2 REPORT SUMMARY

This summary presents an overview of the analysis contained in Chapter 4: Environmental Evaluation. CEQA requires that this chapter summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; 4) implementation of mitigation measures; and 5) alternatives to the project.

A. Project Under Review

This Draft EIR provides an assessment of the potential environmental consequences of the construction and operation of a 32-unit single-family residential development on an undeveloped 3.9-acre parcel in Oakland just east of Interstate 580. The proposed project would include a one-way private road and 103 off-street parking spaces.

B. Areas of Controversy

The project applicant held two community meetings on the evenings of October 16 and December 4, 2003 to present the project and receive input. Notices of these meetings were mailed to all addresses within a 300-foot radius of the proposed project site, according to list generated by the City of Oakland.

In addition, an Initial Study of the project and Notice of Preparation of this EIR were published on January 21, 2004. A formal scoping meeting on the project was held before the Oakland Planning Commission on March 17, 2004. Public comment received at these meetings and in written responses to the Initial Study focused primarily on the following issues:

- **Geotechnical impacts and slope stability.** Due to the steep slope of the site, many commenters were concerned about soil stability, seismicity, and other potential geological impacts. Specific comments addressed the potential for increased erosion during the construction and operation of the project, the close proximity of the site to the Hayward fault, a potential decrease in the stability of the existing slope due to cutting and filling,

existing landslides on the site and settling issues on property upslope of the project site along Rilea Way.

- **Hydrology and water quality.** Several comments addressed site hydrology. Specific concerns included the potential increase in runoff as a result of adding impermeable surfaces to the undeveloped site, possible flooding and/or drainage problems from runoff uphill of the site, and high groundwater levels and very slow drainage on surrounding properties.
- **Aesthetics and visual impacts.** Concerns about aesthetics and visual impacts fell into two general categories: concerns about the aesthetic impact of the proposed project compared to the currently undeveloped parcel, and concerns that the appearance of the project would degrade over time. Neighbors were also concerned that the proposed project may not include adequate or mature landscaping to soften the appearance of buildings and retaining walls.
- **Traffic and transportation.** Most comments about traffic expressed concerns about added traffic on Keller Avenue and on- and off-ramps at the I-580/Mountain Boulevard interchange. In addition, a number of neighbors cited the high speeds on Keller Avenue and expressed concerns about the safety of the proposed Siena Drive entrance and parallel parking along Keller Avenue.

C. Significant Impacts

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The proposed project has the potential to generate environmental impacts in a number of areas that could be significant:

- Aesthetics

- Air Quality
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Noise
- Transportation and Traffic
- Utilities and Service Systems

As shown in Table 2 at the end of this chapter, all of the significant impacts in these areas would be reduced to a less-than-significant level if the mitigation measures recommended in this report were implemented.

D. Mitigation Measures

This Draft EIR suggests project-specific mitigation measures that would reduce the impacts in the areas identified above to less-than-significant levels, as summarized in Table 2. Project-specific mitigation measures in this Draft EIR will form the basis of a project-specific mitigation monitoring program to be implemented in accordance with State law.

E. Unavoidable Significant Impacts

The proposed project is not expected to cause any significant unavoidable impacts. All potential impacts can be mitigated to a less-than-significant level with the implementation of the mitigation measures outlined in this EIR.

F. Impacts Not Found to be Significant

CEQA allows environmental issues for which there is no likelihood of a significant impact to be "scoped out" during the EIR scoping process and not covered in an EIR. These issues are:

- Agricultural Resources
- Hazards and Hazardous Materials
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

The findings regarding these topics are discussed in depth in Chapter 6 of this Draft EIR.

G. Alternatives to the Project

This Draft EIR analyzes alternatives to the proposed project. Three alternatives to the proposed project are considered in Chapter 6:

- The No Project Alternative, as required by CEQA, which would mean that the site would remain undeveloped.
- A 16-Unit Alternative, which would include detached single-family homes ranging from 3,600 to 3,920 square feet.
- The Mitigated Project Alternative, which would include changes to the project to mitigate the impacts identified in the Draft EIR.

