Chapter 3. Existing Conditions, Environmental Impacts, and Mitigation Measures

3.1 Introduction

This section introduces the resource study areas, provides an overview of the proposed Project baseline, defines the overall organization of Chapter 3, and explains the general methodology for assessing proposed Project impacts. This section also identifies the environmental resource areas included in this EIR and presents the structure for the environmental impact analysis for each resource area.

3.1.1 Resource Study Areas

Resource study areas (RSAs) are the geographic boundaries in which the environmental investigations specific to each resource area are conducted to determine the resource characteristics and the potential for project impacts. A resource area may have more than one RSA depending on the varying types of resources present (for example, different geographic ranges for different species of wildlife) and the types of impacts being analyzed. The RSA(s) pertinent to each resource area are described in each resource section (Sections 3.2, Aesthetics through 3.21, Wildfire).

Each RSA comprises a geographic footprint that includes:

- Area necessary to define characteristics and context of the resource;
- Facilities or features within the project footprint and associated activities that could affect the resource; and
- Area necessary to determine the impacts (both beneficial and adverse) of the proposed Project.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires state and local agencies within California to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and adopt all feasible measures to mitigate those impacts. The purpose of CEQA is to:

- Disclose to the public the significant environmental effects of a proposed discretionary project.
- Prevent or minimize damage to the environment through development of project alternatives, mitigation measures, and mitigation monitoring.
- Disclose to the public the agency decision-making process utilized to approve discretionary projects through findings and statements of overriding consideration.
- Enhance public participation in the environmental review process through scoping meetings, public notice, public review, hearings, and the judicial process.
- Improve interagency coordination through early consultations, scoping meetings, notices of preparation, and State Clearinghouse review.

3.1.2 Baseline

In this chapter, the effects that could result from implementation of the proposed Project are compared with baseline physical conditions (existing conditions), as described under each resource area. The use of the resource-specific baseline condition provides a basis for assessing the impacts of the proposed Project in accordance with California Environmental Quality Act (CEQA) requirements. The baseline year for the proposed Project is 2020, which aligns with the publication of the Notice of Preparation for the proposed Project released on June 29, 2020. The intent is to give the public and decision makers "the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts" (CEQA Guidelines 15125 (a)).

3.1.3 Environmental Resource Areas

The following environmental resource areas are analyzed in this chapter:

- Section 3.2, Aesthetics.
- Section 3.3, Agriculture and Forestry Resources.
- Section 3.4, Air Quality.
- Section 3.5, Biological Resources.
- Section 3.6, Cultural Resources.
- Section 3.7, Energy.
- Section 3.8, Geology, Soils, and Paleontological Resources.
- Section 3.9, Greenhouse Gas Emissions.
- Section 3.10, Hazards and Hazardous Materials.
- Section 3.11, Hydrology and Water Quality.
- Section 3.12, Land Use and Planning.
- Section 3.13, Mineral Resources.
- Section 3.14, Noise.
- Section 3.15, Population and Housing.
- Section 3.16, Public Services.
- Section 3.17, Recreation.
- Section 3.18, Transportation.
- Section 3.19, Tribal Cultural Resources.
- Section 3.20, Utilities and Service Systems.
- Section 3.21, Wildfire.

3.1.4 Structure of the Environmental Impact Analysis

For each environmental resource area considered in Chapter 3 *Existing Conditions, Environmental Impacts, and Mitigation Measures*, the structure of the environmental impact analysis is as follows:

