

## **Appendix A:**

### **Mitigation Monitoring and Reporting Program**

This Mitigation Monitoring and Reporting Program (MMRP) for the City of San Leandro General Plan Update and Zoning Code amendments is intended to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The MMRP includes the following information:

- A list of mitigation measures
- The timing for implementation of each mitigation measure
- The agency responsible for monitoring implementation
- The monitoring action and frequency

The City of San Leandro adopted this MMRP on September 19, 2016 as part of their certification of the General Plan EIR.

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
<b>AIR QUALITY</b>			
AQ-2A: Despite implementation of the policies in the proposed Plan, criteria air pollutant emissions associated with the proposed project would cause a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.	AQ-2: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines shall prepare and submit to the City of San Leandro a technical assessment evaluating potential air quality impacts related to the project's operation phase. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operation-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the City of San Leandro Community Development Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operation activities.	City of San Leandro Community Development Department  City of San Leandro Community Development Department and/or Building Official (or designee)	Review of technical assessments  Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections
AQ-2B: Despite implementation of the proposed project policies, criteria air pollutant emissions associated with the proposed project construction activities would generate a substantial net increase in emissions that exceeds the BAAQMD regional significance thresholds.	AQ-2B-1: As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for reducing construction emissions of PM <sub>10</sub> (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	San Leandro Building Official (or designee)	Review of all demolition, grading, and building permits  Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections
	AQ-2B-2: Prior to issuance of construction permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of San Leandro a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of San Leandro shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (Table 8-2, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold, of the BAAQMD CEQA Guidelines, or	City of San Leandro Community Development Department  City of San Leandro Engineering & Transportation Department, Building and Safety Services Division, Planning Division, and/or Community Development	Review of technical assessments  Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g. construction management plans) submitted to the City and shall be verified by the City's Engineering/Transportation Department, Building and/or Planning Division, and/or Community Development Department.	Department	
AQ-3: Warehousing operations could generate a substantial amount of diesel particulate matter (DPM) emissions from off-road equipment use and truck idling. In addition, some warehousing and industrial facilities may include use of transport refrigeration units (TRUs) for cold storage that could expose sensitive receptors to substantial pollutant concentrations. Mitigation is needed to ensure that new projects are evaluated in accordance with BAAQMD's CEQA Guidelines, and therefore impacts are <i>significant</i> .	<p>AQ-3: Applicants for future non-residential land uses within the city that:</p> <ol style="list-style-type: none"> <li>1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g. residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of San Leandro prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), PM<sub>2.5</sub> concentrations exceed 0.3 µg/m<sup>3</sup>, or the appropriate non-cancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:</li> </ol> <ul style="list-style-type: none"> <li>▪ Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.</li> <li>▪ Electrifying warehousing docks.</li> <li>▪ Requiring use of newer equipment and/or vehicles.</li> <li>▪ Restricting off-site truck travel through the creation of truck routes.</li> </ul> <p>Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project.</p>	<p>City of San Leandro Community Development Department</p> <p>City of San Leandro Community Development Department and/or Building Official (or his/her designee)</p>	<p>Review of HRAs</p> <p>Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections</p>
AQ-5: Despite implementation of the proposed Plan policies, criteria air pollutant emissions associated with the proposed project would generate a substantial net increase	AQ-5: Implementation of Mitigation Measures AQ-1 through AQ-3. There are no additional mitigation measures available to mitigate this impact.	See Mitigation Measures AQ-1 through AQ-3.	