Although the No Project Alternative has the least amount of environmental consequences, it does not meet any objectives of the proposed project. The Mitigated Project Alternative is the environmentally-superior development alternative.

H. Summary Table

Table 2 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with the environmental issues discussed in Chapter 4.

The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. A series of mitigation measures is noted where more than one mitigation may be required to achieve a less-than-significant impact. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4. Additionally, this summary does not detail the timing of mitigation measures. Timing will be further detailed in the mitigation monitoring program.

TABLE 2 **SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Mitigation Measures	Significance With Mitigation
SIGNIFICANT UNAVOIDABLE IMPACTS		
The proposed project would have no significant unavoidable impacts.		
SIGNIFICANT BUT MITIGABLE IMPACTS		
Air Quality		
AQ-2: Project construction would contribute to an increase in levels of ROG, NOx and/or PM_{10}.	AQ-2: The applicant shall implement a construction dust abatement program. BAAQMD suggests a range of best management practices (BMPs) for minimizing construction dust. The project shall incorporate the following BMPs: ♦ Water all active construction areas at least twice daily and more often during windy periods. Active construction areas would be considered to be those under excavation at a given time, storage piles and internal roadways. Watering methods may include water trucks for roadways and hoses or sprinklers for storage piles and active excavation. ♦ Cover all trucks hauling soil, sand, and other loose materials offsite, or require all trucks to maintain at least 2 feet of freeboard. ♦ Pave, apply water three times daily, or apply non toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites; ♦ Sweep daily with water sweepers all paved access roads, parking areas, and staging areas at construction sites; ♦ Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets; ♦ Hydroseed or apply non toxic soil stabilizers to inactive construction areas; ♦ Enclose, cover, water twice daily, or apply non toxic soil binders to exposed stockpiles (dirt, sand, etc.); ♦ Limit traffic speeds on unpaved roads to 15 mph; ♦ Install sandbags or other erosion control measures to prevent silt runoff to public roadways;	LS*