- **Introduction:** Provides a brief overview of the environmental resource.
- **Regulatory Setting:** Describes the regulatory context of the environmental resource area being analyzed, including any applicable federal, state, and local regulations, plans, policies, programs, and/or laws relevant to the proposed Project.
- **Methods for Evaluating Environmental Impacts:** Outlines the analysis methodology (quantitative and/or qualitative) for assessing the proposed Project's potential to impact each resource area. This section also identifies the sources of data used for the analysis and identifies the criteria used to determine the significance of potential impacts.
- **Affected Environment:** Provides an overview of the existing physical conditions of an environmental resource in the RSA at the time of publication of the NOP that could be affected by implementation of the proposed Project. Establishing the existing conditions provides a basis for the analysis of potential impacts related to each environmental resource.
- **Best Management Practices (BMPs):** Provides a list of BMPs incorporated into the proposed Project relevant to each resource area. The BMPs are considered part of the proposed Project and, therefore, resource impacts are assessed with the BMPs incorporated.
- **Environmental Impacts:** Provides a discussion of impacts associated with implementation of the proposed Project. For each potential impact, a significance determination is made (that is, no impact, less than significant, less than significant with mitigation, or significant and unavoidable).
- **Mitigation Measures:** If required, feasible mitigation measures are identified to reduce significant impacts.
- **Cumulative Impact Analysis:** Provides a qualitative evaluation of the potential for cumulative impacts on each resource area.
- **CEQA Significance Summary Table:** A table summarizing the impact significance determinations, including cumulative, for each criterion in each resource area.
- **References:** Provides references relevant to each resource area.

3.1.5 General Methodology for Assessing Impacts

3.1.5.1 Determining Significance under CEQA

Thresholds of significance for each resource area were developed consistent with CEQA Guidelines Appendix G to determine the significance of potential impacts. Additionally, the CEQA Guidelines Appendix G checklist was augmented, where necessary, to ensure that all potential impacts of the proposed Project are addressed.

The environmental review focuses on the potentially significant environmental effects of the proposed Project. As defined in CEQA Guidelines Section 15382, a "significant effect on the

environment" is "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself would not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether a physical change is significant."

In evaluating the significance of the environmental effect of a project, the CEQA Guidelines require the lead agency to consider direct physical changes in the environment and reasonably foreseeable indirect physical changes in the environment that may be caused by the project (CEQA Guidelines Section 15064[d]). A direct physical change in the environment is a physical change in the environment that is caused by, and immediately related to, the project (CEQA Guidelines Section 15064[d][1]). An indirect physical change in the environment is a physical change in the environment that is not immediately related to the project, but that is caused indirectly by the project (CEQA Guidelines Section 15064[d][2]). An indirect physical change is to be considered only if that change is a reasonably foreseeable impact that may be caused by the project (CEQA Guidelines Section 15064[d][3]).

Further, as defined in CEQA Guidelines Section 15064(e), "economic and social changes resulting from a project will not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change would be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project."

3.1.5.2 Impact Analysis

CEQA requires a lead agency to determine the significance of all environmental impacts (California PRC Section 21082.2; CEQA Guidelines Section 15064). A threshold of significance for a given environmental impact defines the level of effect above which the lead agency will consider impacts to be significant and below which it will consider impacts to be less than significant. Thresholds of significance are identifiable, quantitative, qualitative, or performance levels for a particular environmental effect, whichever is most applicable to each specific type of environmental impact (CEQA Guidelines Section 15064.7[a]). The following terminology is used in this EIR to describe the various levels and types of environmental impacts associated with the proposed Project:

- **Significance threshold:** A significance threshold is a criterion used by CCJPA, as lead agency under CEQA, to determine whether the magnitude of an adverse physical environmental impact would be significant. In accordance with CEQA Guidelines Section 15022(a), the CCJPA used significance criteria that are based on CEQA Guidelines Appendix G and augmented, as necessary; factual and scientific information and data; and the regulatory standards of the federal, State, regional, and local jurisdictions (as applicable) where the proposed Project activities are proposed.
- **No Impact:** No impact indicates that the construction, operation, and maintenance of the proposed Project would not have a direct or indirect effect on the environment. It means no measurable or observable change from existing conditions would occur. This impact level does not require mitigation.

- **Less-than-Significant Impact:** An impact is less than significant if the analysis concludes that the implementation of the proposed Project would not exceed the applicable significance threshold. This impact level does not require mitigation, even if feasible, under CEQA.
- **Significant Impact:** A significant impact is defined by CEQA Section 21068 as one that would cause "a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project." Levels of significance can vary by project, based on the change in the existing physical condition. Under CEQA, mitigation measures or alternatives to the project must be provided, where feasible, to reduce the magnitude of significant impacts.
- **Significant and Unavoidable Impact:** A significant, unavoidable impact is one that would result in a substantial or potentially substantial adverse effect on the environment, and that could not be justifiably reduced to a less-than-significant level even with any feasible mitigation. Under CEQA, a project with significant and unavoidable impacts could proceed, but the lead agency would be required to prepare a "statement of overriding considerations" in accordance with CEQA Guidelines Section 15093 explaining why the lead agency would proceed with the project despite the potential for significant impacts.

