

CHAPTER II

Summary

A. Project Description

Overall Project Elements

The Oak Knoll Mixed Use Community Plan Project (“Oak Knoll Project” or “proposed project”) site consists of an approximately 183-acre decommissioned Naval Medical Center Oakland (NMCO) property at Oak Knoll. The NMCO property is located approximately nine miles southeast of downtown Oakland and is bounded by Mountain Boulevard / Interstate 580 (I-580) to the west, Keller Avenue to the north and east, and Sequoyah Road to the south.¹ Access to the Oak Knoll Project site from I-580 is from the Keller Avenue off-ramp and the Mountain Boulevard off ramp. The nearest access to I-580 from the project site is the Mountain Boulevard on-ramp.

The project site consists of an abandoned U.S. Navy medical facility. All structures on the project site would be demolished to accommodate the project, except the historic Club Knoll structure (discussed below). The NMCO facility was closed in 1996 and has been unoccupied since that time, except for operations at the Sea West Federal Coast Guard Credit Union (referred to throughout as “Sea West Credit Union”) and the Seneca Center for Children and Families (referred to throughout as “Seneca”). The overall topography of the site is downsloping toward the west, from a prominent ridge at the eastern side of the property (referred to throughout as “the Eastern Ridge”). Much of the property consists of overgrown, hilly terrain and the partially-culverted Rifle Range Creek flows across the project site from north to southwest. The majority of the site is not visible from immediately adjacent areas. Surrounding uses are primarily residential development, small local commercial centers, and regional open space.

Seneca and SunCal may exchange equivalently sized parcels of land (approximately 7.9 acres) on the Oak Knoll site, resulting in Seneca relocating and building school facilities at the northwest corner of the property (near Keller Avenue), and SunCal developing housing on the existing Seneca site. The proposed exchange would not increase the maximum residential development program for the Oak Knoll Project described in this SEIR..

The proposed project would develop up to 960 residential units comprised of a range of single family housing types, townhomes, and multifamily units that would be developed throughout the project site. A Village Center would provide a mixed use, neighborhood-serving environment of approximately 82,000

¹ For purposes of the environmental documents prepared for the proposed project, and following Oakland convention, the Oakland Estuary is a western border of Oakland, thus parallel roadways (i.e., I-580 / Mountain Boulevard, Skyline Boulevard) run north-south, and perpendicular roadways (e.g., Keller Avenue, Golf Links Road, 73rd Avenue) run east-west.

square feet of local-serving commercial retail uses and the highest density housing . Up to approximately 50 acres of publicly-accessible open space and trails a system of parks, trails, and walkways that would weave through the project site, creating a network that would link the various neighborhoods within the project site and that would connect to adjacent open space areas and neighborhoods.

The project proposes to restore and enhance Rifle Range Creek and to some extent, its tributaries, subject to review and approvals from several permitting agencies.

The project proposes to rehabilitate Club Knoll, a locally-designated historic resource for reuse for community or non-profit use with a portion dedicated for administrative space.

Development of the site would involve between 900,000 to 1 million cubic yards of grading (including corrective grading required for existing unstable areas and grading associated with the proposed creek improvements), with the goal of “balancing” the grading on the site. As a result, the development would involve the removal of approximately 3,000 trees (“protected” and “nonprotected,” as defined by the City’s Tree Ordinance) and replacement of several thousand trees. Removal will include trees 1) situated in areas of the site where grading would occur (both development and corrective grading), 2) located near site areas where demolition of existing buildings or infrastructure would occur, 3) present dangerous and hazardous conditions, or 4) that have overall poor suitability for preservation. In addition, the project has identified an Oak Woodland Enhancement Area in which eucalyptus and Monterey pine may be selectively removed to reduce fire hazard conditions and support expansion of existing oak woodland communities near the base of the west-facing hillside from the Eastern Ridge The project would be developed in multiple over approximately five to ten years, with initial phase of work commencing in 2008.

General Plan and Zoning

The Oak Knoll Project proposes to develop the site consistent with the land use classifications adopted for the NMCO property as part of the 1998 General Plan Land Use and Transportation Element (LUTE) and in a manner consistent with the 1996 Final Oak Knoll Reuse Plan that was the basis for the preferred alternative analyzed in the 1998 *Environmental Impact Statement / Environmental Impact Report (EIS/EIR) for the Disposal and Reuse of the Oak Knoll Naval Medical Center Oakland*: These include Hillside Residential, Community Commercial, Institutional, Urban Open Space, and Resource Conservation.

The entire Oak Knoll Project site is located within the R-30 One Family Residential Zone. While generally retaining the R-30 Zone to cover the residential, open space and Rifle Range Creek, SunCal and the City have identified best fit zoning of C-45 (Community Shopping Commercial) Zone, for the Village Center or residential areas designated within the Community Commercial land use classification on the LUTE land use diagram. Both the R-30 Zone and the C-45 Zone conform to the remaining General Plan land use classifications on the site, pursuant to Section 17.01.100B of the Oakland Planning Code.

B. Environmental Impacts, Mitigation Measures and Conditions

The potential environmental effects of the proposed project are summarized in **Table II-1**, which lists each of the impacts and mitigation measures identified for the proposed project (including both impacts and mitigation measures identified in the Initial Study as well as in this SEIR). The impacts and mitigation measures are presented within the following three categories:

- A. **Significant and Unavoidable** – These environmental impacts are significant even after implementation of mitigation measures of approval, or no feasible impact was identified.
- B. **Significant but Reduced to Less than Significant** – These environmental impacts are significant but reduced to less than significant after implementation of mitigation measures. These impacts are identified in Section B of **Table II-1**.
- C. **Less than Significant, Beneficial or No Impact** – These environmental impacts are less than significant, would result in a beneficial effect, or would have no noticeable adverse effect. These impacts are identified in Section C of **Table II-1**.

Impacts and mitigation measures identified in the Initial Study are noted as such.

C. Alternatives

The 1998 EIS/EIR analyzed four conceptual redevelopment plan alternatives (in addition to a no project alternative) for reuse of the NMCO property, including the “preferred” Maximum Capacity Alternative that is analyzed in Chapter IV of this SEIR. This SEIR assesses the remaining 1998 EIS/EIR reuse alternatives to determine their suitability for analysis in this SEIR, including primarily the ability of each alternative to substantially lessen one or more significant effects of the project and to align with the basic project objectives and the General Plan. After evaluating each of the 1998 EIS/EIR Alternatives against the CEQA criteria for selecting alternatives, the Residential Alternative emerged as the most similar to the proposed project in terms of basic land uses, configuration, and development program (except for the Maximum Capacity Alternative that is analyzed throughout this Chapter of the SEIR and in the Initial Study).

Thus, this SEIR analyzes each of the 1998 EIS/EIR alternatives in some detail, and fully analyzes the Residential Alternatives Option 1 and Option 2 to provide a comparison of the proposed project to a reduced alternative that could reasonably occur if the project were not approved. Option 1 would develop 357 single family residences (approximately 10,000 square-foot lots) on 82 acres and approximately 39,000 square feet of retail and services in an area similar to the Village Center envisioned for the proposed Oak Knoll Project. Option 2 would develop 600 single family residences, (approximately 6,000 square-foot lots), with the open space and retail/services program Option 1.

Residential Alternative Option 1 (357 units) was determined to be the Environmentally Superior Alternative, pursuant to CEQA considerations only, since it would 1) avoid a series of significant and avoidable traffic impacts that would occur with the project at the Golf Links and I-580 interchange area, and 2) avoid exceeding the significant threshold for criteria pollutant emissions (ROG and NOx) that would

occur with the project (although the significant unavoidable air quality impact would remain due to emission levels of PM-10 that would exceed the significance threshold with Option 1).

However, the proposed Oak Knoll Project could be considered the Environmentally Superior Alternative in that it would develop dwelling units and density and a mixed use development (supported by neighborhood commercial, retail, and services) on the site in Oakland. As such, it embodies fundamental Smart Growth principles to a greater extent than the Option 1 that would only develop almost one-half the number of units on the same site.

D. Areas of Controversy

The City has identified areas of controversy regarding the project based primarily on written and oral comments received in response to the NOP and Initial Study. (Written comments received on the NOP and Initial Study are presented in **Appendix A** to this SEIR.) Key areas of controversy that pertain to environmental effects under CEQA include, but are not limited to the following:

- development proposed on the length of the Eastern Ridge, and specifically the Central Area of the Eastern Ridge, which is the highest point on the project site and the only portion of the site visible from most publicly-accessible offsite locations.
- consistency with the General Plan LUTE land use diagram; and
- consistency with General Plan OSCAR Element policies regarding development of steep slopes and natural features.

**TABLE II-1
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
B. Transportation, Circulation, and Parking		
<p>Impact TRANS-1a: Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of <i>I-580 Eastbound Off-Ramp / Fontaine Street / Keller Avenue (#1)</i>, 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.</p>	<p>Mitigation Measure TRANS-1a: The impact shall be mitigated by installing traffic signals at the unsignalized intersection of I-580 Eastbound Off-Ramp / Fontaine Street / Keller Avenue. To implement this measure, the project sponsor, in coordination with the City of Oakland, shall take all necessary steps to obtain approval from Caltrans, and all other agencies with jurisdiction over necessary approvals. The new traffic signals shall be designed with phasing and timing to mitigate the impact; preliminary analysis indicates the need for actuated controls with protected left-turn phasing on the westbound Keller Avenue approach. Installation of traffic signals shall include the traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach) and coordination with adjacent signalized intersections. Traffic signal equipment shall include ADA compliant features. Signal installation shall meet Caltrans and City of Oakland design standards and be subject to the review and approval of Caltrans and the City.</p> <p>This improvement is included in the Southeast Oakland Area Traffic Improvement Fee (TIF) Program. The project applicant would be responsible for the fair share contribution to this improvement as determined by the Southeast Oakland Area TIF Program. Alternatively, if the TIF Program were not sufficiently funded to construct the improvement at the time the improvement is needed to mitigate the impact, signal warrants have been met, and Caltrans has approved the improvement, then the project applicant shall fully fund and construct the improvement, and shall be reimbursed for the portion that is beyond their fair share contribution, from available funding sources.</p> <p>This mitigation measure is consistent with the mitigation recommended for this intersection in the 1998 EIS/EIR (Note: This is the same as the 1998 EIS/EIR Mitigation Measure TRA-MAX-1). After implementation of this measure, the intersection would operate at LOS C during both a.m. and p.m. peak hours.</p>	<p>Less than Significant. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1a without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>Impact TRANS-1c: Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of <i>I-580 Westbound Off-Ramp / Mountain Boulevard / Shone Avenue (#4)</i>, 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.</p>	<p>Mitigation Measure TRANS-1c: The impact shall be mitigated by installing all-way stop control at the unsignalized intersection of <i>I-580 Westbound Off-Ramp / Mountain Boulevard / Shone Avenue</i>. To implement this measure, the project sponsor, in coordination with the City of Oakland, shall take all necessary steps to obtain approval from Caltrans, and all other agencies with jurisdiction over necessary approvals. All-way stop installation shall meet Caltrans design standards and be subject to the review and approval of Caltrans and the City of Oakland.</p> <p>The 1998 EIS/EIR and the Leona Quarry EIR determined that a traffic signal installation was required at this location to mitigate impacts associated with the Maximum Capacity Alternative. However, Caltrans has not yet approved the traffic signal installation. The traffic signal installation is included in the Southeast Oakland Area TIF Program. The project applicant would be responsible for the fair share contribution to this improvement as determined by the Southeast Oakland Area TIF Program. Alternatively, if the TIF Program were not sufficiently funded to construct the all-way stop-control improvement at the time that improvement is needed to mitigate the impact, and Caltrans has approved the improvement, then the project applicant shall fully fund and construct the improvement, and shall be reimbursed for the portion that is beyond their fair share contribution, from available funding sources.</p> <p>With either the current recommendation for an all-way stop or the 1998 EIS/EIR signal recommendation, the impact would be mitigated to a less-than-significant level. After implementation of this measure, the intersection would operate at LOS D during both a.m. and p.m. peak hours.</p>	<p>Less than Significant. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1c without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>

¹ The 95th percentile queue is the queue length (in vehicles) that has a five-percent probability of being exceeded.

