

CHAPTER VI

Impact Overview and Growth Inducing Impacts

Introduction

This chapter summarizes the findings presented in this Draft SEIR with respect to significant, unavoidable environmental impacts; cumulative impacts; and growth inducing impacts of the proposed project. This chapter also lists topics for which impacts determined to be less than significant are identified in the Initial Study and this SEIR.

A. Significant, Unavoidable Impacts

A significant, unavoidable impact results if the project reaches or exceeds the defined threshold of significance and no feasible mitigation measure is available to reduce the significant impact to a less-than-significant level. Transportation mitigation measures that the City of Oakland, as lead agency, is unable to implement without Caltrans' approval (which Caltrans has not issued as of publication of this Draft EIR) are also considered significant, unavoidable.

The project would result in the following significant, unavoidable environmental effects, as identified in Chapter IV of this SEIR:

Transportation, Circulation and Parking

The significant, unavoidable transportation impacts identified below are classified as such because Caltrans' approval is required to implement the identified mitigation measures (see Section IV.B). The respective mitigation measures identified for each of these impacts would reduce the impact to less than significant. In addition, each of the following significant, unavoidable impacts is also a cumulative impact (listed in Section B, further below).

- **Impact TRANS-1a:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of *I-580 Eastbound Off-Ramp / Fontaine Street / Keller Avenue (#1)*, which would degrade conditions from LOS B to LOS E during the p.m. peak hour, and the peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-1c:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of *I-580 Westbound Off-Ramp / Mountain*

Boulevard / Shone Avenue (#4), which would degrade conditions to LOS F during both the a.m. and p.m. peak hours, and the peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)

- **Impact TRANS-1d:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of *Mountain Boulevard / Golf Links Road (#7)*, which would worsen the prevailing LOS F conditions, and the peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-1e:** Traffic generated by the Oak Knoll Project would degrade p.m. peak-hour operations from LOS D to LOS E at the signalized intersection of *Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue (#9)*. (Also a Cumulative Impact.)
- **Impact TRANS-1g:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of *I-580 Eastbound Off-Ramp / Seminary Avenue / Overdale Avenue (#26)*, which would worsen the prevailing LOS F conditions during the p.m. peak hour, and the peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-1h:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of *I-580 Westbound Off-Ramp / Mountain Boulevard / Kuhnle Avenue (#27)*, which would worsen the prevailing LOS F conditions, and the peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-2a:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Eastbound Off-Ramp / Fontaine Street / Keller Avenue (#1)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-2c:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Westbound Off-Ramp / Mountain Boulevard / Shone Avenue (#4)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-2d:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *Mountain Boulevard / Golf Links Road (#7)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-2e:** Traffic generated by the Oak Knoll Project would increase the average delay for the westbound direction at the signalized intersection of *I-580 Westbound Ramps / Golf Links Road (#8)* by more than four seconds during the a.m. peak hour

(prevailing LOS F conditions), and by more than six seconds during the p.m. peak hour (prevailing LOS E conditions). In addition, the project would increase cumulative traffic by more than five percent. (Also a Cumulative Impact.)

- **Impact TRANS-2f:** Traffic generated by the Oak Knoll Project would increase the average delay for the northbound direction at the signalized intersection of *Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue (#9)* by more than six seconds during the p.m. peak hour (prevailing LOS E conditions). In addition, the project would increase cumulative traffic by more than five percent. (Also a Cumulative Impact.)
- **Impact TRANS-2h:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Eastbound On-Ramp / Seminary Avenue / Kuhnle Avenue (#25)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-2i:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Eastbound Off-Ramp / Seminary Avenue / Overdale Avenue (#26)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)
- **Impact TRANS-2j:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Westbound Off-Ramp / Mountain Boulevard / Kuhnle Avenue (#27)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Cumulative Impact.)

Air Quality

The significant, unavoidable air quality impacts identified below are classified as such because the actual motor vehicle trip reduction that would occur with implementation of the identified mitigation measures (see Section IV.C) would depend on the combination and extent of the measures employed and are not expected to reduce trips to levels that would reduce significant ROG, NO_x, and PM-10 emissions to below the significant threshold.