3.1.5.3 Mitigation Measures

CEQA Guidelines Section 15126.4(a)(1) states that an EIR "will describe feasible measures which could minimize significant adverse impacts." Mitigation measures identified in this EIR were developed during the analysis and designed to reduce, minimize, or avoid potential environmental impacts associated with the proposed Project. Since measures may apply to multiple resource areas, they are labeled by the resource area where they are first defined, so full descriptions can be easily located in this EIR. Summaries and a reference to where the details can be found will be included in any subsequent resource section that applies that measure. The description of a mitigation measure states which specific proposed Project activity the measure applies to.

3.1.6 Cumulative Impacts

CEQA requires that EIRs include a discussion of cumulative impacts, specifically stating:

> "Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.
>
> (a) The individual effects may be changes resulting from a single project or a number of separate projects.
>
> (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines Section 15355).

According to the CEQA Guidelines, "cumulatively considerable" means that "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (CEQA Guidelines Section 15065(a)(3)).

CEQA Guidelines also provide guidelines for assessing the potential for proposed projects to contribute to cumulative impacts when the project would include implementing measures (including mitigation) to reduce effects as defined in previously approved plans or regulations:

> A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (CEQA Guidelines Section 15064 (h)(3)).

Further, the CEQA Guidelines state that "the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable" (CEQA Guidelines Section 15064 (h)(4)).

3.1.6.1 Methods Used in the Cumulative Analysis

Two methods can be used for cumulative impact analysis (CEQA Guidelines Section 15130). In the list approach, the lead agency identifies related projects or activities that could add to the proposed Project's environmental impacts. In the projection, or plan, approach, the lead agency relies on projections in an adopted planning document or prior environmental document. This EIR uses the list approach.

The following terminology is used in this EIR to describe the various levels and types of environmental impacts associated with the proposed Project:

- **Cumulative Impact:** As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.
- **Significance Threshold:** Consistent with thresholds used to evaluate the impacts resulting from the proposed Project in Chapter 3, this is the criterion used in the EIR to determine whether the magnitude of a cumulative environmental impact would be significant.
- **Significant Cumulative Impact:** A cumulative impact is considered significant if it would result in a substantial adverse change in the physical conditions of the environment, as determined by whether it exceeds the applicable significance threshold.
- **Cumulatively Considerable:** Pursuant to CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," the lead agency need not consider that effect significant (CEQA Guidelines Section 15130).

Table 3-1 lists and describes the reasonably foreseeable probable future projects and activities considered for the cumulative impact analysis. This list of foreseeable probable future projects and activities was developed based on a review of publicly available information. The potential cumulative effects when the proposed Project is added to cumulative activities listed in Table 3-1

are discussed in each resource section. Maps presenting activities considered for the cumulative impact analysis are shown in Figure 3-1.

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
I-1	Washington Avenue/UPRR Crossing Improvement	San Leandro	Railroad Crossing Improvements at Washington Avenue near Chapman.	Constructed
I-2	Centerville Complete Streets	Fremont, Newark	Pilot project focuses on Centerville's business district along Fremont Boulevard from Thornton Avenue to Parish Avenue. Project improvements include lane reduction from four lanes to three lanes (2 southbound lanes and 1 northbound lane), additional on-street parking on both sides of the street, pop-up patios for outdoor dining and seating in on-street parking spaces at key locations, and enhanced bike facilities with separation from both pedestrians and vehicles.	Construction to begin in 2024
I-3	Centerville Railroad Safety Improvements	Fremont	Safety improvements at six at-grade crossings (Blacow Road, Dusterberry Way, Maple Avenue, Fremont Boulevard, Shinn Street, and Clarke Drive) in coordination with UPRR, the California Public Utilities Commission (CPUC) and the Federal Railroad Administration (FRA).	Submit Notice of Intent– Early 2024
I-4	Station East Residential/ Mixed Use Project	Union City	Demolition of existing buildings and surface parking lots and development of up to 1.8 million square feet (including 974 new residential units and approximately 30,800 square feet of commercial uses). The project site would include 11 planning areas with 33 residential buildings and one community building.	Construction to begin in mid-2023 with anticipated completion in late 2026.
I-5	4150 Point Eden Way Industrial Development Project	Hayward	Construction of a new industrial building and creation of an open space/wetland preserve.	Environmental Review Completed February 2022