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
	AQ-2 (cont'd): ♦ Replant vegetation in disturbed areas as quickly as possible. ♦ Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; and ♦ Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.	
AQ-5: The project would expose sensitive receptors to increased concentrations of PM_{10} during construction.	This impact would be reduced to a less-than-significant level by implementation of Mitigation Measure AQ-2.	LS
Biological Resources		
BIO-1: Grading and construction activities on the site would have the potential to harm special-status species or habitat for special-status species.	BIO-1a: A qualified botanist shall conduct detailed preconstruction surveys in spring (March and May) to confirm absence of any special-status plant species on the site. The survey shall focus on the twelve special-status plant species listed in Table 4 considered to have a remote (highly unlikely) probability of occurrence on the site. The surveys shall be completed and a report of findings shall be submitted to the City before the onset of any initial ground-disturbing activity or construction. BIO-1b: If populations of any special-status plant species are encountered, the project applicant shall ensure that construction-related impacts are avoided or adequately mitigated by retaining a qualified botanist to develop and implement a Special-Status Plant Species Mitigation and Monitoring Plan. A Mitigation and Monitoring Plan shall only be required if a listed species, or those maintained on Lists 1B or 2 of the CNPS Inventory are encountered during the preconstruction survey. Potential impacts on any species maintained on Lists 3 and 4 of the CNPS Inventory would not be considered significant and no additional mitigation would be required for these species if encountered during the preconstruction survey. The Mitigation and Monitoring Plan shall be prepared in consultation with the CDFG and shall be approved by the City prior to any initial ground-disturbing activity or construction. The Mitigation and Monitoring Plan shall be based on the status and vulnerability of the species present with avoidance of all or a majority of any populations on the site the preferred method of mitigation. Where complete or even partial avoidance of any special-status plant populations on the site is considered infeasible, options for mitigation may include a program to salvage and re-establish the population at an alternative, suitable location. Details of any salvage and habitat	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
	recreation effort shall include the following criteria and performance standards: ♦ Collection of seeds during the appropriate developmental stage of the plant. ♦ Procedures for sowing techniques appropriate to the life cycle of the plant. ♦ Development of a maintenance and monitoring plan specific to the environmental conditions necessary for survival of the new population. Maintenance and monitoring shall be provided for a minimum of five years to determine success of re-seeding and habitat creation, and need for additional preservation. ♦ Identification of funding sources by the applicant to provide implementation of the plan in consultation with the qualified plant ecologist, landscape architect, and civil engineer. ♦ In addition, preservation of another existing occurrence of the affected special-status plant species shall be required if monitoring indicates that the re-establishment efforts have not been successful after five years. The preservation program shall provide for permanent protection of a different existing population in Alameda County, which is equal or larger in size than that encountered on the site (minimum 1:1 replacement), through land acquisition or use of a conservation easement. Any off-site mitigation lands shall include establishment of a management endowment as necessary to provide for long-term management of the preserved population.	
BIO-3: Although no native live oak saplings on the site would be removed as part of the project, they could be harmed by construction.	BIO-3: The six native sapling live oaks along the upper elevations of the site shall be preserved to the extent possible and adequate measures taken to prevent removal or damage as part of grading. The applicant shall work with a consulting arborist and with the Tree Services division of the City's Department of Infrastructure and Open Space to create a tree protection plan. This plan shall include measures such as surveying and mapping the trunk locations and elevations of individual trees and adjusting the grading plan where feasible to preserve individual trees. Trees to be preserved shall be clearly flagged prior to any grading, and temporary construction restriction fencing shall be installed to prevent inadvertent removal, entrance of construction equipment or storage of construction materials. Where tree removal is unavoidable, the project applicant must apply for a tree removal permit, as required by the Tree Removal/Preservation Ordinance. This application process includes a detailed review of site plans and tree surveys by the Office of Planning and Zoning, the Office of	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
	Parks and Recreation, and the Public Works Agency. The proposed tree removal must be reviewed and approved by all relevant City offices. Any trees that are removed shall be replaced at a 3:1 ratio and incorporated into the Landscape Plan recommended in Mitigation Measure BIO-5b.	
