and reduce those impacts are summarized in Table S-1. The full list of the proposed project's AMMs and MMs are in Appendix D. Construction of the Build Alternative will take approximately 36 months. Construction would be phased so not all of the project footprint would be under construction simultaneously. Temporary lane closures, ramp closures, and detours would occur. Temporary closures of existing bicycle or pedestrian facilities and temporary rerouting of transit service could also be required. Construction work for the Build Alternative would be done primarily during the daytime from 7 am to 6 pm. However, nighttime work would be used to minimize construction impacts on traffic. Construction measures are summarized under each specific affected resource area. Resource area significance determinations are discussed further in Chapter 3 under the CEQA Environmental Checklist section.

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**Table S-1. Summary of Environmental Impacts**

Affected Resource	Potential Impact: No-Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, and Mitigation Measures
<b>Existing and Future Land Use</b>	No impacts	The Build Alternative would result in minimal conversion of land (0.03 acre) to a transportation-related land use. A permanent maintenance easement from Laney College would also be required along the I-880 Oak Street off-ramp. Temporary construction staging and access would primarily be located in existing Caltrans and City right-of-way (ROW).	None
<b>Parks and Recreational Facilities</b>	No impacts	The Build Alternative would not result in land acquisition from parks or recreational facilities. The addition of new pedestrian and bicycle facilities, such as the continuous sidewalks around Chinese Garden Park and the widened sidewalk in Neptune Park, would improve access and mobility to recreational facilities within or adjacent to the project footprint.	<i>Construction Measure:</i> Caltrans will require restoration of disturbed areas within Neptune Park at the completion of construction. Access to the park will be maintained at all times during construction (AMM-PRF-1 Neptune Park Restoration, Chapter 2 Section 2.3.4).
<b>Farmlands/ Timberlands</b>	No impacts	The Build Alternative does not contain farmland or timberland.	None
<b>Growth</b>	No impacts	The Build Alternative would not trigger redevelopment opportunities in the surrounding area. It improves existing accessibility but does not construct new access points.	None

**and Draft Individual Section 4(f) Evaluation  
Summary**

<b>Affected Resource</b>	<b>Potential Impact: No-Build Alternative</b>	<b>Potential Impact: Build Alternative</b>	<b>Avoidance, Minimization, and Mitigation Measures</b>
<b>Community Character and Cohesion</b>	Under the No-Build Alternative, there would be no benefits associated with reduced congestion on local roadways or improvements in bicycle/pedestrian infrastructure. As conditions worsen, there could be negative impacts on community cohesion.	The Build Alternative would not displace residences, businesses, or community facilities. It would not divide neighborhoods, change social patterns, or impede access to neighborhoods for those living in, working in, or visiting the project study area. The community would benefit from the reduced traffic congestion, improved access, connectivity, and cohesion due to bicycle/pedestrian infrastructure improvements and improvements around and adjacent to Chinese Garden and Neptune parks. There would be a permanent loss of approximately 156 on-street and 128 off-street parking spaces (Caltrans leased parking lots under I-880). On-street parking loss is partially associated with proposed bike lanes along 6 <sup>th</sup> and Oak streets. The loss of publicly available on-street parking could potentially cause localized impacts to area businesses. Portions of Caltrans ROW are associated with sanctioned and unsanctioned unsheltered population encampments, which may require removal prior to the start of construction.	To offset potential localized impacts to area businesses associated with the loss of publicly available on-street parking, Caltrans and Alameda CTC will continue to coordinate with the City of Oakland to develop mitigation to address localized impacts to area businesses (MM-CCC-1 Parking Spaces, Chapter 2 Section 2.4.4). <i>Construction Measures:</i> Prior to construction, information will be provided to neighborhoods and businesses in the project study area regarding changes in parking and available alternate transportation options (AMM-TRF-1 Parking Restrictions, AMM-TRF-2 Temporary Parking Removal Notification, Chapter 2 Section 2.8.4). Coordination will occur with Laney College to maintain access and circulation within their parking lot during construction (AMM-TRF-3 Laney College, Chapter 2 Section 2.8.4). Coordination will occur with AC Transit to provide advance notifications of temporary bus stop relocations (AMM-TRF-4 AC Transit, Chapter 2 Section 2.8.4). Notices to vacate will be conspicuously posted in and approaching Caltrans ROW, City of Oakland ROW, and City of Alameda ROW 72 hours prior to construction to provide adequate notice for unsheltered occupants to leave (AMM-CCC-1 Notice to Vacate, Chapter 2 Section 2.4.4).
<b>Relocations and Real Property Acquisition</b>	No impacts	The Build Alternative would not result in the displacement of businesses or require full property acquisitions. Only one partial property acquisition would occur from a commercial property in Alameda.	None