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>Impact TRANS-1d: Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of <i>Mountain Boulevard / Golf Links Road (#7)</i>, which would worsen the prevailing LOS F conditions, and the peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>Mitigation Measure TRANS-1d: The impact shall be mitigated by installing traffic signals at the unsignalized intersection of <i>Mountain Boulevard / Golf Links Road</i>, and provide a second left-turn lane on eastbound Golf Links Road, and a separate left-turn lane on the northbound Oakland Zoo Access Exit. To implement this measure, the project sponsor shall take all necessary steps to obtain approval from the City of Oakland, and, in coordination with the City of Oakland, from all other agencies with jurisdiction over necessary approvals. In addition, to prevent queues from extending from this newly-signalized intersection to the intersections of I-580 Westbound Ramps / Golf Links Road (#8) and Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue (#9), the secondary impacts shall be mitigated by (1) providing a third lane on the I-580 Westbound off-ramp (the three lanes would be designated as one left-turn lane, a shared left / through / right-turn lane, and one right-turn lane), and two through lanes on the westbound Golf Links Road approach to the I-580 Westbound Ramps; and (2) extending the second lane on the I-580 Eastbound off-ramp by 300 feet. To implement these improvements, the project sponsor, in coordination with the City of Oakland, shall take all necessary steps to obtain approval from Caltrans, and all other agencies with jurisdiction over necessary approvals. The newly-installed signals shall be designed with phasing and timing to mitigate the impact; preliminary analysis indicates the need for actuated controls with split phasing in the east-west direction (Golf Links Road) and permitted phasing in the north-south direction (Mountain Boulevard – Oakland Zoo). Installation of traffic signals shall include the traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach) and coordination with adjacent signalized intersections. Traffic signal equipment shall include ADA compliant features. Signal installation shall meet City of Oakland design standards and be subject to the review and approval of the City.</p> <p>These improvements are not currently included in the Southeast Oakland Area TIF Program. The TIF program would need to be amended to include these improvements. If the TIF were amended to include these improvements, then the project applicant would then be responsible for the fair share contribution to these improvements as determined by the Southeast Oakland Area TIF Program. Alternatively, if the TIF Program were not</p>	<p>Less than Significant. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1d [changes to the freeway off-ramps] without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>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 <i>Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue (#9)</i>.</p>	<p>sufficiently funded to construct the improvements at the time the improvements are needed to mitigate the impact, signal warrants have been met, and Caltrans has approved the improvements to their facilities, then the project applicant shall fully fund and construct the improvements, and shall be reimbursed for the portion that is beyond their fair share contribution, from available funding sources.</p> <p>The installation of traffic signals, and a second eastbound (Golf Links Road) left-turn lane, at the Mountain Boulevard / Golf Links Road intersection is consistent with the mitigation recommended for this intersection in the 1998 EIS/EIR. However, the current analysis shows that additional off-ramp capacity is required at the nearby I-580 Westbound Ramps / Golf Links Road and Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue intersections to prevent queues from extending from this newly-signalized intersection; i.e., to mitigate the secondary impact due to signalization of Mountain Boulevard / Golf Links Road. (Due to advances in analysis software, a more detailed analysis was performed for the SEIR than was performed for the 1998 EIS/EIR). After implementation of this measure, the intersection would operate at LOS C during both a.m. and p.m. peak hours.</p> <p>Mitigation Measure TRANS-1e: The impact shall be mitigated by implementing the portion of Mitigation Measure TRANS-1d, which would extend the second lane on the I-580 Eastbound off-ramp approaching Golf Links Road by 300 feet at the signalized intersection of <i>Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue</i> (in addition to improvements at the intersections of Mountain Boulevard / Golf Links Road and I-580 Westbound Ramps / Golf Links Road). To implement this measure, the project sponsor, in coordination with the City of Oakland, shall take all necessary steps to obtain approval from Caltrans, and all other agencies with jurisdiction over necessary approvals.</p> <p>This improvement is not currently included in the Southeast Oakland Area TIF Program. The TIF program would need to be amended to include this improvement. If the TIF were amended to include this improvement, then the project applicant would then be responsible for the fair share contribution to this improvement as determined by the Southeast Oakland Area TIF Program. Alternatively, if the TIF Program were not sufficiently funded to construct the improvement at the time the</p>	<p>Less than Significant. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1d [changes to the freeway off-ramps] without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>Impact TRANS-1g: Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of <i>I-580 Eastbound Off-Ramp / Seminary Avenue / Overdale Avenue (#26)</i>, 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.</p>	<p>improvements are needed to mitigate the impact, and Caltrans has approved the improvement, then the project applicant shall fully fund and construct the improvement, and shall be reimbursed for the portion that is beyond their fair share contribution, from available funding sources.</p> <p>The 1998 EIS/EIR did not identify an impact at this intersection. After implementation of this measure, the intersection would operate at LOS C during both a.m. and p.m. peak hours.</p> <p>Mitigation Measure TRANS-1g: The impact shall be mitigated by installing traffic signals at the unsignalized intersection of <i>I-580 Eastbound Off-Ramp / Seminary Avenue / Overdale Avenue</i>. To implement this measure, the project sponsor, in coordination with the City of Oakland, shall take all necessary steps to obtain approval from Caltrans, and all other agencies with jurisdiction over necessary approvals. The new traffic signals shall be designed with phasing and timing to mitigate the impact; preliminary analysis indicates the need for actuated controls with split phasing in the east-west direction and permitted phasing in the north-south direction. Installation of traffic signals shall include the traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach) and coordination with adjacent signalized intersections. Traffic signal equipment shall include ADA compliant features. Signal installation shall meet City of Oakland design standards and be subject to the review and approval of the City.</p> <p>This improvement is included in the Southeast Oakland Area Traffic Improvement Fee (TIF) Program. The project applicant would be responsible for the fair share contribution to this improvement as determined by the Southeast Oakland Area TIF Program. Alternatively, if the TIF Program were not sufficiently funded to construct the improvement at the time the improvement is needed to mitigate the impact, signal warrants have been met, and Caltrans has approved the improvement, then the project applicant shall fully fund and construct the improvement, and shall be reimbursed for the portion that is beyond their fair share contribution, from available funding sources.</p>	<p>Less than Significant. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1g without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>Impact TRANS-1h: Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of <i>I-580 Westbound Off-Ramp / Mountain Boulevard / Kuhnle Avenue (#27)</i>, which would worsen the prevailing LOS F conditions, and the peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>This intersection was not studied in the 1998 EIS/EIR. After implementation of this measure, the intersection would operate at LOS C during a.m. peak hour and LOS D during the p.m. peak hour.</p> <p>In order to ensure that implementation of this improvement would not adversely affect traffic flow on facilities upstream of the intersection, queue lengths were calculated. The 95th percentile queues on westbound Seminary Drive would not spill back to the upstream I-580 Eastbound On-Ramp / Seminary Avenue / Kuhnle Avenue (#25) intersection.</p> <p>Mitigation Measure TRANS-1h: The impact shall be mitigated by installing traffic signals at the unsignalized intersection of <i>I-580 Westbound Off-Ramp / Mountain Boulevard / Kuhnle Avenue</i>. To implement this measure, the project sponsor, in coordination with the City of Oakland, shall take all necessary steps to obtain approval from Caltrans, and all other agencies with jurisdiction over necessary approvals. The new traffic signals shall be designed with phasing and timing to mitigate the impact; preliminary analysis indicates the need for actuated controls with split phasing in the east-west (Kuhnle Avenue) direction and permitted phasing in the north-south (Mountain Boulevard – I-580 Westbound Off-Ramp) direction. Installation of traffic signals shall include the traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach) and coordination with adjacent signalized intersections. Traffic signal equipment shall include ADA compliant features. Signal installation shall meet City of Oakland design standards and be subject to the review and approval of the City.</p> <p>This improvement is included in the Southeast Oakland Area Traffic Improvement Fee (TIF) Program. The project applicant would be responsible for the fair share contribution to this improvement as determined by the Southeast Oakland Area TIF Program. Alternatively, if the TIF Program were not sufficiently funded to construct the improvement at the time the improvement is needed to mitigate the impact, signal warrants have been met, and Caltrans has approved the improvement, then the project applicant shall fully fund and construct the improvement, and shall be reimbursed for the portion that is beyond their fair share contribution, from available funding sources.</p>	<p>Less than Significant. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1h without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>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>I-580 Eastbound Off-Ramp / Fontaine Street / Keller Avenue (#1)</i>, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>This intersection was not studied in the 1998 EIS/EIR. After implementation of this measure, the intersection would operate at LOS C during a.m. peak hour and LOS D during the p.m. peak hour.</p> <p>In order to ensure that implementation of this improvement would not adversely affect traffic flow on facilities upstream of the intersection, queue lengths were calculated. The 95th percentile queues on eastbound Kuhnle Avenue would not spill back to the upstream I-580 Eastbound On-Ramp / Seminary Avenue / Kuhnle Avenue (#25) intersection, and the 95th percentile queues on the I-580 westbound off-ramp would not spill back onto the freeway mainline.</p> <p>Mitigation Measure TRANS-2a: Implement Mitigation Measure TRANS-1a (install traffic signals).</p> <p>This mitigation measure is consistent with the mitigation recommended for this intersection in the 1998 EIS/EIR. After implementation of Mitigation Measure TRANS-1a, the intersection would operate at LOS C during both a.m. and p.m. peak hours.</p>	<p>With implementation of Mitigation Measure TRANS-1a, the cumulative impact would be mitigated to a Less than Significant level. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1a without the approval of Caltrans, the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>
<p>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>I-580 Westbound Off-Ramp / Mountain Boulevard / Shone Avenue (#4)</i>, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>In order to ensure that implementation of this improvement would not adversely affect traffic flow on facilities upstream of the intersection, queue lengths were calculated. The 95th percentile queues on westbound Keller Avenue would not spill back to the upstream Mountain Boulevard / Keller Avenue (#2) intersection, and the 95th percentile queues on the I-580 eastbound off-ramp would not spill back onto the freeway mainline.</p> <p>Mitigation Measure TRANS-2c: Implement Mitigation Measure TRANS-1c (install all-way stop control), and in addition, the project sponsor shall work with Caltrans and coordinate with the City of Oakland to re-stripe the eastbound I-580 Westbound Off-Ramp approach to provide a left-turn lane and shared left/right-turn lane, and re-stripe the northbound receiving lanes to provide two lanes.</p> <p>The 1998 EIS/EIR and the Leona Quarry EIR determined that a traffic signal installation was required to mitigate impacts associated with the Maximum Capacity Alternative. However, Caltrans has not yet approved the traffic signal installation.</p>	<p>With implementation of Mitigation Measures TRANS-1c and TRANS-2c, the cumulative impact would be mitigated to a Less than Significant level. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measures TRANS-1c and TRANS-2c without the approval of Caltrans, the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>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 <i>Mountain Boulevard / Golf Links Road (#7)</i>, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>With either the current recommendation for an all-way stop or the 1998 EIS/EIR signal recommendation, the impact would be mitigated to a less-than-significant level. After implementation of Mitigation Measures TRANS-1c and TRANS-2c, the intersection would operate at LOS B during both a.m. and p.m. peak hours.</p> <p>Mitigation Measure TRANS-2d: Implement Mitigation Measure TRANS-1d (install traffic signals and reconfigure the traffic lanes at the Mountain Boulevard / Golf Links Road intersection; and reconfigure the traffic lanes at the adjacent intersections of I-580 Westbound Ramps / Golf Links Road and Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue).</p> <p>This intersection was not studied in the 1998 EIS/EIR for the cumulative condition; it was studied in the 1998 EIS/EIR for the near-term condition. The installation of traffic signals, and a second eastbound left-turn lane, at the Mountain Boulevard / Golf Links Road intersection is consistent with the measure identified in the near-term analysis in the 1998 EIS/EIR. However, the current analysis shows that additional off-ramp capacity is required at the nearby I-580 Westbound Ramps / Golf Links Road and Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue intersections to prevent queues from extending from this newly-signalized intersection; i.e., to mitigate the secondary impact due to signalization of Mountain Boulevard / Golf Links Road. (Due to advances in analysis software, a more detailed analysis was performed for the SEIR than was performed for the 1998 EIS/EIR). After implementation of Mitigation Measure TRANS-1d, the intersection would operate at LOS C during both the a.m. and p.m. peak hours.</p>	<p>With implementation of Mitigation Measure TRANS-1d, the cumulative impact would be mitigated to a Less than Significant level. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1d [changes to the freeway off-ramps] without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>
<p>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>I-580 Westbound Ramps / Golf Links Road (#8)</i> 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.</p>	<p>Mitigation Measure TRANS-2e: Implement Mitigation Measure TRANS-1d (extend the second lane on the I-580 Eastbound off-ramp approaching Golf Links Road by 300 feet at the signalized intersection of <i>I-580 Westbound Ramps / Golf Links Road</i>, in addition to improvements at the intersections of Mountain Boulevard / Golf Links Road and Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue).</p> <p>This intersection was not studied in the 1998 EIS/EIR for the cumulative condition; it was studied in the 1998 EIS/EIR for the near-term condition, and no project impact was found. After implementation of Mitigation Measure TRANS-1d, the</p>	<p>With implementation of Mitigation Measure TRANS-1d, the cumulative impact would be mitigated to a Less than Significant level. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1d [changes to the freeway off-ramps] without the approval of Caltrans), the project impact is considered significant and unavoidable until such</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>Impact TRANS-2f: Traffic generated by the Oak Knoll Project would increase the average delay for the northbound direction at the signalized intersection of <i>Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue (#9)</i> 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.</p>	<p>intersection would operate at LOS C during both a.m. and p.m. peak hours.</p> <p>Mitigation Measure TRANS-2f: Implement Mitigation Measure TRANS-1d (extend the second lane on the I-580 Eastbound off-ramp approaching Golf Links Road by 300 feet at the signalized intersection of <i>Golf Links Road / I-580 Eastbound Off-Ramp-98th Avenue</i>, in addition to improvements at the intersections of Mountain Boulevard / Golf Links Road and I-580 Westbound Ramps / Golf Links Road).</p>	<p>mitigation is approved by Caltrans.</p>
<p>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>I-580 Eastbound On-Ramp / Seminary Avenue / Kuhnle Avenue (#25)</i>, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>This intersection was not studied in the 1998 EIS/EIR for the cumulative condition; it was studied in the 1998 EIS/EIR for the near-term condition, and no project impact was found. After implementation of Mitigation Measure TRANS-1d, the intersection would operate at LOS C during both a.m. and p.m. peak hours.</p> <p>Mitigation Measure TRANS-2h: The impact shall be mitigated by installing traffic signals at the unsignalized intersection of <i>I-580 Eastbound On-Ramp / Seminary Avenue / Kuhnle Avenue</i>, and re-stripping the eastbound Seminary Avenue approach to provide a left-turn lane and a shared left/through/right-turn lane. To implement this measure, the project sponsor, in coordination with the City of Oakland, shall take all necessary steps to obtain approval from Caltrans, and all other agencies with jurisdiction over necessary approvals. The new traffic signals shall be designed with phasing and timing to mitigate the impact; preliminary analysis indicates the need for actuated controls with split phasing on all approaches. Installation of traffic signals shall include the traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach) and coordination with adjacent signalized intersections. Traffic signal equipment shall include ADA compliant features. Signal installation shall meet Caltrans and City of Oakland design standards and be subject to the review and approval of Caltrans and the City.</p>	<p>With implementation of Mitigation Measure TRANS-1d, the cumulative impact would be mitigated to a Less than Significant level. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1d [changes to the freeway off-ramps] without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>
<p>Although the project would have a significant impact at this intersection only under cumulative conditions, it is recommended that, for cost-efficiency purposes, the signals be installed at the same time as the adjacent I-580 Eastbound Off-Ramp / Seminary Avenue / Overdale Avenue (#26) and I-580 Westbound Off-Ramp /</p>	<p>Although the project would have a significant impact at this intersection only under cumulative conditions, it is recommended that, for cost-efficiency purposes, the signals be installed at the same time as the adjacent I-580 Eastbound Off-Ramp / Seminary Avenue / Overdale Avenue (#26) and I-580 Westbound Off-Ramp /</p>	<p>With implementation of Mitigation Measure TRANS-2h, the cumulative impact would be mitigated to a Less than Significant level. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-2h without the approval of Caltrans, the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>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>I-580 Eastbound Off-Ramp / Seminary Avenue / Overdale Avenue (#26)</i>, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>Mountain Boulevard / Kuhnle Avenue (#27) intersections.</p> <p>This improvement is not currently included in the Southeast Oakland Area TIF Program. The TIF program would need to be amended to include this improvement. If the TIF were amended to include this improvement, then the project applicant would then be responsible for the fair share contribution to this improvement as determined by the Southeast Oakland Area TIF Program. Alternatively, if the TIF Program were not sufficiently funded to construct the improvement at the time the improvements are needed to mitigate the impact, signal warrants have been met, and Caltrans has approved the improvement, then the project applicant shall fully fund and construct the improvement, and shall be reimbursed for the portion that is beyond their fair share contribution, from available funding sources.</p> <p>This intersection was not studied in the 1998 EIS/EIR. After implementation of this measure, the intersection would operate at LOS D during the a.m. peak hour and LOS C during the p.m. peak hour.</p> <p>In order to ensure that implementation of this improvement would not adversely affect traffic flow on facilities upstream of the intersection, queue lengths were calculated. The 95th percentile queues on eastbound Seminary Drive and westbound Kuhnle Avenue would not spill back to the upstream intersections.</p> <p>Mitigation Measure TRANS-2i: Implement Mitigation Measure TRANS-1g: (install traffic signals).</p> <p>This intersection was not studied in the 1998 EIS/EIR. After implementation of Mitigation Measure TRANS-1g, the intersection would operate at LOS C during both the a.m. and p.m. peak hours.</p> <p>In order to ensure that implementation of this improvement would not adversely affect traffic flow on facilities upstream of the intersection, queue lengths were calculated. The 95th percentile queues on westbound Seminary Drive would not spill back to the upstream I-580 Eastbound On-Ramp / Seminary Avenue / Kuhnle Avenue (#25) intersection.</p>	<p>With implementation of Mitigation Measure TRANS-1g, the cumulative impact would be mitigated to a Less than Significant level. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1g without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>
<p>Impact TRANS-2j: Traffic generated by the Oak Knoll Project would add more than ten vehicles to, and would contribute</p>	<p>Mitigation Measure TRANS-2j: Implement Mitigation Measure TRANS-1h: (install traffic signals).</p>	<p>With implementation of Mitigation Measure TRANS-1h, the cumulative impact</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
A. Significant and Unavoidable After Implementation of Mitigation Measures		
<p>more than five percent of the cumulative traffic volume at, the unsignalized intersection of <i>I-580 Westbound Off-Ramp / Mountain Boulevard / Kuhnle Avenue (#27)</i>, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>This intersection was not studied in the 1998 EIS/EIR. After implementation of Mitigation Measure TRANS-1h, the intersection would operate at LOS C during both the a.m. and p.m. peak hours.</p> <p>In order to ensure that implementation of this improvement would not adversely affect traffic flow on facilities upstream of the intersection, queue lengths were calculated. The 95th percentile queues on eastbound Kuhnle Avenue would not spill back to the upstream I-580 Eastbound On-Ramp / Seminary Avenue / Kuhnle Avenue (#25) intersection, and the 95th percentile queues on the I-580 westbound off-ramp would not spill back onto the freeway mainline.</p>	<p>would be mitigated to a Less than Significant level. However, because it is not certain whether the above improvements could be made (i.e., because the City of Oakland, as lead agency, could not implement Measure TRANS-1h without the approval of Caltrans), the project impact is considered significant and unavoidable until such mitigation is approved by Caltrans.</p>
C. Air Quality		
<p>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.</p>	<p>Mitigation Measure AIR-2: To reduce the operational air quality emissions from the proposed project, the project sponsor shall implement the following feasible mitigation measures (consistent with BAAQMD CEQA Guidelines and Alameda County Congestion Management Program – Transportation Demand Management Element) that will reduce peak hour project vehicle trips and thus motor vehicle emissions.</p> <p><u>Rideshare and Incentive Measures</u></p> <ul style="list-style-type: none"> • Encourage all tenants (commercial and residential) at the site to implement and/or participate in carpool/ vanpool programs (e.g., carpool, ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, guaranteed ride home program, etc.). Distribute information about the Alameda County Congestion Management Agency’s Guaranteed Ride Home Program to commercial tenants to facilitate alternative transportation modes. • Encourage commercial tenants to implement employee rideshare incentive programs providing cash payments or pre-paid fare media such as transit passes or coupons. • Encourage commercial tenants to meet standard, minimum employee ridesharing requirements or to provide incentives to encourage employees to rideshare. 	<p>Significant and Unavoidable</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>A. Significant and Unavoidable After Implementation of Mitigation Measures</i>		
	<ul style="list-style-type: none"> • Encourage commercial tenants to implement a parking cash-out program for employees (e.g., non-driving employees receive transportation allowance equivalent to the value of subsidized parking). • Provide preferential parking for carpool and vanpool vehicles within project parking structures/lots (e.g., near building entrance, sheltered area, etc.) to the extent that there is demand for such spaces. <p><u><i>Bicycle and Pedestrian Measures</i></u></p> <ul style="list-style-type: none"> • Provide adequate amount of secure short-term bicycle parking at or in the vicinity of the project site, at locations more convenient than auto parking, for residents, customers, and other non-commute trips. • Encourage commercial tenants to provide secure, weather-protected bicycle parking for employees. • Encourage commercial tenants to provide showers and lockers for employees bicycling or walking to work. • Provide adequate street lighting within the street rights-of-way within the project site. <p><u><i>Transit Measures</i></u></p> <ul style="list-style-type: none"> • Construct transit facilities, such as bus turnouts/bus bulbs, benches, shelters, etc., on the project site (consistent with Mitigation Measure TRANS-9c). • Distribute and make available information about transit information for project residents. <p>Components of the proposed project not considered in the emissions model would also effectively reduce daily emission levels associated with project vehicle trips. These include:</p> <ul style="list-style-type: none"> • Overall design of the project as a new residential community supported by neighborhood-serving commercial uses and services such as restaurants, anchor and Main Street retail shopping; • An on-site network of open spaces, parks and playgrounds, bicycle and pedestrian trails, and various recreational 	