BIO-4: The proposed project would necessitate the removal of one redwood in the median of Keller Avenue which is protected under the City's Tree Protection/Removal Ordinance.	BIO-4: The project applicant must apply for a tree removal permit for the removal of the redwood, as required by the Tree Protection/Removal Ordinance. This application process includes a detailed review of site plans and tree surveys by the City Planning Department, the Office of Parks and Recreation and the Office of Public Works. The proposed tree removal must be reviewed and approved by all relevant City offices.	LS
BIO-5: Grading would create suitable growing conditions for further establishment of invasive French broom on the site, which would limit habitat values unless carefully controlled.	BIO-5a: A program to remove French broom shall be incorporated into the Final Landscape Plan for the project to eliminate this species from the site and prevent its reestablishment. Graded slopes and areas disturbed as part of the project shall be monitored to prevent reestablishment and spread of broom. The removal and monitoring program shall include annual late winter removal of any rooted plants when soils are saturated, and cutting back of any remaining flowering plants in the spring before seed begins to set in late April. Monitoring and routine removal shall be provided on an annual basis for a minimum of five years to prevent reestablishment. BIO-5b: A Final Landscape Plan shall be prepared by a qualified landscape architect which emphasizes the use of native, drought tolerant and fire resistant tree, shrub, and groundcover species in landscape plantings, and recognizes the difficult growing conditions created by proposed cut slopes on the site. The following requirements and restrictions shall be incorporated into the Plan. ♦ Unsuitable species include: blue gum (*Eucalyptus globulus*), acacia (*Acacia spp.*), pampus grass (*Cortaderia selloana*), broom (*Cytisus spp*. and *Genista spp*.), gorse (*Ulex europaeus*), bamboo (*Bambusa spp*.), giant reed (*Arundo donax*), English ivy (*Hedera helix*), German ivy (*Senecio milanioides*), and periwinkle (*Vinca sp*.). ♦ Suitable species include: coast live oak, California bay (*Umbellularia californica*), big leaf maple (*Acer macrophyllum*), California buckeye (*Aesculus californica*), toyon (*Heteromeles arbutifolia*), California fuchsia (*Epilobium canum*), sticky monkeyflower (*Mimulus aurantiacus*), California sagebrush (*Artemisia californica*), purple needlegrass (*Nasella pulchra*), and buckwheat (*Eriogonum fasciculatum*). ♦ Plantings in the vicinity of the coast live oak saplings shall follow the recommendations of the California Oak Society's *Compatible Plants Under and Around Oaks* booklet.	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
Cultural Resources		
CUL-1: Although no evidence of cultural resources or human remains has been discovered on the site, it is possible that construction activities could disturb undiscovered buried cultural resources or human remains.	CUL-1a: If previously-undetected cultural resources of significance are encountered during the course of any construction, all earthmoving activity in the area of impact shall stop until the applicant retains the services of a qualified archaeological consultant. The archaeological consultant shall examine the findings, assess their significance and offer proposals for any procedures deemed appropriate to further investigate and/or mitigate adverse impacts to those cultural resources which have been encountered. CUL-1b: If previously undetected paleontological resources of significance are encountered during the course of any construction, all earthmoving activity in the area of impact shall stop until the applicant retains the services of a qualified paleontologist. The paleontologist shall examine the findings, assess their significance and offer proposals for any procedures deemed appropriate to further investigate and/or mitigate adverse impacts to those cultural resources which have been encountered. CUL-1c: If previously unknown human remains are encountered during construction, the County Coroner and an appropriate representative of the Native American Heritage Commission shall be informed and consulted, as required by State law.	LS
Geology, Soils and Seismicity		
GEO-1: The proposed project site is within a seismically-active region, and the proposed project site will likely be subject to strong seismic ground shaking during its design life.	GEO-1: Structures shall be designed in compliance with current building codes related to seismic safety.	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
GEO-2: As the soils on the site become saturated in an earthquake event, the slopes become less stable.	GEO-2a: The grading plan for the proposed project shall limit slope grades to a maximum 2-to-1 horizontal to vertical ratio with retaining walls to support this slope. GEO-2b: New retaining walls and foundations shall be designed following the detailed criteria set forth in the Geotechnical Investigation completed for the proposed project. GEO-2c: Detailed grading plans and construction drawings shall be submitted to the City of Oakland Building Services Department for approval prior to excavation to ensure that the buildings and retaining walls conform with Uniform Building Code requirements. GEO-2d: Foundations of the buildings shall bear on rock. GEO-2e: In addition to the requirements contained in Mitigation Measure HYDRO-3, drainage on the site shall be designed and maintained to minimize ponding of surface water and/or saturation of the soils, following the detailed criteria in the geotechnical investigation completed for the project.	LS
