# 1. Executive Summary

This chapter presents an overview of the proposed San Leandro Shoreline Development Project, herein referred to as "Project." This executive summary also provides a summary of the alternatives to the Project, identifies issues to be resolved, areas of controversy, and conclusions of the analysis contained in Chapters 4.0 through 4.14 of this Draft Environmental Impact Report (Draft EIR). For a complete description of the Project, see Chapter 3, Project Description. For a discussion of alternatives to the Project, see Chapter 6, Alternatives to the Project.

This Draft EIR addresses the environmental effects associated with implementation of the Project. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report is a public document designed to provide the public, local, and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

This Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) in order to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The City of San Leandro, as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel and review of all technical reports. Information for this Draft EIR was obtained from on-site field observations; discussions with public service agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, greenhouse gas emissions, noise, geotechnical and transportation and traffic).

## 1.1 ENVIRONMENTAL PROCEDURES

This Draft EIR has been prepared to assess the environmental effects associated with approval and implementation of the Project. The six main objectives of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.

- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the CEQA statute and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

### 1.1.1 EIR ORGANIZATION

This Draft EIR is organized into the following chapters:

- Chapter 1: Executive Summary. Summarizes environmental consequences that would result from implementation of the Project, describes recommended mitigation measures, and indicates the level of significance of environmental impacts before and after mitigation.
- Chapter 2: Introduction. Provides an overview describing the Draft EIR document.
- Chapter 3: Project Description. Describes the Project in detail, including the site location and characteristics, objectives, and some of the technical elements of the proposed action.
- Chapter 4: Environmental Evaluation. Organized into 14 sub-chapters corresponding to the environmental resource categories identified in Appendix G of the CEQA Guidelines, this section provides a description of the physical environmental conditions in the vicinity of the Project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. Additionally, this chapter provides an analysis of the potential environmental impacts of the Project, and recommended mitigation measures, if required, to reduce the impacts to less than significant where possible, and to reduce their magnitude or significance when impacts cannot be reduced to a less-than-significant level. The environmental setting included in each sub-chapter provides baseline physical conditions, which provide a context, which the lead agency uses to determine the significance of environmental impacts resulting from the Project. Each sub-chapter also includes a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the Project; and the potential cumulative impacts associated with the Project.
- Chapter 5: Significant Unavoidable Adverse Impacts. Identifies impacts that cannot be mitigated to a less-than-significant level, and therefore would remain significant and unavoidable.

- Chapter 6: Alternatives to the Project. Considers alternatives to the Project, including the CEQA-required "No Project" alternative, a Relocated Hotel Alternative, and a Reduced Density/Intensity Alternative.
- Chapter 7: CEQA-Mandated Sections. Discusses growth inducement, cumulative impacts, and significant irreversible changes as a result of the Project.
- Chapter 8: Organizations and Persons Consulted. Lists the people and organizations that were contacted during the preparation of this EIR for the Project.
- Appendices: The appendices for this document contain the following supporting documents:
  - Appendix A: Notice of Preparation and Notice of Preparation Comments Letters
  - Appendix B: Urban Decay Analysis
  - Appendix C: Shade/Shadow Diagrams
  - Appendix D: Air Quality and Greenhouse Gas Background and Modeling Data
  - Appendix E: Health Risk Assessment
  - Appendix F: San Leandro Marina Opportunities and Constraints Analysis
  - Appendix G: Noise Monitoring Data
  - Appendix H: Transportation Impact Study
  - Appendix I: Water Supply Assessment (WSA) Request and WSA

### 1.1.2 TYPE AND PURPOSE OF THIS DRAFT EIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

> *Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

As described in the CEQA Guidelines, different types of EIRs are used for varying situations and intended uses. Given the permitting and development actions that are related both geographically and as logical parts in the chain of contemplated actions for implementation, this Draft EIR has been prepared as a Project EIR, pursuant to Section 15161 of the CEQA Guidelines. As a Project EIR, the environmental analysis will focus primarily on the changes in the environment that would result from the development of The San Leandro Shoreline Development Project. This Project EIR will examine the specific short-term impacts (construction) and long-term impacts (operation) that would occur as a result of Project approval by the City of San Leandro City Council.

## 1.2 SUMMARY OF THE PROPOSED PROJECT

As a part of a public/private partnership, the City of San Leandro and Cal Coast Companies LLC propose to redevelop the 52-acre site land area (owned by the City) and 23-acre water area (owned by the City), which encompasses the San Leandro Marina and surrounding properties, with residential, commercial, and public recreational uses. Implementation of the Project would involve the removal of many of the structures on the site including the existing El Torito restaurant building, the Mulford Branch Library building, and the San Leandro Yacht Club building. Although direction from the San Leandro City Council

to staff is to maintain the existing San Leandro Marina for as long as financially feasible, for the purpose of the environmental analysis, it is being assumed that the harbor masters office, fuel pump/dock, and the 462 existing boat slips in the harbor basin would eventually be removed by the City at such time as safe and navigable boating operations cease to exist. Additionally, five of the tees/holes on the nine-hole Marina Golf Course would need to be reconfigured in order to accommodate the housing that is proposed to be built on the grounds of the course; however, no tees/holes would be removed as part of the Project. The existing Marina Inn building and the Horatio's restaurant building on the site would remain a part of the Project area.

New features on the site as a result of the Project include an approximately 150,000-square-foot office campus, a new 200-room hotel, an approximately 15,000-square-foot conference center, 354 housing units, 3 new restaurants totaling approximately 21,000 square feet, and a new parking structure. To accommodate this growth a variety of public amenities would be installed. Some of these amenities include a new approximately 2,500-square-foot community library/community meeting space, an aquatic center/dock, bocce ball courts, outdoor recreational areas, picnic areas, a perched beach, pedestrian piers, two miles of public promenade, a natural shoreline element along the interior of the harbor basin, a pedestrian/bicycle bridge, a boardwalk/lookout pier, several small finger piers, and refurbishment of existing public restrooms on site. Additionally, with implementation of the Project and removal of the existing boat slips, the harbor would only be open to non-motorized watercraft. For this reason, the Project includes the construction of a small boat launch, a kayak storage building, and an aeration fountain in the harbor basin to aide in water circulation.

# 1.3 SUMMARY OF PROJECT ALTERNATIVES

This Draft EIR analyzes alternatives to the Project that are designed to reduce the significant environmental impacts of the Project and feasibly attain most of the Project objectives. There is no set methodology for comparing the alternatives or determining the environmentally superior alternative under CEQA. Identification of the environmentally superior alternative involves weighing and balancing all of the environmental resource areas by the City. The following alternatives to the Project were considered and analyzed in detail:

- No Project
- Relocated Hotel Alternative
- Reduced Density/Intensity Alternative

Chapter 6, Alternatives to the Project, includes a complete discussion of these alternatives and of alternatives that were rejected for various reasons.

## 1.3.1 NO PROJECT ALTERNATIVE

Consistent with Section 15126.6 (e) (2) of the CEQA Guidelines, under the No Project Alternative, the Project site would remain in its existing condition. Although existing land use designations and zoning would allow for some future development under existing conditions, under this alternative, the Project site would not be further developed. Further, improvements proposed by the Project, such as removing the marina infrastructure, adding new housing units, new restaurants, commercial and retail uses, a new

parking structure, and public amenities, including a community library, aquatic center, and enhanced shoreline access would not occur.

### 1.3.2 RELOCATED HOTEL ALTERNATIVE

Under the Relocated Hotel Alternative, the proposed hotel would be relocated from its proposed location at the end of Mulford Point Drive. Potential locations that could accommodate the hotel include: the parking lot along Pescador Point Drive, which is southeast of the current proposed location; the parking lot along Mulford Point Drive, which is directly adjacent to the northeast of the proposed location; and on the corner of Monarch Point Drive and Monarch Bay Drive. Under this alternative, all other components, such as square footage, residential units, hotel rooms, and other development, of the Project would remain the same.

### 1.3.3 REDUCED DENSITY/INTENSITY ALTERNATIVE

Under the Reduced Density/Intensity Alternative, Project components, such as square footage, residential units, and hotel rooms would be reduced by 25 percent over what is proposed under the Project.