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>A. Significant and Unavoidable After Implementation of Mitigation Measures</i>		
<p>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.</p>	<p>facilities;</p> <ul style="list-style-type: none"> • A series of safe and inviting pedestrian and bicycle paths and sidewalks would be provided to facilitate mobility throughout the site and to existing bus transit service without use of motor vehicles. <p>New Mitigation Measure AIR-6: Same as New Mitigation Measure AIR-2</p>	<p>Significant and Unavoidable (see discussion under New Mitigation Measure AIR-2.)</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
A. Aesthetics		
<p>Impact AES-1: The Oak Knoll Project would adversely affect an existing scenic vista and scenic resource due to the visual contrast that would result from new structures and grading on the Central Area and the Northern End of the Eastern Ridge, and the potential loss of some trees at the Northern End of the Eastern Ridge.</p>	<p>Revised Mitigation Measure AES-1 (modified from 1998 EIS/EIR Mitigation 1): <u>The impact is mitigable to a level that is less than significant through The Preliminary Development Plan (PDP) and Vesting Tentative Map (VTM) for the Oak Knoll Project shall include the following guidelines, methods, and techniques specified primarily in the <i>Oakland Interim Design Review Manual for One- and Two-Unit Residences (2005)</i> into the Final Preliminary Oak Knoll Master Plan Zoning Program that shall specifically be implemented, as applicable, to each development site proposed on the Northern End and Central Portion knoll at the (i.e., Admiral's Hill) of the Eastern Ridge to 1) <u>ensure careful siting and design of new construction, 2) minimize grading along the full length of the ridge, and 3) and minimizing losses of mature <u>native trees at the northern end of the hill/ridge</u> (page numbers and Guideline numbers refer to the <i>Oakland Interim Design Review Manual</i>):</u></u></p> <p><u>(Figures referenced below are included in Appendix D to this SEIR.)</u></p> <p><u>General Site Design</u></p> <ul style="list-style-type: none"> • <u>Generally locate structures to conserve existing open portions of the Eastern Ridge and minimize the appearance of an uninterrupted row of ridgetop development visible from off-site vantage points.</u> • <u>On hillsides, use courtyards and other spaces to organize building volumes and create transitions from house to land. (Guideline 4.5, text)</u> • <u>On hillsides, avoid filling up side yards with concrete stairs or paved areas that limit landscape and potential usable space. (Guideline 4.7, text); Maintain openness between structures. Avoided long and high building walls close to side lot lines. Provide sufficient side yard setbacks, especially at the front and rear elevations, to allow plantings between this structure to help the perceived mass. (Guideline 7.5, text and figure)</u> 	<p>Less than Significant</p>

