

Exhibit B

SECOND ADDENDUM TO THE SAN LEANDRO SHORELINE DEVELOPMENT ENVIRONMENTAL IMPACT REPORT

1. INTRODUCTION

This document is the Second Addendum to the Environmental Impact Report (EIR) prepared for the San Leandro Shoreline Development Project (State Clearinghouse No. 2013072011), which was certified by the City of San Leandro in July 2015 (Certified EIR).¹ In accordance with the California Environmental Quality Act (CEQA), this Addendum analyzes proposed modifications (the Modified Project) to the San Leandro Shoreline Development Project, approved in 2015 and updated in 2020, and demonstrates that all of the potential environmental impacts associated with the proposed modifications would be within the envelope of impacts evaluated in the Certified EIR and Addendum.

2 CEQA AUTHORITY FOR ADDENDUM

Pursuant to Section 21166 of CEQA and Section 15162 of the CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR or negative declaration shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, that one or more of the following conditions are met:

- Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, or the negative declaration was adopted shows any of the following:

¹ This Addendum is the second Addendum to the Certified EIR. The City of San Leandro approved the first Addendum to the Certified EIR on February 24, 2020, which included a general plan amendment and zoning map amendments, in alignment with the modified development program, and the import of fill to meet flood zone regulations. The approved development program includes:

- New 210-room hotel with attached restaurant;
- Two-story restaurant /banquet facility;
- Up to 500 housing units;
- Market/café;
- Demolition within the Harbor Basin area and construction of a 9-acre community park on Mulford Point;
- New Mulford-Marina Branch library;
- Redesigned nine-hole golf course;
- Reconstruction of Monarch Bay Drive, including a Class I bike facility; and
- Related site improvements, including publicly accessible trails, landscaped areas, access drives, and parking lots throughout the project area.

- The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
- Significant effects previously examined will be substantially more severe than identified in the previous EIR.
- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
- Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Where none of the conditions specified in Section 15162 are present, the lead agency must determine whether to prepare an Addendum or whether no further CEQA documentation is required (CEQA Guidelines Section 15162[b]). An Addendum is appropriate where some minor changes or additions to the previously certified EIR are necessary, but there are no new or substantially more severe significant impacts (CEQA Guidelines Section 15164). Pursuant to CEQA Guidelines Section 15164(e), the purpose of this Addendum is to describe and evaluate the modified project (VTTM 8633), assess the proposed modifications to the project evaluated in the Certified EIR and First Addendum, and identify the reasons for the City's conclusion that changes to the Certified Project and associated environmental effects do not meet the conditions described in CEQA Guidelines Section 15162.

3 ANALYSIS

In accordance with the CEQA Guidelines, the City has determined that an Addendum to the Certified EIR is the appropriate form of environmental review for the Modified Project. This examination includes an analysis of the provisions of Section 21166 of CEQA and Sections 15162 to 15164 of the State CEQA Guidelines and their applicability to the Modified Project.

3.1 Overview of Approved Project

The Certified EIR evaluated extensive redevelopment of the San Leandro Marina and environs, consisting of 75 acres, including 52 acres of City-owned shoreline and 23 acres of water area. The project components evaluated in the Certified EIR included the following:

- 150,000-square-foot office campus
- 200-room limited-service hotel
- 15,000-square-foot conference center
- 354 housing units, including 220 flats, 92 townhomes, and 42 single-family detached homes
- Reconfiguration of about five golf course tees at the Marina Golf Course to accommodate construction of the residential units

- Three new restaurants (totaling 21,000 square feet), including an 8,000 square foot restaurant, a 5,000 square foot restaurant and an 8,000 square foot café and small boat rental facility
- One parking structure approximately 35 feet (3 stories) in height providing approximately 800 parking spaces supporting office and multi-family residential uses
- Replacement of Mulford Drive with a driveway providing access to surface parking on Mulford Point
- Shortening of Pescador Point to allow for park amenities
- 2,500-square-foot community library/community meeting space
- Aquatic Center/dock
- Bocce ball courts
- Community outdoor recreational areas (two)
- Picnic areas
- Perched beach (interior of harbor basin)
- Pedestrian piers
- Public promenade (2 miles in length, with a minimum width of 20 feet)
- Natural shoreline element along the southwest and southeast interior borders of the harbor basin
- Small amphitheater
- Pedestrian/bicycle bridge across the existing harbor entrance
- Boardwalk/lookout pier
- Dockside pedestrian lookout piers along the interior of the harbor
- Small boat launch in the interior of the harbor
- Kayak storage building in interior of harbor
- Aeration fountain in harbor basin to aid in water circulation
- Existing restrooms 'J/K' (refurbished) located on Pescador Point Road

In 2020, modifications to the approved project, which were analyzed in the First Addendum, included the following:

- General Plan amendment to designate the site as a combination of General Commercial, Parks and Recreation, Medium Density Residential, and High Density Residential, and expanding/altering the geographic areas of existing General Plan designations on the project site.
- Rezoning to reduce the acreage of CC (PD) Commercial Community (Planned Development), increase the acreage of Commercial Recreation (CR) and RM-2000 (PD) Multi-Family Residential (<22 du/ac) (Planned Development), as well as add RM-1800(PD) Residential Multi-Family (<24 du/ac) (Planned Development).