## 1.4 ISSUES TO BE RESOLVED

Section 15123 (b) (3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Project, the major issues to be resolved include decisions by the City of San Leandro, as Lead Agency, related to:

- Whether this Draft EIR adequately describes the environmental impacts of the Project.
- Whether the social and economic benefits of the Project override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
- Whether the proposed land use changes are compatible with the character of the existing area.
- Whether the identified mitigation measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the Project besides those Mitigation Measures identified in the Draft EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of the significant impacts of the Project and achieve most of the basic objectives.

## 1.5 AREAS OF CONTROVERSY

The City issued a Notice of Preparation (NOP) on July 3, 2013, and reissued an NOP December 11, 2013, as a result of minor revisions to the Project. Changes in the Project from the July 2013 to the December 2013 NOP include an increase in proposed residential units from 188 to 354, a reduction in office space from 250,000 square feet to 150,000 square feet, and an increase in parking spaces from 1,802 to 1,973. The CEQA-mandated scoping period for this EIR was between December 11, 2013 and January 9, 2014,

during which interested agencies and the public could submit comments about the Project. During this time, the City received comment letters from a variety of State and local agencies as well as several organizations, businesses and interested individuals.

The following is a list of issues that are likely to be of particular concern to agencies and interested members of the public during the environmental review process. While every concern applicable to the CEQA process is addressed in this Draft EIR, this list is not necessarily exhaustive, but rather attempts to capture those concerns that are likely to generate the greatest interest based on the input received during the scoping process.

- Air Quality from construction
- Operational traffic impacts
- Impacts to existing views in the vicinity of the Project

## 1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| **AESTHETICS** | | | |
| AES-1. The Project would not have a substantial adverse effect on a scenic vista. | LTS | N/A | N/A |
| AES-2. The Project would not substantially degrade the view from a scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings. | No Impact | N/A | N/A |
| AES-3. The Project would not substantially degrade the existing visual character or quality of the site and its surroundings. | LTS | N/A | N/A |
| AES-4. The Project would not expose people on- or off-site to substantial light or glare, which would adversely affect day or nighttime views in the area. | LTS | N/A | N/A |
| AES-5. The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to aesthetics. | LTS | N/A | N/A |
| **AIR QUALITY** | | | |
| AIR-1. Implementation of the Project would not conflict with or obstruct implementation of the applicable air quality plan. | LTS | N/A | N/A |
| AIR-2. During construction of the Project, construction activities would generate fugitive dust during ground-disturbing activities that exceeds the BAAQMD significance thresholds. | S | AIR-2: Applicants for new development projects within the Shoreline Development shall require their construction contractor(s) to comply with the following BAAQMD Best Management Practices for reducing construction emissions of $PM_{10}$ and $PM_{2.5}$:<br>▪ Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.<br>▪ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.<br>▪ Cover all trucks hauling soil, sand, and other loose materials or | LTS |

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

# EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

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|---|---|---|---|
| | | require all trucks to maintain at least 2 feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).<br>▪ Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Monarch Bay Drive and Fairway Drive), parking areas and staging areas at the construction site to control dust.<br>▪ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material.<br>▪ Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas.<br>▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.)<br>▪ Limit vehicle traffic speeds on unpaved roads to 15 mph.<br>▪ Replant vegetation in disturbed areas as quickly as possible.<br>▪ Install sandbags or other erosion control measures to prevent silt runoff from public roadways.<br>The City of San Leandro Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections. | |
| AIR-3. During operation, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. | LTS | N/A | N/A |
| AIR-4: Construction and operation of the Project would cumulatively contribute to the non-attainment designations of the SFBAAB. | S | AIR-4: Implementation of Mitigation Measures AIR-2 and AIR-5 would reduce cumulative air quality impacts. | LTS |
| AIR-5: Construction activities of the Project could expose sensitive receptors to substantial concentrations of TAC and $PM_{2.5}$. | S | AIR-5: The construction contractor shall use equipment that meets the United States Environmental Protection Agency (EPA)-Certified Tier 3 emissions standards for off-road diesel-powered construction equipment greater than 50 horsepower. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine, as defined by | LTS |

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|---|---|---|---|
| | | CARB regulations. Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 3 or higher emissions standards and Level 3 diesel emissions control for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the Project Site for verification by the City of San Leandro Building Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. | |
| AIR-6. Operation of the Project would not expose sensitive receptors to substantial concentrations of air pollution. | LTS | N/A | N/A |
| AIR-7. Implementation of the Project would not create or expose a substantial number of people to objectionable odors. | LTS | N/A | N/A |
| AIR-8: Construction and operation of the Project would cumulatively contribute to the non-attainment designations of the SFBAAB. | S | AIR-8: Implementation of Mitigation Measures AIR-2 and AIR-5 would reduce cumulative air quality impacts. | LTS |
| **BIOLOGICAL RESOURCES** | | | |
| BIO-1A. Proposed development could adversely affect the monarch butterfly winter roosting habitat if adequate controls on tree removal and pruning are not implemented. | S | BIO-1A: *Ensure Protection of Monarch Butterfly Colony.* Proposed development shall be designed to avoid adverse impacts on monarch butterfly winter roosting habitat, including controls on removal and pruning of trees in the southeastern portion of the Project site where the monarch butterfly overwintering colony is located. A Monarch Butterfly Roosting Habitat Protection Program (MBRHPP) shall be prepared by a qualified biologist and ensure adequate avoidance and protection of the winter roosting colony, consistent with the intent of Section 4-1-1000, Interference with Monarch Butterflies Prohibited, of the San Leandro Municipal Code. | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | The MBRHPP shall be submitted as part of the Site Plan Review and/or tentative map application, whichever is first, and shall include the following components:<br>▪ The MBRHPP shall be prepared by a qualified biologist experienced in management of monarch butterfly colonies in California, and shall describe existing winter roosting colony habitat essential to the monarch butterfly colony and required measures taken to ensure both roosting and wind buffering trees are adequately protected.<br>▪ All mature blue gum eucalyptus and pine trees in the colony and along the east edge of the South Golf Course Residential development shall be preserved and protected as part of the MBRHPP, with trunk locations and edge of canopy clearly mapped by engineered survey in relation to proposed building footprints, landscaping and other improvements that may otherwise disrupt their function in buffeting winds.<br>▪ As necessary to protect the wind buffering trees, the eastern edge of the proposed South Golf Course residential area may require relocation as part of the MBRHPP to provide a larger setback if there is a risk to these trees as a result of construction activities or future maintenance for fire fuel management, landscape maintenance, and other practices. Where private yards and/or common open space associated with the South Golf Course residential area extends under the canopy of the buffering trees, appropriate CCRs shall be developed to ensure long-term protection as part of future maintenance activities.<br>▪ The MBRHPP shall identify restrictions and seasonal controls on construction, tree removal, and vegetation management within 200 feet of the edge of trees known to support the winter roosting colony, including tree removal, pruning, and herbicide application, and appropriate timing of construction and required management within this zone. Grading and equipment operation, any tree removal, pruning, or herbicide application in the vicinity shall be restricted from August 1 through March 31 to prevent any inadvertent disturbance to the winter roosting colony. | |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | ▪ The MBRHPP shall be submitted for review and approval as part of the Site Plan Review and/or tentative map application for the South Golf Course Residential development. | |
| BIO-1B. Proposed development could result in inadvertent loss of special-status fish species and other aquatic species as part of in-water construction activities if adequate controls are not implemented. | S | BIO-1B: *Prevent Inadvertent Loss of Special-Status Fish and Aquatic Life.* Appropriate construction controls and restrictions shall be taken to prevent inadvertent loss of special-status fish species and other aquatic life as a result of construction activities within or near areas of tidal influence and open water habitat of San Francisco Bay to avoid possible inadvertent take of Central California Coastal steelhead, green sturgeon, Delta smelt, Sacramento splittail, Central Valley spring-run chinook salmon, and longfin smelt, if present in the area during the time of construction. This shall be accomplished with the following provisions:<br>▪ Adequate measures shall be taken to minimize disturbance and sedimentation in aquatic habitat of the bay, which may include installation of silt curtains around in-water construction zones, restrictions on in-water operations to low tide periods, and timing restrictions for in-water construction, among other possible controls and restrictions.<br>▪ Any pumping as part of dewatering construction areas or as part of the proposed aeration fountain shall be adequately screened according to the latest screening guidelines of the CDFW, USFWS, and NOAA Fisheries to prevent entrainment of special-status fish and other aquatic life during their operation.<br>▪ Any in-water construction activities shall be restricted to the period from June 15 through October when stray or dispersing special-status fish species would most likely not be expected within the affected areas.<br>▪ The applicant shall obtain all necessary authorizations from the CDFW, NOAA Fisheries, and USFWS as required by federal and State law for potential harm to special-status fish species. Such authorization would be obtained as a result of interagency coordination through the Army Corps Section 404 consultation and the CDFW Section 2081 Incidental Take Permit process. The Project shall adhere to any additional conditions and restrictions | LTS |