- **Impact AIR-2:** The project would generate emissions of criteria pollutants and their precursors from on-site sources and vehicular traffic to and from the project site.
- **Impact AIR-6:** The proposed project, together with anticipated future development in the area, would generate emissions of criteria pollutants and their precursors that would result in a cumulatively considerable net increase. (Also a Cumulative Impact.)

B. Cumulative Impacts

CEQA defines cumulative impacts as two or more individual impacts that, when considered together, are substantial or that compound or increase other environmental impacts. The cumulative analysis is intended to describe the “incremental impact of the project when added to other, closely related past, present, or reasonably foreseeable future projects” that can result from “individually minor but collectively significant projects taking place over a period of time” (CEQA Guidelines Section 15355).

The project would result in the following cumulative environmental effects, as identified in Chapter IV of this SEIR:

Transportation, Circulation and Parking

- **Impact TRANS-2a:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Eastbound Off-Ramp / Fontaine Street / Keller Avenue (#1)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Significant, Unavoidable Impact)
- **Impact TRANS-2b:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *Mountain Boulevard / Keller Avenue (#2)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.
- **Impact TRANS-2c:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Westbound Off-Ramp / Mountain Boulevard / Shone Avenue (#4)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Significant, Unavoidable Impact)
- **Impact TRANS-2d:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *Mountain Boulevard / Golf Links Road (#7)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Significant, Unavoidable Impact)
- **Impact TRANS-2e:** Traffic generated by the Oak Knoll Project would increase the average delay for the westbound direction at the signalized intersection of *I-580 Westbound Ramps / Golf Links Road (#8)* by more than four seconds during the a.m. peak hour (prevailing LOS F conditions), and by more than six seconds during the p.m. peak hour (prevailing LOS E conditions). In addition, the project would increase cumulative traffic by more than five percent. (Also a Significant, Unavoidable Impact)

- **Impact TRANS-2f:** Traffic generated by the Oak Knoll Project would increase the average delay for the northbound direction at the signalized intersection of *Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue (#9)* by more than six seconds during the p.m. peak hour (prevailing LOS E conditions). In addition, the project would increase cumulative traffic by more than five percent. (Also a Significant, Unavoidable Impact)
- **Impact TRANS-2g:** Traffic generated by the Oak Knoll Project would degrade both a.m. and p.m. peak-hour operations from LOS D to LOS E, and contribute more than five percent of the cumulative traffic, at the signalized intersection of *Bancroft Avenue / 98th Avenue (#19)*.
- **Impact TRANS-2h:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Eastbound On-Ramp / Seminary Avenue / Kuhnle Avenue (#25)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Significant, Unavoidable Impact)
- **Impact TRANS-2i:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Eastbound Off-Ramp / Seminary Avenue / Overdale Avenue (#26)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Significant, Unavoidable Impact)
- **Impact TRANS-2j:** Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute more than five percent of the cumulative traffic volume at, the unsignalized intersection of *I-580 Westbound Off-Ramp / Mountain Boulevard / Kuhnle Avenue (#27)*, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant. (Also a Significant, Unavoidable Impact)

Air Quality

- **Impact AIR-6:** The proposed project, together with anticipated future development in the area, would generate emissions of criteria pollutants and their precursors that would result in a cumulatively considerable net increase. (Also a Significant Unavoidable Impact)

C. Growth Inducing Impacts

The proposed project would result in new growth consistent with that assumed for the Oakland General Plan, which anticipates reuse of the Oak Knoll site (identified as “growth and change”) with new residential, commercial, and institutional development consistent with the proposed project. The City determined that the overall land use plan for the Oak Knoll Project is generally consistent with the 1996 Final Base Reuse Plan, the 1998 General Plan Land Use Diagram, and the 1998 Maximum Capacity Alternative. Thus, the City has previously considered the increased

housing, population, and infrastructure that would occur at Oak Knoll. In addition, the project is not expected to be a catalyst for other significant development or population growth in the area, directly or indirectly, requiring new infrastructure *not previously considered and analyzed*. New infrastructure required to develop the project is directly associated with the proposed project and generally located within the “contained” project site. No off-site infrastructure improvements are proposed that would potentially induce growth not otherwise anticipated. Off-site intersection improvements required by mitigation measures to address project and/or cumulative effects would not induce substantial new unanticipated growth in the project area.

