

## 5. Significant Unavoidable Impacts

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Section 15126.2 of the CEQA Guidelines requires that “direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long term effects.”

Chapter 1, Executive Summary, contains Table 1-1, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While actions from the Project and mitigation measures, where feasible, would reduce the level of impact to less than significant, the following impacts would remain significant and unavoidable after mitigation measures are applied:

### 5.1 GREENHOUSE GAS EMISSIONS

- **GHG-1. Significant.** While mitigation measures have been identified to reduce greenhouse gas (GHG) emissions, such as providing electric vehicle charging stations, requiring installation of energy efficient appliances, and requiring employee trip commute reduction programs, to name a few, GHG emissions would continue to exceed the Bay Area Air Quality Management District (BAAQMD) regional significance thresholds; therefore, this impact would remain *significant and unavoidable*.
- **GHG-3. Significant.** Implementation of the Project would directly or indirectly generate GHG emissions that may have a cumulatively considerable impact on the environment. Although Mitigation Measures GHG-1A through GHG-1F would reduce GHG emissions to the extent practicable, emissions would continue to exceed the BAAQMD regional significance thresholds; therefore, the cumulative impact would remain *significant and unavoidable*.

### 5.2 NOISE

- **NOISE-2. Significant.** During 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, control measures would be implemented, such as considering alternative construction methods to reduce and/or minimize vibratory construction equipment where feasible, restricting vibration-intense construction activities to certain times, and inspection of structural components of existing structures prior to the use of vibratory equipment. However, it is unknown at this point if implementation of these measures would be feasible and if they would provide enough reduction to mitigate levels below thresholds. Therefore, this impact would remain *significant and unavoidable*.
- **NOISE-3. Significant.** The proposed single- and multi-family residential uses along Marina Boulevard west of Aurora Drive would experience a noise increase of 4.1 dBA for future scenarios due to Project-related traffic. According to San Leandro General Plan Policies 35.03 and 35.04, the noise level increase at residential uses along this segment would be considered a significant impact. Potential

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mitigation measures included the construction of noise barriers along this road, or resurfacing this segment with rubberized asphalt; however, the construction of noise barriers along this road are not feasible as the residential areas front and access Marina Boulevard. Additionally, rubberized asphalt is only effective at roads in which cars travel at high speeds, and the speed limit in this area is low, thus, this solution would not be effective. Therefore, no feasible mitigation measures are available and this impact would be *significant and unavoidable*.

### 5.3 TRANSPORTATION AND TRAFFIC

- **TRAF-2A. Significant.** Although Mitigation Measures TRAF-2 would mitigate the impacts related to the reduction of level of service to an acceptable level on the I-880 northbound segment north of Davis Street, the mitigation measures are not considered feasible due to cost and right-of-way constraints associated with widening I-880. Further, the effectiveness of a shuttle service in reducing the number of Project trips cannot be adequately quantified. As such, this impact would remain *significant and unavoidable*.
- **TRAF-2B. Significant.** Mitigation Measures TRAF-2B.1 and TRAF-2B.2 would involve widening Doolittle Drive and providing shuttle service operating between the Project site and key locations such as the San Leandro and Coliseum BART stations and Oakland International Airport to reduce the V/C ratio on the northbound segment of Doolittle Drive, which would result in an acceptable Level Of Service under Year 2020 and 2035 conditions. While these measures would improve the level of service and mitigate the impact to less than significant, feasibility of these measures are uncertain due to right-of-way constraints along this corridor. Additionally, the shuttle service, though likely to reduce impacts, could not be quantified. As such, this impact would remain *significant and unavoidable*.
- **TRAF-7B. Significant.** Additional traffic associated with the Project would cause I-880 southbound ramps and Marina Boulevard (#14) to reduce to LOS E during both weekday AM and Saturday peak hours under Near-Term Cumulative Conditions. While Mitigation Measures TRAF-7B.1 and TRAF-7B.2 would improve level of service at this intersection, this ramp is under Caltrans jurisdiction; therefore, implementation and timing of these mitigation measures would not be within the City's jurisdiction and the impact would remain *significant and unavoidable*.
- **TRAF-7C. Significant.** The 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 peak hour and would add to the unacceptable LOS F in the PM peak hour and cause the V/C ratio to increase by 0.07. While Mitigation Measures TRAF-7C.1 and TRAF-7C.2 are identified in the Kaiser Permanente San Leandro Medical Center/Mixed Use Retail Development Project EIR and would fully mitigate the Near-Term cumulative impact during the AM and PM peak hours, the available right-of-way on the northbound approach would not be sufficient to accommodate the two-left turn lanes, one through lane, and one shared through-right turn lane, as well as a bike lane. Therefore, this impact would remain *significant and unavoidable*.
- **TRAF-7I. Significant.** The 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; and would reduce the level of service from LOS E to LOS F in the weekday PM and Saturday peak hours and cause the V/C ratios to increase by 0.10 during both periods, which is higher than the 0.05 allowed by the City. While Mitigation Measure TRAF-7I would lessen impacts, this ramp intersection is under Caltrans

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jurisdiction and the implementation and timing of this mitigation measure are not under City control. As such, this impact would remain *significant and unavoidable*.

- **TRAF-7J. Significant.** The 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 ration to increase by 0.07 in the AM peak hour and 0.10 in the PM peak hour. Although Mitigation Measures TRAF-7C.1 and 7C.2 would reduce the v/c ratios to a less-than-significant level by adding a northbound left-turn lane on San Leandro Boulevard and restriping lanes on the west leg to provide two corresponding receiving lanes, the available right-of-way would not be sufficient to accommodate the necessary northbound travel and bike lanes; therefore, this would remain a *significant and unavoidable* impact.

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