

## Section 4

# Revisions to the Draft EIR

This section identifies changes and additions to the Draft EIR that were initiated by City staff, as well as revisions resulting from the responses to comments on the Draft EIR. The revisions have been organized by section, per their location in the Draft EIR. This section enables the decision makers and the public to see comprehensively in one place the changes that have been made to the Draft EIR as a result of comments on the document and staff-initiated revisions. Section 2, Summary of Revisions to the Traffic Analysis, and Section 3, Comments and Responses, provide additional explanation for these changes to the Draft EIR.

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### SUMMARY

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Note that in addition to the specific text edits enumerated below, other revisions to the Summary result from changes made to impact statements and mitigation measures in Section 3 of the Draft EIR. These other revisions to the Summary are noted below.

The text in Mitigation Measure HAZ-1.1 on pages S-26 through S-28 has been revised as follows:

HAZ-1.1 *Prevent Exposure of Construction Workers to Hazardous Materials.* The City shall enforce the following requirements for construction on the project site:

1. The project applicant(s) shall prepare a human health risk assessment (HHRA), if required by San Francisco Bay RWQCB, and submit it to the ~~DTSC~~ San Francisco Bay RWQCB for review and approval prior to any on-site demolition or excavation. The project applicant(s) shall also address any requirements the DTSC San Francisco Bay RWQCB shall establish concerning levels of residual contaminants allowed to remain on-site in soils to ensure that construction workers would not be at risk of an unacceptable level of exposure. More importantly, the City shall allow no construction (e.g., earth-disturbing activities except for those undertaken in conjunction with remediation efforts) to occur at the project site until DTSC RWQCB-approved Target Cleanup Levels for soil, if any, are achieved or alternative risk-based controls approved by the RWQCB, if any, have been implemented.
2. The project applicant(s) shall prepare and submit a Corrective Action Plan, if required by San Francisco Bay RWQCB, for the project site to San Francisco Bay RWQCB for approval. The applicant shall meet ~~all goals of any applicable requirements in the Corrective Action Plan~~ or obtain the RWQCB's alternative consent to proceed with construction of the project or a relevant portion thereof prior to City approval for associated construction activities.

3. All general contractors shall prepare and implement a site-specific construction worker health and safety plan containing construction worker health and safety requirements based on the levels of contamination at the project site.
4. Contractors shall be given a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of State and federal law, the site-specific health and safety plan may require the use of personal protective equipment, onsite continuous air quality monitoring during construction, and other precautions.
5. During construction, except in ~~DTSC certified clean~~ areas exempted by the RWQCB, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the developer under ~~DTSC~~, direct or indirect (i.e. not necessarily on-site) San Francisco Bay RWQCB, and/or City oversight.
6. ~~DTSC RWQCB~~ and the City shall provide for environmental oversight, including potential site inspections during construction and with respect to compliance with required procedures for detecting previously undiscovered contamination during site excavation as well as concerning contingency plans for investigation, remediation, and disposal of such contamination.
7. Prior to demolition of the on-site structures located on the northern portion of the project site, the project applicant(s) shall provide written documentation to the City that ACM testing and abatement (if necessary) has been completed in accordance with applicable State and local laws and regulations.
8. Prior to demolition of the on-site structures located on the northern portion of the project site, the project applicant(s) shall provide written documentation to the City that LBP testing and abatement, if necessary, has been completed in accordance with applicable State and local laws and regulations.
9. Prior to any demolition activities located on the northern portion of the project site, the project applicant(s) shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to inspect all buildings and structures subject to demolition for the presence of hazardous materials (i.e., 55-gallon drums, ammonia tanks, etc.). The project applicant(s) shall submit the report to the City, together with an explanation of how the project will remove any hazardous materials identified in the report. If found at levels that require special handling (i.e., removal and disposal as hazardous waste), the applicant(s) shall manage these materials as required by law and according to federal and State regulations and guidelines, including

those of DTSC, Cal/OSHA, SLESD, and any other agency with jurisdiction over these hazardous materials.

The first paragraph under mitigation measure for Impact TR-1 pages S-39 to S-40 is revised as follows:

MITIGATION MEASURES. Implementation of Mitigation Measure TR-1.1 would reduce impacts to the Marina Boulevard/Merced Street intersection related to the project under Baseline plus Kaiser Medical Center Phase 1 conditions to a less-than-significant level. Implementation of Mitigation Measure TR-1.2 would reduce impacts to the Republic Avenue/Merced Street intersection related to the project under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and~~ Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions to a less-than-significant level. Implementation of Mitigation Measure TR-1.3 (in conjunction with Mitigation Measure TR-1.1) would reduce impacts to the Marina Boulevard/Merced Street and the Republic Avenue/Merced Street intersections related to the project under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and~~ Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions to a less-than-significant level. Implementation of Mitigation Measure TR-1.4 would reduce impacts to the Aladdin Avenue/Alvarado Street intersection related to the project under Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions to a less-than-significant level.

The second sentence under Mitigation Measure TR-1.2 on page S-41 is revised as follows:

To mitigate the residual queuing impact at the Republic Avenue/Merced Street intersection under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and~~ Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions, the project sponsors shall be required to contribute fair-share funds towards the widening of the north leg of the intersection to provide two left-turn lanes, one through lane, and one shared-through-right lane on the southbound approach (as well as bike lanes in both directions in accordance with the *San Leandro Bicycle and Pedestrian Master Plan*).

The last sentence under Mitigation Measure TR-1.2 on page S-42 is revised as follows:

As such, impacts to the Republic Avenue/Merced Street intersection would be significant and unavoidable under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and~~ Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions.

The following paragraph is inserted after the first paragraph under Mitigation Measure TR-1.3 on page S-42.

Due to the close proximity between the new signalized driveway and the Marina Boulevard/I-880 southbound ramps intersection, right-turns on red would be prohibited from the ramp intersections. The prohibition would minimize conflicts between off-ramp vehicles desiring to enter the left-turn lane at the new signalized intersection and through vehicles. This

modification would not significantly impact the adjacent intersections nor would it conflict with any other proposed mitigation measures.

The first full sentence on page S-43 under Mitigation Measure TR-1.3 is revised as follows:

A detailed queuing analysis indicated that queues at the westbound left-turn to the new Marina Access driveway at the 95th percentile could be accommodated with a ~~400-foot~~ 252-foot long left-turn lane.

The first sentence of the second full paragraph on page S-43 under Mitigation Measure TR-1.3 is revised as follows:

Implementation of this mitigation measure would lessen the demand on the Marina Boulevard/Merced Street intersection and would reduce the average delay to ~~53.2~~ 53.6 seconds and 36.4 seconds during the PM and Saturday peak hours, respectively.