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> • <u>On hillside sites, major shifts in siting from the neighborhood pattern may be warranted to help break-up continuous walls of downslope facades and minimize their collective bulk. (Guideline 5.11 B, text)</u> • <u>Step building massing with terrain. (Guideline 7.1, text); Step or slope rooflines with the terrain and avoid large gables on downslope lots. (Guideline 7.6, text and figures)</u> • <u>Position the building on the site to minimize height on the downsloping side. (Guideline 7.4, text and figures)</u> • <u>Designate a “buildable development zone” and a “landscape easement zone” for each lot created on the Eastern Ridge which shall be delineated to minimize loss of existing vegetation and ensure existing and new vegetation around and between new structures, except as limited for wildfire risk management.</u> 	
	<p><u>Building Design</u></p> <ul style="list-style-type: none"> • <u>Where applicable, adhere to all special height restrictions and measuring methods for buildings and retaining walls on steep hillside lots that apply to the R-30 Zone on the Eastern Ridge, which are established in Sections 17.108.020(B) and 17.09.040 of the Oakland Planning Code, and further as consistent with the approved PUD for the project, pursuant to Section 17.122.110c.</u> • <u>Use materials and colors having naturalistic quality that will blend into the surrounding landscape. (Guideline 7.8, text)</u> • <u>Avoid blank or under-designed walls visible from the street. (Guideline 5.3, text); use multiple materials and/or detailing to break up walls and make large surfaces seem smaller (Guideline 6.6A, text)</u> • <u>On front elevations on upslope lots, emphasize eave lines/roof planes as visually dominant features, group windows horizontally within all planes and at building corners. (p.5-4, text and figure)</u> 	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> • <u>Break the building into multiple volumes with staggered setbacks to reflect the irregularity of hillside terrain. (Guideline 7.2, text and figures)</u> • <u>Place floor levels close to and/or partially inset into grade to avoid or minimize tall skirt walls and other tall support structures. (Guideline 7.3, text and figures); Deemphasize skirt walls where they cannot be avoided, as follows:</u> <ul style="list-style-type: none"> ○ <u>Incorporate a strong horizontal molding or cap at the top of the skirt wall;</u> ○ <u>Change materials and/or colors at the skirt wall to contrast with primary building volume;</u> ○ <u>Outwardly taper the skirt wall to create a buttress effect</u> ○ <u>Recess skirt wall from the face of the upper floors</u> <p style="text-align: right;">(Guideline 7.3B, text and figures)</p> • <u>On rear elevations on downslope lots, symmetrically organize windows, decks (etc.) within individual building masses and aligned floor-to-floor, and incorporate windows that appear as “punch-outs” with adequate wall space between windows and balcony columns that read as a lighter open frame. (p.5-4, text and figure)</u> • <u>Provide strong shadow patterns on downslope elevations. (Guideline 7.7, text and figures)</u> • <u>In hill areas, consider the visual impact on neighborhood appearance and natural hillsides in the siting and design of long fences. Fences should not be dominant visual elements on hillsides. Tall fences around the property perimeter are often discouraged. (Guideline 10.15, text; p.10-3, figures)</u> • <u>Discourage placement of antennas on roofs. (Modified Guideline 12.5a, which shall apply to development of the Eastern Ridge)</u> <p><u>Grading</u></p>	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> • <u>Use contour grading to minimize cuts and fills and necessary removal of mature, native trees.</u> • <u>On hillsides, avoid large retaining walls and excessive grading. (From Guideline 4.6, text)</u> <p><u>Landscaping and Open Space</u></p> <ul style="list-style-type: none"> • <u>Incorporate ample open space between houses to assist in reducing building bulk. (p.4-1, text)</u> • <u>Incorporate landscaping that is consistent with the more natural appearing vegetation on the surrounding hills to provide some screening and shade for new buildings.</u> • <u>At the skirt walls, intersperse native species' of trees and/or other landscaping with City-approved, non-native species that will grow taller and faster than required by the Zoning Regulations' landscaping standards to fully screen the skirt wall.</u> • <u>In hill areas, use irregular plant spacing and plant trees in undulating groups to achieve a grove effect. Especially consider native, fire-resistant species such as coast live oaks, etc. Plant shrubs of varying heights and sizes among trees. (Guideline 10.8, text and figure)</u> • <u>In hill areas, maintain natural topography or use a series of stepped terrace/retaining walls to create grade transition between the street and the houses. (Guideline 10.9, text)</u> • <u>In high visibility hillside and canyon areas, fully landscape all graded surfaces and buffer the structure using quantities of vegetation beyond the basic landscaping requirements of the Zoning Regulations. Aim for a natural appearance on graded slopes. (Guideline 10.11, text)</u> • <u>Plant feature trees to diffuse building mass. (p.10-5, text)</u> • <u>Preference should be given to planting and encouraging the growth of desirable low-combustion plant types found in the area. Contrived, non-native landscaping, such as cactus gardens, brightly colored gravel, extreme plant shaping, etc.,</u> 	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
<p>Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area? (Analyzed in Initial Study Checklist)</p>	<p>are inappropriate. (Guideline 12.3 a, which shall apply to development of the Eastern Ridge)</p> <ul style="list-style-type: none"> • Whenever removal of large live trees, especially oaks and oak woodlands, is necessary, they shall be replaced by planting, prior to building occupancy, of trees, elsewhere on the property within view from public vantage points. (Modified Guideline 12.3 B, which shall apply to development of the Eastern Ridge) <p>Contour grading should be used to minimize cuts and fills. Building design should avoid blank walls, flat roofs, and simple geometric forms which would increase the apparent scale and contrast of the structures. Buildings on steep slopes should be stepped down to avoid massive (3+) story facades. Design controls on buildings' color, material reflectivity, and fencing should be established to reduce visual contrasts. Landscaping that is consistent with the more natural appearing vegetation on the surrounding hills should be developed to provide some screening and shade for new buildings. It is recommended that a site survey and detailed visual analysis be prepared prior to final design approval in order to identify the appropriate number, location, and design theme of ridge top buildings, consistent with retaining scenic quality.</p> <p>New Mitigation Measure AES-2: Prior to issuance of buildings permits for each phase of development, the project sponsor shall prepare and submit for review and approval by the City Electrical Services Division a photometric analysis and plan for all visible, exterior lighting for all project buildings and outdoor recreational facilities intended for nighttime use. The plan shall include and indicate:</p> <ul style="list-style-type: none"> • the design and location of all outdoor lighting fixtures or standards in all areas of the project site; • sufficient exterior lighting to establish a sense of well-being to the pedestrian and that is sufficient to facilitate recognition of persons at a reasonable distance. • lighting fixtures and standards that are adequately shielded 	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
B. Transportation, Circulation, and Parking	<p>to a point below the light bulb and reflector and that are shielded to direct illumination downward and to not cast substantial glare onto adjacent residential properties along Sequoyah Road.</p> <ul style="list-style-type: none"> • all lighting architecturally integrated into the site; • vandal-resistant garden and exterior lighting; • exterior lighting on a master photoelectric cell, which is set to operate during hours of darkness; • a minimum of one foot-candle at ground level overlap provided in all exterior doorways and vehicle and bicycle parking areas, and on outdoor pedestrian walkways presented on the lighting plan. 	Less than Significant
<p>Impact TRANS-1b: Traffic generated by the Oak Knoll Project would add more than ten vehicles to the unsignalized intersection of <i>Mountain Boulevard / Keller Avenue (#2)</i>, which would degrade a.m. peak-hour conditions from LOS D to LOS F, and p.m. peak-hour conditions from LOS C to LOS F, and the peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>Mitigation Measure TRANS-1b: The impact shall be mitigated by installing traffic signals at the unsignalized intersection of <i>Mountain Boulevard / Keller Avenue</i>. To implement this measure, the project sponsor shall take all necessary steps to obtain approval from the City of Oakland, and, in coordination with the City of Oakland, from all other agencies with jurisdiction over necessary approvals. In addition, the project sponsor shall work with the City of Oakland to re-stripe the intersection to provide a shared left/through lane and shared through/right-turn lane on the eastbound Keller Avenue approach, a shared left/through lane and right-turn lane on the westbound Keller Avenue approach, and a left-turn lane and shared through/right-turn lane on the southbound Mountain Boulevard approach. The new traffic signals shall be designed with phasing and timing to mitigate the impact; preliminary analysis indicates the need for actuated controls with split phasing on the east/west approaches and permitted phasing for the northbound approach. Installation of traffic signals shall include the traffic signal equipment with optimized signal phasing and timing (i.e., allocation of green time for each intersection approach) and coordination with adjacent signalized intersections. Traffic signal equipment shall include ADA compliant features. Signal installation shall meet City of</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
<p>Impact TRANS-1f: 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 <i>Bancroft Avenue / 98th Avenue (#19)</i>. (Significant)</p>	<p>Oakland design standards and be subject to the review and approval of the City.</p> <p>This improvement is included in the Southeast Oakland Area TIF Program. The project applicant would be responsible for the fair share contribution to this improvement as determined by the Southeast Oakland Area TIF Program. Alternatively, if the TIF Program were not sufficiently funded to construct the improvement at the time the improvement is needed to mitigate the impact, and signal warrants have been met, then the project applicant shall fully fund and construct the improvement, and shall be reimbursed for the portion that is beyond their fair share contribution, from available funding sources.</p> <p>This mitigation measure is consistent with the mitigation recommended for this intersection in the 1998 EIS/EIR. After implementation of this measure, the intersection would operate at LOS C during the a.m. peak hour and LOS D during the p.m. peak hour.</p> <p>In order to ensure that implementation of this improvement would not adversely affect traffic flow on facilities upstream of the intersection, queue lengths were calculated. The 95th percentile queues on eastbound Keller Avenue and northbound and southbound Mountain Boulevard would not spill back to the upstream intersections.</p> <p>Mitigation Measure TRANS-1f: The impact shall be mitigated by optimizing signal phasing and timing (i.e., adjust the allocation of green time for each intersection approach) at the intersection of <i>Bancroft Avenue / 98th Avenue</i>. To implement this measure, the project sponsor shall take all necessary steps to obtain approval from the City of Oakland, and, in coordination with the City of Oakland, from all other agencies with jurisdiction over necessary approvals. Signal timing parameters shall be reviewed and approved by the City of Oakland, and be consistent with the City of Oakland standard operating procedures dated March 2007.</p> <p>This intersection was not studied in the 1998 EIS/EIR. After implementation of this measure, the intersection would operate at LOS D during both a.m. and p.m. peak hours.</p>	<p>Less than Significant</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
<p>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 <i>Mountain Boulevard / Keller Avenue (#2)</i>, and the a.m. and p.m. peak-hour volumes would meet the Caltrans peak-hour traffic signal warrant.</p>	<p>Mitigation Measure TRANS-2b: Implement Mitigation Measure TRANS-1b (install traffic signals, and re-configure traffic lanes at the intersection through re-stripping the pavement markings).</p> <p>This mitigation measure is consistent with the mitigation recommended for this intersection in the 1998 EIS/EIR. After implementation of Mitigation Measure TRANS-1b, the intersection would operate at LOS C during both a.m. and p.m. peak hours.</p> <p>In order to ensure that implementation of this improvement would not adversely affect traffic flow on facilities upstream of the intersection, queue lengths were calculated. The 95th percentile queues on eastbound Keller Avenue and northbound and southbound Mountain Boulevard would not spill back to the upstream intersections.</p>	<p>With implementation of Mitigation Measure TRANS-1a, the cumulative impact would be mitigated to a Less than Significant level.</p>
<p>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 <i>Bancroft Avenue / 98th Avenue (#19)</i>.</p>	<p>Mitigation Measure TRANS-2g: Implement Mitigation Measure TRANS-1f (optimize signal phasing and timing).</p> <p>This intersection was not studied in the 1998 EIS/EIR. After implementation of Mitigation Measure TRANS-1f, the intersection would operate at LOS D during both a.m. and p.m. peak hours.</p>	<p>With implementation of Mitigation Measure TRANS-1f, the cumulative impact would be mitigated to a Less than Significant level.</p>
<p>Impact TRANS-7: Project construction would temporarily affect traffic flow and circulation, parking, and pedestrian safety.</p>	<p>Mitigation Measure TRANS-7: Prior to the issuance of building permits for each phase of the project, the project applicant and construction contractor shall meet with the Transportation Services Division of the Oakland Public Works Agency and other appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic effects of construction activities. The project applicant shall develop a construction management plan for review and approval by the City Transportation Services Division. The plan shall include at least the following items and requirements:</p> <ul style="list-style-type: none"> • A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs, lane closure procedures, sidewalk closure procedures, signs, cones for drivers, and designated 	<p>Less than Significant</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>construction access routes.</p> <ul style="list-style-type: none"> • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. • Location of construction staging areas for materials, equipment, and vehicles (must be located on the project site). • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety. • Temporary construction fences to contain debris and material and to secure the site. • Provisions for removal of trash generated by project construction activity. • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. • Provisions for monitoring surface streets used for truck routes so that any damage and debris attributable to the trucks can be identified and corrected. <p>It is anticipated that this Construction Traffic Management Plan would be developed in the context of a larger Construction Management Plan, which would address other issues such as hours of construction on site, limitations on noise and dust emissions, and other applicable items.</p>	
<p>Impact TRANS-8a (Mountain Boulevard Access with Main Street): The project site plan would introduce traffic congestion on Main Street along the retail frontage, as commercial-related turning traffic would interfere with residential traffic through the area.</p>	<p>Mitigation Measure TRANS-8a: To mitigate the potential for blocked traffic on Main Street, the project sponsor shall continue the two inbound lanes through the commercial area, with one of the lanes becoming a left-turn only lane to 2nd Street.</p>	Less than Significant
<p>Impact TRANS-8b (Keller Avenue Access with Main Street): Project-generated traffic would introduce traffic congestion on</p>	<p>Mitigation Measure TRANS-8b: To provide adequate vehicle stacking and queuing length, the project sponsor shall extend the</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
Keller Avenue as it turns left into the site at Main Street.	left turn lane on westbound Keller Avenue onto Main Street from its current length of 60 feet to 150 feet.	
Impact TRANS-8c (Internal Street Circulation): Intersecting roads within the project site would introduce potential vehicle conflicts.	Mitigation Measure TRANS-8c: The project sponsor shall locate stop signs on secondary roads intersecting the primary road system including Main Street, Barcelona Street, E Street, F Street, 1st Street, 2nd Street, and 3rd Street. Where primary roads intersect, the project sponsor shall install stop signs on all intersection approaches.	Less than Significant
Impact TRANS-8d (Pedestrian Access and Circulation): The proposed project would introduce amenities that could attract users who may park adjacent to the project site on either Mountain Boulevard or Sequoyah Road, where currently there are no sidewalks.	Mitigation Measure TRANS-8d: The project sponsor shall provide sidewalks or other pedestrian facilities along Mountain Boulevard (from Sequoyah Road to just past the Village Center) to serve the project site's commercial and recreational areas, and along Sequoyah Road (from Mountain Boulevard to Club Knoll). One or more of the following measures shall also be implemented to minimize potential conflicts between vehicles and pedestrians at intersecting roads within the project site: <ul style="list-style-type: none"> • Roads shall be designed to maximize the visibility of both pedestrians and vehicles. • Roads shall be designed to minimize vehicle speeds to 25 miles per hour. • Site access signalized intersections on Mountain Boulevard and Keller Avenue shall have pedestrian countdown signal heads, appropriate activation and 3.5 feet per second crossing time for pedestrians. 	Less than Significant
Impact TRANS-8e (Truck Access and Circulation): Large delivery trucks can disrupt traffic flow as they maneuver between the adjacent street and their ultimate destination within the project site.	Mitigation Measure TRANS-8e: Prior to design approval, prepare a truck turning analysis to show the truck travel path characteristics between Mountain Boulevard and the loading docks within the neighborhood shopping center. As required, the project sponsor shall modify the project site plan to accommodate the anticipated delivery vehicles.	Less than Significant
Impact TRANS-9a (Bicycle Policies): Development of the Oak Knoll site could preclude installation of a Class II bicycle lane along the project frontage on Mountain Boulevard (included in the proposed Bicycle Master Plan).	Mitigation Measure TRANS-9a: The project sponsor shall submit to the City Engineer prior to approval of the Final Map a design for public improvements along Mountain Boulevard that demonstrates the project's consistency with the approved City of Oakland Bicycle Master Plan in effect at the time of project	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
<p>Impact TRANS-9b (Bicycle Policies): The proposed project site plan does not show location of short-term or long-term bicycle parking.</p>	<p>approval and which may include retention of the Class III bicycle route if a Class II bicycle lane is infeasible.</p> <p>Mitigation Measure TRANS-9b: The project sponsor shall incorporate onsite bicycle parking facilities at a level determined by the City and in a manner consistent with the City's practices or adopted standards and regulations at the time of project construction.</p>	Less than Significant
<p>Impact TRANS-9c (Transit Policies): The lack of transit amenities at the Mountain Boulevard bus stop would deter from the promotion of transit use.</p>	<p>Mitigation Measure TRANS-9c: The project sponsor shall provide a bus shelter, bench and transit information for the Mountain Boulevard transit stop at Main Street.</p>	Less than Significant
C. Air Quality		
<p>Impact AIR-1: Activities associated with demolition, site preparation and construction would generate emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions, and expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Revised Mitigation Measure AIR-1a (modified from 1998 EIS/EIR Mitigation 3): <i>Dust Control Measures</i> – During construction, the project sponsor shall require the construction contractor to implement the following measures identified as part of Bay Area Air Quality Management District's (BAAQMD) basic and enhanced dust control procedures required for construction sites. These include:</p> <p><u><i>Basic Controls that Apply to All Construction Sites</i></u></p> <ol style="list-style-type: none"> a) Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads that are actively used, parking areas and staging areas at construction sites. d) Sweep daily (with water sweepers using reclaimed water if 	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	possible) all paved access roads, parking areas and staging areas at construction sites.	
	e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.	
	f) Limit the amount of the disturbed area at any one time, where feasible.	
	g) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.	
	h) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.	
	i) Replant vegetation in disturbed areas as quickly as feasible.	
	j) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).	
	k) Limit traffic speeds on unpaved roads to 15 miles per hour.	
	l) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.	
	m) Limit idling time of diesel powered construction equipment to three minutes.	
	<u><i>Enhanced Controls that Apply to Sites Greater than 4 Acres</i></u>	
	n) All "Basic" controls listed above, plus:	
	o) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.	
	p) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).	
	q) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction. The name and telephone number of such persons, as well as a contact person at the controlling agencies (City of Oakland and BAAQMD) shall be posted on-site over the duration of construction.</p> <p>r) Install appropriate wind breaks at the construction site to minimize wind blown dust.</p> <p><u><i>Enhanced Controls that Apply to Concrete and Asphalt On-Site Recycling Activities During Construction</i></u></p> <p>s) All “Basic” and “Enhanced” controls listed above, plus:</p> <p>t) Locate all activity, storage, and staging areas where recycling of construction and demolition debris in the central portion of the project site, away from sensitive receptors on site (residences and open space completed in initial phases of development) and off site (nearby residences, school, church, and any other sensitive receptors).</p> <p>New Mitigation Measures AIR-1b: Asbestos Removal – If asbestos is found to be present in building materials to be removed, demolition and disposal is required to be conducted in accordance with procedures specified by Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing) of Bay Area Air Quality Management District (BAAQMD) regulations, as may be amended.</p> <p>New Mitigation Measure AIR-1c: Construction Equipment Emissions - To minimize construction equipment emissions during construction, the project sponsor shall require the construction contractor to:</p> <p>a) Demonstrate compliance with BAAQMD Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule</p>	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
D. Noise	<p>1, requires an authority to construct and permit to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA² Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.</p> <p>b) Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Perform periodic tune-ups (every 90 days) for such equipment used continuously during the construction period.</p> <p>c) Use alternative-powered construction equipment (i.e., CNG, biodiesel, water emulsion fuel, electric), add-on devices such as diesel oxidation catalysts or particulate filters, and diesel construction equipment that meets CARB 2000 or newer certification standard for off-road heavy-duty engines, where feasible.</p>	Less than Significant
<p>Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Analyzed in Initial Study Checklist)</p>	<p>New Mitigation Measure NOI-1: The project sponsor shall require construction contractors to limit standard construction activity based on hours of day and specific activities, as required by the City Building Department. Such activities are generally limited to between 7:00 a.m. and 7:00 p.m., Monday through Friday. Subject to prior authorization of the Building Services Division and the Planning and Zoning Division, no construction activities other than emergency construction activities shall be allowed on weekends; interior building activities may occur on weekends after the building is enclosed.</p>	

² California Air Pollution Control Officers Association

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>New Mitigation Measure NOI-2: To reduce daytime noise impacts due to construction, the project sponsor shall require the construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> • A pre-construction meeting shall be held with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are implemented prior to the issuance of a grading permit. • Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible). • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. • Stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, or insulation barriers or other measures shall be incorporated to the extent feasible. 	Less than Significant
	<p>New (Revised) Mitigation Measure NOI-3 (<i>Modified from Initial Study Checklist</i>): <u>Pile-driving and Crushing/Recycling</u> - If pile-driving and/or other extreme noise generating activities greater than 90 dBA occur, <u>such as crushing/recycling of concrete or other demolition debris</u>, they shall be limited to</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
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B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions

between 8:00 a.m. and 4:00 p.m., Monday through Friday, with no extreme noise-generating activity permitted between 12:30 p.m. and 1:30 p.m. No extreme noise-generating construction activities shall be allowed on Saturdays, Sundays, or holidays.