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| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
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| | | required as part of the authorizations from regulatory agencies. | |
| BIO-1C. Proposed development could result in inadvertent loss of bird nests in active use, which would conflict with the federal Migratory Bird Treaty Act and California Fish and Game Code if adequate controls and preconstruction surveys are not implemented. | S | BIO-1C: *Ensure Avoidance of Bird Nests in Active Use.* Tree removal, landscape grubbing, building demolition, and other construction activities, such as grading and utility installation shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished by scheduling tree removal and building demolition outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if tree removal and building demolition cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the following:<br>▪ A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, other construction activities and/or building demolition.<br>▪ If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, other construction activities, and building demolition shall occur within seven calendar days of the survey.<br>▪ Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, other construction activities and building demolition.<br>▪ If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passerines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and | LTS |

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| | | Wildlife.<br>▪ Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone.<br>▪ No restrictions on grading or construction activities outside the prescribed buffer zone are required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area.<br>▪ Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed.<br>▪ A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of San Leandro prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction activities within the buffer zone. Following written approval by the City, tree removal, and construction within the nest-buffer zone may proceed. | |
| BIO-2. The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. | No Impact | N/A | N/A |
| BIO-3. Proposed development would result in fills and modifications to jurisdictional waters, which would require appropriate controls, compensatory mitigation, and regulatory authorizations. | S | BIO-3: *Provide Compensatory Mitigation for Wetland Modifications.* A compensatory mitigation program shall be developed and implemented to provide adequate mitigation for jurisdictional waters affected by proposed improvements. A jurisdictional wetland delineation shall be prepared by a qualified wetland specialist and submitted for verification by the Army Corps. A Wetland Protection and Replacement Program (WPRP) shall be prepared by the qualified wetland specialist and implemented to provide compensatory mitigation at a minimum 2:1 ratio where wetland habitat is affected, | LTS |

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| | | shall minimize disturbance to unvegetated waters, and shall be reviewed and approved by regulatory agencies. The WPRP shall include appropriate implementation measures to prevent inadvertent loss and degradation of jurisdictional waters to be protected, and replacement for those wetland features eliminated or modified as a result of development. The WPRP shall contain the following components:<br>▪ Where verified waters of the U.S. are present and cannot be avoided, authorization for modifications to these features shall be obtained from regulatory agencies with jurisdiction. This includes the Army Corps through the Section 404 permitting process where waters of the United States are affected by the Project and the RWQCB as part of the Section 401 Certification process. Together with a Streambed Alteration Agreement (SAA) secured from CDFW, if required as part of the SAA Notification process for proposed fills to the man-made drainage and possibly the pond on the golf course. All conditions required as part of the authorizations by the Army Corps, RWQCB, and CDFW shall be implemented as part of the project.<br>▪ Consultation or incidental take permitting may be required under the California and federal Endangered Species Acts. The applicant shall obtain all legally required permits or other authorizations from the USFWS, NOAA Fisheries, and CDFW under the Endangered Species Acts.<br>▪ Install orange construction fencing around the boundary of all wetland areas and waters to be preserved at the interface with proposed fills and grading so that they are not disturbed during construction. The fencing shall be placed a minimum of 25 feet out from the boundary of the wetlands/waters but may need to be adjusted if restoration activities are to be conducted within this area. Grading, construction, and restoration work within the wetland/waters buffer zones shall be conducted in a way that avoids or minimizes disturbance of existing wetlands and aquatic habitat.<br>▪ A qualified biologist/restoration specialist shall be available during | |

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|---|---|---|---|
| | | construction to provide situation-specific wetland avoidance measures or planting recommendation, as needed.<br>▪ Success criteria, maintenance and long-term management responsibilities, monitoring requirements, and contingency measures in the WPRP shall be specified. Monitoring shall be conducted by the qualified wetland specialist for a minimum of five years and continue until the success criteria are met. Permanent monitoring transects shall be established as part of the program and vegetation data collected in the spring and summer months when plant identification is possible. Photo stations shall be established along each monitoring transect, and photographs taken every year during the required monitoring period.<br>▪ Annual monitoring reports shall be prepared by the qualified wetland specialist and submitted to resource agency representatives and the City's Planning Services and Building and Safety Services Divisions by December 31 of each monitoring year for a minimum of five years or longer, until the defined success criteria are met. The annual report shall summarize the results of the monitoring effort, performance standards, and any required contingency measures, and shall include photographs of the monitoring transects and program success. Maps shall be included in the monitoring report to show the location of monitoring transects and photo stations. | |
| BIO-4. The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. | LTS | N/A | N/A |
| BIO-5. Proposed development would result in removal of trees regulated under City Ordinance, and possible damage to other trees unless adequate controls are implemented. | S | BIO-5A: *Tree Protection and Replacement.* The Project shall comply with Section 4-1906, Existing Trees on Development Sites, in Article 19, Landscape Requirements of the City of San Leandro Zoning Code. Compliance with the Zoning Ordinance shall be achieved through adherence with the following provisions:<br>▪ All trees with a trunk diameter of 6 inches or greater shall be | LTS |