The first full paragraph on page S-44 under Mitigation Measure TR-1.3 is revised as follows:

Implementation of this mitigation measure in conjunction with Mitigation Measure TR-1.1 would also lessen the demand on the Republic Avenue/Merced Street intersection in the PM peak hour. However, even with implementation of Mitigation Measure TR-1.3, without the implementation of Mitigation Measure TR-1.2, a residual queuing impact for the southbound Merced Street left-turn movement in the PM peak hour under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions~~ would remain. While Mitigation Measure TR-1.3 would shorten the 95<sup>th</sup> percentile queue by 728 feet, the mitigated queue length of 566 feet would still exceed the storage capacity of 400 feet, and may block through traffic on the southbound approach to the Republic Avenue/Merced Street intersection affecting upstream operations on Merced Street. As such, impacts to the Republic Avenue/Merced Street intersection under Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development Conditions would be significant and unavoidable.

The third sentence under Mitigation Measure TR-9.2 on page S-48 is revised as follows:

This would reduce the project impact at the Marina Boulevard/Wayne Avenue intersection to a less-than-significant level with an average delay of ~~39.8~~ 39.9 seconds at LOS D in the PM peak hour.

The third sentence under Mitigation Measure TR-9.3 on page S-48 is revised as follows:

With this improvement, the average delay at the Marina Boulevard/Alvarado Street intersection would be reduced by ~~16.4~~ 16.7 seconds and ~~29.5~~ 25.9 seconds during the AM and PM peak hours, respectively, and the intersection would operate at LOS D levels during both periods.

The fifth sentence under Mitigation Measure TR-9.6 on page S-51 is revised as follows:

Adding a third lane to the southbound I-880 off-ramp (also to be funded on a fair-share basis by the project sponsors) would mitigate this impact by reducing the average delay to ~~49.0~~ 50.3 seconds (LOS D) in the Saturday peak hour.

The second and third sentences under Mitigation Measure TR-13.2 on page S-56 are revised as follows:

Implementation of Mitigation Measures TR-1.1 and TR-1.3 (which would require encroachment permits from Caltrans) would mitigate impacts during the AM and Saturday peak hours and improve the operations of the Marina Boulevard/Merced Street intersection to LOS D with ~~52.4~~ 52.5 seconds of average during the AM peak hour and 53.8 seconds of average delay during the Saturday peak hour. However, even though the average delay would be improved by ~~123.3~~ 122.4 seconds in the PM peak hour, the intersection would continue to operate at a sub-standard level with LOS E.

The last sentence under Mitigation Measure TR-13.3 on page S-57 is revised as follows:

The project sponsors shall also contribute fair-share funds towards the conversion of the eastbound right-turn lane to a shared through-right lane. Implementation of this mitigation measure would reduce the project impact at the Marina Boulevard/Wayne Street intersection to a less-than-significant level with an average delay of ~~49.1~~ 49.0 seconds at LOS D.

The last sentence under Mitigation Measure TR-15.1 on page S-59 is revised as follows:

This would improve the operations to LOS D during both peak periods with average delays of ~~50.8~~ 48.0 seconds and ~~45.2~~ 46.9 seconds in the AM and PM peak hours, respectively, and reduce the project impacts to less-than-significant levels.

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## HAZARDS AND HAZARDOUS MATERIALS

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The San Francisco Bay Regional Water Quality Control Board (RWQCB) has been designated the administering agency for the site investigation and remediation of the hazardous materials waste release site at the project site. Therefore, the text in Mitigation Measure HAZ-1.1 on page 3.3-18 and 3.3-19 has been revised as follows:

HAZ-1.1 *Prevent Exposure of Construction Workers to Hazardous Materials.* The City shall enforce the following requirements for construction on the project site:

1. The project applicant(s) shall prepare a human health risk assessment (HHRA), if required by San Francisco Bay RWQCB, and submit it to the ~~DTSC~~ San Francisco Bay RWQCB for review and approval prior to any on-site demolition or excavation. The project applicant(s) shall also address any

requirements the ~~DTSC~~ San Francisco Bay RWQCB shall establish concerning levels of residual contaminants allowed to remain on-site in soils to ensure that construction workers would not be at risk of an unacceptable level of exposure. More importantly, the City shall allow no construction (e.g., earth-disturbing activities except for those undertaken in conjunction with remediation efforts) to occur at the project site until ~~DTSC~~ RWQCB-approved Target Cleanup Levels for soil, if any, are achieved or alternative risk-based controls approved by the RWQCB, if any, have been implemented.

2. The project applicant(s) shall prepare and submit a Corrective Action Plan, if required by San Francisco Bay RWQCB, for the project site to San Francisco Bay RWQCB for approval. The applicant shall meet ~~all goals of any applicable requirements in the Corrective Action Plan~~ or obtain the RWQCB's alternative consent to proceed with construction of the project or a relevant portion thereof prior to City approval ~~for~~ of associated construction activities.
3. All general contractors shall prepare and implement a site-specific construction worker health and safety plan containing construction worker health and safety requirements based on the levels of contamination at the project site.
4. Contractors shall be given a worker health and safety guidance document at the time of grading or building permit application to assist them in preparing site-specific worker health and safety plans. Pursuant to the requirements of State and federal law, the site-specific health and safety plan may require the use of personal protective equipment, onsite continuous air quality monitoring during construction, and other precautions.
5. During construction, except in ~~DTSC certified clean~~ areas exempted by the RWQCB, all excavation, soil handling, and dewatering activities shall be observed for signs of apparent contamination by the developer under ~~DTSC~~, direct or indirect (i.e. not necessarily on-site) San Francisco Bay RWQCB, and/or City oversight.
6. ~~DTSC~~ RWQCB and the City shall provide for environmental oversight, including potential site inspections during construction and with respect to compliance with required procedures for detecting previously undiscovered contamination during site excavation as well as concerning contingency plans for investigation, remediation, and disposal of such contamination.
7. Prior to demolition of the on-site structures located on the northern portion of the project site, the project applicant(s) shall provide written documentation to the City that ACM testing and abatement (if necessary) has been completed in accordance with applicable State and local laws and regulations.

8. Prior to demolition of the on-site structures located on the northern portion of the project site, the project applicant(s) shall provide written documentation to the City that LBP testing and abatement, if necessary, has been completed in accordance with applicable State and local laws and regulations.
9. Prior to any demolition activities located on the northern portion of the project site, the project applicant(s) shall retain a qualified environmental specialist (e.g., a Registered Environmental Assessor or similarly qualified individual) to inspect all buildings and structures subject to demolition for the presence of hazardous materials (i.e., 55-gallon drums, ammonia tanks, etc.). The project applicant(s) shall submit the report to the City, together with an explanation of how the project will remove any hazardous materials identified in the report. If found at levels that require special handling (i.e., removal and disposal as hazardous waste), the applicant(s) shall manage these materials as required by law and according to federal and State regulations and guidelines, including those of DTSC, Cal/OSHA, SLESD, and any other agency with jurisdiction over these hazardous materials.