GEO-3: Soils on the site above the fill layer are at risk of erosion.	GEO-3a: An erosion control plan to minimize wind and water erosion during the construction period shall be prepared, as is standard during the grading and building permit approval process. This erosion control plan shall incorporate appropriate measures in accordance with the mitigation measures outlined in Mitigation Measure HYDRO-1, HYDRO-2a and HYDRO-2b. GEO-3b: Long-term erosion shall be addressed through installation of landscaping and storm drainage facilities.	LS
GEO-4: The proposed project would be placed on slightly to moderately expansive soil and non-expansive bedrock and on steep slopes.	GEO-4: Foundations shall be drilled piers and grade beams.	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
Hydrology		
HYDRO-1: Increased erosion caused by the grading of the project site during construction of the project could result in the degradation of downstream waterways.	HYDRO- 1: The project applicant shall prepare a storm water pollution prevention plan (SWPPP) prior to construction activities, as required by the statewide General Permit for Construction Activities. Implementation of the plan shall start with the commencement of construction and shall continue though the completion of the project. Upon completion of the project, the sponsor must submit a Notice of Termination to the San Francisco RWQCB to indicate that construction is completed. At a minimum, the SWPPP shall include the following requirements: ♦ Excavation and grading activities will be scheduled for the dry season only (April 15 to October 15), to the extent possible. This will reduce the chance of severe erosion from intense rainfall and surface runoff, as well as the potential for soil saturation in swale areas. ♦ If excavation occurs during the rainy season, storm runoff from the construction area will be regulated through a storm water management/erosion control plan that may include temporary onsite silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters. Stockpiles of loose material will be covered and runoff diverted away from exposed soil material. If work is stopped due to rain, a positive grading away from slopes will be provided to carry the surface runoff to areas where flow can be controlled, such as the temporary silt basins. Sediment basin/traps will be located and operated to minimize the amount of off site sediment transport. Any trapped sediment will be removed from the basin or trap and placed at a suitable location onsite, away from concentrated flows, or removed to an approved disposal site. ♦ Temporary erosion control measures will be provided until perennial revegetation or landscaping is established and can minimize discharge of sediment into nearby waterways. For construction within 500 feet of a water body, straw bales will be placed upstream adjacent to the water body. ♦ After completion of grading, erosion protection will be provided on all cut-and-fill slopes. Revegetation will be facilitated by mulching, hydroseeding, or other methods and should be initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by November 1).	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
	HYDRO-1 (Cont'd): ♦ Permanent revegetation/landscaping will emphasize drought-tolerant perennial ground coverings, shrubs, and trees to improve the probability of slope and soil stabilization without adverse impacts to slope stability due to irrigation infiltration and long-term root development. ♦ BMPs selected and implemented for the project will be in place and operational prior to the onset of major earthwork on the site. The construction-phase facilities will be maintained regularly and cleared of accumulated sediment as necessary. ♦ Hazardous materials such as fuels and solvents used on the construction sites will be stored in covered containers and protected from rainfall, runoff, and vandalism. A stockpile of spill cleanup materials will be readily available at all construction sites. Employees will be trained in spill prevention and cleanup, and individuals will be designated as responsible for prevention and cleanup activities.	
HYDRO-2: Increased erosion caused by the increase in impervious surfaces and changes in drainage patterns after construction of the project could result in the degradation of downstream waterways.	HYDRO-2a: The proposed project must be developed in accordance with the Phase II NPDES permit program. Under the program, the applicant shall comply with Phase II NPDES General Construction Activities Stormwater Permit Requirements established by the CWA. HYDRO-2b: The City of Oakland's Municipal Code requires that the project applicant prepare a grading plan for the proposed project. Grading plans must include drainage, erosion, and sediment control plans and incorporate BMPs to minimize the amount of pollutants entering the storm drain system, to the maximum extent possible. The project grading plan must be approved by a City Engineer. The grading plan shall include but not be limited to the following: ♦ A proposed schedule of grading activities, monitoring, and infrastructure milestones in chronological format; ♦ Identification of critical areas of high erodibility potential; ♦ Description of erosion control measures on streets; ♦ Contour and spot elevations indicating runoff patterns before and after grading;	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