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| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
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| | | identified on site plans prior to site plan approval, together with information on species, size, assigned tree number, trunk location determined by engineer survey, and extent of drip line.<br>▪ A tree report shall be prepared by a certified arborist prior to site plan approval, providing additional information on tree health, appearance, and suitability for preservation of each regulated tree.<br>▪ All grading, improvement plans, and construction plans prepared for building permits shall clearly indicate trees proposed to be removed, altered, or otherwise affected by development construction, together with the "limit of grading" line.<br>▪ Adequate measures shall be defined in the tree report to protect all trees to be preserved. This shall include installation of temporary construction fencing at the perimeter of the protected area, restrictions on construction within the fenced areas unless approved as a condition of the application and performed under the supervision of the certified arborist, and prohibition on parking or storing of vehicles and other construction equipment within the protected area.<br>▪ Where avoidance of a regulated tree is not feasible, replacement tree plantings shall be provided prior to site plan approval as part of the final landscape plan. | |
| BIO-5B, Proposed development would result in removal of trees regulated under City Ordinance, and interfere with Section 4-1-1000, Interference with Monarch Butterflies Prohibited, of the Municipal Code. | S | BIO-5B: Implement Mitigation Measure BIO-1A to ensure protection of trees supporting Monarch Butterfly colony. | LTS |
| BIO-6. The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. | No Impact | N/A | N/A |
| BIO-7. Proposed development would result in a cumulative impact with regard to biological resources. | S | BIO-7: Implement Mitigation Measures BIO-1A, BIO-1B, BIO-1C, BIO-3, BIO-5A, and BIO-5B. | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| **CULTURAL RESOURCES** | | | |
| CULT-1. The Project would adversely affect locally important on-site monuments. | S | CULT-1: Prior to the issuance of grading permits, the Project Applicant shall preserve or relocate the mosaic depicting the oyster beds associated with CHL #824, the plaque commemorating the dedication of the San Leandro channel as the Jack D. Maltester Channel, and the Lost Boats Memorial placed in memory of USS Argonaut and the USS Grampus. Following consultation between the City and Project Applicant with the Office of Historic Preservation regarding the CHL #824 and the United States Submarine Veterans of World War II regarding the Lost Ships Memorial, the City of San Leandro shall provide input regarding the Jack D. Maltester Channel plaque. If relocation of the monuments is recommended in order to preserve the monuments, the specific construction techniques shall be identified in order to limit any damage to the monuments. | LTS |
| CULT-2. The Project would have the potential to cause a significant impact to an archaeological resource pursuant to CEQA Guidelines Section 15064.5. | S | CULT-2. Archeological resources are not known or likely on the Project site. The following measures shall be implemented to avoid inadvertent damage or loss if such resources are discovered during construction. A qualified archeologist shall be on-site to monitor the initial excavation of native soil once all pavement of engineered soil is removed from the Project site. After monitoring the initial excavation, the archeologist shall make recommendations for further monitoring if it is determined that the site has archeological resources. If the archeologist determines that no resources are likely to be found on-site, no additional monitoring shall be required.<br><br>If currently unknown historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures shall be implemented:<br>▪ In compliance with State law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found, all work within 50 feet of the find shall stop and a qualified archaeologist shall examine the find. The archaeologist shall then submit a plan for evaluation of the resource to the City of San Leandro Planning Services Division for approval. If the evaluation of the resource | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan shall be submitted to the City of San Leandro Planning Services Division for approval, which shall consider reasonable efforts for the resources to be preserved in place or left in an undisturbed state. If the artifacts and samples recovered during construction are determined to be significant and cannot be preserved in pace, the artifacts shall be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The mitigation plan shall be completed before earthmoving or construction activities can recommence within the designated resource area. | |
| CULT-3. The Project would have the potential to directly or indirectly affect a unique paleontological resource or site, or unique geologic feature. | S | CULT-3. Paleontological resources are not known or likely on the Project site. The following measures shall be implemented to avoid inadvertent damage or loss if such resources are discovered during construction. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies, such as the Bureau of Land Management (BLM), US Geological Survey (USGS), to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, it is determined that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the Project proponent shall implement the approval plan. | LTS |
| CULT-4. The Project would have the potential to disturb human remains, including those interred outside of | S | CULT-4. No human remains are known or likely on the Project site. If human skeletal remains are uncovered during construction, the | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| formal cemeteries. | | contractor shall immediately halt work within 50 feet of the find, contact the Alameda County coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. The Coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains (Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 [as amended by AB 2641]). Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery.<br><br>Per Public Resources Code 5097.98, the contractor shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the human remains are located, is not damaged or disturbed by further development activity until the contractor has discussed and conferred, as prescribed in this section (California Public Resources Code Section 5097.98), with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. If the MLD does not make recommendations within 48 hours, the Project Applicant shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the Project Applicant or the descendent may request mediation by the NAHC. | |
| CULT-5. The Project, in combination with past, present, and reasonably foreseeable projects, would not result in significant impacts with respect to cultural resources. | LTS | N/A | N/A |
| **GEOLOGY, SOILS, AND SEISMICITY** | | | |
| GEO-1. The Project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground | S | GEO-1. Require geotechnical reports for all development within the Project site, as required by the San Leandro Municipal Code Section 7-12. The geotechnical reports shall consider the potential | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| shaking, seismic-related ground failure, including liquefaction and lateral spreading. | | earthquake related impacts of strong ground shaking amplification due to the soft underlying sediments, as identified in this DEIR. Seismic ground motion parameters shall be provided in the geotechnical reports in accordance with CBC requirements. The building plans shall incorporate all design and construction criteria specified in the report(s). The geotechnical engineer shall sign the improvement plans and approve them as conforming to their recommendations prior to issuance of building permits. The geotechnical engineer shall also assume responsibility for inspection of the work and shall certify to the City, prior to acceptance of the work that the work performed is adequate and complies with its recommendations. The geotechnical engineer of record shall prepare letters and as-built documents to document their observances during construction and to document that the work performed is in accordance with the project plans and specifications. As required by the City of San Leandro, all construction activities shall meet the CBC regulations for seismic safety (i.e. reinforcing perimeter and/or load bearing walls, bracing parapets, etc.). In addition, all project-related grading, trenching, backfilling and compaction operations shall be conducted in accordance with the City of San Leandro Engineering Department's Standard Plans. All improvements shall conform to regulations for seismic safety contained in the CBC. | |
| GEO-2. The Project could result in substantial soil erosion or the loss of topsoil. | S | GEO-2A. The Project civil engineer shall prepare an erosion control plan. The erosion control plan shall be submitted to the City as a part of building and/or grading plan submittal. The erosion control plan shall conform to the guidelines of the Clean Water Program and Utilize BMP's detailed under section "C6 CASQA - BMPs Erosion Control" of the Program Resources. | LTS |
| | | GEO-2B: The existing rip-rap providing coastal erosion protection shall be periodically refurbished to maintain effective erosion control. This may include local replacement of rip-rap boulders as well as periodic re-building of rip-rap armament sections degraded by wave attack and/or long-term erosion. | |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| GEO-3A. The Project could result in a significant impact related to development on unstable geologic units and soils or result in lateral spreading, subsidence, liquefaction, or collapse. | S | GEO-3A. Project-specific geotechnical reports shall be prepared in accordance with the City's grading permit regulations. The recommendations for both special foundations and other geotechnical engineering measures specified in project specific geotechnical reports shall be implemented during design and construction. These measures include use of deep foundations engineering and removal or improvement of potentially liquefiable soils. Documentation of the methods used shall be provided in the required design-level geotechnical report(s). | LTS |
| GEO-3B. The Project could result in a significant impact related to development on unstable geologic units and soils or result in lateral spreading. | S | GEO-3B. The potential for lateral spreading shall be evaluated as a part of the required geotechnical reports. Where necessary, corrective measures shall be included in the required design-level geotechnical report(s) and implemented during construction. These measures could include retaining structures to stabilize channel margins, use of deep foundations, removal or improvement of liquefiable soils, and/or the use of relatively rigid foundations. | LTS |
| GEO-3C. The Project could result in a significant impact related to development on unstable geologic units and soils or result in subsidence or collapse. | S | GEO-3C. Settlement of the existing fill and Bay Mud could have adverse effects on shallow foundations, underground utilities, pavements, and other improvements. Options to mitigate these effects include use of shallow ridged foundations for smaller structures, supporting larger structures with deep foundations such as driven piles, and installing flexible connections for utilities. Pre-loading consolidation (surcharging) prior to construction of new improvements could also be considered. The recommendations for both special foundations and other geotechnical engineering measures specified in project specific geotechnical reports shall be implemented during design and construction. | LTS |
| GEO-4. The Project could create substantial risks to property as a result of its location on expansive soil, as defined by Section 1803.5.3 of the California Building Code. | S | GEO-4. The Project geotechnical engineer shall make specific recommendations for mitigation of expansive soils under pavements and structures, including techniques such as capping expansive soils with a layer of non-expansive fill, or by lime treatment. Typical mitigation measures for pavements could include special pavement design, lime treatment of subgrade soils and/or sub-excavation of expansive soils and replacement with non-expansive fill. These recommendations shall be based on testing of the in-site fill | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | materials. The recommendations shall be submitted to the City as a part of building and/or paving plan submittal. | |
| GEO-5. The Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. | No Impact | N/A | N/A |
| GEO-6. The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils. | LTS | N/A | N/A |
| **GREENHOUSE GAS EMISSIONS** | | | |
| GHG-1: Implementation of the Project would directly or indirectly generate GHG emissions that may have a significant impact on the environment. | S | GHG-1A: Residential developments that include garage parking shall be electrically wired to accommodate electric vehicle charging. The location of the electrical outlets shall be specified on building plans and proper installation shall be verified by the San Leandro Building and Safety Division prior to issuance of a Certificate of Occupancy. | SU |
| | | GHG-1B.: Electrical vehicle Level 2 charging stations shall be provided for the hotel and office land uses for the review and approval of the San Leandro Community Development Director. A minimum of one electric vehicle charging space shall be provided for every 25,000 square feet of non-residential building square footage. The location of the electrical vehicle charging stations shall be specified on site plans, and proper installation shall be verified by the Building and Safety Division prior to issuance of a Certificate of Occupancy. | |
| | | GHG-1C: Applicant-provided appliances shall be Energy Star appliances (dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the San Leandro Building and Safety Division during plan check. | |
| | | GHG-1D: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code | |

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| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | Section 65081). The program shall offer one of the following commuter benefit options:<br>▪ Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to $130 per month.<br>▪ Employer provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to $75 per month.<br>▪ Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service.<br>▪ Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips, as the options above.<br>The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the Project Site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall consider the following additional incentives for commuters as part of the CTR program:<br>▪ Preferential carpool parking.<br>▪ Flexible work schedules for carpools.<br>▪ Telecommute and/or flexible work hour programs.<br>▪ Car-sharing program (e.g., Zipcar).<br>▪ Bicycle end-trip facilities, including bike parking, showers, and lockers.<br>The CTR program shall be prepared for the review and approval by the Community Development Director prior to occupancy permits. | |