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
I-6	Niles Gateway Mixed Use	Fremont	Construction of a proposed residential development in the Niles Historical Overlay District that would include 75 attached residential units on approximately 6.08 acres.	Environmental Review Completed March 2021
I-7	Division 4 Modifications to Accommodate Battery Electric Buses as part of the 45 Zero Emission Bus Purchase	Oakland	Construction of charging infrastructure for zero-emission buses, including electrical service, transformers, switchgear, charging equipment, and additional emergency power units.	Environmental Review Completed August 2020
I-8	2075 Williams Street Industrial Project	San Leandro	Modifications to existing facility to increase the maximum tonnage of materials that could be received and processed from 174 tons per day to 350 tons per day.	Environmental Review Completed May 2020
O-1	Draft Environmental Assessment for Cargill, Inc. Solar Sea System Maintenance and Operations Activities	Regional	Analysis of environmental impacts as a result of continued maintenance and operation activities of Cargill Inc. Solar Salt System within historic salt-flat areas in Newark and Redwood City.	Completed in April 2021
O-2	Waterfront Ballpark District at Howard Terminal	Oakland	Construction of a new, open-air, waterfront multi-purpose Major League Baseball ballpark with a capacity of up to 35,000 persons and a mixed-use development, including up to 3,000 residential units and up to 1.5 million square feet of commercial space.	Environmental Review Completed March 2022
O-3	General Electric Site Remediation and Redevelopment Project	Oakland	Demolition of existing buildings, remediate the site, and construction of a 535,000-square foot industrial building on the site previously owned by General Electric.	Environmental Review Completed May 2020

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
O-4	Brooklyn Basin Marina Expansion Project	Oakland	Modification of a previously approved 64.2-acre project (2009 Oak-to-Ninth Avenue EIR), which would include a residential density increase of 600 units (for a project site total of up to 3,700 units), an update to parking ratios to current zoning code requirements in other zoning districts, and an expansion of the approved marina infrastructure and operation including increasing the number of slips by 158 and incorporating provisions with the marina improvements to accommodate an existing water taxi/shuttle currently operating on San Francisco Bay.	Currently in Environmental Review
O-5	Ardenwood Technology Park Planned District	Hayward	The District would rezone 32 existing industrial parcels located within a portion of the Ardenwood Technology Park to enable more intensive office space, manufacturing and research and development uses. Additionally, the District intends to create small-scale retail service uses.	Constructed
P-1	Fairmont Terrace Renovation and Expansion	Fairmont	Design and construction of park improvements and expansion of an existing 1.67-acre park to 5 acres. Improvements include on-site ADA parking, new restroom building, renovated playground and basketball, pathways, etc.	Constructed
P-2	Ashland-Mateo Street Neighborhood Park	Ashland	Construction of new 1.43-acre neighborhood park in Ashland.	Construction to begin in 2025 with anticipated completion in 2026.