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
in emissions that exceeds the BAAQMD regional significance thresholds, and impacts would be <i>significant</i> .			
<b>GREENHOUSE GAS EMISSIONS</b>			
GHG-2: While the proposed Plan supports progress toward the long term-goals identified in Executive Order B-30-15 and Executive Order S-03-05, it cannot yet be demonstrated that San Leandro will achieve GHG emissions reductions that are consistent with an 80 percent reduction below 1990 levels by the year 2050 based on existing technologies and currently adopted policies and programs.	GHG-2: No mitigation measures are currently available to address post-2030 GHG reductions. The proposed Plan and the Climate Action Plan (CAP) include measures to align the City with the GHG reductions of AB 32 and Executive Order B-30-15. However, additional State and federal actions are necessary to ensure that State and federally regulated sources (i.e., sources outside the City's jurisdictional control) take similar aggressive measures to ensure the deep cuts needed to achieve the 2050 target.	No mitigation measures are available.	
<b>NOISE</b>			
NOI-3: The proposed project would cause a substantial permanent increase in ambient transportation-related noise levels in the project vicinity.	<p>NOI-3: Beyond the General Plan Environmental Hazards Element policies discussed above, the following mitigation measures were considered, but as described below, were found to be infeasible.</p> <p><u>Technological Advances for Noise-Generating Vehicles</u> Most urban noise results from the use of roadway vehicles, including automobiles, motorcycles, and trucks. The implementation of improved technologies for the prevention or muffling of noise from these sources could theoretically prevent substantial increases to ambient noise levels; however, this approach would be infeasible as much of this implementation is beyond the jurisdiction of the City.</p> <p>Beyond currently-accepted State and industry standards and best practices, developing and/or requiring novel technological improvements for noise-generating vehicles would not be affordable, scientifically plausible, or within the City's jurisdiction. Therefore, this potential mitigation measure is regarded as infeasible.</p> <p><u>Universal Use of Noise-Attenuating Features</u> The universal use of noise attenuating features such as rubberized asphalt, soundwalls, berms, and improved building sound-insulation, could prevent transmission of excessive noise to the outdoor and indoor areas of sensitive land uses and/or could prevent projected increases in ambient noise levels. However, this approach would be infeasible in several situations. Specifically, rubberized asphalt reduces tire-pavement</p>	Mitigation Measure NOI-3 is not feasible.	

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>noise and when new, achieves a reduction of approximately 4 dB when compared to normal pavement surfaces. However, the noise reduction properties degrade over time, and the noise reduction would not be sufficient to reduce noise impacts in many areas of San Leandro. In many cases, aesthetic concerns, costs, physical constraints, or other issues would prevent the universal implementation of adequate noise-attenuating features. In addition to their expense, soundwalls often block views and are regarded as unsightly. Moreover, the construction of soundwalls can result in reduced pedestrian and vehicle connectivity, which would contravene other goals of the proposed General Plan and have negative social, economic, and even environmental consequences. Although improved building construction and insulation beyond that which is required by California Title 24 and the General Plan could further reduce indoor exposure to excessive noise, substantial outdoor increases to ambient noise levels would remain. Therefore, this potential mitigation measure is regarded as infeasible.</p>		
<p>NOI-4: Construction activities under the proposed project may lead to substantial temporary or periodic increases to ambient noise levels. This would be a potentially significant impact.</p>	<p>NOI-4: The City of San Leandro shall adopt the following measures as Standard Conditions of Approval or Construction Development Standards for new construction in the city. The Standard Conditions of Approval/Construction Development Standards shall include an exception that states that the Engineering &amp; Transportation Director or his/her designee may waive individual measures upon individual written request from an Applicant after City review.</p> <ul style="list-style-type: none"> <li>▪ Construction activities shall be restricted to the daytime hours of between 7:00 a.m. and 7:00 p.m. on weekdays, or between 8:00 a.m. and 7:00 p.m. on Sunday and Saturday.</li> <li>▪ Prior to the start of construction activities, the construction contractor shall: <ul style="list-style-type: none"> <li>▪ Maintain and tune all proposed equipment in accordance with the manufacturer’s recommendations to minimize noise emission.</li> <li>▪ Inspect all proposed equipment and fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds that are no less effective than as originally equipped by the manufacturer.</li> <li>▪ Post a sign, clearly visible at the site, with a contact name and telephone number of the City of San Leandro’s authorized</li> </ul> </li> </ul>	<p>City of San Leandro Building and Safety Services Division and Engineering &amp; Transportation Department</p>	<p>Conditions of Approval and Construction Development Standards for projects shall be established prior to issuance of construction permits</p> <p>Implementation shall remain in place throughout project construction and verification shall occur during normal construction site inspections</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
NOI-7: The proposed project would result in significant and unavoidable cumulatively excessive noise levels within the city.	<p>representative to respond in the event of a noise complaint.</p> <ul style="list-style-type: none"> <li>▪ Place stationary construction equipment and material delivery in loading and unloading areas as far as practicable from the residences.</li> <li>▪ Limit unnecessary engine idling to the extent feasible.</li> <li>▪ Use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters.</li> <li>▪ Use low-noise emission equipment.</li> <li>▪ Limit use of public address systems.</li> <li>▪ Minimize grade surface irregularities on construction sites.</li> </ul> <p>NOI-7: Beyond the General Plan Environmental Hazards Element policies discussed above, the same mitigation measures were considered as were evaluated in NOI-3 and were, likewise, found to be infeasible.</p> <p>In summary, for cumulative noise impacts, there are no feasible mitigations for preventing substantial increases in ambient noise levels, since all conceivable mitigations would be, in some circumstances, economically impractical, scientifically unachievable, outside the City's jurisdiction, and/or inconsistent with City planning goals and objectives. Thus, cumulative impacts would remain significant and unavoidable because no feasible mitigation measures are available to mitigate noise impacts to a less than significant level, resulting in a <i>significant and unavoidable</i> impact.</p>	Mitigation Measure NOI-7 restates Mitigation Measure NOI-3 and is not feasible.	