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| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | GHG-1E: Applicants for new development projects within the San Leandro Shoreline Development shall achieve either the Build-it-Green GreenPoint Rated or US Green Building Council's Leadership in Energy and Environmental Design (LEED) standards that are endorsed by the City. | |
| | | GHG-1F: Applicants for future projects within the Project shall design individual habitable residential and non-residential structures to be 15 percent more energy efficient than the current Building and Energy Efficiency Standards. The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the City Building Division shall identify the requirement to reduce building energy use by 15 percent to meet this requirement. | |
| GHG-2. Implementation of the Project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. | LTS | N/A | N/A |
| GHG-3: Implementation of the Project would directly or indirectly generate GHG emissions that may have a cumulatively considerable and therefore significant impact on the environment. | S | GHG-3: Implementation of Mitigation Measures GHG-1A through GHG-1F would reduce cumulative GHG emissions impacts. | SU |
| HAZARDS AND HAZARDOUS MATERIALS | | | |
| HAZ-1. Implementation of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. | LTS | N/A | N/A |
| HAZ-2. Implementation of the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. | LTS | N/A | N/A |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| HAZ-3. Implementation of the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school. | No Impact | N/A | N/A |
| HAZ-4. The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. | No Impact | N/A | N/A |
| HAZ-5. Implementation of the Project within 2 miles of a public airport would not result in a safety hazard for people residing or working in the Project area. | LTS | N/A | N/A |
| HAZ-6. The project would not be within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area. | No Impact | N/A | N/A |
| HAZ-7. Implementation of the Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. | LTS | N/A | N/A |
| HAZ-8. Implementation of the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. | No Impact | N/A | N/A |
| HAZ-9. Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hazards and hazardous materials. | LTS | N/A | N/A |
| **HYDROLOGY AND WATER QUALITY** | | | |
| HYDRO-1A. Construction activities could temporarily degrade water quality with increases in suspended sediment and turbidity and could result in the release of chemicals and hydrocarbon fuels into the water column. | S | HYDRO-1A. *Minimize Impacts to Water Quality during Waterside Demolition and Construction Activities.* The following mitigation measures are designed to avoid adverse impacts on water quality during waterside demolition and construction activities: | LTS |

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|---|---|---|---|
| | | ▪ Piles shall be removed during low tide periods to minimize the amount of sediments re-suspended in the water column.<br>▪ When removing piles, the pile shall be hit or vibrated first to break the bond with the sediment, which would minimize the likelihood of the pile breaking and reduce the amount of sediment released into the water column.<br>▪ A turbidity curtain shall be installed prior to removing or installing piles or any other waterside activities to minimize turbidity impacts in the water column.<br>▪ Piles shall be pulled from the subsurface and quickly placed onto a receiving barge or land to minimize potential releases of creosote, petroleum sheens, and turbidity in the water column. Piles shall not be rinsed or washed. The storage area for the piles shall include straw bales, filter fabric, or other containment devices to contain runoff.<br>▪ During removal of the existing dock system, floating rafts and/or trash and debris containment booms shall be placed under the docks and around the areas of demolition to contain debris that may be released during these activities.<br>▪ Any waterside construction activities shall be restricted to the period from June 15 through October when special-status fish species would most likely not be expected within the affected areas. | |
| HYDRO-1B. Construction activities could temporarily degrade water quality with increases in suspended sediment and turbidity and could result in the release of chemicals and hydrocarbon fuels into the water column. | S | HYDRO-1B. *Minimize Potential for Fuel Releases During Waterside Demolition and Other Construction Activities.* The following mitigation measures are designed to avoid potential releases of fuel constituents into the water column during demolition/construction activities:<br>▪ A spill contingency plan shall be prepared that addresses the potential for an accidental release of fuel into navigable waterways. The plan shall include floating booms and absorbent materials to recover hazardous spills and include provisions for containment, removal, and disposal of spilled materials.<br>▪ No fueling, cleaning, or maintenance of vehicles or equipment | LTS |

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| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | shall take place within an area where an accidental discharge to navigable waterways may occur.<br>▪ All vehicles and equipment operating within or adjacent to the marina or other waterways shall be visually inspected for fuel or waste releases before the beginning of the work day. If spillage or leaks occur during the work day, they shall be noted and recorded and immediate action shall be taken for removal and disposal.<br>▪ Floating booms shall be available for containing spills or debris discharged into the water during demolition and construction activities and any debris shall be removed as soon as possible but no later than the end of each day.<br>▪ If it is determined that a small portion of the Project site west of Monarch Bay Drive and/or the drainage channel along the west side of the golf course are jurisdictional wetlands or regulated waters by the Army Corps, a Section 404 permit shall be obtained from the Army Corps and a Section 401 water quality certification shall be obtained from the RWQCB. The permit and certification shall specify methods for protecting water quality during construction activities, including BMPs to minimize turbidity, control floating debris, and provide spill containment and cleanup equipment. | |
| HYDRO-2. The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted.) | LTS | N/A | N/A |

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| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| HYDRO-3. The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the amount of surface runoff in a manner which would result in substantial erosion or siltation on- or off-site. | LTS | N/A | N/A |
| HYDRO-4. The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial flooding on- or off-site. | LTS | N/A | N/A |
| HYDRO-5. The Project would not create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. | LTS | N/A | N/A |
| HYDRO-6. The Project would not otherwise substantially degrade water quality. | LTS | N/A | N/A |
| HYDRO-7. The Project would place housing within the 100-year floodplain and within areas subject to sea level rise/coastal high hazard. | S | HYDRO-7: *Minimize Potential for Flooding for Housing within the 100-Year Floodplain and within Areas Subject to Sea Level Rise/Coastal High Hazard.* The current FEMA FIRM panels are undergoing revisions and it is possible that no portions of the Project site will be within the 100-year floodplain when the Project is scheduled to start construction. However, because a portion of the Project site is currently within the 100-year floodplain and a portion of the Project site could be designated as being within the 100-year floodplain, the following mitigation measures are applicable:<br>▪ Prior to the start of construction or development, the Applicant shall obtain a development permit from the City's Floodplain Administrator. The application shall include the proposed elevation in relation to mean sea level of the lowest floor (including basement) of all structures and the proposed elevation in relation to mean sea level to which any structure will be flood-proofed in accordance with the City's Municipal Code requirements under Chapter 7-9, *Floodplain Management*.<br>▪ All provisions for building within the 100-year floodplain that are | LTS |

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| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | specified in the FEMA NFIP requirements and the City's Municipal Code shall be implemented to minimize the risk of flood damage.<br>▪ A registered engineer or architect shall develop or review the structural design and plans for construction and certify that the design and methods of construction are in accordance with Federal, State, County, and City standards.<br>▪ Prior to the issuance of building permits, a Letter of Map Revision (LOMR) and elevation certificate shall be submitted to the City's Chief Building Official. The bottom of the lowest horizontal structural member of the lowest floor shall be at or above the BFE, with a recommendation that the structures be one to three feet above the BFE. Also, any structure below the BFE in the VE zone shall be less than 299 square feet and shall only be used for storage parking, or access (SPA).<br>▪ Prior to the issuance of building permits, a Letter of Map Revision (LOMR) and elevation certificate shall be submitted to the City's Chief Building Official. The bottom of the lowest horizontal structural member of the lowest floor shall be at or above the BFE. Also, any structure below the BFE in the VE zone shall be less than 299 square feet and shall only be used for storage parking, or access (SPA).<br>▪ Prior to the start of construction or development, the latest version of the FIRM maps shall be reviewed to determine if portions of the Project site are within the 100-year floodplain and to determine the status of actions taken by the City of San Leandro and the Alameda Public Works Department to remove 1,000 properties from the preliminary FIRM maps. If any portion of the Project site is determined to be within the 100-year floodplain, then the mitigation measures listed above shall be applicable.<br>▪ Prior to issuance of a tentative map, a sea level rise risk assessment shall be prepared and submitted to the City for areas of the Project that are subject to sea level rise. . The risk assessment shall be prepared by a qualified engineer and shall be based on the estimated 100-year flood elevation and the best | |