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
P-3	Ashland-East 14th Street Park	Ashland	Extension of the Mateo Street Park to E 14th Street to create a large, through-block park for the Ashland neighborhood. This future park will also front the new Ashland community center, part of the Madrone Terrace Housing Project.	Park development project is anticipated to start in 2025
P-4	Community Center at Madrone Terrace	Ashland	Development of a new 7-story affordable housing facility, at East 14th Street and 162nd Avenue with creation of a new community center.	Under Construction
P-5	Ashland Common	Ashland	Construction of recreational facilities at the 1-acre site at the corner of 166th Avenue and E 14th Street in San Leandro.	Under Construction
P-6	Mission and Mattox Acquisition	Ashland	Acquisition of the vacated Coca Cola Bottling facility and its 2.6 acres of land at the northeast corner of Mission Boulevard and Mattox Road in Ashland for future park and recreational facilities.	Preliminary Planning Review
P-7	Sunset Futsal Courts	Hayward	Development of a new futsal court facility.	Constructed
P-8	Kennedy Park Renovation	Hayward	Construction of improvements to Kennedy Park including renovated picnic areas, group picnic shelters, new central play areas, new teacup amusement ride, new concession building and public restrooms, improved pathways with seating, and informal lawn areas.	Constructed
P-9	San Lorenzo Community Park Phase 2	San Lorenzo	Construction of Phase 2 improvements to existing 31-acre community park. Phase 2 improvements include a multi-purpose field, two soccer fields, a concession	Constructed

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
			building, a dog park, community green, a neighborhood play area, additional picnic facilities, and exercise stations and parking.	
P-10	Hayward Plunge Renovation	Hayward	Evaluation of the Hayward Plunge Aquatic Center.	Construction to begin in 2025
P-11	Sulphur Creek Nature Center Master Plan	Hayward	Evaluation of improvements from access to new recreation features at the Sulphur Creek Nature Center.	Preliminary Design
P-12	Eden Greenway Improvements	Hayward	Renovation of greenways to provide new recreational features, improve pathways, planting and irrigation, fencing, and signage as needed.	Construction to begin spring 2025
P-13	Weekes Community Center Renovation	Hayward	Renovation of an existing 10,092-square foot community center.	Preliminary Planning Review
P-14	Weekes Community Park Renovation	Hayward	Construction of improvements to the 16.6-acre Weekes Community Park including open lawn areas, restrooms, concession building, playground, half-court basketball, bocce courts, fitness plaza, central plaza, group picnic areas, pavilion, shade structure, bandstand, promenade, and walking loop.	Preliminary Planning Review
P-15	Mia's Dream All-Access Playground	Hayward	Construction of a 1-acre all-access playground for inclusive play opportunities for child developmental needs. It replaces an existing playground in Tennyson Park in Hayward.	Constructed
P-16	El Rancho Verde Park	Hayward	Construction of park improvements at an existing park site including renovated sports fields and planting/irrigation upgrades.	Design Development

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
P-17	Family Aquatics Center Competition Pool	San Leandro	Construction of a competition pool and additional parking.	Constructed
P-18	Marina Mulford Branch Library Construction	San Leandro	Construction of a new 2,500-square foot library.	Constructed
P-19	Bidwell Park Master Plan	Hayward	Expansion of the existing Bidwell Park to include the former Bidwell Elementary School campus and improve the existing park facilities.	Design Development
P-20	MLK Regional Shoreline Bay Trail Gap (Doolittle Drive South) and Improvements Project	Regional	Construction of 2,300 linear feet of new Bay Trail to close an existing gap, including resurfacing, trail widening modifications, park facility upgrades, and a boat launch.	Constructed
P-21	Merritt Community College Child Care Development Center Project	Oakland	Construction of a two-story, 20,000 gross square-foot Child Care Development Center (CCDC) that would replace the existing Child Care Development buildings on campus. The new CCDC would be designed to accommodate both childcare programs and college student classrooms.	Constructed
B-1	Invasive Spartina Removal and Tidal Marsh Restoration	Regional	Continued eradication of invasive cordgrass (invasive Spartina) and enhancement of critically important tidal marsh and mudflat habitat throughout the entire nine-county San Francisco Estuary. Activities include invasive Spartina monitoring and treatment, native marsh plant revegetation, California Ridgeway's Rail monitoring, and community outreach and job training in partnership with the long-term Invasive Spartina Project led by the State Coastal Conservancy.	Implementation underway

