5 Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Supplemental Environmental Impact Report (Final SEIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

The following table lists mitigation measures from the SEIR, as well as relevant 2035 General Plan EIR mitigation measures, that are necessary to mitigate or avoid significant effects on the environment.

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Air Quality							
AQ-2A. Preparation of Air Quality Technical Assessments							
Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines shall prepare and submit to the City of San Leandro a technical assessment evaluating potential air quality impacts related to the project's operation phase. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operation-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the City of San Leandro Community Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operation activities.	Development project applicants whose projects are subject to CEQA and exceed BAAQMD screening criteria shall prepare and submit a technical assessment which evaluates potential air quality impacts related to the project's operation. The evaluation shall be prepared in conformance with BAAQMD methodology.	The technical assessment shall be submitted to the City of San Leandro prior to the issuance of construction permits.	Not applicable	City of San Leandro Community Development Department			
AQ-2B-1. Implementation of BAAQMD Particulate Matter Control Measures							
As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for reducing construction emissions of particulate matter (PM) 10 (Table 8-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	Development project applicants shall ensure that future development projects comply with BAAQMD's basic control measures for reducing particulate matter construction emissions.	BAAQMD particulate matter control measures shall be implemented during project construction.	Not applicable	City of San Leandro Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
AQ-2B-2. Preparation of Air Quality Technical Assessments and Implementation of BAAQMD Mitigation Measures							
Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of San Leandro a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of San Leandro shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (Table 8-2, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold, of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Engineering/Transportation Department, Building and/or Planning Division, and/or Community Development Department.	Development project applicants whose projects are subject to CEQA and exceed BAAQMD screening criteria shall prepare and submit a technical assessment which evaluates potential air quality impacts related to the project's operation. The evaluation shall be prepared in conformance with BAAQMD methodology. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, development project applicants shall incorporate BAAQMD's Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold or applicable construction mitigation measures subsequently approved by BAAQMD.	The technical assessment shall be submitted to the City of San Leandro prior to the issuance of construction permits. Mitigation measures shall be submitted to the City and verified by the City.	Not applicable	City of San Leandro Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Noise							
NOI-4 (Revised): Use of Noise Barriers in Residential Areas							
Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 A-Weighted Decibel (dBA) Equivalent Continuous Noise Level (Leq) at residential receptors during the daytime) and when the anticipated construction duration is greater than is typical (e.g., two years or greater). Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.	Temporary noise barriers, where feasible, shall be erected when construction noise is predicted to exceed acceptable standards and when the anticipated construction duration is greater than two years. Noise barriers shall conform with the stated specifications.	Noise barriers shall be erected when construction noise is predicted to exceed acceptable standards and when the anticipated construction duration is greater than two years.	Not applicable	City of San Leandro Community Development Department			
Transportation							
TRAF-1A: Intersections							
The City of San Leandro should implement the following traffic improvements and facilities to reduce impacts to standard: ▪ **E. 14th Street and Davis Street (SR-112) (#3).** The addition of Cumulative with proposed Plan traffic would cause the intersection level of service (LOS) to degrade from LOS C to LOS F in the AM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations	N/A						