**and Draft Individual Section 4(f) Evaluation  
Summary**

<b>Affected Resource</b>	<b>Potential Impact: No-Build Alternative</b>	<b>Potential Impact: Build Alternative</b>	<b>Avoidance, Minimization, and Mitigation Measures</b>
<b>Environmental Justice</b>	No impacts	The Build Alternative would not result in disproportionate or adverse effects to minority or low-income populations. The proposed project would benefit those who live and work in the project study area by improving congestion on local roadways, improving bicycle/ pedestrian infrastructure, improving access and connectivity to parks, and removing barriers between neighborhoods.	None
<b>Utilities/Emergency Services/Public Services (Other)</b>	No impacts	The Build Alternative would improve congestion along local roadways, ultimately improving emergency service response times.  New traffic signals, bicycle signals, ramp meters, and street lighting are proposed. Utilities within the project footprint (Pacific Gas & Electric [PG&E], American Telephone and Telegraph Company [AT&T], East Bay Municipal Utility District [EBMUD], and City of Oakland) would either need to be protected in place or relocated. Relocations may result in temporary outages to customers.  Impacts to other public (parking) services would be less than significant with mitigation under CEQA.	None

**and Draft Individual Section 4(f) Evaluation  
Summary**

<b>Affected Resource</b>	<b>Potential Impact: No-Build Alternative</b>	<b>Potential Impact: Build Alternative</b>	<b>Avoidance, Minimization, and Mitigation Measures</b>
<b>Traffic and Transportation/ Pedestrian and Bicycle Facilities</b>	Under the No-Build Alternative, local streets in the project study area would remain congested during morning and evening peak commute hours. There would be no improvements to pedestrian and bicycle facilities. The Oakland Chinatown area would continue to experience vehicle-pedestrian conflicts, and high accident locations would remain.	The Build Alternative would result in decreased traffic and congestion on local roadways. The proposed bicycle and pedestrian infrastructure would improve safety and enhance access and connectivity for bicyclists and pedestrians.	Prior to construction, information will be provided to neighborhoods and business in the project study area regarding changes in parking and available alternate transportation options (AMM-TRF-1 Parking Restrictions, AMM-TRF-2 Temporary Parking Removal Notification, Chapter 2 Section 2.8.4).  <i>Construction Measures:</i> Coordination will occur with Laney College to maintain access and circulation within their parking lot during construction (AMM-TRF-3 Laney College, Chapter 2 Section 2.8.4). Coordination will occur with AC Transit to provide advance notifications of temporary bus stop relocations (AMM-TRF-4 AC Transit, Chapter 2 Section 2.8.4).
<b>Visual/Aesthetics</b>	No impacts	The Build Alternative would have a moderate to low level of visual impact on the overall character and to the quality of existing views from roadways, neighborhoods, and recreation facilities. The majority of the visual impacts would enhance the overall visual environment, including expansion of views of the horizon, the addition of natural elements (such as landscaping), and the reduction of light shadowing. The Build Alternative would impact the balustrade walls associated with the Posey Tube, a historic resource. The proposed project would have a less than significant impact to scenic resources with mitigation incorporated under CEQA.	Measures for landscaping and aesthetic treatments will minimize permanent visual impacts. Context sensitive retaining wall treatments will be implemented where feasible to reduce visual impacts, glare, and potential for graffiti (AMM-VA-4 Aesthetic Treatments, Chapter 2 Section 2.9.4). The project will require context sensitive architectural treatments for new retaining walls. The Posey Tube Portal building balustrade walls and related architectural features will be compatible with the original historic design elements and in accordance with Section 106 of the National Historic Preservation Act (NHPA) (MM-VA-1 Posey Tube and Approaches Aesthetic Treatments, Chapter 2 Section 2.9.4). Consultation regarding the adverse effects to historic properties will be conducted with