D. Effects Found to be Less than Significant

The Initial Study and SEIR prepared for the proposed project identify that, for the environmental topics listed below, the proposed project would result in less-than-significant impacts or significant but mitigable (to less-than-significant) impacts. As discussed in Chapter I (Introduction) of this SEIR, the information and analysis presented in the Initial Study provides substantial evidence to conclude for most of these topics that 1) the analyses in the 1998 EIS/EIR and the Initial Study satisfy the requirements of CEQA and 2) CEQA standards triggering preparation of further environmental review do not exist. Similarly, the analysis presented in this SEIR provides substantial evidence supporting findings of less than significant for the remaining topics, except for those identified above under A. *Significant and Unavoidable*.

The following topics would result in less than significant impacts, as identified in the Initial Study and the SEIR, and as summarized in **Table II-1**, Summary Table of Impacts, Mitigation Measures, and Residual Effects, in this SEIR. ¹Topics supplemented in the SEIR solely to address project changes since the Initial Study. ²Topics supplemented in the SEIR to present new information received since the Initial Study, but not related to project description. See complete discussion in Section IV.F, Effects of Project Changes and Supplemental Information on Topics Previously Analyzed in Initial Study.)

Aesthetics

- Scenic Vistas and Resources
- Visual Character and Quality
- Light and Glare
- Landscape Shadow on Solar Collectors
- Shadow on Solar Collectors and Open Space
- Shadow on Historic Resources
- Exceptions (Variances) Affecting Adequate Light

Agricultural Resources

Air Quality

- Violation of Air Quality Standards and Exposure to Sensitive Receptors¹
- Localized Carbon Monoxide Impacts

- Toxic Air Contaminants
- Odors
- Consistency with the 2005 Bay Area Ozone Strategy
- Cumulative Air Quality

Biological Resources

- Wildlife and Plant Species²
- Riparian Habitat / Sensitive Natural Communities^{1,2}
- Wetlands / Waters of the U.S.¹
- Species Movement
- Oakland Tree Ordinance and Tree Removal¹
- **Creek Ordinance**^{1,2}

Cultural Resources

- Historical Resources
- Archaeological Resources
- Paleontological Resources
- Human Remains

Geology, Soils and Seismicity

- Exposure to Fault Rupture and Seismic Groundshaking (Earthquake)
- Seismic-related Ground Failure (Liquefaction), Landslides, Unstable Conditions
- Soil Erosion and Loss of Topsoil
- Expansive Soils
- Soils Suitable for Alternative Wastewater Disposal
- Other Subsurface Conditions

Hazards and Hazardous Materials

- Public Hazard through Routine Use
- Public Hazard Resulting from Accidental Release of Materials
- Hazards Near Schools¹
- Hazards from a Listed Hazardous Site
- Proximity to Airport Plan or Facilities
- Emergency Response
- Risk of Wildfire

Hydrology and Water Quality

- Degradation of Water Quality / Violation of Standards
- Groundwater Supplies and Recharge
- Altered Drainage Patterns Resulting in Erosion / Siltation
- Exceed Storm Drainage Capacity / Increase Polluted Runoff and Flooding
- Flood Hazard Areas
- Seiche, Tsunami, and Mudflow
- Creek Protection Ordinance

Land Use and Planning

- Physical Division of Community / Land Use Compatibility

- Plans, Policies and Zoning
- Conservation Plan

Mineral Resources

Noise

- Construction Impacts¹
- Vibration¹
- Airports
- Land Use Compatibility and Interior Noise Levels¹
- Cumulative Noise

Population and Housing

- Population Inducement Requiring Infrastructure not Previously Considered
- Displacement of Housing and Population
- Displacement of Jobs and Businesses

Public Services

- Fire Protection and Emergency Medical Services
- Police Protection
- Schools
- Parks (Recreation Facilities)
- Libraries (Other Public Facilities)

Recreation

- Accelerated Physical Deterioration of Facilities
- Effect of New or Expanded Facilities

Transportation, Circulation and Parking

- Construction Period Impacts
- Site Access, Circulation and Hazards
- Alternative Transportation and Transit
- Parking Supply (Non-CEQA)

Utilities and Service Systems

- Sanitary Sewer (Wastewater) System¹
- Storm Drainage Facilities
- Water Distribution and Supply¹
- Solid Waste Management¹
- Energy¹