New (Revised) Mitigation Measure NOI-4 (Modified from Initial Study Checklist): To further mitigate potential pile-driving and/or other extreme noise generating construction impacts, such as crushing/recycling of concrete or other demolition debris, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the City to ensure that maximum feasible noise attenuation is achieved. These attenuation measures shall include as many of the following control strategies as feasible and required to reduce noise at the nearest sensitive receptors to meet the performance standards established by the Oakland Noise Ordinance. The attenuation measures shall be implemented prior to any required pile-driving activities or other extreme noise activities, such as crushing/recycling of concrete or other demolition debris, as required to reduce noise at sensitive receptor sites to the levels required by the City of Oakland Noise Ordinance:

- Implement “quiet” pile-driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile-driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- Utilize noise control blankets on the building structure, as it is erected to reduce noise emission from the site;
- Locate all stationary on-site activities involving the crushing, recycling, or other processing of construction and demolition debris during construction in the central portion of the project site, away from sensitive receptors on site (residences and open space completed in initial phases of development) and off site (nearby residences, school, church, and any other sensitive receptors).

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> • <u>Stationary demolition materials crushing equipment shall enclosed within a temporary noise insulation barriers that extends at least two meters above the top of the crusher equipment to minimize perceptible noise generated by the activity.</u> • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings; and • Monitor the effectiveness of noise attenuation measures by taking noise measurements. <p>New Mitigation Measure NOI-5: Prior to the issuance of each grading or building permit, along with the submission of construction documents, the project sponsor shall submit to the City Building Department a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:</p> <ul style="list-style-type: none"> • A procedure for notifying City Building Division staff and Oakland Police Department; • A list of telephone numbers for filing noise complaints (during regular construction hours and off-hours); • A plan for posting signs on-site pertaining to construction days and hours and complaint procedures and who to notify in the event of a problem; • Designation of an on-site construction complaint manager for the project; • Notification of neighbors within 300 feet of the project construction area at least 30 days in advance of pile-driving and/or other extreme noise-generating activities or other extreme noise activities, such as crushing/recycling of concrete or other demolition debris about the estimated duration of the activity; and • A preconstruction meeting shall be held with the job inspectors and the general contractor/onsite project manager 	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.	
Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Analyzed in Initial Study Checklist)	Same as New Mitigation Measures NOI-1 through NOI-5.	Less than Significant
Violate the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise. (Analyzed in Initial Study Checklist)	Same as New Mitigation Measures NOI-1 through NOI-5.	Less than Significant
Violate the City of Oakland Noise Ordinance (Oakland Planning Code Section 17.120.050) regarding construction noise, except if an acoustical analysis is performed and all feasible mitigation measures imposed, including the standard City of Oakland measures adopted by the Oakland City Council on January 16, 2001? (Analyzed in Initial Study Checklist)	Same as New Mitigation Measures NOI-1 through NOI-5.	Less than Significant
Violate the City of Oakland Noise Ordinance (Oakland Municipal Code Section 8.18.020) regarding nuisance of persistent construction-related noise? (Analyzed in Initial Study Checklist)	Same as New Mitigation Measures NOI-1 through NOI-5.	Less than Significant
Generate interior DNL or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24)? (Analyzed in Initial Study Checklist)	New (Revised) Mitigation Measure NOI-6 (<i>Modification of Mitigation Measure NOI-6 in the Initial Study</i>): <u>For areas with DNL noise levels of up to 65 dBA,</u> to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and to achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls) shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer. Final recommendations for sound-rated assemblies will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phase. <u>These treatments shall be refined by a qualified acoustical engineer once the building design and site layout have been finalized. As appropriate and as specified in the <i>Oak Knoll Environmental Noise Assessment</i> prepared by Wilson, Ihrig & Associates (August, 2006), treatments may include conventional building construction, such as stucco exterior walls, weather-</u>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p><u>stripped exterior doors, good-quality thermal-double-glazed windows with a Sound Transmission Class (STC)¹ rating or approximately 28 or an Outdoor-Indoor Transmission Class (OITC)² rating of approximately 25. In higher noise area, dual-pane windows shall have dissimilar thickness glazing (such as one layer of 1/8" thick plate glass and one layer of 3/16" plate (or preferably laminated) glass to avoid resonance and reduced noise insulation.</u></p> <p>¹ <u>STC is a single-number rating of the airborne sound isolation properties of building elements, such as walls, floors, doors, and windows, in the frequency range 125 Hz to 4,000 Hz.</u></p> <p>² <u>OITC is specified in ASTM E 1332, issued 1994, and has recently become a rating provided by most window manufacturers. OITC specifies a more reliable performance rating of noise isolation from transportation sources than does the STC rating.</u></p>	
	<p>Revised Mitigation Measure NOI-7: (Revised 1998 EIS/EIR Mitigation 2) The project shall reduce indoor noise levels <u>could be adequately reduced</u> through compliance with building design requirements of Title 24. Outdoor noise levels <u>could</u> shall be controlled through the use of berms/soundwalls, vegetation buffer areas, building configurations, and/or other site planning tools, <u>or by placing sensitive land uses beyond 500 feet from Mountain Boulevard.</u></p>	Less than Significant
Conflict with state land use compatibility guidelines for all specified land uses for determination of acceptability of noise (State of California, Governor's Office of Planning and Research, General Plan Guidelines, 2003)? (Analyzed In Initial Study Checklist)	Same as New Mitigation Measure NOI-6 and Revised Mitigation Measure NOI-7.	Less than Significant
E. Cultural Resources		
Impact CUL-3: Renovation of Club Knoll could result in a substantial adverse change in the significance of a historical resource by adversely affecting character-defining elements that account for Club Knoll's inclusion in the local register.	<p>New Mitigation Measure CUL-3: The project sponsor shall comply with the following measures:</p> <ul style="list-style-type: none"> Prior to issuance of discretionary permits to alter Club Knoll, the City Planning Commission and the Oakland Landmarks Preservation Advisory Board (LPAB) shall determine 	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>whether affirmative findings for the proposed alterations to Club Knoll could be made under Policy 3.5 (<i>Historic Preservation and Discretionary Permit Approvals</i>) of the General Plan Historic Preservation Element. Specifically, the City shall review the preliminary and final development plans for the rehabilitation for the adaptive reuse of Club Knoll, to confirm that 1) the design matches or is compatible with but not necessarily identical to the property's existing or historical design; or (2) the proposed design comprehensively modifies and is at least equal in quality to the existing design and is compatible with the character of the neighborhood; or (3) the existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood. If the City is unable to confirm at least one of the above findings, the project shall be modified to adhere to the HPE.</p> <ul style="list-style-type: none"> All applicable recommendations by the LPAB regarding alterations proposed to Club Knoll, including those recommended in any existing or future historic architectural assessment conducted for the structure by a qualified architectural historian or historic architect and confirmed by the City, shall be implemented by the project, subject to approval by the Planning Commission, as appropriate. Recommendations that would avoid or reduce significant impacts to the Club Knoll structure shall be integrated into the project design prior to the City's approval of the Final Development Plan for Club Knoll. 	
Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5. (Analyzed in Initial Study Checklist)	<p>New Mitigation Measure CUL-1: Pursuant to CEQA Guidelines 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project sponsor and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>agency and the qualified archaeologist would meet to determine the appropriate avoidance measures, with the ultimate determination to be made by the City of Oakland. The archaeologist would prepare a report on the findings for submittal to the Northwest Information Center. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.</p> <p>In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project sponsor shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is carried out.</p>	
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Analyzed in Initial Study Checklist)	<p>New Standard Condition CUL-2: In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards [SVP 1995,1996]). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in Section 15064.5 of the CEQA Guidelines. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.</p>	Less than Significant
Disturb any human remains, including those interred outside of	<p>New Standard Condition CUL-3: In the event that human</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
formal cemeteries. (Analyzed in Initial Study Checklist)	<p>skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made.</p> <p>If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.</p>	
<p>Biological Resources</p> <p>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Analyzed in Initial Study Checklist)</p>	<p>New Mitigation Measure BIO-1: The applicant shall retain a qualified biologist to conduct pre-demolition surveys of buildings, suitable large trees, and tree hollows, to identify the presence of any bat nurseries. If bat nurseries are identified, building demolition shall be postponed until young are reared and able to forage on their own. This determination shall be made by a qualified biologist specializing in bat biology. If bats are found to be roosting in abandoned or underused buildings, or tree hollows and large trees on the project site, the bats shall be relocated under the supervision of a qualified biologist and a temporary roosting structure shall be provided (preferably onsite) during demolition activities. In addition, permanent bat roosting structures ("bat boxes") shall be created in order to properly mitigate the effects of a loss of roosting structure. The bat boxes shall be located in immediately adjacent open space areas and shall be designed to be unobtrusive and to avoid vandalism or disturbance to bat colonies.</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
<p>New Impact BIO-1B: Construction activities at the project site could affect known habitat for the San Francisco dusky-footed Woodrat, a CDFG Species of Special Concern, and could result in direct mortality to woodrats in the construction area.</p> <p>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Analyzed in Initial Study Checklist)</p>	<p>New Mitigation Measure BIO-1B.1: Preconstruction Surveys. Conduct pre-construction surveys to determine the presence or absence of San Francisco dusky-footed Woodrat stick nests in the project vicinity.</p>	Less than Significant
	<p>New Mitigation Measure BIO-1B.2: Avoidance. If stick nests are found within the project vicinity, avoid nests during construction if possible. If avoidance is not feasible, a qualified biologist shall dismantle the nest by hand and relocate the materials to an area in or adjacent to the project site that will not be directly impacted. Preferred habitats for the relocated material include scrub, chaparral, and/or oak woodlands. Removal of the nest will encourage any resident woodrats to disperse into adjoining areas of vegetative cover.</p>	Less than Significant
	<p>New Mitigation Measure BIO-2: The applicant shall retain a qualified biologist to perform a pre-grading, pre-demolition, and/or pre-construction nest surveys during the breeding season of March 15 to August 15 to verify the presence or absence of special status nesting birds or raptors. If the surveys indicate that potential presences of special status nesting birds or raptors, the results shall be coordinated with CDFG and suitable avoidance measures (including potentially an exclusion buffer of dimensions appropriate to the species and location, as appropriate) shall be developed and implemented and continue until subsequent surveys by a qualified biologist indicate that young have fledged. Survey results shall be valid for a period of 21 days from the date of the survey. If construction activity has not commenced in that time, a subsequent survey shall be conducted. If nesting trees are to be removed and are removed prior to the bird nesting season, no survey or further mitigation is required.</p>	Less than Significant
	<p>New (Replacement) Mitigation Measure BIO-3A: <i>(replacement of 1998 EIS/EIR Mitigation 1)</i> <u>In conjunction with the restoration and conservation of Rifle Range Creek, establish a riparian greenbelt that contains creek restoration area, riparian habitat, upland habitat and park elements. In order to maximize the protection and enhancement of wildlife and habitat areas, preserve valuable native trees, and provide adequate setbacks to adjacent development, the riparian greenbelt shall comply with</u></p>	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>the following requirements:</p> <ol style="list-style-type: none"> 1) <u>The riparian greenbelt shall be an average width of no less than 150 feet with a goal of a 200-foot average, but at no point less than 100 feet in width. The restored creek may meander within the greenbelt boundaries but at no points shall the creek centerline be less than 50 feet from the greenbelt boundary.</u> 2) <u>Design the riparian greenbelt to protect and incorporate existing natural resources of value including oak woodland, riparian resources and high value trees to the maximum extent feasible.</u> 3) <u>Limit the number of vehicle creek crossings to three or fewer and design such crossings to be a bridge or arch culvert structure.</u> 4) <u>Where roadways directly abut the riparian greenbelt border, encourage sidewalks on the side of the street adjacent to the creek corridor.</u> 5) <u>Where development lots directly abut the riparian greenbelt border, require the minimum building setback required by the applicable zoning district.</u> 6) <u>Encourage the planting of native landscaping on the portion of development lots that directly abut the riparian greenbelt border.</u> 7) <u>The entirety of the riparian greenbelt border shall be clearly defined by roadways, landscape features, and/or low fencing designed to be consistent with the open space setting and at least 50% transparent, such as split-rail fencing. Grade transitions and paths may be used to further define this edge.</u> 8) <u>Construction on properties adjacent to the riparian greenbelt shall abide by standard conditions of approval as defined by the City of Oakland.</u> 9) <u>The riparian corridor shall contain two land use areas,</u> 	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p><u>resource conservation and open space. The resource conservation area shall contain the creek, creek banks, and riparian habitat. Landscaping within this zone shall be limited to native, riparian species. The open space area, including existing oak woodlands, may contain nature trails; park elements such as tot lots with permeable surfaces, picnic tables, benches, and passive recreation; fencing, and appurtenant outlet devices (to the extent the location is necessary to their function), non-structural storm water treatment facilities (bio-swales, bio-retention, infiltration) where appropriate and pedestrian-scaled lighting. Major structures and excessive areas of impermeable surfaces (e.g., parking lots, paved sports facilities, and roads) shall not be permitted within this zone. All improvements and landscaping within this zone shall be appropriate for a riparian environment.</u></p> <p>10) <u>The riparian greenbelt shall be defined and recorded as a separate parcel containing a conservation easement or other binding document that permanently preserves the riparian greenbelt and its creek, creek banks, riparian habitat, upland habitat and buffer.</u></p> <p>11) <u>Develop a mechanism to ensure the funding and implementation of long-term maintenance of the riparian greenbelt (e.g., formation of a Community Facilities District).</u></p> <p>New Mitigation Measure BIO-4: Prior to the issuance of any grading or building permit for each phase of development, the project sponsor shall submit for review and approval by the Planning and Zoning Division, a detailed landscape and irrigation plan for the relevant phase of development prepared by a licensed landscape architect or other qualified person. Such plan shall include a planting schedule, detailing plant types and locations, and a system for irrigation of plantings. The project sponsor shall plant and maintain only native riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native riparian plants shall not be disturbed by any project to the maximum extent feasible. Areas disturbed along the riparian corridor shall be replanted with native riparian vegetation.</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	New Mitigation Measure BIO-5: All landscaping indicated on the approved landscape plan for each phase shall be installed prior to the issuance of a final Certificate of Occupancy for such phase, unless bonded pursuant to the provisions of Section 17.124.50 of the Oakland Planning Code.	Less than Significant
	New Mitigation Measure BIO-6: All landscaping areas and open spaces shown on the approved plans for areas other than the creek area shall be maintained in neat and safe conditions, and all plants shall be maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with all applicable landscaping requirements. All paving or other impervious surfaces shall occur only on approved areas.	Less than Significant
	Revised Mitigation Measure BIO-3B: <i>(revised from 1998 EIS/EIR Mitigation 1)</i> <u>Except as necessary to construct creek over crossings and to implement the Oak Knoll Creek Restoration Plan, a</u> Avoid the removal of native vegetation within the riparian corridor <u>to the extent feasible</u> during demolition, earth moving, construction, habitat restoration, and trail-building activities. <u>Consistent with the Oakland General Plan, E</u> establish the extent of the Resource Conservation Area by a permanent, minimum 50-foot wide restricted access buffer zone <u>to be measured from centerline of creek, unless otherwise required by CDFG, to protect the Rifle Range Creek corridor and a further buffer zone for open space, trails and parks consistent with the approved creek restoration plan. Except as described above, no grading or development shall occur within the Resource Conservation Area.</u> <u>Locate all staging areas in already disturbed sites. Prior to issuance of a grading permit, A</u> a qualified biologist shall develop a detailed habitat restoration <u>and creek restoration</u> plan for restoration activities in Rifle Range Creek, its tributaries, and the surrounding riparian corridor that includes ongoing maintenance of this buffer zone. This plan, to be prepared by the project applicant prior to construction, should and specifies all activities necessary to restore the drainage with minimal erosion, and should be supervised by restoration specialists. If some <u>vegetation removal is required, p</u> Project developers should <u>shall</u> confer with the City of Oakland and the California Department of	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Analyzed in Initial Study Checklist)	Fish and Game regarding the type of vegetation to be removed, the extent of removal, and corresponding shall comply with corresponding revegetation mitigation requirements, including those identified in this Initial Study, as approved. Same as Mitigation Measures HYD-1 through HYD-11	Less than Significant
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Analyzed in Initial Study Checklist)	Mitigation Measure BIO-10: (same as 1998 EIS/EIR Mitigation 2) When a more specific site plan for development (i.e. grading) of the area is presented to the city, a tree removal permit would have to be obtained for any protected trees that are to be removed. The project sponsor would have to conduct a site-specific survey of which trees would be removed and comply with all other requirements of the ordinance.	Less than Significant
	New Mitigation Measure BIO-11: Tree Removal Permit - Prior to receiving building or grading permit within any specified phase of project development, the project sponsor must secure a tree removal permit, and abide by the conditions of that permit, prior to removal of any trees located within such phase or in the public right-of-way adjacent to the phase of the project being undertaken.	Less than Significant
	New Mitigation Measure BIO-12: Adequate protection shall be provided during the construction period for any trees which are to remain standing. Measures deemed necessary by the City Tree Reviewer in consideration of the size, species, condition and location of the trees to remain may include any of the following: 1. Before the start of any clearing, excavation, construction or other work on the site within any specified phase of project development, every retained, protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City Tree Reviewer, Such fences shall be at least six-foot tall chain link or equivalent and shall remain in place for duration of all such work. No construction,	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>grading, trenching, underground services, including utilities or sub-drains, shall be permitted in the fenced area without the approval of the City Tree Reviewer. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree. The City Tree Reviewer shall review all plans proposed for the project, including but not limited to grading, site, utility and drainage, and landscape plans.</p> <ol style="list-style-type: none"> <li data-bbox="829 699 1444 1182">2. Except as required to implement restoration activities within Rifle Range Creek and its tributaries, pursuant to an approved Creek Protection Permit and Restoration Plan, where proposed development or other site work is to encroach upon the protected perimeter of any protected tree to be retained, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filling, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City Tree Reviewer from the base of any retained, protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any retained, protected tree. Trees may be pruned as necessary to provide clearance for construction. All pruning shall be completed under the direction of a Certified Arborist and shall adhere to the Tree Pruning Guidelines of the International Society of Arboriculture. Brush shall be chipped and spread beneath the trees within the drip line. <li data-bbox="829 1203 1444 1421">3. No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the City Tree Reviewer from the base of any protected trees determined by project sponsor to be retained, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any such retained trees as determined by the City Tree 	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>Reviewer. Wires, ropes, or other devices shall not be attached to any such retained tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any such retained tree. The City Tree Reviewer shall verify that any herbicides placed under paving materials are safe for use around trees and labeled for that use.</p> <p>4. Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration. Supplement natural rainfall with irrigation at a rate determined by City Tree Reviewer.</p> <p>5. If any damage to a retained, protected tree should occur during or as a result of work on the site, the project sponsor shall immediately notify the Public Works Agency of such damage. If, in the professional opinion of the City Tree Reviewer, such tree cannot be preserved in a healthy state, the City Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.</p> <p>6. All debris created as a result of any tree removal work shall be removed by the project sponsor from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project sponsor in accordance with all applicable laws, ordinances, and regulations.</p> <p>New Mitigation Measure BIO-13: Replacement plantings as required for each removed protected tree, pursuant to the Oakland Tree Ordinance, shall be required in order to prevent excessive loss of shade, provide erosion control, promote groundwater replenishment, provide visual screening and provide wildlife habitat in accordance with the following criteria:</p> <p>1. No tree replacement shall be required for the removal of nonnative species, for the removal of trees which are required for the benefit of remaining trees, for trees determined by the City Tree Reviewer to have a low</p>	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>probability of survival, or where insufficient planting area exists for a mature tree of the species being considered.</p> <ol style="list-style-type: none"> 2. Replacement tree species shall consist of Sequoia sempervirens (Coast Redwood), Quercus agrifolia (Coast Live Oak), Ancutis merciesii (Madrone), Aesculus californica (California Buckeye) or Umbelluiana californica (California Bay Laurel). 3. Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate. 4. Minimum planting areas for trees required to be replaced must be available on site as follows: <ol style="list-style-type: none"> a. For Sequoia sempervirens, three hundred fifteen square feet per tree; b. For all other species listed in #2 above, seven hundred (700) square feet per tree. 5. In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee in accordance with the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in City parks, streets and medians. 6. Plantings shall be installed prior to the issuance of a certificate of occupancy for each phase, subject to seasonal constraints, and shall be maintained by the project sponsor until determined to be established by the City Tree Reviewer. The City Tree Reviewer may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project sponsor's expense or, at project sponsor's option, the in-lieu fee paid. 	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>New Mitigation Measure BIO-14 – Overall Avoidance and Replacement (based on the Oak Knoll Preliminary Tree Report prepared by HortScience, Inc., 2006):</p> <ul style="list-style-type: none"> • Except as required for implementation of the Oak Knoll Creek Restoration Plan, avoid trees of medium to high habitat value, such as the several large coast live oaks that occur on the upper banks of the creek; • Remove/replace lower-value trees, such as trees that are non-native (possibly invasive), in poor health, have significant structural defects, or impose a hazard to remaining trees; and trees likely to be damaged during removal of buildings and infrastructure. 	Less than Significant
	<p>New Mitigation Measure BIO-15 – Oak Trees in the Creek Corridor:</p> <ul style="list-style-type: none"> • Develop and implement an ongoing program to monitor, care for, and undertake preventative measures to care for oak trees that will be retained. • Remove oak that are dying or are hazard to the public. • Ensure that construction activities near the oak trees that are to be retained are undertaken in a manner to minimize impacts to trees. • Cover the ground surfaces within the drip line of these oak with natural organic mulch and minimize traffic and compaction within these areas. • Avoid planting ornamentals and irrigating within the drip line of these oak. • Ensure that new grade changes that would occur within the drip lines of these preserved oak are acceptable to the City Tree Reviewer and surface drainage is directed away from the trees. 	Less than Significant
	<p>New Mitigation Measure BIO-16 – Other Existing Trees in the Creek Corridor:</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources? (Analyzed in Initial Study Checklist)	<ul style="list-style-type: none"> • Identify, as feasible with implementation of the Oak Knoll Creek Restoration Plan, preserve and maintain high-habitat-value trees within the creek corridor. • Develop an ongoing program to monitor and care for other high-habitat-value trees to be retained in the creek corridor. • Minimize construction activities near these preserved trees. • Minimize traffic and compaction within the drip lines of trees to be preserved. • Avoid planting and irrigating within the drip lines of trees to be preserved. • Minimize grade changes within the drip lines of these trees and surface drainage is directed away from trees to be preserved. • Develop a tree planting plan to gradually replant with native trees in the creek corridor where trees have been removed or new trees are desired. <p>Also Mitigation Measure BIO-2 and Mitigation Measures BIO-3A through BIO-7</p>	Less than Significant
<p>Geology, Soils and Seismicity</p> <p>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>Strong seismic ground shaking? (Analyzed in Initial Study Checklist)</p>	<p>Same as Mitigation Measures BIO-3A through BIO-9 and Mitigation Measures BIO-14 through BIO-16; also Mitigation Measures HYD-9 through HYD-11.</p> <p>Revised Mitigation Measure GEO-1: <i>(Revised from 1998 EIS/EIR Mitigation 1)</i> At a minimum, seismic upgrades to reduce life safety risks associated with structural failures of <u>buildings to be retained and reused by the proposed project</u> the “H-shaped Buildings” (except Building 60 which has already been upgraded.) for during moderate-probability earthquake, should</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
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B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions