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
during the AM peak hour to LOS D: □ Add an additional northbound left-turn lane on E. 14th Street. This would result in the northbound approach having two exclusive left-turn lanes, an exclusive through lane, and a shared through/right-turn lane. ▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. ▪ Because this intersection is within the East 14th Street Priority Development Area (PDA), implementation of the following measures would improve intersection operations during the AM peak hour to LOS E: ▪ Implement proposed Policy T-5.2: Evaluating Development Impacts. ▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. This mitigation is considered feasible if the intersection was under City control. However, this intersection is under California Department of Transportation's (Caltrans') jurisdiction, so the implementation and timing of the mitigation measures remain uncertain since the intersection is not under the City's control. Consequently, the Cumulative with proposed Plan impact remains significant and unavoidable. ▪ **E. 14th Street and San Leandro Boulevard (#4).** The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
LOS C to LOS E in the AM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measure would improve intersection operations during the AM peak hour to LOS D: □ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. This intersection is within the Bay Fair BART Transit Village PDA and Association of Bay Area Governments (ABAG)/Metropolitan Transportation Commission (MTC) has already designated Bay Fair BART Transit Village a potential PDA. Upon adoption of the Bay Fair Transit Oriented Development (TOD) Specific Plan, currently anticipated in 2017, Bay Fair will achieve official PDA status. Since this intersection is currently in a potential PDA area the degradation of intersection operations from LOS C to LOS E in the AM peak hour due to the addition of Cumulative with Proposed Plan traffic would not be considered a significant impact under proposed Plan Policy T-5.2: Evaluating Development Impacts. Upon implementation of this measure, intersection operations would improve to LOS D during the AM peak hour. This mitigation is considered feasible if the intersection was under City control. However, this intersection is under Caltrans' jurisdiction, so the implementation and timing of the mitigation measures remain uncertain since the intersection is under Caltrans' jurisdiction. Consequently, the Cumulative with proposed Plan impact							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
remains significant and unavoidable. ▪ **E. 14th Street and Hesperian Boulevard/Bancroft Avenue (#5).** The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS E in the AM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measure would improve intersection operations during the AM peak hour: □ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology This intersection is within the Bay Fair BART Transit Village PDA and ABAG/MTC has already designated Bay Fair BART Transit Village a potential PDA. Upon adoption of the Bay Fair TOD Specific Plan, currently anticipated in 2017, Bay Fair will achieve official PDA status. Since this intersection is currently in a potential PDA area, the degradation of intersection operations from LOS C to LOS E in the AM peak hour due to the addition of Cumulative with Proposed Plan traffic would not be considered an impact under proposed Plan Policy T-5.2: Evaluating Development Impacts. Upon implementation of this measure, intersection operations would improve to LOS D during the AM peak hour. This mitigation is considered feasible if the intersection was under City control. However, this intersection is under Caltrans' jurisdiction, so the implementation and timing of the mitigation measures remain							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
uncertain since the intersection is under Caltrans' jurisdiction. ▪ **Hesperian Boulevard and Halcyon Drive/Fairmont Drive (#10).** The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from LOS D to LOS F in the AM peak hour and LOS D to LOS E in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations during the AM and PM peak hours to LOS D: □ Widen the south leg of the intersection in order to add a second northbound left-turn lane. This would result in the northbound approach having two exclusive left-turn lanes, two exclusive through lanes, and an exclusive right-turn lane. □ Provide an overlap signal phase for the northbound right turns. □ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. This intersection is within the Bay Fair BART Transit Village PDA and ABAG/MTC has already designated Bay Fair BART Transit Village a potential PDA. Upon adoption of the Bay Fair TOD Specific Plan, currently anticipated in 2017, Bay Fair will achieve official PDA status. Since this intersection is currently in a potential PDA area, the degradation of intersection operations from LOS D to LOS E in the PM peak hour due to							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
the addition of Cumulative with Proposed Plan traffic would not be considered an impact under proposed Plan Policy T-5.2: Evaluating Development Impacts. Implementation of the following measures, which do not involve evaluation or acquisition of right-of-way, would improve intersection operations during the AM peak hour to LOS E: □ Implement proposed Policy T-5.2: Evaluating Development Impacts. □ Provide an overlap signal phase for the northbound right turns. □ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. Upon implementation of the first three measures, intersection operations would improve to LOS D during the AM and PM peak hours. The availability of right-of-way for the required widening on the south leg of the intersection is uncertain; therefore, the measures may be infeasible. Consequently, the Cumulative with Proposed Plan impact remains significant and unavoidable.							
▪ **Washington Avenue and San Leandro Boulevard (#15).** The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the AM peak hour. Therefore, the Cumulative with proposed Plan impact is considered to be significant. Implementation of the following measure would improve intersection operations during the AM peak hour to LOS D:							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
□ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. Upon implementation of this measure, intersection operations would improve to LOS D during the AM peak hour and lessen the Cumulative with Proposed Plan impact to less than significant. ▪ **San Leandro Boulevard and Marina Boulevard (#16).** The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS D to LOS F in the AM peak hour and LOS C to LOS F in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations during the AM and PM peak hours: □ Add a northbound left-turn lane on San Leandro Boulevard to provide two exclusive left-turn lanes, one exclusive through lane and one shared through/right-turn lane. (Consistent with the findings of the San Leandro Shoreline Development Project EIR) □ Restripe lanes on the west leg to provide two corresponding receiving lanes. (Consistent with the findings of the San Leandro Shoreline Development Project EIR) □ Provide an exclusive southbound right-turn lane to feed the existing channelized right-turn lane from San Leandro Boulevard southbound to							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Marina Boulevard westbound so that southbound through traffic does not block access to the channelized southbound right-turn lane. □ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. Upon implementation of these measures, intersection operations would improve to LOS D during the AM and PM peak hours. The availability of right-of-way for the required widening on the south and north legs of the intersection is uncertain; therefore, the measure may be infeasible. Consequently, the Cumulative with Proposed Plan impact remains significant and unavoidable. ▪ **San Leandro Boulevard and Davis Street (#17).** The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the AM peak hour and LOS C to LOS E in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations during the AM and PM peak hours to LOS D: □ Add a northbound right-turn lane on San Leandro Boulevard to provide two exclusive left-turn lanes, two exclusive through lanes and one exclusive right-turn lane. □ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments