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|---|---|---|---|
| | | estimates for future sea level rise and current and future flood protection. A range of sea level rise projections for mid-century and end of century shall be used in the risk assessment along with inundation maps. The risk assessment shall identify all types of potential flooding, degrees of uncertainty, consequences of defense failure, and risks to existing habitat from proposed flood protection devices. The Project shall be designed to be resilient to a mid-century sea level rise projection. If the Project would remain in place longer than mid-century, an adaptive management plan shall be developed to address the long-term impacts that would arise. The results of the risk assessment shall be incorporated into the site design, as reflected in the site plan review and tentative map review. The sea level rise risk assessment shall also be submitted to BCDC for review and approval for the areas of the project that are within BCDC's jurisdiction (i.e., within 100 feet of the shoreline), prior to the start of construction or development. | |
| HYDRO-8. The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. | No Impact | N/A | N/A |
| HYDRO-9. The Project would not result in inundation by seiche, tsunami, or mudflow. | LTS | N/A | N/A |
| HYDRO-10. The Project, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to hydrology and water quality. | LTS | N/A | N/A |
| **LAND USE AND PLANNING** | | | |
| LAND-1. The Project would not physically divide an established community. | LTS | N/A | N/A |
| LAND-2. The proposed Project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. | LTS | N/A | N/A |

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|---|---|---|---|
| LAND-3. The Project would not conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan. | No Impact | N/A | N/A |
| LAND-4. The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning. | LTS | N/A | N/A |
| **NOISE** | | | |
| NOISE-1. The Project would expose people to or generate noise levels in excess of standards established in the General Plan and/or the applicable standards of other agencies. | S | NOISE-1A: The project applicant shall submit an acoustic study to the satisfaction of the City's Chief Building Official with the applications for site plan review and/or Tentative Map, whichever is earlier. The study shall demonstrate that all development meets applicable exterior noise standards and all new residences meet an interior noise level due to exterior noise of 45 dBA CNEL consistent with State and local noise standards. The acceptable interior noise levels for all non-residential construction will be determined based on a case-by-case basis according to the type of activity proposed. This is in accordance with General Plan Policy 35.02, Residential Interior Noise Standard. The study shall be based on precise grading and architectural plans including specific construction method details and materials to calculate the necessary exterior to interior noise reduction of approximately 20 dBA to achieve 45 dBA CNEL for residential construction. The precise exterior to interior reduction would be determined in the acoustical study when precise grading plans with building elevations, footprints and architectural plans are available. The applicant shall incorporate into the Project design all required noise insulation features and techniques necessary to reduce interior noise levels to achieve the interior noise standard. To achieve the required interior noise levels, features such as upgraded exterior wall and roof assemblies, upgraded windows, and exterior doors may be required. | LTS |

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# EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | NOISE-1B: All residential units of the Project shall include an alternative form of ventilation, such as noise-baffled passive air ventilation systems or mechanical air conditioning systems, that would allow windows to remain closed for prolonged periods of time to meet the interior noise standard of 45 dBA Ldn established by the City and the Uniform Building Code Requirements. | |
| NOISE-2. Implementation of the Project could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. | S | NOISE-2. For construction, grading, and demolition activities that would use vibration-intense equipment such as pile driving, rock blasting and vibratory rollers that would occur within 250 feet of existing residential, commercial, libraries, and hotel buildings, the following mitigation measures shall be implemented in close coordination with City of San Leandro staff so that alternative construction techniques or scheduling approaches are undertaken.<br>For projects where vibration-intense equipment would be utilized within 250 feet of existing residential, commercial, libraries, and hotel buildings the following controls to reduce potential vibration impacts shall be implemented during construction, as practical:<br>▪ Prior to the issuance of building permits, City staff shall coordinate with the applicant and/or construction contractor to discuss alternative methods of construction for vibration-intense activities in close proximity to sensitive uses or existing structures. As part of this coordination, the applicant and/or construction contractor shall identify construction methods not involving vibration-intensive equipment or activities. For example, drilled foundation caisson holes that would produce less vibration than pile driving methods, or the use of non-explosive rock breaking methods.<br>▪ The project applicant or constructor contractor shall implement reduced-vibration alternative methods identified during project review during subsequent excavation, grading, and construction for work conducted in close proximity to sensitive structures or uses.<br>▪ If possible, vibration-intense construction activities should take place during times when nearby sensitive receptors, such as libraries and hotel rooms are at their lowest utilization/ | SU |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | occupancy.<br>▪ Prior to the issuance of building permits, the applicant and/or construction contractor shall inspect and report on the current structural condition of the existing buildings within 200 feet from where pile driving, rock blasting, or within 30 feet from where vibratory rollers would be used.<br>▪ During construction, if any vibration levels cause cosmetic or structural damage to existing buildings in close proximity to a project site, the applicant shall immediately issue "stop-work" orders to the construction contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).<br>With implementation of the mitigation measures listed above, the project would reduce potential vibration impacts. It is not known at this point if implementation of these measures would be feasible and if they would provide enough reduction to mitigate levels below thresholds. Even with implementation of the mitigation measures above, the project could result in substantial vibration levels to uses in the vicinity of the project site. This impact would be *significant and unavoidable.* | |
| NOISE-3. Implementation of the Project would result in a substantial permanent increase in ambient noise levels in the vicinity of the project site above levels existing without the Project. | S | NOISE-3: The existing single-family and multi-family residential uses along Marina Boulevard west of Aurora Drive would experience a noise increase of 4.1 dBA for all three scenarios due to project-related traffic. The resulting noise level at uses along this segment would be greater than 60 dBA $L_{dn}$, which is the exterior noise level that the City strives to achieve for residential exterior uses. According to the City's General Plan Policies 35.03 and 35.04 listed above, the noise level increase greater than 3 dBA and resulting in an ambient noise level greater than 60 dBA $L_{dn}$ at noise-sensitive residential uses along this segment would be considered a significant impact. Potential mitigation measures to be considered would be the construction of noise barriers along this road, or resurfacing this segment with rubberized asphalt. However, the construction of noise barriers are not feasible as the residential areas front and | SU |

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# EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | access Marina Boulevard; in addition, rubberized asphalt is only effective at roads in which cars travel at high speeds, as it only reduces tire-asphalt noise, but the speed limit in that segment is low, making this solution not effective. Therefore, no feasible mitigation measures are available to reduce these impacts. Therefore, on-road vehicle noise due to the project would result in substantial permanent increases in ambient noise levels along Marina Boulevard west of Aurora Drive, and this impact would be *significant and unavoidable.* | |
| NOISE-4. Construction activities associated with buildout of the Project would result in substantial temporary or periodic increases in ambient noise levels in the vicinity of the Project site above existing levels. | S | NOISE-4: The Project shall implement the following measures.<br>▪ Construction equipment shall be well maintained and used judiciously to be as quiet as practical. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible;<br>▪ Utilize "quiet" models of air compressors and other stationary noise sources where such technology exists. Select hydraulically- or electrically-powered equipment and avoid pneumatically powered equipment where feasible. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project demolition or construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures;<br>▪ Locate stationary noise-generating equipment as far as possible from sensitive receptors that adjoin construction sites. Construct temporary noise barriers or partial enclosures to acoustically shield such equipment where feasible;<br>▪ Prohibit unnecessary idling of internal combustion engines; | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | ▪ Prior to initiation of on-site construction-related demolition or earthwork activities, a minimum 6-foot-high temporary sound barrier shall be erected along the project property line abutting adjacent operational businesses, residences or other noise-sensitive land uses. These temporary sound barriers shall be constructed with a minimum surface weight of four pounds per square foot and shall be constructed so that vertical or horizontal gaps are eliminated. These temporary barriers shall remain in place through the construction phase in which heavy construction equipment, such as excavators, dozers, scrapers, loaders, rollers, pavers, and dump trucks, are operating within 150 feet of the edge of the construction site by adjacent sensitive land uses. This measure could lower construction noise levels at adjacent ground floor residential units by up to 8 dBA, depending on topography and site conditions;<br>▪ Erect temporary noise control blanket barriers, if necessary, along building façades facing construction sites to prevent sleep disturbance. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling;<br>▪ To the maximum extent feasible, route construction-related traffic along major roadways and away from sensitive receptors;<br>▪ Notify all businesses, residences or other noise-sensitive land uses within 500 feet of the perimeter of the construction site of the construction schedule in writing prior to the beginning of construction and prior to each construction phase change that could potentially result in a temporary increase in ambient noise levels in the project vicinity;<br>▪ Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the on-site complaint and enforcement manager, and the City's Chief Building Official, in the event of problems;<br>▪ An on-site complaint and enforcement manager shall be available to respond to and track complaints. The manager will be | |