**and Draft Individual Section 4(f) Evaluation**  
**Summary**

Affected Resource	Potential Impact: No-Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, and Mitigation Measures
			<p>consulting parties (MM-CUL-1 Section 106 Consultation, Chapter 2 Section 2.10.4).</p> <p><i>Construction Measures:</i> The project will minimize vegetation removal (AMM-VA-1 Vegetation Removal Measures, Chapter 2 Section 2.9.4). Disturbed areas will be treated with hydroseed erosion control grasses and locally native grasses (AMM-VA-3 Revegetation Planting, Chapter 2 Section 2.9.4). Construction measures for material and equipment storage, construction lighting, replacing impacted vegetation and irrigation systems, avoiding work in tree drip lines, and providing street and highway tree plantings will minimize temporary impacts to the visual environment (AMM-VA-5 Construction Impact Measures, Chapter 2 Section 2.9.4). The project will minimize aesthetic impacts by protecting remaining trees and replacing trees removed by the project (AMM-AS-4 Evaluate and Replace Trees, Chapter 2 Section 4.1.3). The project will replace removed shrubs within Caltrans ROW (AMM-VA-2 Vegetation Replacement, Chapter 2 Section 2.9.4).</p>
<p><b>Cultural Resources/ Section 4(f)</b></p>	<p>No impacts</p>	<p>The Build Alternative would result in an adverse effect to both the Posey Tube and the Oakland Waterfront Warehouse District. Both are listed in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR).</p> <p>The Build Alternative would also result in an adverse effect and use under Section 4(f) to both the George A. Posey Tube and the Oakland Waterfront Warehouse District.</p> <p>Impacts to both resources would be significant and unavoidable under CEQA.</p>	<p><i>Historic Built Environmental Resources and Section 4(f) resources:</i> Caltrans will pursue consultation regarding the adverse effects to historic properties through preparation of a Memorandum of Agreement (MOA) in consultation with SHPO and other consulting parties. The MOA will result in the development of mitigation measures (MM-CUL-1 Section 106 Consultation, Chapter 2 Section 2.10.4).</p> <p><i>Construction Measures - Archaeological Resources:</i> Before commencing construction, a qualified Caltrans-approved archaeologist will conduct a worker environmental awareness</p>

**and Draft Individual Section 4(f) Evaluation**  
**Summary**

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			training (WEAT) program discussing cultural resources, laws, and project protocols for all on-site construction personnel; a record of the trained personnel will be kept on-site (AMM-CUL-1 WEAT and Sensitivity Training, Chapter 2 Section 2.10.4).
<b>Hydrology and Floodplain</b>	No impacts	The Build Alternative would add less than one acre of impervious surface area, which represents an insignificant change to the watershed's impervious area. The project would not significantly encroach upon a floodplain. The proposed project would not affect sea-level rise (SLR).	The project will consider trash capture inserts at drainage inlets (AMM-WQ-1 Trash Inserts, Chapter 2 Section 3.2.4). <i>Construction Measure:</i> Silt and environmentally sensitive area (ESA) fences will be placed at the project footprint near wetlands and existing permanent treatment Best Management Practices (BMP) prior to work in the vicinity (AMM-WW-1 Silt and ESA Fence, Chapter 2 Section 4.2.4).
<b>Water Quality and Stormwater Runoff</b>	No impacts	Water quality impacts associated with the Build Alternative's added impervious area would be minimized through the implementation of permanent stormwater measures. Operation of the proposed project would not result in an increase in the production of pollutants associated with transportation corridors. Temporary BMPs would be implemented during construction to prevent contaminated stormwater runoff. Design features to address water quality impacts are a condition of the Caltrans Municipal Separate Storm Sewer Systems (MS4) Permit, Municipal Regional Permit (MRP), Construction General Permit (CGP), and other regulatory agency requirements.	The project will consider trash capture inserts at drainage inlets (AMM-WQ-1 Trash Inserts, Chapter 2 Section 3.2.4). <i>Construction Measure:</i> A silt and ESA fence will be placed at the project footprint near wetlands and existing permanent treatment BMPs prior to work in the vicinity (AMM-WW-1 Silt and ESA Fence, Chapter 2 Section 4.2.4).
<b>Geology/Soils/ Seismic/Topography</b>	No impacts	The primary seismic hazards in the study area are strong shaking and liquefaction. Caltrans seismic design procedures would be used to	None