Because this intersection is within the Downtown Transit Oriented Development PDA, the degradation of intersection operations from LOS C to LOS E in the PM peak hour due to the addition of Cumulative with Proposed Plan traffic would not be considered an impact under Proposed Plan Policy T-5.2: Evaluating Development Impacts. Implementation of the following measures, which do not involve evaluation or acquisition of right-of-way, would improve intersection operations during the AM peak hour to LOS E:

- Implement proposed Policy T-5.2: Evaluating Development Impacts.
- Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.

Upon implementation of the first two measures, intersection operations would improve to LOS D during the AM and PM peak hours. The availability of right-of-way for the required widening on the south leg of the intersection is uncertain; therefore, the measure may be infeasible. This intersection is under Caltrans' jurisdiction, and the implementation and timing of the mitigation measures are not under the City's control. Consequently, the Cumulative with proposed Plan impact remains significant and unavoidable.

- **Philips Lane and Davis Street (#28).** The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the PM peak hour. Therefore, the

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations during the PM peak hour: □ Convert the existing shared through/right-turn lane on the westbound approach to an exclusive through lane to provide an exclusive left-turn lane, two exclusive through lanes and an exclusive right-turn lane. □ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. Upon implementation of these measures, intersection operations would improve to LOS D during the PM peak hour. This intersection is under Caltrans' jurisdiction, and the implementation and timing of the mitigation measures are not under the City's control. Consequently, the Cumulative with Proposed Plan impact remains significant and unavoidable. ▪ **Warden Avenue/Timothy Drive and Davis Street (#29).** The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS E in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations during the PM peak hour: □ Restripe the three northbound lanes from Timothy Drive to provide an							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
exclusive left-turn lane, a shared left-turn/through/right-turn lane and an exclusive right-turn lane. □ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology. Upon implementation of these measures, intersection operations would improve to LOS D during the PM peak hour. This intersection is under Caltrans' jurisdiction, and the implementation and timing of the mitigation measures are not under the City's control. Consequently, the Cumulative with Proposed Plan impact remains significant and unavoidable. ▪ **Doolittle Drive and Davis Street (#30).** The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations during the PM peak hour: □ Restripe the four westbound lanes from Davis Street to provide one exclusive left-turn lane, one exclusive through lane and two exclusive right-turn lanes. □ Restrict westbound right turns on red to reduce conflict between right-turning vehicles in the two exclusive right-turn lanes as well as between right-turning vehicles and movements with the right-of-way. □ Optimize the traffic signal cycle length							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
and splits. Upon implementation of these measures, intersection operations would improve to LOS D during the PM peak hour. Even if this intersection was under City control, the availability of right-of-way for the required widening on the east leg of the intersection is uncertain; therefore, the measure may be infeasible. This intersection is under Caltrans' jurisdiction, and the implementation and timing of the mitigation measures are not under the City's control. Consequently, the Cumulative with Proposed Plan impact remains significant and unavoidable. ▪ **Doolittle Drive and Marina Boulevard (#31).** The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the AM peak hour and from LOS D to LOS E in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations during the AM and PM peak hours to LOS D and lessen the Cumulative with Proposed Plan impact to less than significant: □ Restripe the eastbound approach on Marina Boulevard to provide an exclusive left-turn lane, an exclusive through lane and a shared through/right-turn lane. (Consistent with the findings of the San Leandro Shoreline Development Project EIR). □ Optimize the traffic signal cycle length and splits. (Consistent with the findings							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
of the San Leandro Shoreline Development Project EIR). □ Implement a right-turn overlap signal phase for the northbound and westbound approaches. (A new mitigation not called for in the San Leandro Shoreline Development Project EIR). ▪ **Alvarado Street and Aladdin Avenue (#35).** The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS D to LOS F in the AM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be significant. Implementation of the following measures would improve intersection operations during the AM peak hour to LOS D and lessen the proposed Plan impact to less than significant: □ Convert the left-turn signal phasing for the eastbound and westbound approaches on Aladdin Avenue from protected left-turn signal phasing to permitted left-turn signal phasing with flashing yellow arrows. □ Convert the northbound left-turn signal phasing on Alvarado Avenue from protected left-turn signal phasing to protected/permitted left-turn signal phasing with flashing yellow arrows. □ Convert the southbound left-turn signal phasing on Alvarado Avenue from protected left-turn signal phasing to permitted left-turn signal phasing with flashing yellow arrows.							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
□ Optimize the traffic signal cycle length and splits. While implementation of Mitigation Measure TRAF-1A would secure future roadway and infrastructure improvements that are necessary to mitigate impacts from future development in the city based on current standards, some impacts would remain significant and unavoidable because the City cannot guarantee improvements at all of the impacted intersections.							
TRAF-1B: Freeway Segments							
The City of San Leandro shall initiate efforts to coordinate with Caltrans and Alameda CTC to identify ▪ **I-880 Northbound segments between Washington Avenue and 98th Avenue.** These three mainline segments experience LOS F conditions during the AM peak hour under both existing and cumulative plus Proposed Plan conditions. Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the proposed Plan impact to less than significant: □ Add additional capacity to the freeway segment by increasing the number of travel lanes in the northbound direction. However, the implementation and timing of the Mitigation Measure is not under the City's control and widening I-880 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus	N/A						

