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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 #: _____

Project Title: ATPL-5106(010) 40th Street Transit and Multi-Modal Enhancements Project

Lead Agency: City of Emeryville

Contact Name: Ryan O'Connell

Email: roconnell@emeryville.org Phone Number: (510) 596-4300

Project Location: Emeryville (*City*) Alameda (*County*)

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

Please see attached.

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

MM BIO-1: To avoid impacts on nesting birds and special-status species, a qualified biologist shall conduct a pre-construction survey of the project area and a 100-foot buffer no more than 14 days prior to construction (including staging or equipment storage) if work occurs during the nesting season (February 1–September 1). Active nests or special-status species shall not be disturbed until young have fledged or as directed by a qualified biologist.
MM HAZ-1: To ensure proper handling of potentially contaminated soils, the contractor shall prepare and implement a Soil Management Plan addressing soil and groundwater excavation, stockpiling, disposal, profiling, transportation routes, and dust control measures.
MM TCR-1:

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

In June 2023 and May 2024, the City made outreach efforts while in the designing process to ensure the community approved of the proposed improvements. Outreach efforts included mailers, meetings, and direct contact, where the consulting team met with businesses and residential property owners. Stakeholders also communicated with City staff through emails and phone calls. Businesses like Rug Depot, Pottery & Beyond, and Granite Expo expressed concerns about access and parking, leading to design refinements such as redesigning vehicle access restrictions and curb lines, and considering commercial loading zones. Residential concerns, particularly from the Watermark by the Bay, focused on loading space, parking, and emergency access, resulting in changes like creating shared spaces for bikes and pedestrians, maintaining trees, and adding loading zones. An online survey gathered feedback and verified support for the project design, showing significant support across income levels, with many respondents emphasizing the importance of protected bike lanes and traffic calming measures. Community outreach consisted of in-person and virtual meetings, postcards, phone calls, emails and community events.

In response to these contacts, project design refinements included considering a redesign of the Hubbard Street vehicle access restriction to allow right-in movement, redesigning the curbline to facilitate truck turning movements, and being open to requests for a commercial loading zone on Horton Street. The major properties on Hubbard Street also have access to the parallel side streets of either Halleck Street or Horton Street.

After hearing concerns from property owners along Hubbard Street, the October 2024 Traffic Safety and Operations Analysis was expanded in August 2025 to include an additional Intersection and Truck Activity Analysis Memorandum. During follow-up meetings with the Besler Building Homeowner's Association, residents expressed concerns about the potential for homeless activity at the plaza area. The project will provide an improved fence between the Besler Building and the public City right-of-way (ROW) along Haven Street and 40th Street in response to the concerns.

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

Caltrans
City of Oakland