**and Draft Individual Section 4(f) Evaluation Summary**

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		ensure structural integrity. The project contains potentially liquefiable soils. Additional soil testing would occur during the design phase to verify the liquification potential of the site. Foundation design or soil amendments would be used to address liquefaction concerns, if necessary.	
<b>Paleontology</b>	No impacts	Construction of the Build Alternative could encounter geologic units that could potentially contain scientifically important paleontological resources. Potential impacts to paleontological resources would be less than significant.	<p>Prior to construction, the Paleontological Mitigation Plan (PMP) will be updated (AMM-PAL-1 PMP, Chapter 2 Section 3.4.4).</p> <p><i>Construction Measures:</i> All construction crews must receive a paleontologically focused worker's environmental awareness training (AMM-PAL-2 WEAT, Chapter 2 Section 3.4.4). A qualified paleontological monitor will be on-call to inspect excavation greater than 10 feet below the ground surface. If fossils are found, construction will halt and the PMP will be followed (AMM-PAL-3 Paleontological Monitoring, Chapter 2 Section 3.4.4).</p> <p>The project will implement a 100-foot-wide ESA buffer and require implementation of salvage and recovery methods described in the PMP if paleontological resources are discovered (AMM-PAL-4 Salvage and Recovery Operations, Chapter 2 Section 3.4.4). Donation of recovered paleontological specimens to a recognized repository institution will follow the protocol outlined in the PMP (AMM-PAL-5 Donation to Repository Institution, Chapter 2 Section 3.4.4). As required by the PMP, a paleontological mitigation report will be prepared at the end of project construction (AMM-PAL-6 Paleontological Mitigation Report, Chapter 2 Section 3.4.4).</p>
<b>Hazardous Waste/Materials</b>	No impacts	Contamination by petroleum hydrocarbons is reported from commercial and industrial	A preliminary site investigation will be conducted during the design phase to assess

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		sources within the study area. Impacts from hazardous waste/materials could occur if contaminated media is encountered during excavations associated with retaining wall foundations, Jackson Street off-ramp bents and abutments, light pole foundations, utility relocations, and drainage system improvements. Other sources of potential contamination include aerially deposited lead, asbestos-containing material, and yellow thermoplastic paint.	contaminants associated with historical pollutant releases (AMM-HW-4 Contaminant Characterization, Chapter 2 Section 3.5.4). The preliminary site investigation will include an investigation for lead in areas near roadways or painted structures where surface soil will be disturbed (AMM-HW-1 Lead in Soils and AMM-HW-3 Lead Abatement, Chapter 2 Section 3.5.4). An asbestos investigation will be performed as well (AMM-HW-2 ACM Investigation, Chapter 2 Section 3.5.4).  <i>Construction Measures:</i> If hazardous contamination is encountered during construction, contaminated media will be appropriately handled and disposed (AMM-HW-5 Unexpected Contamination, AMM-HW-6 Contaminated Soil Handling, and AMM-HW-7 Dewatering Treatment and Disposal, Chapter 2 Section 3.5.4).
<b>Air Quality</b>	No impacts	The Build Alternative would alleviate traffic congestion. Overall, emissions would slightly decrease or remain the same following project implementation. Proposed bicycle and pedestrian infrastructure may have additional air quality benefits.  During construction, the contractor would comply with Caltrans Standard Specifications and require compliance with all applicable laws and regulations related to air quality.  The Build Alternative is not a project of air quality concern.	<i>Construction Measures:</i> Measures will be implemented during construction to control fugitive dust and particulate matter to minimize visible dust (AMM-AQ-1 Dust Control, Chapter 2 Section 3.6.4). Exhaust emissions will be minimized (AMM-AQ-2 Exhaust Emissions, Chapter 2 Section 3.6.4).
<b>Noise and Vibration</b>	No impacts	Noise modeling results indicated noise levels would not substantially increase between existing conditions and the design year. However, the noise levels in the design year are predicted to remain at or near the Noise	<i>Construction Measures:</i> Measures will be employed to limit construction noise. Unnecessary idling of internal-combustion engines within 100 feet of residences will be prohibited (AMM-NOI-1 Equipment Idling,