	HYDRO-2 (Cont'd): ♦ Filter systems at catch basins (drop inlets) along Keller Avenue and Greenridge Drive as a means of sediment control; ♦ Soil stabilization techniques such as short-term biodegradable erosion control blankets and hydroseeding should be utilized. Silt fences should be installed downslope of all graded slopes. Hay bales should be installed in the flow path of graded areas receiving concentrated flows, as well as around storm drain inlets; and ♦ The post-construction inspection of all drainage facilities for accumulated sediment, and the clearing of these drainage structures of debris and sediment.	
HYDRO-3: If storm water runoff from the project is not adequately contained by the on-site drainage system, and exceeds existing subbasin or conveyance system capacity, a significant impact would result.	HYDRO-3: Prior to final approval of the project, the applicant shall submit final hydrology/ hydraulics calculations for the project based on final design plans. These calculations shall be reviewed and approved by a City Engineer. The calculations shall demonstrate that the existing drainage infrastructure along Keller Avenue and Greenridge Drive are capable of handling flows from the proposed development. If remedial actions must be taken to ensure that the project would not impact downstream drainage infrastructure, these actions shall be completed prior to construction of the proposed project at the sole cost and expense of the applicant, subject to City review and approval.	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
HYDRO-4: The proposed project could result in water-quality impacts including an increase in NPS pollutants and on- or off-site erosion and/or siltation.	HYDRO-4a: Filter mechanisms shall be installed at all drop inlets receiving runoff from the project site. HYDRO-4b: The project applicant shall develop a long-term storm water pollution prevention plan (SWPPP) to protect storm water quality after the construction period. The SWPPP shall include the following additional BMPs to protect storm water quality: ♦ Proper maintenance of parking lots and other paved areas can eliminate the majority of litter and debris washing into storm drains and thus, entering local waterways. Regular sweeping is a simple and effective BMP aimed at reducing the amount of litter in storm drain inlets (to prevent clogging) and public waterways (for water quality). The project applicant shall enter into an agreement with the City of Oakland to ensure this maintenance is completed. ♦ Proper maintenance of filter mechanisms at drop inlets is essential to maintain functionality. The maintenance of filter mechanisms will be the responsibility of the City of Oakland's Public Works Department. The project applicant shall enter into an agreement with the City of Oakland to ensure this maintenance is completed. ♦ The applicant shall prepare informational literature and guidance on residential BMPs to minimize pollutant contributions from the proposed development. This information shall be distributed to all residences at the project site. At a minimum the information should cover: (1) Proper disposal of household and commercial chemicals; (2) Proper use of landscaping chemicals; (3) Clean-up and appropriate disposal of yard cuttings and leaf litter; and (4) Prohibition of any washing and dumping of materials and chemicals into storm drains.	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
NOISE-3: Construction noise would impact nearby existing residential land uses. It is likely that construction noise would exceed the City's quantitative standards for long-term construction noise at nearby residences during most phases of construction.	NOISE-3a: The project sponsor shall require construction contractors to limit standard construction activities as required by the City Building Department. Such activities are generally limited to between 7:00a.m. and 7:00 p.m. Monday through Friday, with extreme noise generating activities greater than 90 dBA limited to between 8:00a.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 construction activities shall be allowed on weekends until after the building is enclosed, without prior authorization of the Building Services Division, and no extreme noise generating activities shall be allowed on weekends and holidays. NOISE-3b: To reduce daytime noise impacts due to construction, the project sponsor shall require construction contractors to implement the following measures: ♦ 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, and this 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 adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. NOISE-3c: To further mitigate potential extreme noise generating construction impacts, 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	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
	NOISE-3c (Cont'd): will be achieved. These attenuation measures shall include as many of the following control strategies as feasible: ♦ Erect temporary plywood noise barriers around the construction site, to shield adjacent uses; ♦ Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site. ♦ Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings. ♦ Monitor the effectiveness of noise attenuation measures by taking noise measurements.	
	NOISE-3d: Prior to the issuance of each 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: ♦ A procedure for notifying the City Building Division staff and Oakland Police Department; ♦ A plan for posting signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem; ♦ A listing of telephone numbers (during regular construction hours and off-hours); ♦ The 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 about the estimated duration of the activity; and A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.	