### TRANSPORTATION AND TRAFFIC

<p>TRAF-1: Implementation of the Proposed Plan, in combination with regional growth outside of San Leandro, would result in increased vehicle traffic, which would affect the operations of local intersections and freeway segments.</p> <ul style="list-style-type: none"> <li>▪ As shown in Table 4.13-11, the addition of proposed Plan traffic would result in significant impacts to 12 intersections during at least one of the peak hours.</li> <li>▪ As shown in Table 4.13-12 and Table 4.13-13, the addition of proposed Plan traffic would result in significant impacts to seven freeway segments</li> </ul>	<p>TRAF-1A: <i>Intersections</i>: The City of San Leandro should implement the following traffic improvements and facilities to reduce impacts to standard:</p>
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## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
during at least one of the peak hours.	<ul style="list-style-type: none"> <li> <p>▪ <b>E. 14<sup>th</sup> Street and Davis Street (SR-112) (#3):</b> The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the AM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be <i>significant</i>. Implementation of the following measures would improve intersection operations during the AM peak hour to LOS D:</p> <ul style="list-style-type: none"> <li>▪ Add an additional northbound left-turn lane on E. 14<sup>th</sup> Street. This would result in the northbound approach having two exclusive left-turn lanes, an exclusive through lane, and a shared through/right-turn lane.</li> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul> <p>Because this intersection is within the Downtown Transit-Oriented Development PDA, implementation of the following measures would improve intersection operations during the AM peak hour to LOS E:</p> <ul style="list-style-type: none"> <li>▪ Implement proposed Policy T-5.2: Evaluating Development Impacts.</li> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul> <p>This mitigation is considered feasible if the intersection was under City control. However, this intersection is under Caltrans’ jurisdiction, so the implementation and timing of the mitigation measures remain uncertain since the intersection is not under the City’s control. Consequently, the Cumulative with proposed Plan impact remains <i>significant and unavoidable</i>.</p> </li> <li> <p>▪ <b>E. 14<sup>th</sup> Street and San Leandro Boulevard (#4):</b> The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS E in the AM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be <i>significant</i>. Implementation of the following measure would improve intersection operations during the AM peak hour to LOS D:</p> <ul style="list-style-type: none"> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul> </li> </ul>	<p>Note: Intersection #3 is under Caltrans’ jurisdiction, and the implementation and timing of the mitigation measure is not under the City’s control.</p>	<p>Caltrans, City of San Leandro Engineering &amp; Transportation Department and Public Works Department</p> <p>Note: Intersection #4 is under Caltrans’ jurisdiction, and the implementation and timing of signal changes is not under the City’s control.</p> <p>Implementation of Policy T-5.2: Evaluating Development Impacts would reduce this</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>This intersection is within the East 14<sup>th</sup> Street PDA. Since this intersection is currently in a PDA, the degradation of intersection operations from LOS C to LOS E in the AM peak hour due to the addition of Cumulative with Proposed Plan traffic would not be considered a significant impact under proposed Plan Policy T-5.2: Evaluating Development Impacts.</p> <p>Upon implementation of this measure, intersection operations would improve to LOS D during the AM peak hour. This mitigation is considered feasible if the intersection was under City control. However, this intersection is under Caltrans' jurisdiction, so the implementation and timing of the mitigation measures remain uncertain since the intersection is under Caltrans' jurisdiction. Consequently, the Cumulative with proposed Plan impact remains <i>significant and unavoidable</i>.</p> <ul style="list-style-type: none"> <li>▪ <b>E. 14<sup>th</sup> Street and Hesperian Boulevard/Bancroft Avenue (#5):</b> The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS E in the AM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be <i>significant</i>.