shall be performed prior to reuse to meet life safety criteria. Any existing structures identified for retention for future use should be evaluated in detail to determine the cost-effectiveness of seismic upgrades. Existing utilities needed to support emergency services should be evaluated prior to reuse to determine if upgrades are needed to meet existing code requirements (including historic building codes, if applicable).

New Standard Condition GEO-2: A site-specific, design-level geotechnical investigation for each building site within the project area shall be required as part of this project. Specifically:

- Each investigation shall include an analysis of expected ground motions at the site from known active faults. The analyses shall be in accordance with applicable City ordinances and policies, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from known active faults.
- The investigations shall determine final design parameters for the walls, foundations, foundation slabs, grading plan, landslide repair and surrounding related improvements (utilities, roadways, parking lots and sidewalks).
- The investigations shall be reviewed and approved by a California registered geotechnical engineer. All recommendations by the project engineer and geotechnical engineer, as approved by the City, shall be included in the final design.
- Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the project design phase shall be incorporated in the project.
- The investigation shall determine the site's surface geotechnical conditions and address potential seismic hazards, including liquefaction and associated ground failure (e.g. lurching and lateral spreading), and the slope stability hazards such as soil creep and seismically-induced

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
<p>Seismic-related ground failure, including liquefaction? Landslides? Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (Analyzed in Initial Study Checklist)</p>	<p>landslides.</p> <ul style="list-style-type: none"> Analysis presented in the geotechnical report shall conform to the California Geological Survey's (formerly the California Division of Mines and Geology) recommendations presented in the "Guidelines for Evaluating Seismic Hazards in California" Special Publication 117. The project sponsor shall implement the recommendations identified in the site-specific, design-level geotechnical investigation prepared for the project, as determined appropriate during final engineering. <p>Revised Mitigation Measure GEO-3: (<i>Revised from 1998 EIS/EIR Mitigation 2</i>) Grading permits from the City of Oakland will be required for site preparation work involving movement of more than five 50 cubic yards of soil or on slopes greater than 20 percent. Compliance with requirements of the grading permits should reduce risks of slope failure in new development areas. Geotechnical investigations shall should be conducted to identify potential geologic hazards that may affect new building or road sites in potentially vulnerable areas, adjacent to or including slopes greater than 20 percent. Stability of the slope underlain by existing landslide deposits at the north end of the site shall should be specifically evaluated to identify potential hazards to development in this area. A geotechnical engineer should shall review design plans and details and other improvement plans to determine whether they are compatible with the geotechnical conditions of the site. A geotechnical engineer and engineering geologist also shall should inspect site grading and should document placement of engineered fills, stability of cut and fill slopes, and placement of subdrains.</p> <p>Implement corrective measures to repair existing unstable site conditions:</p> <ul style="list-style-type: none"> Removal of existing fill, colluvium and slide debris to expose rock (in relatively small, specific areas primarily in the eastern area of the site and in a narrow area west from Rifle Range Creek toward Keller Avenue); 	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> • Removal of existing fill and compressible soil to expose stiff native material (generally throughout the central area of the site); and • Reconstruct slopes with geogrid reinforced fill (on a specific, west-facing slope in the southern area of the site). • The preliminary geotechnical exploration reports prepared for the project (Engeo, 2006b and 2006c) include the following preliminary recommendations intended to be further modified during development of specific grading and site plans: <i>Liquefaction</i> - To address potential effects of liquefaction, the project shall: <ul style="list-style-type: none"> • Avoid development within 50 feet of the potential liquefaction zone, as designated by the State seismic hazard zones map; • Conduct in-situ treatment, such as dynamic compaction; • Perform remedial grading measures, such as removal and replacement of a portion or all of the potentially liquefiable soil with engineered fill; and • Ensure placement of a compacted fill cap over the potential liquefaction zones, potentially with use of geogrid reinforced fill. • Employ foundation design measures, such as deep foundations that extend through the potential liquefaction zone. <i>Lateral Spreading</i> – To address potential effects of lurching and lateral spreading, the project shall: <ul style="list-style-type: none"> • Ensure that, if a setback of improvements from creek banks is used to reduce the susceptibility to lurching and lateral spreading in areas identified along Rifle Range Creek, improvements shall be set back outside an upward 4:1 (horizontal:vertical) projection from the toe of the creek bank; 	