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## TRANSPORTATION

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Text at the top of page 3.9-12 is revised as follows:

LINKS shuttle operate every 20 minutes on non-holiday weekdays from 5:45 AM to 9:30 AM, and from 2:00 PM to 7:30 PM. ~~There is a Guaranteed Ride Home program for emergency mid-day travel needs.~~ Alameda County Congestion Management District administers a Guaranteed Ride Home Program, funded by the Bay Area Air Quality Management District, which provides rides home to registered employees who do not drive alone to work and have a medical emergency or unplanned overtime. The LINKS shuttle is also partially funded through the Metropolitan Transportation Commission's (MTC) Lifeline Transportation Program, which is administered by the ACCMA. The route for LINKS is shown in Figure 3.9-3.

The first full paragraph on page 3.9-51 is deleted as follows:

~~The traffic study also included a queuing analysis using Synchro software for selected intersections on Marina Boulevard and Merced Street using the HCM method. The queuing analysis determined that the southbound left turn queues along Merced Street at the Republic Avenue/Merced Street intersection would exceed the estimated storage capacity of 400 feet. As such, project traffic waiting to turn left from southbound Merced Street to the Republic Avenue extension may block through traffic on the southbound approach thereby affecting upstream operations on Merced Street. This would be a potentially significant operational impact.~~

The first paragraph on page 3.9-52 is revised as follows:

MITIGATION MEASURES. Implementation of Mitigation Measure TR-1.1 would reduce impacts to the Marina Boulevard/Merced Street intersection related to the project under Baseline plus Kaiser Medical Center Phase 1 conditions to a less-than-significant level. Implementation of Mitigation Measure TR-1.2 would reduce impacts to the Republic Avenue/Merced Street intersection related to the project under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and~~ Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions to a less-than-significant level. Implementation of Mitigation Measure TR-1.3 (in conjunction with Mitigation Measure TR-1.1) would reduce impacts to the Marina Boulevard/Merced Street and the Republic Avenue/Merced Street intersections related to the project under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and~~ Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions to a less-than-significant level. Implementation of Mitigation Measure TR-1.4 would reduce impacts to the Aladdin Avenue/Alvarado Street intersection related to the project under Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions to a less-than-significant level.

The third sentence under Mitigation Measure TR-1.1 on page 3.9-52 is revised as follows:

An adaptive traffic signal system that allows for the modification of signal cycle lengths and optimized actuated signal phasing sequence and timings would improve the operation of the Marina Boulevard/Merced Street intersection to LOS D with 44.7 38.2 seconds of average delay in the PM peak hour under Baseline plus Kaiser Medical Center Phase 1 conditions.

The second sentence under Mitigation Measure TR-1.2 on page 3.9-59 is revised as follows:

To mitigate the residual queuing impact at the Republic Avenue/Merced Street intersection under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and~~ Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions, the project sponsors shall be required to contribute fair-share funds towards the widening of the north leg of the intersection to provide two left-turn lanes, one through lane, and one shared-through-right lane on the southbound approach (as well as bike lanes in both directions in accordance with the *San Leandro Bicycle and Pedestrian Master Plan*).

The last sentence under Mitigation Measure TR-1.2 on page 3.9-59 is revised as follows:

As such, impacts to the Republic Avenue/Merced Street intersection would be significant and unavoidable under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and~~ Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions.

The second sentence under Mitigation Measure TR-1.3 on page 3.9-59 is revised as follows:

To mitigate the impacts at the Marina Boulevard/Merced Street intersection under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions~~, the project sponsors shall contribute fair-share funds towards the construction of a new signalized driveway into the northern portion of the Mixed-Use Retail Development project site along Marina Boulevard between the I-880 southbound ramps and Merced Street.

The following paragraph is inserted under Mitigation Measure TR-1.3 before the first full paragraph on page 3.9-60:

Due to the close proximity between the new signalized driveway and the Marina Boulevard/I-880 southbound ramps intersection, right-turns on red would be prohibited from the ramp intersections. The prohibition would minimize conflicts between off-ramp vehicles desiring to enter the left-turn lane at the new signalized intersection and through vehicles. This modification would not significantly impact the adjacent intersections nor would it conflict with any other proposed mitigation measures.

The last sentence of the first full paragraph on page 3.9-60 under Mitigation Measure TR-1.3 is revised as follows:

A detailed queuing analysis indicated that queues at the westbound left-turn to the new Marina Access driveway at the 95th percentile could be accommodated with a ~~400-foot~~ 252-foot long left-turn lane.

The first sentence of the third full paragraph on page 3.9-60 under Mitigation Measure TR-1.3 is revised as follows:

Implementation of this mitigation measure would lessen the demand on the Marina Boulevard/Merced Street intersection and would reduce the average delay to ~~53.2~~ 53.6 seconds and 36.4 seconds during the PM and Saturday peak hours, respectively.

The first paragraph on page 3.9-61 under Mitigation Measure TR-1.3 is revised as follows:

Implementation of this mitigation measure in conjunction with Mitigation Measure TR-1.1 would also lessen the demand on the Republic Avenue/Merced Street intersection in the PM peak hour. However, even with implementation of Mitigation Measure TR-1.3, without the implementation of Mitigation Measure TR-1.2, a residual queuing impact for the southbound Merced Street left-turn movement in the PM peak hour under ~~both Baseline plus Kaiser Medical Center Phase 1 conditions and Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development conditions~~ would remain. While Mitigation Measure TR-1.3 would shorten the 95<sup>th</sup> percentile queue by 728 feet, the mitigated queue length of 566 feet would still exceed the storage capacity of 400 feet, and may block through traffic on the

southbound approach to the Republic Avenue/Merced Street intersection affecting upstream operations on Merced Street. As such, impacts to the Republic Avenue/Merced Street intersection under Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development Conditions would be significant and unavoidable.

The third sentence under Mitigation Measure TR-9.2 on page 3.9-88 is revised as follows:

This would reduce the project impact at the Marina Boulevard/Wayne Avenue intersection to a less-than-significant level with an average delay of ~~39.8~~ 39.9 seconds at LOS D in the PM peak hour.