</li> </ul> <p>Implementation of the following measure would improve intersection operations during the AM peak hour:</p> <ul style="list-style-type: none"> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul> <p>This intersection is within the Bay Fair BART Transit Village PDA and ABAG/MTC has already designated Bay Fair BART Transit Village a potential PDA. Upon adoption of the Bay Fair TOD Specific Plan, currently anticipated in 2017, Bay Fair will achieve official PDA status. Since this intersection is currently in a potential PDA area, the degradation of intersection operations from LOS C to LOS E in the AM peak hour due to the addition of Cumulative with Proposed Plan traffic would not be considered an impact under proposed Plan Policy T-5.2: Evaluating Development Impacts.</p> <p>Upon implementation of this measure, intersection operations would improve to LOS D during the AM peak hour. This mitigation is</p>	<p>Caltrans, City of San Leandro Engineering &amp; Transportation Department and Public Works Department</p>	<p>impact to a less-than-significant level.</p> <p>Implementation timing of Policy T-5.2 would be the adoption of the General Plan.</p> <p>Note: Intersection #5 is under Caltrans' jurisdiction, and the implementation and timing of signal changes is not under the City's control.</p> <p>Implementation of Policy T-5.2: Evaluating Development Impacts would reduce this impact to a less-than-significant level.</p> <p>Implementation timing of Policy T-5.2 would be the adoption of the General Plan.</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>considered feasible if the intersection was under City control. However, this intersection is under Caltrans’ jurisdiction, so the implementation and timing of the mitigation measures remain uncertain since the intersection is under Caltrans’ jurisdiction. Consequently, the Cumulative with Proposed Plan impact remains <i>significant and unavoidable</i>.</p>		
	<ul style="list-style-type: none"> <li>▪ <b>Hesperian Boulevard and Halcyon Drive/Fairmont Drive (#10):</b> The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from LOS D to LOS F in the AM peak hour and LOS D to LOS E in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be <i>significant</i>.</li> </ul>	<p>City of San Leandro Engineering &amp; Transportation Department and Public Works Department</p>	<p>Implementation of Policy T-5.2: Evaluating Development Impacts would reduce this impact to a less-than-significant level.</p>
	<p>Implementation of the following measures would improve intersection operations during the AM and PM peak hours to LOS D:</p> <ul style="list-style-type: none"> <li>▪ Widen the south leg of the intersection in order to add a second northbound left-turn lane. This would result in the northbound approach having two exclusive left-turn lanes, two exclusive through lanes, and an exclusive right-turn lane.</li> <li>▪ Provide an overlap signal phase for the northbound right turns.</li> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul>		<p>Implementation timing of Policy T-5.2 would be the adoption of the General Plan. In addition, the City could pursue the additional signal changes described.</p>
	<p>This intersection is within the Bay Fair BART Transit Village PDA and ABAG/MTC has already designated Bay Fair BART Transit Village a potential PDA. Upon adoption of the Bay Fair TOD Specific Plan, currently anticipated in 2017, Bay Fair will achieve official PDA status. Since this intersection is currently in a potential PDA area, the degradation of intersection operations from LOS D to LOS E in the PM peak hour due to the addition of Cumulative with Proposed Plan traffic would not be considered an impact under proposed Plan Policy T-5.2: Evaluating Development Impacts. Implementation of the following measures, which do not involve evaluation or acquisition of right-of-way, would improve intersection operations during the AM peak hour to LOS E:</p> <ul style="list-style-type: none"> <li>▪ Implement proposed Policy T-5.2: Evaluating Development Impacts.</li> <li>▪ Provide an overlap signal phase for the northbound right turns.</li> </ul>		<p>Implementation timing of signal changes would be when or if LOS deteriorates below LOS E at intersection #10.</p>



## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>Shoreline Development Project EIR)</p> <ul style="list-style-type: none"> <li>▪ Provide an exclusive southbound right-turn lane to feed the existing channelized right-turn lane from San Leandro Boulevard southbound to Marina Boulevard westbound so that southbound through traffic does not block access to the channelized southbound right-turn lane.</li> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul> <p>Upon implementation of these measures, intersection operations would improve to LOS D during the AM and PM peak hours. The availability of right-of-way for the required widening on the south and north legs of the intersection is uncertain; therefore, the measure may be infeasible. Consequently, the Cumulative with proposed Plan impact remains <i>significant and unavoidable</i>.</p> <ul style="list-style-type: none"> <li>▪ <b>San Leandro Boulevard and Davis Street (#17):</b> The addition of Cumulative with proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the AM peak hour and LOS C to LOS E in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be <i>significant</i>.</li> </ul> <p>Implementation of the following measures would improve intersection operations during the AM and PM peak hours to LOS D:</p> <ul style="list-style-type: none"> <li>▪ Add a northbound right-turn lane on San Leandro Boulevard to provide two exclusive left-turn lanes, two exclusive through lanes and one exclusive right-turn lane.</li> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul> <p>Because this intersection is within the Downtown Transit Oriented Development PDA, the degradation of intersection operations from LOS C to LOS E in the PM peak hour due to the addition of Cumulative with Proposed Plan traffic would not be considered an impact under Proposed Plan Policy T-5.2: Evaluating Development Impacts. Implementation of the following measures, which do not involve evaluation or acquisition of right-of-way, would improve intersection operations during the AM peak hour to LOS E:</p>	<p>Caltrans, City of San Leandro Engineering &amp; Transportation Department and Public Works Department</p>	<p>Note: Intersection #17 is under Caltrans' jurisdiction, and the implementation and timing of the mitigation measure is not under the City's control. Implementation of Policy T-5.2: Evaluating Development Impacts would reduce this impact to a less-than-significant level. Implementation timing of Policy T-5.2 would be the adoption of the General Plan. In addition, the City could pursue the additional signal changes described.</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<ul style="list-style-type: none"> <li>▪ Implement proposed Policy T-5.2: Evaluating Development Impacts.</li> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul> <p>Upon implementation of the first two measures, intersection operations would improve to LOS D during the AM and PM peak hours. The availability of right-of-way for the required widening on the south leg of the intersection is uncertain; therefore, the measure may be infeasible. This intersection is under Caltrans' jurisdiction, and the implementation and timing of the mitigation measures are not under the City's control. Consequently, the Cumulative with Proposed Plan impact remains <i>significant and unavoidable</i>.</p> <ul style="list-style-type: none"> <li>▪ <b>Philips Lane and Davis Street (#28):</b> The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be <i>significant</i>.</li> </ul> <p>Implementation of the following measures would improve intersection operations during the PM peak hour:</p> <ul style="list-style-type: none"> <li>▪ Convert the existing shared through/right-turn lane on the westbound approach to an exclusive through lane to provide an exclusive left-turn lane, two exclusive through lanes and an exclusive right-turn lane.</li> <li>▪ Optimize the traffic signal cycle length and splits in conjunction with adaptive traffic control technology.</li> </ul> <p>Upon implementation of these measures, intersection operations would improve to LOS D during the PM peak hour. This intersection is under Caltrans' jurisdiction, and the implementation and timing of the mitigation measures are not under the City's control. Consequently, the Cumulative with Proposed Plan impact remains <i>significant and unavoidable</i>.</p>	Caltrans has completed this mitigation measure as part of the I-880 Southbound HOV Lane Project.	



## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>would improve to LOS D during the PM peak hour. Even if this intersection was under City control, the availability of right-of-way for the required widening on the east leg of the intersection is uncertain; therefore, the measure may be infeasible. This intersection is under Caltrans' jurisdiction, and the implementation and timing of the mitigation measures are not under the City's control. Consequently, the Cumulative with Proposed Plan impact remains <i>significant and unavoidable</i>.</p> <ul style="list-style-type: none"> <li>▪ <b>Doolittle Drive and Marina Boulevard (#31):</b> The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS C to LOS F in the AM peak hour and from LOS D to LOS E in the PM peak hour. Therefore, the Cumulative with Proposed Plan impact is considered to be <i>significant</i>. Implementation of the following measures would improve intersection operations during the AM and PM peak hours to LOS D and lessen the Cumulative with proposed Plan impact to <i>less than significant</i>: <ul style="list-style-type: none"> <li>▪ Restripe the eastbound approach on Marina Boulevard to provide an exclusive left-turn lane, an exclusive through lane and a shared through/right-turn lane. (Consistent with the findings of the San Leandro Shoreline Development Project EIR).</li> <li>▪ Optimize the traffic signal cycle length and splits. (Consistent with the findings of the San Leandro Shoreline Development Project EIR).</li> <li>▪ Implement a right-turn overlap signal phase for the northbound and westbound approaches. (A new mitigation not called for in the San Leandro Shoreline Development Project EIR).</li> </ul> </li> <li>▪ <b>Alvarado Street and Aladdin Avenue (#35):</b> The addition of Cumulative with Proposed Plan traffic would cause the intersection level of service to degrade from LOS D to LOS F in the AM peak hour. Therefore, the Cumulative with proposed Plan impact is considered to be <i>significant</i>. Implementation of the following measures would improve intersection operations during the AM peak hour to LOS D and lessen the Proposed Plan impact to <i>less than significant</i>: <ul style="list-style-type: none"> <li>▪ Convert the left-turn signal phasing for the eastbound and westbound approaches on Aladdin Avenue from protected left-turn</li> </ul> </li> </ul>	<p>City of San Leandro Engineering &amp; Transportation Department and Public Works Department</p> <p>City of San Leandro Engineering &amp; Transportation Department and Public Works Department</p>	<p>Restriping of the eastbound approach has already been completed. The remaining improvements shall be implemented when LOS deteriorates below the City's adopted LOS standard and adequate funding is in place from the City's development impact fees.</p> <p>Improvements shall be implemented when LOS deteriorates below the City's adopted LOS standard and adequate funding is in place from the City's development impact fees.</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