**and Draft Individual Section 4(f) Evaluation Summary**

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		<p>Abatement Criteria (NAC). Noise barrier walls were considered at eight locations. Only three of these barriers were feasible. However, the estimated cost to construct each barrier exceeded its reasonable allowance. Therefore, no noise barriers are recommended for construction.</p> <p>During construction, vibration threshold levels in Oakland may be exceeded at adjacent properties.</p>	<p>Chapter 2 Section 3.7.4). Stationary noise-generating equipment will be located away from sensitive receptors. The contractor will use "quiet" air compressors and other "quiet" equipment where such technology exists (AMM-NOI-2 Stationary Equipment, Chapter 2 Section 3.7.4).</p> <p>A noise monitoring program will be instituted if construction work occurs outside of the daytime hours specified in applicable local ordinances (AMM-NOI-3 Noise Monitoring Program, Chapter 2 Section 3.7.4). Vibratory pile driving activities will be limited to daytime hours only (8 am to 4 pm). Impact pile driving will not be used (AMM-NOI-4 Vibratory Pile Driving, Chapter 2 Section 3.7.4). Internal-combustion engine driven equipment will be equipped with intake and exhaust mufflers (AMM-NOI-5 Equipment Muffling, Chapter 2 Section 3.7.4). The project will avoid staging construction equipment within 200 feet of residences and locate all stationary, noise-generating construction equipment as far as practicable from noise sensitive receptors (AMM-NOI-6 Construction Staging, Chapter 2 Section 3.7.4). Property owners and occupants located within 300 feet of construction will be notified in advance of noise generating activities (AMM-NOI-7 Notification Requirements, Chapter 2 Section 3.7.4).</p> <p>The project will prevent vibration impacts to historic buildings. Where hydraulic breakers are proposed within 25 feet of structures on 125 historic properties, the project will consider alternative construction methods (AMM-VIB-1 Hydraulic Breakers, Chapter 2 Section 3.7.4). Structural conditions will be documented at all buildings located within 25 feet of heavy</p>

**and Draft Individual Section 4(f) Evaluation  
Summary**

Affected Resource	Potential Impact: No-Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, and Mitigation Measures
			construction and within 75 feet of vibratory pile driving prior to, during, and after vibration-generating construction activities. Claims of vibration damage will be investigated and damage that has occurred as a result of project construction will be repaired (AMM-VIB-2 Vibration Monitoring, Chapter 2 Section 3.7.4).
<b>Energy</b>	No impacts	The Build Alternative would not result in wasteful, inefficient, or unnecessary consumption of energy. It would not add roadway capacity and would reduce local traffic and congestion, thus reducing energy consumption. Improvements to bicycle and pedestrian infrastructure would enhance access and connectivity and encourage walking and bicycling which would lower fossil-fuel-related energy consumption. High-efficiency lighting technology would be used for any replaced or modified traffic signals and pedestrian-scale lighting.	<i>Construction Measures:</i> Energy consumption by the Build Alternative will be minimized by maintaining proper tire pressure in construction vehicles (AMM-GHG-1 Tire Pressure, Chapter 3 Section 3.4), maximizing waste diversion to compost and recycling (AMM-GHG-2 Recycling, Chapter 3 Section 3.4), using local sources for materials and disposal sites (AMM-GHG-3 Local Sourcing, Chapter 3 Section 3.4), and using energy-efficient lighting and traffic signals (AMM-GHG-5 Lighting, Chapter 3 Section 3.4). Coordination will occur with AC Transit to provide advance notifications of temporary bus stop relocations (AMM-TRF-4 AC Transit, Chapter 2 Section 2.8.4). Measures will be implemented during construction to limit burning of fossil fuels (AMM-AQ-2 Exhaust Emissions, Chapter 2 Section 3.6.4).
<b>Natural Communities</b>	No impacts	The Build Alternative would not result in impacts to sensitive habitats or natural communities. The project would result in the removal of approximately 35 trees.	<i>Construction Measure:</i> Impacts to trees will be minimized during design and construction. Three native trees will be replaced for each one removed. Non-native trees will be replaced (AMM-AS-4 Evaluate and Replace Trees, Chapter 2 Section 4.4.4).
<b>Wetlands and Other Waters</b>	No impacts	The Build Alternative would not result in impacts to streams, wetlands, or other waters.	<i>Construction Measure:</i> Silt and ESA fencing will be placed at the project footprint near wetlands and existing permanent treatment