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# EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| | | responsible for responding to any complaints regarding construction noise and for coordinating with the adjacent land uses. The manager will determine the cause of any complaints (e.g., starting too early, bad muffler, etc.) and coordinate with the construction team to implement effective measures (considered technically and economically feasible) warranted to correct the problem. The telephone number of the coordinator shall be posted at the construction site and provided to neighbors in a notification letter. The manager shall notify the City's Chief Building Official of all complaints within 24 hours. The manager will be trained to use a sound level meter and should be available during all construction hours to respond to complaints; and<br>▪ A preconstruction meeting shall be held with the Chief Building Official and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are fully operational.<br>The above mitigation measures shall be identified in construction contracts and acknowledged by the contractor. | |
| NOISE-5. The Project would not result in exposure of people residing or working in the vicinity of the Project site to excessive aircraft noise levels, for a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport. | LTS | N/A | N/A |
| NOISE-6. The Project would not result in exposure of people residing or working in the Project site to excessive noise levels, for a project within the vicinity of a private airstrip. | No Impact | N/A | N/A |
| NOISE-7. This Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant impacts with respect to noise. | LTS | N/A | N/A |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| **POPULATION AND HOUSING** | | | |
| POP-1. The Project would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly or indirectly. | LTS | N/A | N/A |
| POP-2. The Project would not displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere. | LTS | N/A | N/A |
| POP-3. The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. | LTS | N/A | N/A |
| POP-4. This Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant impacts with respect to population and housing. | LTS | N/A | N/A |
| **PUBLIC SERVICES AND RECREATION** | | | |
| SVCS-1. The Project would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. | LTS | N/A | N/A |
| SVCS-2. The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection services. | LTS | N/A | N/A |
| SVCS-3. The Project would not result in the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. | LTS | N/A | N/A |

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# EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| SVCS-4. The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police services. | LTS | N/A | N/A |
| SVCS-5. The Project would not result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives. | LTS | N/A | N/A |
| SVCS-6. The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to school services. | | | |
| SVCS-7. The Project would not result in the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives. | LTS | N/A | N/A |
| SVCS-8. The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to parks. | LTS | N/A | N/A |
| SVCS-9. The Project would not result in the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives. | LTS | N/A | N/A |
| SVCS-10. The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to the construction of other public facilities. | LTS | N/A | N/A |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| **TRANSPORTATION AND TRAFFIC** | | | |
| TRAF-1A: The proposed Project would contribute to unacceptable operation (from LOS C to LOS E in the AM and PM peak hours) at the intersection of Doolittle Drive and Marina Boulevard (#11) under baseline Plus Project conditions. | S | TRAF-1A.1: Convert the existing eastbound right-turn lane on Marina Boulevard to a shared through-right turn lane to provide one left-turn lane, one through lane and one shared through-right turn lane on the eastbound approach.<br>TRAF-1A.2: Optimize the cycle length of the traffic signal at the intersection of Doolittle Drive and Marina Boulevard (#11). The traffic signal does not operate in coordination with any other signal; therefore, the cycle length can be adjusted without affecting other signals in the system. | LTS |
| TRAF-1B: The proposed Project would contribute to unacceptable operation (from LOS D to LOS E in the PM peak hour) at the intersection of San Leandro Boulevard and Marina Boulevard (#18) under baseline Plus Project conditions. | S | TRAF-1B: Optimize the traffic signal timing splits at the intersection of San Leandro Boulevard and Marina Boulevard (#18). | LTS |
| TRAF-1C: The proposed Project would contribute to unacceptable operation (from LOS A to LOS F in the AM and from LOS B to LOS F in the PM peak hour) at the intersection of Aurora Drive and Marina Boulevard (#10) under baseline Plus Project conditions. | S | TRAF-1C: Install a modern mini-roundabout that could be accommodated within the existing right-of-way. Research has shown that roundabout-controlled intersections have similar low frequency and severity of crashes as all-way stop-controlled intersections. Further, the slower speed at roundabout also reduces the risk of injuries and fatalities for road users in the event of a crash. A conceptual drawing of a mini-roundabout is provided in Figure 4.13-5. Implementation of this mitigation measure would improve the operation of this intersection to LOS A in the AM, PM and Saturday midday peak hours. Alternatively, installation of a traffic signal would also mitigate the project impact as peak hour signal warrant is met. Upon implementation, the intersection would improve to LOS B in the AM peak hour and LOS A in the PM peak hour and Saturday midday peak hour. | LTS |
| TRAF-1D: The proposed Project would contribute to unacceptable operation (from LOS A to LOS F in the PM peak hour) at the intersection of Monarch Bay Drive and Mulford Point Drive (#19) under baseline Plus Project conditions. | S | TRAF-1D: Install a roundabout at the intersection of Monarch Bay Drive and Mulford Point Drive (#19). | LTS |

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# EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| TRAF-2A: The proposed Project would cause the I-880 northbound segment north of Davis Street to reduce from LOS E to LOS F in the PM peak hour under Year 2020 conditions | S | TRAF-2A: One of the following measures shall occur:<br>▪ Widen I-880 to provide an additional travel lane in the northbound direction; or<br>▪ Develop and implement a Transportation Demand Management (TDM) plan that would discourage single occupant vehicle trips. TDM measures may include:<br>▪ Provide a shuttle service that operates between the Project site and key locations such as San Leandro and Coliseum BART stations and Oakland International Airport;<br>▪ Facilitate carpool and ridesharing among residents of the Project | SU |
| TRAF-2B: The proposed Project would cause the volume-to-capacity (v/c) ratio on the northbound segment of Doolittle Drive, which would operate at Level of Service (LOS) F, to increase by 0.06 under Year 2020 conditions and by 0.04 under Year 2035 conditions in the PM peak hour. | S | TRAF-2B.1: Widen Doolittle Drive to provide an additional travel lane in the northbound direction; or<br>TRAF-2B.2: Provide a shuttle service that operates between the Project site and key locations such as San Leandro and Coliseum BART stations and Oakland International Airport. | SU |
| TRAF-2C: The proposed Project would cause increases in delays at the Aurora Drive and Marina Boulevard (#10), Marina Boulevard and Merced Street (#12), Marina Boulevard and I-880 southbound off ramp (#14), and Monarch Bay Drive and Mulford Point Drive (#19) intersections, which would adversely impact the transit operations of AC Transit Line S, 75 and 89. | S | TRAF-2C: Implement Mitigation Measures TRAF-1A through TRAF-7F. Any roundabouts shall be designed to accommodate AC Transit busses. | LTS |
| TRAF-3. The proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. | No Impact | N/A | N/A |
| TRAF-4A: The location of the proposed northern driveway of the North Golf Course Residential component of the Project presents a potential sight distance challenge for cars pulling out of the driveway. | S | TRAF-4A: Remove the North Golf Course northern driveway from the Project plans. | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| TRAF-4B: The proposed southern driveway of the North Golf Course Residential component would potentially result in a design hazard due to its location in relation to the proposed Monarch Bay Drive and Mulford Point Drive intersection. | S | TRAF-4B: Move the Southern Driveway of the North Golf Course residential component to the north, to form a standard four-legged intersection. This measure shall be implemented in coordination with Mitigation Measure TRAF-1D. | LTS |
| TRAF-5. The proposed Project would not result in inadequate emergency access. | LTS | N/A | N/A |
| TRAF-6. The proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. | LTS | N/A | N/A |
| TRAF-7A. The addition of traffic associated with implementation of the proposed Project would cause the intersection level of service at Doolittle Drive and Marina Boulevard (#11) to reduce from LOS D to LOS F in the AM and PM peak hours under Near-Term Cumulative Conditions. | S | TRAF-7A: Implementation of Mitigation Measures TRAF-1A.1 – TRAF-1A.2 for the eastbound approach identified under the baseline Plus Project condition. | LTS |
| TRAF-7B: The addition of traffic associated with implementation of the proposed Project would cause I-880 southbound ramps and Marina Boulevard (#14) to reduce to LOS E during both AM and Saturday peak hours, and would further reduce the service levels from LOS E to LOS F in the PM peak hour, under Near-Term Cumulative Conditions. | S | TRAF-7B.1: Modify the traffic signal to a two-phase operation to provide non-conflicting:<br>▪ Eastbound and westbound through movements on Marina Boulevard during the first phase.<br>▪ Southbound right-turn, northbound right-turn and westbound left-turn movements during the second phase.<br>TRAF-7B.2: Prohibit westbound U-turn movements. | SU |
| TRAF-7C: The proposed Project would cause operations at the intersection of San Leandro Boulevard and Marina Boulevard (#18) to reduce from LOS D to LOS E in the AM | S | TRAF-7C.1: Add a northbound left-turn lane on San Leandro Boulevard to provide two left-turn lanes: one through lane and one shared through-right turn lane. | |