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	<p>signal phasing to permitted left-turn signal phasing with flashing yellow arrows.</p> <ul style="list-style-type: none"> <li>▪ Convert the northbound left-turn signal phasing on Alvarado Avenue from protected left-turn signal phasing to protected/permitted left-turn signal phasing with flashing yellow arrows.</li> <li>▪ Convert the southbound left-turn signal phasing on Alvarado Avenue from protected left-turn signal phasing to permitted left-turn signal phasing with flashing yellow arrows.</li> <li>▪ Optimize the traffic signal cycle length and splits.</li> </ul> <p>While implementation of Mitigation Measure TRAF-1A would secure future roadway and infrastructure improvements that are necessary to mitigate impacts from future development in the city based on current standards, some impacts would remain <i>significant and unavoidable</i> because the City cannot guarantee improvements at all of the impacted intersections. The proposed Plan includes policies and strategies that, once adopted, would ensure adequate public transit, bicycle, and pedestrian facilities are available to the residents of San Leandro. These policies and actions are included in the discussion of Impact TRAF-6.</p>		
	<p>TRAF-1B: <i>Freeway Segments</i>: The City of San Leandro shall initiate efforts to coordinate with Caltrans and Alameda CTC to identify potential traffic improvements to reduce impacts to acceptable levels on the regional freeways.</p> <ul style="list-style-type: none"> <li>▪ <b>I-880 northbound segments between Washington Avenue and 98<sup>th</sup> Avenue.</b> These three mainline segments experience LOS F conditions during the AM peak hour under both existing and cumulative plus Proposed Plan conditions.</li> </ul> <p>Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the proposed Plan impact to <i>less than significant</i>:</p> <ul style="list-style-type: none"> <li>▪ Add additional capacity to the freeway segment by increasing the number of travel lanes in the northbound direction.</li> </ul> <p>However, the implementation and timing of the Mitigation Measure is not under the City's control and widening I-880 is not considered to be</p>	<p>Caltrans, City of San Leandro Engineering &amp; Transportation Department and Public Works Department</p>	<p>Freeway segments are not under the City's jurisdiction, and the implementation and timing of physical improvements is not under the City's control.</p> <p>The City shall coordinate with Caltrans and Alameda CTC to develop a co-operative agreement to fund these improvements and determine the fair share contributions of the development projects within the city. The City shall update its Development Fee for Street Improvement after adoption of the proposed Plan</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains <i>significant and unavoidable</i>.</p> <ul style="list-style-type: none"> <li>▪ <b>I-580 Northbound segment between 150<sup>th</sup> Avenue and Benedict Drive</b>, which is at LOS F during the AM peak hour under both existing and cumulative plus Proposed Plan conditions.</li> </ul> <p>Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the proposed Plan impact to <i>less than significant</i>:</p> <ul style="list-style-type: none"> <li>▪ Add additional capacity to the freeway segment by increasing the number of travel lanes in the northbound direction.</li> </ul> <p>However, the implementation and timing of the Mitigation Measure is not under the City’s control and widening I-580 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains <i>significant and unavoidable</i>.</p> <ul style="list-style-type: none"> <li>▪ <b>I-580 Northbound segment between Foothill Boulevard and 106<sup>th</sup> Avenue</b>, is at LOS E during the AM peak hour under existing and LOS F under cumulative plus Proposed Plan conditions.</li> </ul> <p>Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the proposed Plan impact to <i>less than significant</i>:</p> <ul style="list-style-type: none"> <li>▪ Add additional capacity to the freeway segment by increasing the number of travel lanes in the northbound direction.</li> </ul> <p>However, the implementation and timing of the Mitigation Measure is not under the City’s control and widening I-580 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains <i>significant and unavoidable</i>.</p> <ul style="list-style-type: none"> <li>▪ <b>I-880 Southbound segment between Marina Boulevard and Washington Avenue</b> would operate at LOS F during the PM peak hour under cumulative plus Proposed Plan condition, which is considered to be <i>significant</i>.</li> </ul>		<p>to provide a mechanism for the collection of the development projects’ fair share contribution and set aside for freeway construction. The City will provide its support to the implementation of a Countywide Freeway Improvement Fee that would be administered by Alameda CTC.</p>