The third sentence under Mitigation Measure TR-9.3 on page 3.9-88 is revised as follows:

With this improvement, the average delay at the Marina Boulevard/Alvarado Street intersection would be reduced by ~~46.4~~ 16.7 seconds and ~~29.5~~ 25.9 seconds during the AM and PM peak hours, respectively, and the intersection would operate at LOS D levels during both periods.

The fifth sentence under Mitigation Measure TR-9.6 on page 3.9-90 is revised as follows:

Adding a third lane to the southbound I-880 off-ramp (also to be funded on a fair-share basis by the project sponsors) would mitigate this impact by reducing the average delay to ~~49.0~~ 50.3 seconds (LOS D) in the Saturday peak hour.

The second and third sentences under Mitigation Measure TR-13.2 on page 3.9-113 are revised as follows:

Implementation of Mitigation Measures TR-1.1 and TR-1.3 (which would require encroachment permits from Caltrans) would mitigate impacts during the AM and Saturday peak hours and improve the operations of the Marina Boulevard/Merced Street intersection to LOS D with ~~52.4~~ 52.5 seconds of average during the AM peak hour and 53.8 seconds of average delay during the Saturday peak hour. However, even though the average delay would be improved by ~~123.3~~ 122.4 seconds in the PM peak hour, the intersection would continue to operate at a sub-standard level with LOS E.

The last sentence under Mitigation Measure TR-13.3 on page 3.9-113 is revised as follows:

The project sponsors shall also contribute faire-share funds towards the conversion of the eastbound right-turn lane to a shared through-right lane. Implementation of this mitigation measure would reduce the project impact at the Marina Boulevard/Wayne Street intersection to a less-than-significant level with an average delay of ~~49.1~~ 49.0 seconds at LOS D.

The last sentence under Mitigation Measure TR-15.1 on page 3.9-118 is revised as follows:

This would improve the operations to LOS D during both peak periods with average delays of ~~50.8~~ 48.0 seconds and ~~45.2~~ 46.9 seconds in the AM and PM peak hours, respectively, and reduce the project impacts to less-than-significant levels.

In addition to the above revisions to text, the following tables and figures replace the corresponding tables and figures in the Draft EIR.

- Table 3.9-15 on page 3.9-45.
- Figure 3.9-10 on page 3.9-47.
- Figure 3.9-11 on page 3.9-49.
- Table 3.9-17 on page 3.9-63.
- Table 3.9-18 on page 3.9-65.
- Table 3.9-19 on page 3.9-66.
- Table 3.9-27 on page 3.9-101.
- Table 3.9-33 on page 3.9-125.

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**Table 3.9-15  
Baseline plus Kaiser Medical Center Phase 1 Peak Hour Intersection Levels of Service**

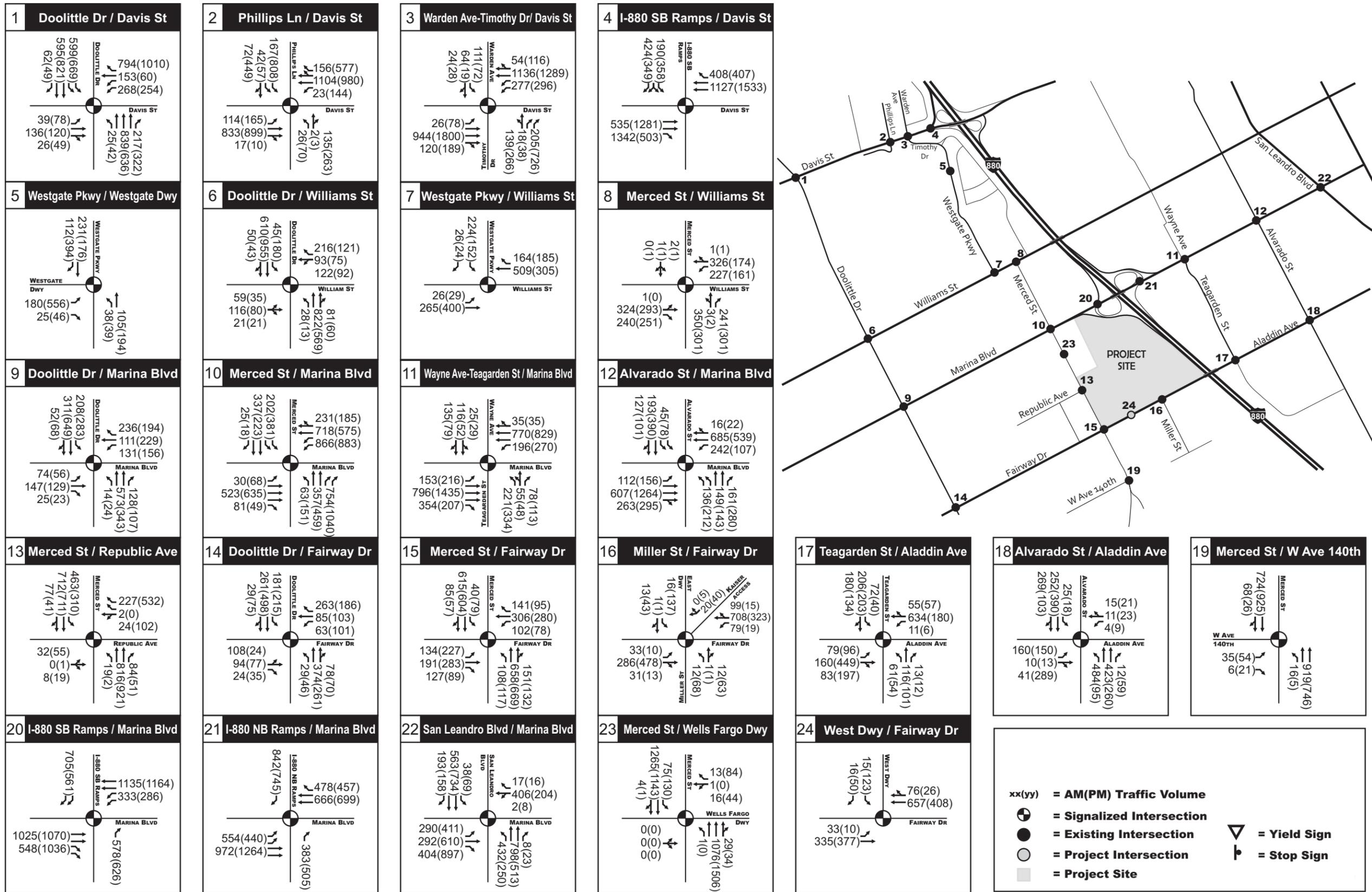
Intersection <sup>a</sup>	Baseline No Project						Baseline plus Kaiser Medical Center Phase 1							
	AM		PM		V/C	Saturday		AM		PM		Saturday		
	LOS	Delay	LOS	Delay		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
1 Davis Street/Doolittle Drive	D	38.7	E	<b>71.2</b>	<b>1.01</b>	D	36.7	D	40.2	E	<b>74.4</b>	<b>1.02</b>	D	37.4
2 Davis Street/Phillips Lane	B	15.2	D	47.7		C	31.2	B	15.7	D	48.0		C	31.2
3 Davis Street/Warden Avenue	C	20.6	C	32.7		C	31.4	C	21.1	C	33.6		C	32.0
4 Davis Street/I-880 SB Ramps	A	8.2	B	11.9		B	16.3	C	34.7	B	11.9		B	16.6
5 Westgate Shopping Center Driveway/Westgate Parkway	B	12.5	C	20.8		B	18.7	B	12.0	C	20.8		B	19.5
6 Williams Street/Doolittle Drive	B	10.1	A	9.7		A	7.0	B	11.2	A	9.8		A	7.0
7 Williams Street/Westgate Parkway	B	12.1	B	12.6		A	8.4	B	17.8	B	12.6		A	8.6
8 Williams Street/Merced Street	C	33.3	C	30.8		B	19.1	C	30.8	C	26.6		B	19.7
9 Marina Boulevard/Doolittle Drive	C	28.8	C	30.0		D	38.5	C	30.1	C	30.6		D	38.8
10 Marina Boulevard/Merced Street	C	28.5	D	36.0		C	29.2	D	35.4	<b>E</b>	<b>58.2</b>		C	29.4
11 Marina Boulevard/Wayne Avenue	C	24.8	D	36.6		D	35.9	C	25.5	C	33.6		C	30.4
12 Marina Boulevard/Alvarado Street	C	30.5	C	32.2		C	29.3	C	32.0	C	34.0		C	28.6
13 Republic Avenue/Merced Street <sup>b</sup>	A/D	0.7/25.1	A/D	1.1/26.0		A/C	0.3/16.9	C	21.7	C	23.5		A	9.4
14 Fairway Drive/Doolittle Drive	B	15.4	B	13.6		B	13.4	B	17.0	B	14.4		B	13.5
15 Fairway Drive/Merced Street	C	33.0	C	31.0		C	29.2	C	34.4	D	43.4		C	28.4
16 Fairway Drive/Miller Street <sup>b</sup>	A/C	1.1/15.7	A/C	2.4/15.9		A/B	0.9/10.8	B	15.4	C	22.8		A	9.7
17 Aladdin Avenue/Teagarden Street	B	19.1	B	14.9		B	12.7	C	30.6	B	17.6		B	13.0
18 Aladdin Avenue/Alvarado Street	C	23.8	C	21.5		B	17.1	D	41.3	C	23.7		B	18.8
19 West Avenue 140 <sup>th</sup> /Merced Street	A	2.5	A	3.6		A	4.1	A	2.5	A	3.5		A	4.1
20 Marina Boulevard/I-880 SB Ramps	B	19.7	C	22.0		B	16.5	C	21.4	C	22.1		C	22.6
21 Marina Boulevard/I-880 NB Ramps	A	5.9	A	2.8		A	3.9	A	6.2	A	4.6		A	4.3
22 Marina Boulevard/San Leandro Boulevard	D	42.7	C	31.5		C	26.5	D	49.5	D	36.5		C	27.4
23 Wells Fargo Driveway/Merced Street	A	2.4	A	3.7		A	3.9	A	2.5	A	4.2		A	3.8
24 Fairway Drive/Kaiser West Driveway <sup>c</sup>				N/A				A	3.6	B	11.5		A	2.8