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> • Key and bench where fills are placed on sloping ground; and • Use drilled pier foundation systems designed to accommodate expected lateral loads for structures situated on slopes, as determined on case-by-case basis. <p><i>Seismically-Induced Landslides</i> – To address potential effects of seismically-induced landslides, the project shall:</p> <ul style="list-style-type: none"> • Ensure properly engineered cut and fill slopes, stabilization of landslides, and/or creation of sufficient buffers between identified landslide areas and development areas, as determined on case-by-case basis. <p><i>Landslides and Slope Instability</i> – To address potential effects of landslides and slope instability, the project shall (in addition to implementation of Mitigation Measure GEO-3 regarding slope stability):</p> <ul style="list-style-type: none"> • Where development encroaches into the mapped landslide areas, conduct remedial grading as determined on case-by-case basis; • Minimize potential for adverse impacts from soil creep by benching through surficial soils during fill placement and by design of drill pier foundation systems to accommodate lateral loads from soil creep, as determined on case-by-case basis; • Limit graded slopes for the project to within the following preliminary criteria although findings of further design-level geotechnical exploration and use of specific treatments (such as geogrid reinforced fill slopes and use of higher strength fill material based on laboratory testing) may support fill slopes that exceed these preliminary criteria: • Remove existing fills located within the development area and replace them with engineered fill; existing fill materials that are free of deleterious debris may be placed onsite as engineered fill; • Use of heavy duty or larger-track mounted excavators or 	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>removal of bedrock to the depth of planned utilities (and replacement with engineered fill) may be required for trenching in localized areas of deeper bedrock cuts that may generate oversized material (i.e. rocks larger than one foot in diameter); and</p> <ul style="list-style-type: none"> In the eastern hilltop area of the site, larger-track mounted excavators may be needed to excavate rock at depths of 10 feet or more below original grade, and overexcavation during mass grading of street sections in areas of deeper cuts to depths below the level of proposed utilities may be appropriate. 	
Result in substantial soil erosion or the loss of topsoil? (Analyzed in Initial Study Checklist)	<p>Mitigation Measures BIO-3A and BIO-3B (minimizing erosion along the creek; see Biological Resources):</p> <p>Mitigation Measure HYD-1 (construction period water quality impacts; discussed in Hydrology and Water Quality)</p>	<p>Less than Significant</p> <p>Less than Significant</p>
Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Analyzed in Initial Study Checklist)	<p>Mitigation Measure GEO-2 and Mitigation Measures GEO-3 and GEO-4</p>	<p>Less than Significant</p>
Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property? (Analyzed in Initial Study Checklist)	<p>New Mitigation Measure GEO-5: When previously unidentified conditions such as wells, pits, tank vaults, or suspected landfill areas are encountered during construction, construction in the immediate area shall cease until the City of Oakland Fire Department Hazardous Materials Unit or other applicable oversight agency has been notified. If there is any indication that the condition includes hazardous materials or waste, then the lead agency shall direct any appropriate remediation measures. Construction can resume at the discretion of the oversight agency.</p>	<p>Less than Significant</p>
<p>Hazardous Materials</p> <p>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Analyzed in Initial Study Checklist)</p>	<p>New Mitigation Measure HAZ-1: Prior to issuance of demolition, grading, or building permits, the project sponsor shall submit a Phase 1 and/or Phase II report to determine if there is a need for remediation of contaminated soil and groundwater are identified on the site. The Planning Director shall review and provide a</p>	<p>Less than Significant</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>determination on the completeness of the reports.</p> <p>New Mitigation Measure HAZ-2: If the Phase I and/or Phase II reports indicate that remediation is required, the project sponsor must submit the following:</p> <ul style="list-style-type: none"> a) The project sponsor shall ensure that environmental assessment and remediation would either be performed under the oversight of DTSC or other regulatory agencies, or be conducted by qualified professionals with experience in soil and groundwater contamination remediation. In cases where regulatory involvement is not necessary, soil and groundwater removal and disposal would still occur to mitigate the potential hazards that could result from removal of soil and/or groundwater during construction. b) The project sponsor shall submit a Soil Management Plan for review and approval by the appropriate agency, which shall be prepared to outline required procedures for handling and disposing impacted soil. All disposal and transportation of contaminated soil shall be done in accordance with state and federal agencies and under federal (RCRA) and state laws. All contaminated soil determined to be hazardous or non-hazardous waste must be adequately profiled for acceptable disposal before it can be removed from the site. The project sponsor shall ensure that impacted soil is handled in accordance with the approved Soil Management Plan. c) If groundwater contamination is discovered, groundwater pumped from the subsurface shall be contained onsite prior to treatment and disposal to ensure environmental and health issues are resolved pursuant to oversight agencies. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. d) The project sponsor shall provide written verification that the appropriate State, Federal or County authorities, including but not limited to the State Department of Toxic Substances Control (DTSC) and the Alameda County Public Health Department, have granted all required clearances and 	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>confirmed that all applicable standards, regulations, and conditions are in compliance, for all previous contamination at the site.</p> <p>e) The project sponsor shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the City of Oakland Hazardous Material Assessment and Reporting Program, pursuant to City Ordinance No. 12323.</p> <p>f) Prior to issuance of any demolition permits for buildings containing lead-based paint, the project sponsor shall demonstrate to the satisfaction of the Office of Fire Department, Office of Emergency Services, that the site has been investigated for the presence of lead and lead has been removed to the degree necessary to safely conduct and complete demolition.</p>	
	<p>New Mitigation Measure HAZ-3: Future demolition or renovation activities shall require the project sponsor to prepare an assessment for the potential presence of lead-based paint or coatings, asbestos and asbestos containing materials (ACMs), or PCB-containing equipment prior to commencing these activities.</p>	Less than Significant
	<p>New Mitigation Measure HAZ-4: The project sponsor shall submit for review and approval by the Planning and Zoning Division, written documentation that any asbestos or asbestos containing materials (ACMs) have been removed from the project site concurrently with demolition activities for the specific building proposed for demolition. A licensed asbestos abatement firm in accordance with the BAAQMD's Regulation 11 shall conduct the removal of ACMs, Rule 2.</p>	
	<p>New Mitigation Measure HAZ-5: If the assessment required by Mitigation Measure HAZ-3 finds presence of lead-based paint, asbestos, and/or PCBs, the project sponsor shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition or renovation of affected structures.</p>	Less than Significant
	<p>New Mitigation Measure HAZ-6: If the assessment required by</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>Mitigation Measure HAZ-3 finds presence of lead-based paint, the project sponsor shall develop and implement a lead-based paint removal plan. The plan shall specify, but not be limited to, the following elements for implementation:</p> <ul style="list-style-type: none"> • Develop a removal specification approved by a Certified Lead Project Designer. • Ensure that all removal workers are properly trained. • Contain all work areas to prohibit off-site migration of paint chip debris. • Remove all peeling and stratified lead-based paint on building and non-building surfaces to the degree necessary to safely and properly complete demolition activities according to recommendations of the survey. The demolition contractor shall be responsible for the proper containment and disposal of intact lead-based paint on all equipment to be cut and/or removed during the demolition. • Provide on-site personnel and area air monitoring during all removal activities to ensure that workers and the environment are adequately protected by the control measures used. • Clean up and/or vacuum paint chips with a high efficiency particulate air (HEPA) filter. • Collect, segregate, and profile waste for disposal determination. • Properly dispose of all waste. <p>New Mitigation Measure HAZ-7: Handling Misuse: The project sponsor and construction contractor shall ensure that construction best management practices are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:</p> <ol style="list-style-type: none"> a) Follow manufacturers' recommendations on use, storage, and disposal of chemical products used in construction; 	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> b) Avoid overtopping construction equipment fuel gas tanks; c) During routine maintenance of construction equipment, properly contain and remove grease and oils; d) Properly dispose of discarded containers of fuels and other chemicals. 	
	Less than Significant: The project sponsor shall ensure that known contaminants on the project site are remediated to the extent required by all applicable federal, state, and local laws and requirements as required for the intended land use of the project site or portions thereof.	Less than Significant
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Analyzed in Initial Study Checklist)	New Mitigation Measure HAZ-9: Fire Safety: The project sponsor and construction contractor will ensure that during project construction, all construction vehicles and equipment will be fitted with spark arrestors to minimize accidental ignition of dry construction debris and surrounding dry vegetation.	Less than Significant
Hydrology and Water Quality		
Violate any water quality standards or waste discharge requirements? Otherwise substantially degrade water quality? (Analyzed in Initial Study Checklist)	<p>New Mitigation Measure HYD-1: Prior to and during project demolition, grading, and construction activities, the project shall comply with all City of Oakland Grading Permit requirements and all NPDES Permit requirements as follows:</p> <p><i>Grading Plan, Erosion and Sedimentation Control Plan, and Drainage Plan</i></p> <p>City of Oakland Municipal Code Chapter 13.16 and Section 15.04.780 require that the project sponsor prepare a grading plan for the proposed project. Since during project construction the volume of the excavated fill material would exceed 50 cubic yards and involve depths of excavation that exceed five feet, the project sponsor must prepare a grading plan, erosion and sedimentation control plan, and drainage plan.</p>	Less than Significant
	a) The required grading plan shall include drainage, erosion,	

³ The Alameda Countywide Clean Water Program is a consortium of 17 agencies within Alameda County that includes the City of Oakland that that cooperatively comply with the San Francisco Bay Regional Water Quality Control Board requirements to prevent stormwater pollution and to protect and restore creek and wetland habitat.

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>and sediment control measures and incorporate construction best management practices (BMPs) to prevent pollutants from entering the storm sewer to the maximum extent practicable.</p> <p>b) The grading plan shall discuss existing, temporary, and final drainage facilities. Erosion and sediment control must combine interim and permanent measures to minimize erosion, stormwater runoff, and sedimentation. Such measures, at a minimum, shall include provision of filter materials at the catch basin to prevent debris or dirt from flowing into the storm drain system.</p> <p>c) The plan shall specify that, after construction is complete, the sponsor shall ensure that the storm drain system shall be inspected and that the sponsor shall clear the system of any debris or sediment.</p> <p>d) Preparation and implementation of the grading plan would include preparation of the construction stormwater pollution prevention plan (SWPPP) (discussed below).</p> <p>e) No grading shall occur without a valid grading permit issued by the Building Services Division.</p> <p>f) No grading shall occur within the period of October 15 through April 15 unless specifically authorized in writing by Engineering Services.</p> <p>g) All erosion and sediment control measures implemented during construction activities, as well as construction site and materials management, shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the State of California RWQCB, San Francisco Bay Region</p>	
	<p><i>NPDES Permit and Construction Stormwater Pollution Prevention Plan (SWPPP)</i></p>	
	<p>The project sponsor shall apply for and comply with all requirements of the Alameda Countywide Clean Water Program³ and State NPDES General Construction Permit. As required by</p>	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>the permit:</p> <ul style="list-style-type: none"> a) The sponsor shall prepare a SWPPP in coordination with a project's grading plan. The SWPPP shall describe erosion and sedimentation control measures as recommended in the California Stormwater Best Management Practice Handbook (Stormwater Quality Task Force, 2003) and the RWQCB San Francisco Region's Guidelines for Construction Projects (RWQCB, 2003). b) The project sponsor shall prepare the SWPPP and submit a Notice of Intent to the RWQCB and obtain a WDIID (Waste Discharge Identification Number) prior to construction activities, as required by the RWQCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. c) At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs), and inspection and monitoring program. d) After construction is completed, the project sponsor shall submit a Notice of Termination to the RWQCB. <p>New Mitigation Measure HYD-2: Prior to dewatering activities or disposal of dewatering discharge, the project shall apply for and obtain appropriate permits (under NPDES) or waiver (exemption) from the RWQCB for discharge of groundwater to surface creeks, and the project shall implement and comply with the non-stormwater discharge controls required by RWQCB specifically for dewatering operations. The project shall also apply for and obtain appropriate permits from the City of Oakland and/or EBMUD for disposal of dewatering discharge to the local storm drain or sanitary sewer.</p>	<p>Less than Significant</p>