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Proposed Plan impact remains significant and unavoidable. ▪ **I-580 Northbound segment between 150th Avenue and Benedict Drive**, which is at LOS F during the AM peak hour under both existing and cumulative plus Proposed Plan conditions. Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the proposed Plan impact to less than significant: □ Add additional capacity to the freeway segment by increasing the number of travel lanes in the northbound direction. However, the implementation and timing of the Mitigation Measure is not under the City's control and widening I-880 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains significant and unavoidable. ▪ **I-580 Northbound segment between Foothill Boulevard and 106th Avenue**, is at LOS E during the AM peak hour under existing and LOS F under cumulative plus Proposed Plan conditions. Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the proposed Plan impact to less than significant: □ Add additional capacity to the freeway segment by increasing the number of travel lanes in the northbound direction.							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
However, the implementation and timing of the Mitigation Measure is not under the City's control and widening I-880 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains significant and unavoidable. ▪ **I-880 Southbound segment between Marina Boulevard and Washington Avenue** would operate at LOS F during the PM peak hour under cumulative plus Proposed Plan condition, which is considered to be significant. Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the Proposed Plan impact to less than significant: □ Add additional capacity to the freeway segment by increasing the number of travel lanes in the southbound direction. However, the implementation and timing of the Mitigation Measure is not under the City's control and widening I-880 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains significant and unavoidable. ▪ **I-238 Eastbound segment between Hesperian Boulevard and SR 185** would operate at LOS E during the PM peak hour under cumulative plus Proposed Plan condition, which is considered to be							

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
significant. Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the proposed Plan impact to less than significant: □ Add additional capacity to the freeway segment by increasing the number of travel lanes in the eastbound direction. However, the implementation and timing of the Mitigation Measure is not under the City's control and widening I-880 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains significant and unavoidable. All impacted freeway sections would require additional capacity or widening to mitigate the impacts to less than significant. If the widenings are feasible, then future development implementing the Proposed Plan would contribute its fair share through development fees for street improvements. To this end, the City shall coordinate with Caltrans and the Alameda County Transportation Commission (CTC) to develop a co-operative agreement to fund these improvements and determine the fair share contribution.							
TRAF-2A: Improvements							
Implementation of the following improvement would reduce the impact to acceptable levels: ▪ Widen Doolittle Drive to provide an additional travel lane in the northbound direction; or	N/A						

Mitigation Measure/ Condition of Approval	Action Required	Timing	Monitoring Frequency	Responsible Agency	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
▪ Provide transit or shuttle service that operates between the Proposed Plan site and key locations such as San Leandro and Coliseum BART stations and Oakland International Airport. Widening Doolittle Drive to provide an additional travel lane in the northbound direction would improve the level of service to LOS D in Year 2040 and would mitigate the Proposed Plan impact to less than significant. However, the feasibility of this measure is uncertain due to right of way constraints along this mostly developed corridor. Alternatively, provision of a shuttle service that operates between the City site and key locations, such as San Leandro and Coliseum BART stations and Oakland International Airport, during the AM and PM peak hour would likely lessen the Proposed Plan's impact on the segment. However, the effectiveness of the shuttle service in reducing the number of Proposed Plan trips on Doolittle Drive cannot be adequately quantified. As discussed above, the ongoing I-880 Integrated Corridor Management effort led by the MTC that aims to optimize freeway, arterial signal, rail, and bus systems and incorporate Intelligent Transportation System would also help enhance efficiency on the freeway. However, for the reasons listed above this impact would remain significant and unavoidable.							

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