Source: Dowling Associates, Inc., 2010.

Notes: LOS=Level of Service; Delay=Weighted average seconds of delay per vehicle; V/C =Volume to capacity ratio; **BOLD** denotes locations with sub-standard levels of service; **BOXED** denotes locations with significant project-related impacts prior to the implementation of mitigation.

- LOS and delay at signalized intersections are based on weighted average delay of all intersections approaches.
- The Highway Capacity Manual calculates LOS and delay at side-street stop-controlled intersections as approach delay of the intersection leg with the worst LOS. Synchro also reports the weighted average delay of all movements at side-street stop-controlled intersections. This table displays both values as "all legs/ worst leg" for LOS and delay.
- The Fairway Drive/Kaiser West Driveway intersection is a future intersection included as part of the proposed project.

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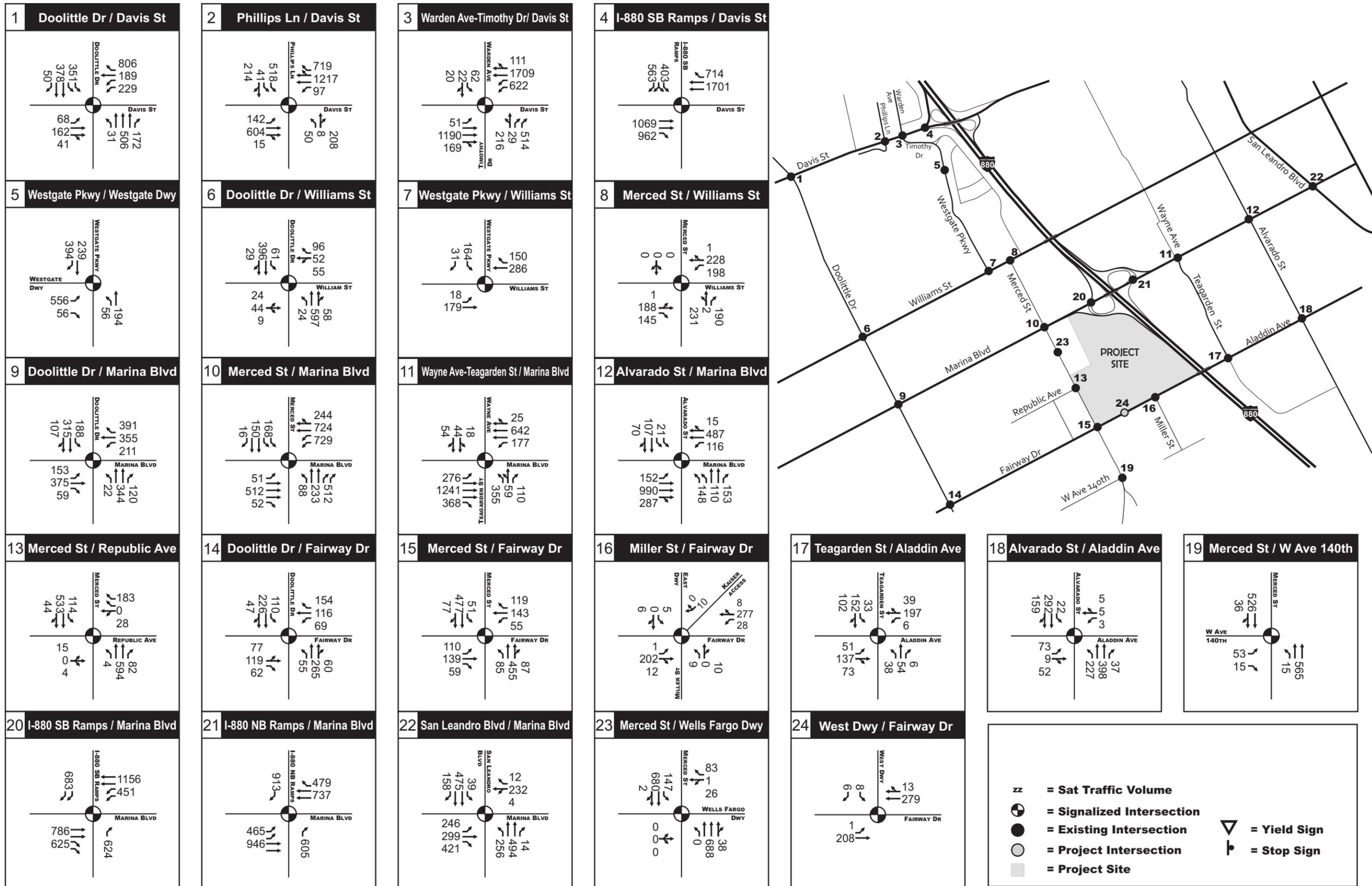