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<p>New Mitigation Measure HYD-3: During all construction activities, the project shall implement standard construction procedures and precautions, such as reducing or eliminating use of hazardous materials on site when practical and keeping an ample supply of spill clean up material near use areas, to address potential adverse effects associated with handling of chemicals.</p>	Less than Significant
	<p>New Mitigation Measure HYD-4: Prior to the issuance of a grading permit, the project sponsor shall prepare an erosion control plan for review and approval by the Building Services Division. The plan shall include mechanical and vegetative measures to reduce erosion and sedimentation, and appropriate seasonal maintenance. There shall be no sediments or runoff into the creek resulting from the construction. All slopes must be protected from erosion caused by rain splash and water flows, both during and after construction. All disturbed areas shall be temporarily protected from erosion by implementing seeding/mulching and/or erosion control blankets/mats until permanent erosion control measures are in place.</p>	Less than Significant
	<p>New Mitigation Measure HYD-5: During all construction activities on sloped properties, the downhill end of the construction area must be protected with silt curtains and/or hay bales oriented parallel to the contour of the slope (at a constant elevation) to prevent erosion to creeks and/or storm drains.</p>	Less than Significant
	<p>New Mitigation Measure HYD-6: Prior to the beginning of construction, the project sponsor shall delineate the limit of construction by installing a barrier fence at the maximum distance feasible from the top of the creek bank. The limit of construction fence shall remain in place throughout the entire construction period.</p>	Less than Significant
	<p>New Mitigation Measure HYD-7: All work shall apply the “Best Management Practices” (BMPs) for the construction industry, and as outlined in the Alameda Clean Water Program pamphlets - including BMPs for dust, erosion and sedimentation abatement per Section 15.04 of the Oakland Municipal Code. The measures shall include, but not be limited to:</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> a) The project sponsor shall submit revised drawings included in the building permit submittal showing on the Creek Protection Plan the final layout including the silt fence and hay bales running parallel to the contours below/along the construction limit line located downslope of the proposed building footprint. Details shall be shown of the silt curtain fence and construction limits fence, and haybale anchorage for review and approval for the building permit submittal plancheck. The silt fence located along property boundaries shall be configured to prevent concentration of run-off/sediment flow by arranging the silt fence/haybales in a sawtooth layout. b) Minimize removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible. All bare slopes must be covered with staked tarps, mulch, hydroseed or other approved method of erosion control when rain is occurring or is expected. c) Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site prior to: start of the rainy season (October 1); site dewatering activities; street washing activities; saw cutting asphalt or concrete in order to retain any debris or dirt flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. d) Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into street gutters, drains, or creeks. e) Direct and locate tool and equipment cleaning so that wash water does not discharge into creek. f) Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to 	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river or, by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? (Analyzed in Initial Study Checklist)	<p>the storm drain system by wind or in the event of a material spill. No hazardous waste material shall be stored on site.</p> <p>g) Cover stockpiles of debris, soils or other material subject to being blown by the wind;</p> <p>h) Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.</p> <p>i) Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.</p> <p>j) Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleared of debris and secured against potential erosion, dumping, or discharge to creeks or storm drains.</p> <p>New Mitigation Measure HYD-8: Prior to issuance of the mass grading permit, and as required, prior to issuance of subsequent site-specific grading plans required throughout the phases of project construction, the project sponsor shall submit a stormwater management plan to Engineering Services for review and approval. The stormwater management plan shall include specific details related to a method of on-site detention, retention, and/or infiltration for the runoff water from the dwelling unit's roof, as well as other impervious surfaces on site. Engineering data shall be included with the site improvement plans verifying that the project shall not result in a substantial increase of storm water runoff volume or velocity to creeks or storm drains. Projects shall also not result in a substantial increase of pollutants (including automotive drippings, sediment, leaves, toxics, etc.) both during construction and after the project is complete.</p>	Less than Significant
Create or contribute runoff water which would exceed the	Same as New Mitigation Measure HYD-8.	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Analyzed in Initial Study Checklist)		
Fundamentally conflict with elements of the City of Oakland Creek Protection Permit (OMC Chapter 13.16) ordinances intended to protect hydrological resources?	New Mitigation Measure HYD-10: Final plans submitted for a grading or building permit shall be in substantial compliance with all Creek Ordinance requirements and Creek Protection Permit Conditions of Approval. Two (2) copies of the approved Creek Protection Plan incorporating erosion control and stormwater management measures shall be submitted for distribution to Building Services inspectors. The grading or building permit shall not be issued until reviewed and approved by the Building Official. The project applicant shall incorporate the Creek Protection Plan and related documents to the grading and/or building permit set submittal.	Less than Significant
	New Mitigation Measure HYD-11: When applicable, consultant(s) in the appropriate discipline shall be retained by the applicant to make site visits during all grading activities; and as follow-up, submit to the Building Services Division a letter certifying that the mitigation measures set forth in the Creek Permit submittal material have been instituted during construction of the project.	Less than Significant
Public Services		
Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: Schools? (Analyzed in Initial Study Checklist)	New Mitigation Measure PS-1: Pursuant to Senate Bill 50 (SB 50), the project sponsor shall pay school impact fees established to offset potential impacts on school facilities.	Less than Significant
Utilities and Service Systems		
Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Analyzed in Initial Study Checklist)	New Mitigation Measure UTIL-1: Prior to completing the final design for the project's sewer service, confirmation of the City's surrounding stormwater and sanitary sewer system capacity and state of repair shall be completed by a qualified civil engineer with funding from the project sponsor. Improvements to the existing	Less than Significant

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Analyzed in Initial Study Checklist)	sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow associated with the proposed project. Additionally, the project sponsor shall be responsible for payment of the required installation or hook-up fees to the affected service providers. Same as Mitigation Measure UTIL-1.	Less than Significant
Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects? (Analyzed in Initial Study Checklist)	Same as Mitigation Measure UTIL-1.	Less than Significant
Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded water supply resources entitlements needed? (Analyzed in Initial Study Checklist)	Revised Mitigation Measure UTIL-2: <i>(Revised from 1998 EIS/EIR Mitigation 1)</i> The City of Oakland will expressly identify the water supplier(s) that will provide water service to the proposed project alternative (Cal. Pub Res. Code Section 21151.9; Cal. Wat. Code Sections 10910-10915). The City will ask those suppliers whether the water demand associated with the alternatives proposed project had been included and assessed in the suppliers' urban water management plans, and will require such plans to be updated to account for estimated demand from this alternative the proposed project . Government Code Sections 65352 and 65352.5 require cities to consult with water suppliers in connection with such proposed projects. Moreover, Government Code Section 65302, subdivision (d), requires cities to coordinate with such suppliers in preparing the conservation elements of their general plans. That coordination is required to include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city. In addition to supplier identification and coordination, the following best management practices will be implemented by future site developers: <ul style="list-style-type: none"> • Interior and exterior water audits and incentive programs for single family residential, multi-family residential, and commercial users; 	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
	<ul style="list-style-type: none"> • requirement of ultra low flush toilets in all new construction; • distribution system water audits, leak detection and repair; • metering for all new connection and billing by volume of use; • large landscape water audits (golf course and recreational areas); • landscape water conservation for new single family homes; and • water waste prohibitions. 	
	<p>New Mitigation Measure UTIL-3: As feasible and applicable, the project sponsor shall implement the following water-efficient equipment and devices into building design and project plans, consistent with the Landscape Water Conservation section of the City of Oakland Municipal Code (Chapter 7, Article 10): low-, ultra-low, and dual flush flow toilets and showerheads; water efficient irrigation systems that include drip irrigation and efficient sprinkler heads; evapotranspiration (ET) irrigation controllers; drought-resistant and native plants for landscaping; and minimization</p>	Less than Significant
Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Analyzed in Initial Study Checklist)	Same as Revised Mitigation Measure UTIL-2 and New Mitigation Measure UTIL-3.	Less than Significant
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Analyzed in Initial Study Checklist)	<p>Revised Mitigation Measure UTIL-4: <i>(Revised from 1998 EIS/EIR mitigation to cumulative impact)</i> The City shall develop and continue to implement, over the long term and in consultation with the California Integrated Waste Management Board (CIWMB), a construction and demolition materials waste diversion program integrating materials exchange, recycling, salvage, and other waste recovery and reuse activities to realize maximum reasonable diversion of such material from landfills. Effective implementation of that program, combined with the achievement of quantitative estimates of source reduction and recycling attributable to long-term Alameda County policies and</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>B. Significant but Reduced to Less than Significant After Implementation of Mitigation Measures or Standard Conditions</i>		
Comply with federal, state, and local statutes and regulations related to solid waste? (Analyzed in Initial Study Checklist)	<p>plans to expand existing, or acquire and develop new landfill capacity, should accommodate increased volumes of solid waste, thereby resulting in this impact being nonsignificant.</p> <p>New Mitigation Measure UTIL-5: Prior to issuance of any building permits, including the grading and/or demolition permit, the project applicant will submit a demolition/construction waste diversion plan and operational waste reduction plan for review and approval by the Public Works Agency. The plan will specify the methods by which the development will make a good faith effort to divert 50 percent of the demolition/construction waste generated by the proposed project from landfill disposal. The operational diversion plan will specify the methods by which the development will make a good faith effort to divert 50% of the solid waste generated by operation of the proposed project from landfill disposal. After approval of the plan, the project applicant will implement the plan. Contact the City of Oakland Environmental Services Division of Public Works at (510) 238-7283 for information.</p> <p>Same as Revised Mitigation Measure UTIL-4 and New Mitigation Measure UTIL-5.</p>	Less than Significant

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
A. Aesthetics		
Impact AES-2: The Oak Knoll Project would not substantially degrade the existing visual character or quality of the site and its surroundings by replacing the abandoned NMCO facilities with a mixed use residential community within a context of residential development and open space.	None Required.	
Impact AES-3: The proposed project, when combined with other foreseeable development in the vicinity, would not result in a cumulative aesthetics impact related to scenic vistas and resources, or visual character and visual quality.	None Required.	
Introduce landscape that would now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code Section 25980-25986)? (Analyzed in Initial Study Checklist)	None Required.	
Cast shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors?	None Required.	
Cast shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space? (Analyzed in Initial Study Checklist)	None Required.	
Cast shadow on an historic resource, as defined by CEQA Section 15064.5(a), such that the shadow would materially impair the resource's historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local register of historical resources or a historical resource survey form (DPR Form 523) with a rating of 1-5?	None Required.	
Require an exception (Variances) to the policies and regulations in the General Plan, Planning Code, or Uniform Building Code, and the exception cause a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of	None Required.	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
adequate light related to appropriate uses.		
B. Transportation, Circulation, and Parking		
Impact TRANS-3: Traffic generated by the Oak Knoll Project would contribute to changes to existing traffic conditions on <i>freeway mainline segments</i> in the project area.	None Required.	
Impact TRANS-4: Traffic generated by the Oak Knoll Project, when combined with other foreseeable development in the vicinity, would contribute to 2025 changes to traffic conditions on <i>freeway mainline segments</i> in the project area.	None Required.	
Impact TRANS-5: Traffic generated by the Oak Knoll Project would contribute to changes to existing traffic conditions at <i>freeway ramp junctions</i> in the project area.	None Required.	
Impact TRANS-6: Traffic generated by the Oak Knoll Project, when combined with other foreseeable development in the vicinity, would contribute to 2025 changes to traffic conditions at <i>freeway ramp junctions</i> in the project area.	None Required.	
Impact TRANS-9d (Increased Transit Demand): The Oak Knoll Project would generate demand for AC Transit and BART service.	None Required.	
C. Air Quality		
Impact AIR-3: Mobile emissions generated by project traffic would increase carbon monoxide concentrations at intersections in the project vicinity.	None Required.	
Impact AIR-4: The proposed project would not result in exposure of persons to substantial levels of TACs such that the probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million.	None Required.	
Impact AIR-5: The proposed project is fundamentally consistent with the growth assumptions considered in the Bay Area Clean Air Plan.	None Required.	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
Create objectionable odors affecting a substantial number of people? (Analyzed in Initial Study Checklist)		
D. Noise		
Impact NOISE-1: The proposed project could result in long-term traffic increases that could result in increases in roadway noise levels.	None required.	
Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels? (Analyzed in Initial Study Checklist)	None Required.	
Create a vibration which is perceptible without instruments by the average person at or beyond any lot line containing vibration-causing activities not associated with motor vehicles, trains, and temporary construction or demolition work, except activities located within the (a) M-40 zone or (b) M-30 zone more than 400 feet from any legally occupied residential property (Oakland Planning Code Section 17.120.060)? (Analyzed in Initial Study Checklist)	None Required.	
For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? (Analyzed in Initial Study Checklist)	No impact / None Required.	
For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Analyzed in Initial Study Checklist)	No impact / None Required.	
E. Cultural Resources		
Impact CUL 4: Renovation of Club Knoll and demolition of the adjacent garage and all existing NCMO structures on the project site would not combine with cumulative development in the City to form a significant cumulative impact to historic resources, particularly those involving military base reuse.		

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
Agricultural Resources		
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Analyzed in Initial Study Checklist)	None Required.	
Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Analyzed in Initial Study Checklist)	None Required.	
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance to non-agricultural use? (Analyzed in Initial Study Checklist)	None Required.	
Biological Resources		
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Analyzed in Initial Study Checklist)	None Required.	
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Analyzed in Initial Study Checklist)	None Required.	
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Analyzed in Initial Study Checklist)	None Required.	
Geology, Soils, and Seismicity		
Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other	None Required.	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) (Analyzed in Initial Study Checklist)		
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Analyzed in Initial Study Checklist)	None Required.	
Hazardous Materials		
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Analyzed in Initial Study Checklist)	None Required.	
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Analyzed in Initial Study Checklist)	None Required.	
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Analyzed in Initial Study Checklist)	No impact / None Required.	
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Analyzed in Initial Study Checklist)	No impact / None Required.	
For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Analyzed in Initial Study Checklist)	No impact / None Required.	
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Analyzed in Initial Study Checklist)	None Required.	

TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT</i>		
<i>(No Mitigation Measures or Standard Conditions of Approval Required)</i>		
Hydrology and Water Quality		
Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Analyzed in Initial Study Checklist)	None Required.	
Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	None Required.	
Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map? (Analyzed in Initial Study Checklist)	None Required.	
Place within a 100-year flood hazard area structures that would impede or redirect flood flows? (Analyzed in Initial Study Checklist)	None Required.	
Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Analyzed in Initial Study Checklist)	None Required.	
Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? (Analyzed in Initial Study Checklist)	None Required.	
Land Use and Planning		
Physically divide an established community. (Analyzed in Initial Study Checklist)	None Required.	
Result in a fundamental conflict between adjacent or nearby land uses. (Analyzed in Initial Study Checklist)	None Required.	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment. (Analyzed in Initial Study Checklist)	None Required.	
Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan. (Analyzed in Initial Study Checklist)	No impact / None Required.	
Mineral Resources		
Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Analyzed in Initial Study Checklist)	None Required.	
Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Analyzed in Initial Study Checklist)	No impact / None Required.	
Population, Housing, Employment		
Induce substantial population growth in a manner not contemplated in the General Plan, , either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) such that additional infrastructure is required but the impacts of such were not previously considered or analyzed? (Analyzed in Initial Study Checklist)	None Required.	
Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element? (Analyzed in Initial Study Checklist)	None Required.	
Displace substantial numbers of businesses and jobs, necessitating the construction of replacement facilities	None Required.	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
elsewhere, in excess of that contemplated in the City's General Plan; or displace businesses and jobs, increasing distances traveled between businesses and the markets they serve? (Analyzed in Initial Study Checklist)		
Public Services		
Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:	None Required.	
i) Fire protection? (Analyzed in Initial Study Checklist)	None Required.	
ii) Police protection? (Analyzed in Initial Study Checklist)	None Required.	
iv) Parks? (Analyzed in Initial Study Checklist)	None Required.	
v) Libraries (Other public facilities)? (Analyzed in Initial Study Checklist)	None Required.	
Recreation		
Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? (Analyzed in Initial Study Checklist)	None Required.	
Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? (Analyzed in Initial Study Checklist)	None Required.	
Utilities and Service Systems		
Violate applicable federal, state and local statutes and regulations related to energy standards? (Analyzed in Initial	None Required.	

**TABLE II-1 (Continued)
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures or Standard Conditions	Level of Significance after Mitigation
<i>C. LESS THAN SIGNIFICANT, BENEFICIAL OR NO IMPACT (No Mitigation Measures or Standard Conditions of Approval Required)</i>		
Study Checklist)		
Result in a determination by the energy provider which serves or may serve the project that does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects? (Analyzed in Initial Study Checklist)	None Required.	