**and Draft Individual Section 4(f) Evaluation  
Summary**

Affected Resource	Potential Impact: No-Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, and Mitigation Measures
			BMPs prior to work in the vicinity (AMM-WW-1 Silt and ESA Fence, Chapter 2 Section 4.2.4).
<b>Plant Species</b>	No impacts	No impacts	None
<b>Animal Species</b>	No impacts	Construction-related disturbance has the potential to result in the take of nests, eggs, young, or individuals of protected species.	<p><i>Construction Measures:</i> The project will avoid and minimize impacts to animal species. The project will conduct pre-construction nesting bird surveys and will avoid impacting active bird nests (AMM-AS-1 Pre-construction Nesting Bird Surveys, Chapter 2 Section 4.4.4). Pre-construction bat surveys will be done of trees and structures that may contain bat roosts (AMM-AS-2 Pre-construction Bat Survey, Chapter 2 Section 4.4.4). If a protected species is discovered on the project, the resident engineer and project biologist will implement avoidance measures (AMM-AS-3 Protected Species, Chapter 2 Section 4.4.4).</p> <p>Impacts to trees will be minimized during design and construction. Six native trees will be planted. Non-native trees will be replaced where feasible (AMM-AS-4 Evaluate and Replace Trees, Chapter 2 Section 4.4.4). Any biological resources-focused environmental awareness training will be conducted for all on-site construction personnel and training records will be kept on-site (AMM-AS-5 WEAT, Chapter 2 Section 4.4.4).</p>
<b>Threatened and Endangered Species</b>	No impacts	The Build Alternative would not affect threatened or endangered species. There are no designated critical habitats within the project study area.	None
<b>Invasive Species</b>	No impacts	Implementation of the Build Alternative has the potential to spread invasive species by spreading seeds during earthwork or equipment transport to/from the project. Additionally,	None

**and Draft Individual Section 4(f) Evaluation  
Summary**

Affected Resource	Potential Impact: No-Build Alternative	Potential Impact: Build Alternative	Avoidance, Minimization, and Mitigation Measures
		invasive species can be included in seed mixtures or construction materials. Construction food waste will be managed so that it does not attract invasive animal species.	
<b>Cumulative Impacts</b>	No impacts	No impacts	None
<b>Climate Change</b>	No impacts	The Build Alternative would release greenhouse gasses during construction. The Build Alternative would not result in additional GHG emissions during project operation.	<p><i>Construction Measures:</i> Impacts to trees will be minimized during design and construction. Six native trees will be planted. Non-native trees will be replaced where feasible (AMM-AS-4 Evaluate and Replace Trees).</p> <p>Emissions will be minimized during construction by maintaining proper tire pressure in construction vehicles (AMM-GHG-1 Tire Pressure, Chapter 3 Section 3.4), maximizing waste diversion to compost and recycling (AMM-GHG-2 Recycling, Chapter 3 Section 3.4), and by using local sources for materials and disposal sites (AMM-GHG-3 Local Sourcing, Chapter 3 Section 3.4). GHG emissions will be minimized during project operation by landscaping medians and roadsides (AMM-GHG-4 Landscaping, Chapter 3 Section 3.4) and by using energy-efficient lighting and traffic signals (AMM-GHG-5 Lighting, Chapter 3 Section 3.4).</p>

## Coordination with Public and Other Agencies

The following permits, licenses, agreements, and certifications (PLAC) will need to be obtained for project implementation:

Agency	PLAC	Status
<b>FHWA</b>	Air Quality Conformity Determination	<ul style="list-style-type: none"> <li>• Proposed project is not considered a Project of Air Quality Concern (POAQC) regarding particulate matter (PM<sub>2.5</sub>) as defined in 40 Code of Federal Regulations (CFR) 93.</li> <li>• Interagency consultation was completed on December 12, 2019.</li> <li>• Project revisions do not trigger the need for additional consultation.</li> <li>• Air quality conformity concurrence will be requested from the FHWA after the public comment period for the proposed project has closed.</li> <li>• Request for conformity determination will be requested following selection of the preferred alternative.</li> </ul>
<b>State Water Resources Control Board (SWRCB)</b>	CGP for stormwater discharges, Section 402 National Pollutant Discharge Elimination System (NPDES) Permit for greater than 1 acre (Order No. 2012-0011-DWQ)	<ul style="list-style-type: none"> <li>• Obtain coverage under the CGP by preparing and submitting a Notice of Intent before starting construction.</li> </ul>
<b>State Historic Preservation Officer (SHPO)</b>	Concurrence with the proposed project's historic property eligibility determination, Finding of Effect (FOE), and MOA	<ul style="list-style-type: none"> <li>• SHPO concurrence on the Historic Property Survey Report (HPSR) was received on June 8, 2020.</li> <li>• SHPO FOE concurrence and approval of MOA expected after circulation of the Draft EIR/EA and identification of a preferred alternative.</li> </ul>
<b>SHPO/U.S. Department of the Interior</b>	Individual Section 4(f) concurrence from the official with jurisdiction	<ul style="list-style-type: none"> <li>• Consultation with the official with jurisdiction was initiated on September 29, 2020 for the Draft Individual Section 4(f) Evaluation.</li> </ul>
<b>City of Alameda</b>	Section 4(f) No Use Determination	<ul style="list-style-type: none"> <li>• Concurrence from the official with jurisdiction for exception to use.</li> </ul>

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