**FIGURE 3.9-10**  
**Baseline plus Kaiser Medical Center Phase 1 Weekday Peak Hour Intersection Traffic Volumes**

Source: Dowling Associates, Inc., 2010.



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**FIGURE 3.9-11**  
**Baseline plus Kaiser Medical Center Phase 1 Saturday Peak Hour Intersection Traffic Volumes**

Source: Dowling Associates, Inc., 2010.



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Table 3.9-17

Baseline plus Kaiser Medical Center Phase 1 and Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development Mitigated Peak Hour Intersection Levels of Service

Intersection	Baseline plus Kaiser Medical Center Phase 1						Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development							
	AM		PM		V/C	Saturday		AM		PM		Saturday		
	LOS	Delay	LOS	Delay		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
1 Davis Street/Doolittle Drive	D	40.2	<b>E</b>	<b>74.4</b>	<b>1.02</b>	D	37.4	D	41.5	<b>E</b>	<b>76.4</b>	<b>1.02</b>	D	39.1
2 Davis Street/Phillips Lane	B	15.7	D	48.0		C	31.2	B	15.9	D	48.0		C	31.1
3 Davis Street/Warden Avenue	C	21.1	C	33.6		C	32.0	C	21.1	C	34.5		D	36.8
4 Davis Street/I-880 SB Ramps	C	34.7	B	11.9		B	16.6	D	36.8	B	12.0		B	19.2
5 Westgate Shopping Center Driveway/Westgate Parkway	B	12.0	C	20.8		B	19.5	B	11.9	C	20.7		C	23.1
6 Williams Street/Doolittle Drive	B	11.2	A	9.8		A	7.0	B	11.6	A	10.0		A	7.1
7 Williams Street/Westgate Parkway	B	17.8	B	12.6		A	8.6	C	20.9	B	12.6		B	10.2
8 Williams Street/Merced Street	C	30.8	C	29.8		B	19.7	C	29.8	C	30.0		C	24.1
9 Marina Boulevard/Doolittle Drive	C	30.1	C	30.6		D	38.8	C	30.8	C	29.5		D	40.9
10 Marina Boulevard/Merced Street	D	35.4	<b>D</b>	<b>38.2</b>		C	29.4	C	28.7	<b>D</b>	<b>53.6</b>		<b>D</b>	<b>36.4</b>
11 Marina Boulevard/Wayne Avenue	C	25.5	C	29.5		C	30.4	C	26.8	D	35.1		C	31.5
12 Marina Boulevard/Alvarado Street	C	32.0	C	27.5		C	28.6	C	32.1	C	28.8		C	30.9
13 Republic Avenue/Merced Street	C	21.7	C	19.7		A	9.4	B	16.2	<b>C</b>	<b>22.9</b>		B	13.8
14 Fairway Drive/Doolittle Drive	B	17.0	B	14.4		B	13.5	B	17.3	B	15.7		B	13.9
15 Fairway Drive/Merced Street	C	34.4	D	41.9		C	28.4	D	36.4	D	47.1		C	37.7
16 Fairway Drive/Miller Street	B	15.4	C	26.7		A	9.7	C	22.3	C	33.7		B	15.0
17 Aladdin Avenue/Teagarden Street	C	30.6	B	17.6		B	13.0	D	45.9	C	25.6		B	17.0
18 Aladdin Avenue/Alvarado Street	D	41.3	C	23.7		B	18.8	D	46.2	C	25.4		C	25.1
19 West Avenue 140 <sup>th</sup> /Merced Street	A	2.5	A	4.3		A	4.1	A	2.6	A	3.4		A	4.0
20 Marina Boulevard/I-880 SB Ramps	B	21.4	C	28.2		B	22.6	C	23.8	D	39.7		D	39.3
21 Marina Boulevard/I-880 NB Ramps	A	6.2	A	4.3		A	4.3	A	6.6	A	4.9		C	21.7
22 Marina Boulevard/San Leandro Boulevard	D	49.5	D	40.8		C	27.4	D	52.6	D	51.7		D	38.7
23 Wells Fargo Driveway/Merced Street	A	2.5	A	4.6		A	3.8	A	2.4	A	5.1		A	3.8
24 Fairway Drive/Kaiser West Driveway	A	3.6	A	9.7		A	2.8	A	4.8	B	17.7		A	4.9
25 Marina Boulevard/New Signalized Mixed-Use Retail Development Driveway				N/A				A	4.6	B	10.2		A	9.3

Source: Dowling Associates, Inc., 2010.

Notes: LOS = Level of Service; Delay = Weighted average seconds of delay per vehicle; V/C = volume to capacity ratio; **BOLD** denotes sub-standard operations; **BOXED** denotes impacts that can be mitigated to shown levels only upon acquisition of right-of-way, acquisition of permits, and/or other criteria. These impacts are therefore potentially significant and unavoidable.

LOS and delay at signalized intersections are based on weighted average delay of all intersections approaches.