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
NOISE-4: Future noise from I-580 and Keller Ave will exceed the State's "normally acceptable" noise level goal of a CNEL of 60 dBA at the residential buildings along these roadways. The noise level will also exceed the State Building Code threshold of a DNL of 60 dBA for new construction.	NOISE-4: Sound-rated building construction shall be used to achieve acceptable indoor noise levels as per the State Building Code and City's Noise Element.	LS
Traffic and Transportation		
TRAF-1: With the addition of project-related traffic, the Keller Avenue/Mountain Boulevard intersection, currently controlled by four-way stop signs, would operate at LOS E.	TRAF-1: The project applicant shall pay a proportional share towards installation of the previously approved set of improvements at the intersection of Mountain Boulevard and Keller Avenue to improve the level of service ratio to the City of Oakland standard of LOS D. Such payment shall be determined based on the approved cost estimate and a formula as derived from the Leona Quarry Traffic Improvement Program and Traffic Improvement Fee (TIP/TIF). If the TIP/TIF is not approved, the fair share payment shall be based on the adopted cost estimate for the Mountain Boulevard/Keller Avenue intersection as set forth in the Leona Quarry City Council Resolution # 78358.	LS
TRAF-2: Truck traffic during construction of the proposed project could have a significant impact on local roadways.	TRAF-2: Prior to construction activity, the project applicant shall submit a construction management plan for review and approval by the City's Traffic Engineering Division. This plan shall include, but is not limited to, the following items: ♦ Identification of routes (in a Haul Route Plan) for the movements of construction vehicles that would minimize the impacts on vehicular traffic circulation and safety in the area. ♦ Staging of the movements of construction materials and equipment so as not to hinder the general flow of traffic in the immediate vicinity of the project site. ♦ Identification of areas required for encroachment within the public right-of-way. ♦ Accommodation of on-site placement of construction equipment, construction vehicles, and construction worker vehicles.	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
	TRAF-2 (Cont'd): ♦ Designation of an on-site complaint and enforcement manager to respond to and track complaints, as well as posting of signs at the construction site that include permitted construction days and hours, a day and evening contact number for the designated complaint manager, and a day and evening contact number for the City of Oakland in the event of problems. ♦ Provision of adequate notification procedures for any road closures.	
Utilities and Service Systems		
UTIL-2: Existing inlets at Keller Avenue and Greenridge Drive may not have adequate capacity to accommodate runoff from the proposed project site from a 100-year storm event. This could create localized flooding in the area immediately surrounding the existing inlets.	UTIL-2: The proposed project shall provide additional drop inlets along the new Siena Drive.	LS
UTIL-3: The existing pipe capacity in subbasin 1 would be inadequate to convey flows from the 100-year storm event under both existing and proposed conditions.	UTIL-3: Potential impacts to subbasin 1 would be mitigated to a less-than-significant level by the implementation of Mitigation Measure HYDRO-3.	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
LESS THAN SIGNIFICANT IMPACTS		
Aesthetics		
AES-1: The proposed project would change views from I-580, a scenic highway.	None required	LS
AES-2: The proposed project would change the visual character of the project site, which is currently undeveloped.	None required	LS
AES-3: Project development would result in new sources of light and glare emanating from the site, due to the exterior lighting for the homes, streetlights along Siena Drive and increased traffic entering and leaving the site from Keller Avenue and Greenridge Drive.	None required	LS
Air Quality		
AQ-1: Project-related traffic would contribute to an increase in levels of local CO concentration.	None required	LS
AQ-3: Project-related traffic would contribute to an increase in levels of ROG, NOx and/or PM_{10}.	None required	LS
AQ-4: The proposed project may create some objectionable odors during construction.	None required	LS
Biological Resources		
BIO-2: Development of the site would have the potential to remove wildlife movement corridors.	None required	LS

* LS = Less Than Significant

Impact	Mitigation Measures	Significance With Mitigation
Land Use and Public Policy		
LU-1: The conflict between the proposed attached buildings and the General Plan land use designation of Detached Unit Residential has been identified as a potential inconsistency with current planning policies.	None required	LS
Noise		
NOISE-1: Traffic from the proposed project could increase local traffic noise levels.	None required	LS
NOISE-2: The operation of the proposed project could increase noise levels in the proposed project area.	None required	LS
Utilities and Service Systems		
UTIL-1: The proposed project would generate increased wastewater, which would require conveyance by and treatment at existing facilities.	None required	LS

* LS = Less Than Significant