

| Impacts | Significance without Mitigation | Mitigation Measures | Mitigation Responsibility | Significance with Mitigation |
|---|---------------------------------|--|---------------------------|------------------------------|
| <p><i>TRANSPORTATION AND CIRCULATION</i></p> | <p>S</p> | <p>Mitigation 18-2. Make the following intersection improvements</p> | <p>City</p> | <p>LTS</p> |
| <p>Impact 18-2: Cumulative Intersection Impacts. Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. According to the significance thresholds, these changes constitute a significant cumulative impact</p> | | <p>(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard/Orchard Avenue. (Parcel Groups 5 & 6 Addendum Intersection 4) (PM Peak Hour) Optimize signal cycle length to 115 seconds and restripe the outer westbound through lane as a shared through/right turn lane. With this improvement, the intersection would operate at acceptable and better than pre-project conditions at LOS E (61.1 seconds of delay) during the PM peak hour. Implementing this mitigation would result in a less-than-significant cumulative impact.</p> | <p>City</p> | <p>LTS</p> |
| | | <p>(n) Intersection 9: Mission Boulevard/Harder Road. (Parcel Group 5 & 6 Addendum Intersection 11). (PM Peak Hour): Re-optimize signal timing splits to provide additional green time for eastbound left turn and westbound left turn movements. With this improvement, the intersection would operate at better than pre-project conditions at LOS F (91.4 seconds of delay) during the PM peak hour. Implementing this mitigation would result in a less-than-significant cumulative impact.</p> | | |

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| | | <p>(o) Intersection 30: Mission Boulevard/Fletcher Lane (Parcel Group 5 & 6 Addendum Intersection 1). (AM Peak Hour): Install an eastbound left turn pocket and restripe the current eastbound shared left/through lane to a dedicated through lane. With this improvement, the intersection would operate at better than pre-project conditions at LOS F (100.8 seconds of delay) during the AM peak hour. Implementing this mitigation would result in a <i>less-than-significant</i> cumulative impact.</p> | City | LTS |
| | | <p>(p) Intersection 43: Mission Boulevard/Palisade Street (Parcel Group 5 & 6 Addendum Intersection 3). (AM Peak Hour): Signalize northbound and westbound (right-out) movements at the intersection (the southbound direction is not impacted). With this improvement, the intersection would operate at acceptable and better than pre-project conditions at LOS A (7.0 seconds of delay) during the AM peak hour. Implementing this mitigation would result in a <i>less-than-significant</i> cumulative impact.</p> | City | LTS |