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# EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

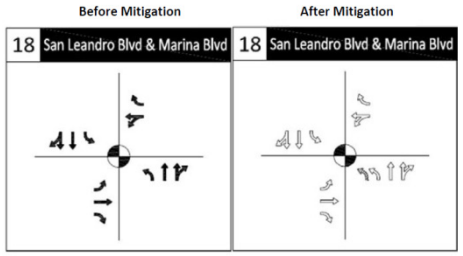
| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| peak hour, adding to the existing substandard LOS F in the PM peak hour and cause the volume-to-capacity (v/c) ratio to increase by 0.07 under Near-Term Cumulative Conditions. | | TRAF-7C.2: Restripe lanes on the west leg to provide two corresponding receiving lanes.<br>The lane geometries before and after implementation of these Mitigation Measures are shown in the figure opposite.<br>  | SU |
| TRAF-7D: The proposed Project would cause the level of service at the intersection of Aladdin Avenue and Alvarado Street (#28) to reduce from LOS D to LOS E in the PM peak hour under Near-Term Cumulative Conditions. | S | TRAF-7D: Optimize traffic signal cycle length at the intersection of Aladdin Avenue and Alvarado Street. This signal does not operate in coordination with any other signal; therefore, the cycle length can be adjusted without affecting other signals in the system. | LTS |
| TRAF-7E: The proposed Project would cause the level of service at the intersection of Aurora Drive and Marina Boulevard (#10) to reduce from LOS A to LOS F in the AM peak hour and from LOS B to LOS F in the PM peak hour and from LOS B to LOS E in the Saturday peak hour. | S | TRAF-7E: Implementation of Mitigation Measure TRAF-1C, installing a mini-roundabout or a traffic signal, would lessen the near term cumulative impacts to *less than significant*. The mini-roundabout would improve the operations to LOS A in all three peak period hours. A traffic signal would improve the operation of the intersection to LOS B in the AM peak hour and LOS A in the PM and Saturday peak hours. | LTS |
| TRAF-7F: The proposed Project would cause the level of service at the intersection of Monarch Bay Drive and Mulford Point Drive (#19) to reduce from LOS A to LOS F in the PM peak hour. | S | TRAF-7F: Implement Mitigation Measure TRAF-1D by installing a roundabout. This would improve the operations to LOS A in the PM peak hour. | LTS |
| TRAF-7G: The proposed Project would cause the intersection level of service of the intersection of Doolittle Drive and Marina Boulevard (#11) to reduce from LOS D to LOS F in the AM and PM peak hours | S | TRAF-7G: Implement Mitigation Measures TRAF-1A.1 and TRAF-1A.2. | LTS |

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| TRAF-7H: The proposed Project would cause the intersection of Merced Street and Marina Boulevard (#12) to reduce from LOS D to LOS E during the AM and PM peak hours | S | TRAF-7H: Modify the traffic signal phasing and optimize cycle length and signal split timing based on real time traffic demands by improving operations of recently implemented, adaptive traffic signals at the intersection of Merced Street and Marina Boulevard (#12). | LTS |
| TRAF-7I: The proposed project would cause the operations at the intersection of I-880 southbound ramps and Marina Boulevard (#14) to reduce from LOS D to LOS E in the AM peak hour, adding to the existing substandard operations to further reduce the level of service from LOS E to LOS F in the PM and Saturday peak hours and cause the volume-to-capacity (v/c) ratios to increase by 0.10 during both periods, which is higher than the 0.05 allowed by the City. | S | TRAF-7I: By modifying the signal to a two-phase operation, implementation of Mitigation Measure TRAF-7B.1 (described above) would improve the operations to LOS C in the AM and Saturday peak hours, and to LOS D in the PM peak hour. | SU |
| TRAF-7J: The proposed Project would add to the Long-Term Cumulative No Project substandard LOS F operations at the intersection of San Leandro Boulevard and Marina Boulevard (#18) and cause the v/c ratio to increase by 0.07 in the AM peak hour and 0.10 in the PM peak hour. | S | TRAF-7J: Implementation of Mitigation Measures 7C.1 and 7C.2 would reduce the v/c ratios to a less-than-significant level. | SU |
| TRAF-7K: The proposed Project would cause the level of service at the intersection of Aladdin Avenue and Teagarden Street (#27) to reduce from LOS D to LOS E in the PM peak hour. | S | TRAF-7K: Optimize the traffic signal cycle length at the intersection of Aladdin Avenue and Teagarden Street (#27). This traffic signal does not operate in coordination with any other signal; therefore, the cycle length can be adjusted without affecting other signals in the system. | LTS |
| TRAF-7L: The proposed Project would cause the level of service at the intersection of Aurora Drive and Marina Boulevard (#10) to reduce from LOS A to LOS F in the AM peak hour and from LOS B to LOS F in the PM and Saturday peak hours. | S | TRAF-7L: Implementation of Mitigation Measure TRAF-1C, installing a mini-roundabout or a traffic signal, would lessen the impacts in the long term cumulative conditions to *less than significant*. The mini-roundabout would improve the operations to LOS A in the AM and PM peak hours and to LOS B in the Saturday peak hour. A traffic signal would improve the operation of this intersection to LOS B in the AM peak hour and LOS A in the PM and Saturday peak hours. | LTS |

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# EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| TRAF-7M: The proposed Project would cause the level of service at the intersection of Monarch Bay Drive and Mulford Point Drive (#19) to reduce from LOS A to LOS F in the PM peak hour. | S | TRAF-7M: Implement Mitigation Measure TRAF-1D by installing a roundabout at the intersection of Monarch Bay Drive and Mulford Point Drive (#19). | LTS |
| **UTILITIES AND SERVICE SYSTEMS** | | | |
| UTIL-1. The Project would have sufficient water supplies available to the serve the Project from existing entitlements and resources, and would not require new or expanded entitlements. | LTS | N/A | N/A |
| UTIL-2. The Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. | LTS | N/A | N/A |
| UTIL-3. The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to water service. | LTS | N/A | N/A |
| UTIL-4. Implementation of the Project would not exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board. | LTS | N/A | N/A |
| UTIL-5. The Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. | LTS | N/A | N/A |
| UTIL-6. The Project would not result in the determination by the wastewater treatment provider, which serves the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. | LTS | N/A | N/A |
| UTIL-7. The Project, in combination with past, present, and reasonably foreseeable projects would result in less than significant cumulative impacts with respect to wastewater service. | LTS | N/A | N/A |

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| Significant Impact | Significance Before Mitigation | Mitigation Measures | Significance With Mitigation |
|---|---|---|---|
| UTIL-8. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. | LTS | N/A | N/A |
| UTIL-9. The Project would comply with federal, State, and local statutes and regulations related to solid waste. | LTS | N/A | N/A |
| UTIL-10. The Project, in combination with past, present, and reasonably foreseeable development, would result in less than significant impacts with respect to solid waste. | LTS | N/A | N/A |
| UTIL-11. Implementation of the Project would result in an increase in energy consumption. | S | UTIL-11: Implementation of Mitigation Measures GHG-1A through GHG-1F would increase energy conservation and reduce impacts resulting from energy generation. | LTS |

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