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**Table 3.9-18  
Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development Peak Hour Freeway Levels of Service**

Location	Type	Baseline						Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development					
		AM			PM			AM			PM		
		Volume <sup>a</sup>	Density <sup>b</sup>	LOS <sup>c</sup>	Volume <sup>a</sup>	Density <sup>b</sup>	LOS <sup>c</sup>	Volume <sup>a</sup>	Density <sup>b</sup>	LOS <sup>c</sup>	Volume <sup>a</sup>	Density <sup>b</sup>	LOS <sup>c</sup>
<b>I-880 Northbound</b>													
Washington Avenue to Marina Boulevard	Mainline	9,332	34.2	D	8,384	29.2	D	9,441	34.9	D	8,532	29.9	D
Marina Boulevard to Davis Street	Weave <sup>d</sup>	8,814	-	C	8,274	-	C	8,842	-	C	8,405	-	D
Davis Street to 98th Avenue	Mainline	<b>8,550</b>	<b>&gt;45.0</b>	<b>F</b>	7,845	37.4	E	<b>8,682</b>	<b>&gt;45.0</b>	<b>F</b>	7,970	38.2	E
<b>I-880 Southbound</b>													
98th Avenue to Davis St	Mainline	6,589	28.6	D	7,861	37.6	E	6,711	29.2	D	8,035	39.3	E
Davis Street to Marina Boulevard	Mainline	7,277	24.8	C	8,059	27.8	D	7,390	25.2	C	8,132	28.1	D
Marina Boulevard to Washington Avenue	Mainline	6,667	29	D	7,573	35.1	E	6,930	30.5	D	7,709	36.2	E

Source: Dowling Associates, Inc., 2010.

Notes:

**Bold** denotes locations operating at below standards.

- a. Volume = vehicles per hour (vph)
- b. Density = passenger car per mile per lane (pc/m/Lane)
- c. LOS = Level of Service
- d. Marina Boulevard to Davis Street analyzed as a weaving section using the Leisch Method as described in the Caltrans Design Manual, September 1, 2006. The volume shown for this segment is the total mainline volume.

**Table 3.9-19  
Baseline plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development  
Freeway Ramp Queues**

	<b>Northbound Off-Ramp to Eastbound Marina Boulevard<sup>a</sup></b>	<b>Northbound Off-Ramp to Westbound Marina Boulevard<sup>a</sup></b>	<b>Southbound Off-Ramp to Eastbound Marina Boulevard<sup>a</sup></b>	<b>Southbound Off-Ramp to Westbound Marina Boulevard</b>	<b>Davis Street Southbound Off-Ramp</b>
<b>Available Storage Length<sup>b</sup></b>	800 <sup>c</sup>	1,545	1,150	950 <sup>c</sup>	1,120
<b>AM Queue<sup>d</sup></b>	0	0	0	325	202
<b>PM Queue<sup>d</sup></b>	0	0	0	244	260
<b>Saturday Queue<sup>d</sup></b>	0	0	0	289	424

Source: Dowling Associates, Inc., 2010.

Notes:

- a. Ramp is not stop controlled and therefore has no queue.
- b. In feet.
- c. Storage lengths are estimates only.
- d. 95th percentile queue length in feet.

Table 3.9-27

Cumulative plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development without and with Aladdin Avenue Extension Mitigated Peak Hour Intersection Levels of Service

Intersection	Cumulative plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development without Aladdin Avenue Extension						Cumulative plus Kaiser Medical Center Phase 1 plus Mixed-Use Retail Development with Aladdin Avenue Extension									
	AM		V/C	PM		Saturday	AM		V/C	PM		Saturday				
	LOS	Delay		LOS	Delay	LOS	Delay	LOS		Delay	LOS	Delay				
1 Davis Street/Doolittle Drive	<b>E</b>	<b>79.2</b>	<b>1.07</b>	<b>F</b>	<b>132.1</b>	<b>1.17</b>	D	53.1	<b>F</b>	<b>91.0</b>	<b>1.12</b>	<b>F</b>	<b>132.6</b>	<b>1.17</b>	D	53.1
2 Davis Street/Phillips Lane	B	19.1		<b>E</b>	<b>76.2</b>	<b>1.07</b>	D	39.6	C	20.0		<b>F</b>	<b>81.5</b>	<b>1.09</b>	D	39.6
3 Davis Street/Warden Avenue	C	21.6		D	51.3		D	40.6	C	21.4		D	52.0		D	40.6
4 Davis Street/I-880 SB Ramps	A	9.7		B	12.0		B	17.5	A	9.2		B	12.6		B	17.5
5 Westgate Shopping Center Driveway/Westgate Parkway	B	11.7		C	23.1		B	19.2	B	11.9		C	21.9		B	19.2
6 Williams Street/Doolittle Drive	B	15.6		C	25.2		A	7.8	B	18.1		C	21.5		A	7.8
7 Williams Street/Westgate Parkway	B	18.4		B	14.0		A	8.6	B	15.5		B	14.6		A	8.6
8 Williams Street/Merced Street	D	47.7		C	32.0		C	25.3	C	34.1		C	31.5		C	25.3
9 Marina Boulevard/Doolittle Drive	C	34.0		D	37.3		D	53.2	D	45.8		D	37.5		D	53.2
10 Marina Boulevard/Merced Street	<b>D</b>	<b>42.5</b>		<b>D</b>	<b>52.6</b>		<b>D</b>	<b>45.3</b>	<b>D</b>	<b>37.3</b>		<b>D</b>	<b>52.3</b>		<b>D</b>	<b>45.3</b>
11 Marina Boulevard/Wayne Avenue	C	28.8		<b>D</b>	<b>39.9</b>		D	39.2	C	26.7		<b>D</b>	<b>53.8</b>		D	39.0
12 Marina Boulevard/Alvarado Street	<b>D</b>	<b>49.0</b>		<b>D</b>	<b>42.5</b>		C	34.8	<b>D</b>	<b>54.3</b>		<b>D</b>	<b>38.7</b>		C	34.8
13 Republic Avenue/Merced Street	C	20.6		<b>C</b>	<b>28.3</b>		<b>C</b>	<b>30.9</b>	C	22.2		<b>C</b>	<b>33.4</b>		<b>C</b>	<b>31.0</b>
14 Fairway Drive/Doolittle Drive	B	19.3		C	26.4		B	17.5	B	19.2		C	26.2		B	17.5
15 Fairway Drive/Merced Street	D	40.4		<b>D</b>	<b>53.0</b>		C	34.2	D	36.4		<b>D</b>	<b>52.5</b>		C	34.8
16 Fairway Drive/Miller Street	C	22.4		C	27.3		B	14.3	C	21.3		C	29.7		B	14.3
17 Aladdin Avenue/Teagarden Street	D	50.6		C	30.3		B	15.1	D	51.8		C	34.3		B	15.1
18 Aladdin Avenue/Alvarado Street	D	54.1		D	38.0		D	37.3	D	54.0		D	42.4		C	31.2
19 West Avenue 140 <sup>th</sup> /Merced Street	A	3.5		A	4.8		A	4.2	A	3.3		A	4.8		A	4.2
20 Marina Boulevard/I-880 SB Ramps	<b>D</b>	<b>36.4</b>		<b>C</b>	<b>23.9</b>		<b>D</b>	<b>50.3</b>	<b>C</b>	<b>32.9</b>		<b>C</b>	<b>22.9</b>		<b>D</b>	<b>49.3</b>
21 Marina Boulevard/I-880 NB Ramps	B	10.2		A	5.0		D	47.1	A	8.8		A	6.9		D	35.7
22 Marina Boulevard/San Leandro Boulevard	<b>F</b>	<b>106.0</b>	<b>1.31</b>	D	45.1		D	40.3	<b>F</b>	<b>97.6</b>	<b>1.29</b>	D	48.5		D	40.3
23 Wells Fargo Driveway/Merced Street	A	1.5		A	6.9		A	3.9	A	1.6		A	9.2		A	3.9
24 Fairway Drive/Kaiser West Driveway	A	5.7		B	17.1		A	6.2	A	5.6		B	13.6		A	5.4
25 Marina Boulevard/New Signalized Mixed-Use Retail Development Driveway	A	4.2		B	10.1		A	8.0	A	4.2		B	11.0		A	9.0