## MITIGATION MONITORING AND REPORTING PROGRAM

### MITIGATION MONITORING AND REPORTING PROGRAM

Environmental Impact	Mitigation Measures	Monitoring Responsibility	Implementation and Monitoring Timeline
	<p>Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the Proposed Plan impact to <i>less than significant</i>:</p> <ul style="list-style-type: none"> <li>▪ Add additional capacity to the freeway segment by increasing the number of travel lanes in the southbound direction.</li> </ul> <p>However, the implementation and timing of the Mitigation Measure is not under the City’s control and widening I-880 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains <i>significant and unavoidable</i>.</p> <ul style="list-style-type: none"> <li>▪ <b>I-238 Eastbound segment between Hesperian Boulevard and SR 185</b> would operate at LOS E during the PM peak hour under cumulative plus Proposed Plan condition, which is considered to be <i>significant</i>.</li> </ul> <p>Implementation of the following measure would improve freeway segment operations during the AM peak hour to LOS D or better and lessen the proposed Plan impact to <i>less than significant</i>:</p> <ul style="list-style-type: none"> <li>▪ Add additional capacity to the freeway segment by increasing the number of travel lanes in the eastbound direction.</li> </ul> <p>However, the implementation and timing of the Mitigation Measure is not under the City’s control and widening I-238 is not considered to be feasible due to cost and freeway right-of-way constraints. Consequently, the Cumulative plus Proposed Plan impact remains <i>significant and unavoidable</i>.</p> <p>All impacted freeway sections would require additional capacity or widening to mitigate the impacts to less than significant. If the widenings are feasible, then future development implementing the Proposed Plan would contribute its fair share through development fees for street improvements. To this end, the City shall coordinate with Caltrans and the Alameda CTC to develop a co-operative agreement to fund these improvements and determine the fair share contribution. Since these mitigations are not certain, the findings remain as <i>significant and unavoidable</i>.</p>		

## MITIGATION MONITORING AND REPORTING PROGRAM

TRAF-2A: The Proposed Plan would cause the volume-to-capacity (v/c) ratio on the northbound segment of Doolittle Drive, north of Davis Street, which would operate at Level of Service (LOS) F, to increase by 0.04 under Year 2040 conditions in the AM peak hour. Therefore, this is considered a *significant* impact.

TRAF-2A: Implementation of the following improvement would reduce the impact to acceptable levels:

- Widen Doolittle Drive to provide an additional travel lane in the northbound direction;
- Provide transit or shuttle service that operates between the Proposed Plan site and key locations such as San Leandro and Coliseum BART stations and Oakland International Airport; or
- Restripe Doolittle Drive to convert the existing bike lanes into buffered or protected bike lanes.

Widening Doolittle Drive to provide an additional travel lane in the northbound direction would improve the level of service to LOS D in Year 2040 and would mitigate the Proposed Plan impact to less than significant. However, the feasibility of this measure is uncertain due to right of way constraints along this mostly developed corridor.

Alternatively, provision of a shuttle service that operates between the City site and key locations, such as San Leandro and Coliseum BART stations and Oakland International Airport, during the AM and PM peak hour would likely lessen the Proposed Plan's impact on the segment. However, the effectiveness of the shuttle service in reducing the number of Proposed Plan trips on Doolittle Drive cannot be adequately quantified.

Provision of buffered or protected bike lanes could make the bike facility attractive to more potential bike riders and lead to a shift in mode of travel among some people and further reduce vehicle trips along Doolittle Drive. However, the degree to which people would shift modes cannot be adequately quantified.

As discussed above, the ongoing I-880 Integrated Corridor Management effort led by the MTC that aims to optimize freeway, arterial signal, rail, and bus systems and incorporate Intelligent Transportation System would also help enhance efficiency on the freeway. However, for the reasons listed above this impact would remain *significant and unavoidable*.

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Transportation  
Department and Public  
Works Department

The City shall explore the options described in Mitigation Measure TRAF-2A, or other equally effective options, when the AM Peak Hour v/c ratio on the northbound segment of Doolittle Drive north of Davis increases by 0.03 or more above 2040 No Project conditions. This equates to a volume of 2,281 in the AM Peak Hour period.

TRAF-2B: The effect of an increase of Proposed Plan vehicle traffic would cause mixed flow transit operations to be significantly impacted. Since impacts identified under TRAF-1 and their recommended mitigations are uncertain, this could impact mixed flow transit operations in San Leandro and therefore, this is considered a *significant* impact.

TRAF-2B: Implementation of the mitigation measures unidentified Under TRAF-1A would reduce the impact to transit operations to acceptable levels. However, for the reasons listed above this impact would remain *significant and unavoidable*.

See Mitigation Measure TRAF-1A.