- Eliminating the 150,000 square-foot office campus
- Shifting the location of the proposed hotel approximately 1,300 feet inland
- Changing the 15,000 square-foot conference center into a combined banquet/restaurant space and shifting it approximately 275 feet inland
- Increasing the number of housing units from 354 to 485, including:
 - Eliminating all 61 condominiums
 - Increasing the number of apartment units from 159 to 285 with integrated structured parking
 - Decreasing the number of townhomes from 92 to 48
 - Increasing the number of single-family homes from 42 to 152
- Eliminating the 8,000 square-foot restaurant at the end of Mulford Point
- Adding a 3000 square-foot food market along Monarch Bay Drive
- Integrating the 5,000 square-foot restaurant into the hotel
- Eliminating the three story, 800-space parking structure
- Increasing public park space from about 3 acres to approximately 9 acres on land made available from the relocated hotel with an additional approximately 9 acres of publicly accessible trails, landscaped areas, access drives, and parking lots throughout the project area
- Decreasing golf course acreage from 32 acres to 23.05 acres
- Importing 208,000 cubic feet of fill to raise baseline elevations on portions of the site to meet Federal flood zone and Bay Conservation and Development Commission requirements

3.2 Proposed Project Modifications

The Modified Project consists of City Council approval for Vesting Tentative Tract Map (VTTM) 8633 to establish seven parcels west of Monarch Bay Drive between Marina Boulevard and Fairway Drive that align with the planned Monarch Bay Shoreline public-private partnership on approximately 58.5 acres of the City-owned Shoreline Area.

The reconfigured parcels, shown in Exhibit A, will enable the City to lease land to Cal-Coast (developer) as outlined in the Disposition and Development Agreement (DDA) between the City and developer and associated Leases. The proposed VTTM would establish parcels as follows:

TABLE 1-1 RECONFIGURED PARCELS

New Parcel	Purpose)	Approximate Acreage
F	Horatio’s Restaurant (Existing - no changes)	0.36
G	Marina Inn (Existing - no changes)	2.11
H	Multi-Family Apartments	6.37
I	Hotel, Parking Areas for Hotel, Restaurants, and Adjacent Uses	5.85
J	Restaurant/Banquet Facility	0.96
K	Market/Café structure	0.23
L	Public Space areas; Parking, Harbor Basin, and public open space areas.	42.80

The VTTM also modifies the right-of-way for Monarch Bay Drive based upon the requirements of the DDA to add Class I bike facilities and the planned roundabout between Mulford Point Drive and Marina Boulevard.

The proposed VTTM for City-owned land will assist the City in meeting its obligations under the DDA and leases for this public-private partnership project of community-wide significance.

Based on the above, the Modified Project, which includes Vesting Tentative Map 8633 would not result in any new additional project-specific significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Thus, a new or substantially greater significant impact would not result from the Modified Project and major revisions to the Certified EIR would not be required. The proposed changes to the project would be minor modifications, not substantial changes. The proposed uses within the reconfigured parcels have already been analyzed in the Certified EIR and Addendum and reconfiguring the parcels does not in and of itself result in a direct physical change to the environment. Further, modification of the right-of-way for Monarch Bay Drive will not result in any new significant environmental effects or substantially increase the severity of any previously identified effects. It will simply give the developer the ability to add Class I bike facilities and the planned roundabout between Mulford Point Drive and Marina Boulevard. It does not increase the scope of the project or the size the project site nor exceed what was analyzed in the Certified EIR. Finally, if the proposed project uses are later modified, such modification must be approved by the City and subject to additional review under CEQA.

In addition, environmental conditions in and around the project site have not changed such that implementation of the proposed minor modifications to the Certified EIR would result in new significant environmental effects or a substantial increase in the severity of environmental effects identified in the Certified EIR, and thus would not require major revisions to the Certified EIR.

No new information of substantial importance, which was not known or could not have been known when the Certified EIR was certified, has been identified which shows that the proposed modifications to the

Certified EIR associated with the modified project would be expected to result in: (1) new significant environmental effects not identified in the Certified EIR; (2) substantially more severe environmental effects than shown in the Certified EIR; (3) mitigation measures or alternatives previously determined to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the City declines to adopt the mitigation measure or alternative; or (4) mitigation measures or alternatives which are considerably different from those analyzed in the Certified EIR would substantially reduce one or more significant effects on the environment, but the City declines to adopt the mitigation measure or alternative. All of the mitigation measures included as part of the Certified EIR and Addenda would continue to be implemented. As all of the impacts would be within the scope of impacts identified in the Certified EIR, no additional environmental analysis pursuant to Section 15162 of the CEQA Guidelines is necessary.

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