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
T-1	Irvington BART Station	Fremont	Future Irvington BART Station to be located in the Irvington District at the intersection of Washington Boulevard and Osgood Road, approximately halfway between the existing Fremont BART Station and the Warm Springs/South Fremont BART Station.	Construction to begin in mid-2026 with anticipated completion in 2031
T-2	Oakland Alameda Access Project	Alameda, Oakland (Countywide)	Construction of roadway improvements to increase mobility for travelers between I-880, the Posey and Webster Tubes, and the Cities of Oakland and Alameda. Existing interstate ramps would be reconstructed, local streets in downtown Oakland would be reconfigured, and bicycle and pedestrian connectivity would be improved within and between both cities.	Construction to begin in spring 2025
T-3	Morrison Canyon Road Traffic Safety Project	Fremont	Project includes the permanent closure of 0.8 mile of Morrison Canyon Road to automobiles, from the intersection of Morrison Canyon Road and Ridge Terrace to where Morrison Canyon Road intersects Vargas Road.	Constructed
T-4	Quarry Lakes Parkway Project (also known as East-West Connector)	Fremont, Union City	Construction of a new roadway from Paseo Padre Parkway to Mission Boulevard and improving Mission Boulevard where it intersects with the new roadway in 5 phases.	Preliminary design and planning
T-5	Bayside Newark (formerly Dumbarton Transit-Oriented Development)	Newark	Proposed new neighborhood that will provide a broad range of new housing, retail, and business opportunities in western Newark.	Under construction

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
T-6	Interstate 880 Interchange Improvements (Winton Avenue/A Street)	Hayward	Interchange and local roadway improvements along I-880 at Winton Avenue and A Street that would enhance access to the surrounding commercial, residential, and retail land uses. Improvements would include interchange on- and off-ramp reconfigurations, implementing Complete Streets features at both interchanges, and providing northbound and southbound auxiliary lanes along the mainline between the two interchanges.	Preliminary design
T-7	Interstate 880 Interchange Improvements Project (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)	Hayward, Union City	Interchange and local roadway improvements along I-880 from 0.6 mile south of the I-880/Whipple Road-Industrial Parkway Southwest Interchange to 0.3 mile north of the I-880/Industrial Parkway West Interchange. Improvements would include interchange on- and off-ramp reconfigurations, modifications and/or replacement of bridge structures, local roadway realignments and restriping, and bicycle and pedestrian improvements.	Preliminary planning and design
T-8	Tennyson Road Grade Separation	Hayward	Proposed grade-separation project and associated safety infrastructure improvements at the existing at-grade Tennyson Road railroad crossing.	Current/Past

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
T-9	State Route 262 Cross Connector	Fremont	Development of project alternatives to reduce congestion and improve traffic flow for the local and regional transportation network in the vicinity of SR-262/Mission Boulevard. Improvements would address delay, cut-through traffic, and safety along SR-262. From I-880 to I-680, through traffic will be grade separated at the Warm Springs and Mahove Drive intersections. New separate, local multimodal road facilities will be provided to access local business, transit facilities, and residences. Finally, the configuration of the interchange at I-680 and SR-262 will be improved to balance operations and accommodate all users.	Preliminary planning and design
T-10	State Route 84 Intermodal Bus Facility	Newark, Fremont	Construction of Intermodal Bus Facility to be located on SR-84 near the Ardenwood Park-and-Ride Facility to improve access and travel times for regional buses along the SR-84 corridor. Improvements include construction of westbound and eastbound bus stop platforms on SR-84.	Environmental review to be completed in summer 2026
D-1	Plan Bay Area 2050	Regional	Long-range regional plan that outlines 35 integrated strategies across four key issues: housing, the economy, transportation, and the environment. The plan proposes to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges	Current/Past
D-2	Alameda General Plan 2040	Alameda	Update to the Alameda General Plan, which was last updated in 1991.	Current/Past

Table 3-1. Cumulative Projects List

Project ID	Project Title	Project Location	Project Description	Project Status
D-3	West Oakland Specific Plan	Oakland	Redevelopment of BART parking to accommodate a new mixed-use transit village at the West Oakland BART Station consisting of residential, commercial, a new plaza, pedestrian walkways, and additional improvements.	Current/Past

Figure 3-1. Cumulative Project Map