Source: Dowling Associates, Inc., 2010.

Notes: LOS = Level of Service; Delay = Weighted average seconds of delay per vehicle; V/C = volume to capacity ratio; **BOLD** denotes sub-standard operations; **BOXED** denotes impacts that can be mitigated to shown levels only upon acquisition of right-of-way, acquisition of permits, and/or other criteria. These impacts are therefore potentially significant and unavoidable.

LOS and delay at signalized intersections are based on weighted average delay of all intersections approaches.

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**Table 3.9-33  
Cumulative plus Kaiser Medical Center Build-Out plus Mixed-Use Retail Development without and with Aladdin Avenue Extension Mitigated Peak Hour Intersection Levels of Service**

Intersection	Cumulative plus Kaiser Medical Center Build-Out plus Mixed-Use Retail Development without Aladdin Avenue Extension									Cumulative plus Kaiser Medical Center Build-Out plus Mixed-Use Retail Development with Aladdin Avenue Extension								
	AM			PM			Saturday			AM			PM			Saturday		
	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay		LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	
1 Davis Street/Doolittle Drive	E	77.7	1.08	F	131.4	1.17	D	53.5		F	89.8	1.12	F	134.7	1.19	D	53.5	
2 Davis Street/Phillips Lane	B	19.0		E	70.1	1.01	C	34.1		B	18.9		E	71.3	1.05	C	34.1	
3 Davis Street/Warden Avenue	C	22.9		D	53.5		D	41.4		C	23.9		D	53.7		D	41.4	
4 Davis Street/I-880 SB Ramps	B	14.9		B	12.6		B	17.8		B	15.3		B	12.8		B	17.8	
5 Westgate Shopping Center Driveway/Westgate Parkway	B	11.6		C	23.1		B	19.6		B	11.6		C	21.8		B	19.6	
6 Williams Street/Doolittle Drive	B	16.4		C	25.7		A	7.9		B	18.8		C	28.2		A	7.9	
7 Williams Street/Westgate Parkway	D	38.2		B	14.4		A	8.8		D	45.5		B	15.4		B	8.8	
8 Williams Street/Merced Street	D	45.2		C	32.8		C	25.4		C	34.1		C	34.2		C	25.4	
9 Marina Boulevard/Doolittle Drive	D	46.5		D	39.7		D	54.8		D	48.3		D	39.3		D	54.8	
10 Marina Boulevard/Merced Street	D	52.5		E	63.8		D	53.8		D	48.5		E	62.9		D	53.8	
11 Marina Boulevard/Wayne Avenue	D	36.8		D	49.0		D	39.4		C	32.8		D	54.7		D	39.4	
12 Marina Boulevard/Alvarado Street	D	54.7		D	47.8		D	36.5		D	48.0		D	46.9		D	35.3	
13 Republic Avenue/Merced Street	C	28.7		C	34.5		C	26.0		C	28.0		D	36.2		C	26.0	
14 Fairway Drive/Doolittle Drive	C	22.0		C	27.5		B	17.6		C	20.4		C	26.2		B	17.6	
15 Fairway Drive/Merced Street	D	37.6		D	52.2		D	35.1		D	37.7		D	51.2		D	35.1	
16 Fairway Drive/Miller Street	C	32.5		D	38.2		B	16.0		C	31.5		D	38.4		B	16.0	
17 Aladdin Avenue/Teagarden Street	D	51.8		D	39.0		B	15.4		D	54.8		D	40.1		B	15.4	
18 Aladdin Avenue/Alvarado Street	D	54.3		D	43.4		D	40.1		D	47.4		D	41.3		C	28.5	
19 West Avenue 140 <sup>th</sup> /Merced Street	A	3.5		A	4.9		A	4.2		A	3.4		A	4.8		A	4.2	
20 Marina Boulevard/I-880 SB Ramps	D	44.9		C	27.9		E	57.5		D	36.8		C	22.2		D	52.5	
21 Marina Boulevard/I-880 NB Ramps	B	12.1		A	8.5		D	39.5		B	12.7		A	7.7		D	45.9	
22 Marina Boulevard/San Leandro Boulevard	F	116.3	1.37	D	49.7		D	44.5		F	110.2	1.36	D	49.8		D	44.5	
23 Wells Fargo Driveway/Merced Street	A	2.1		B	12.9		A	4.0		A	2.1		B	17.0		A	4.0	
24 Fairway Drive/Kaiser West Driveway	A	8.1		B	18.9		A	7.6		A	8.0		B	18.4		A	7.6	
25 Marina Boulevard/New Signalized Mixed-Use Retail Development Driveway	A	3.4		B	10.9		A	7.5		A	3.6		B	10.5		A	7.5	

Source: Dowling Associates, Inc., 2010.

Notes: LOS = Level of Service; Delay = Weighted average seconds of delay per vehicle; V/C = volume to capacity ratio; **BOLD** denotes sub-standard operations; **BOXED** denotes impacts that can be mitigated to shown levels only upon acquisition of right-of-way, acquisition of permits, and/or other criteria. These impacts are therefore potentially significant and unavoidable.

LOS and delay at signalized intersections are based on weighted average delay of all intersections approaches.

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