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Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2017092041

Project Title: Oakland Alameda Access Project

Lead Agency: California Department of Transportation (Caltrans), District 4

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Project Location: City of Oakland and City of Alameda (*City*) Alameda County (*County*)

Project Description (Proposed actions, location, and/or consequences).

The proposed project addresses numerous safety, connectivity, and mobility issues in Oakland Chinatown, Jack London District, and Alameda. The project will improve multi-modal safety and reduce conflicts between regional and local traffic; enhance bicycle and pedestrian accessibility and connectivity; improve mobility and accessibility between I-880, the Posey & Webster Tubes, 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. Specific transportation challenges the proposed project will address include: congested city streets with long travel delays; indirect routes to access the freeway and the Posey & Webster Tubes; operationally deficient intersections; vehicle-pedestrian conflicts within local neighborhoods; lack of pedestrian and bicycle connectivity; and I-880 overhead structure as a visual and physical barrier.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The project would result in a loss of approximately 156 on-street and 128 off-street parking spaces. The loss of publicly available on-street parking could potentially cause localized impacts to area businesses. To offset potential localized impacts to area businesses associated with this 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 any localized impacts to area businesses.

The project 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. Context sensitive architectural treatments will be used for the new retaining walls. The Posey Tube Portal building balustrade walls and related architectural features will be compatible with the original historical design elements and in accordance with Section 106 of the National Historic Preservation Act. Consultation regarding adverse effects to historic properties will be conducted with consulting parties.

The project would result in an adverse effect to both the Posey Tube and the Oakland Waterfront Warehouse District. Caltrans will pursue consultation regarding the adverse effects to historic properties through preparation of a Memorandum of Agreement (MOA) in consultation with State Historic Preservation Office and other consulting parties. The MOA will result in the development of mitigation measures.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

This project has high public interest and awareness due to the long project history. Continuous workshops and meetings between Caltrans, Alameda CTC, Cities of Oakland and Alameda, stakeholders, and interested parties have led to this current project's design.

Provide a list of the responsible or trustee agencies for the project.

Responsible agency: California Transportation Commission