

### 3 PROJECT DESCRIPTION

The proposed project would construct 32 single-family homes on the project site, an undeveloped 3.9-acre parcel located on Keller Avenue in Oakland. All homes would be located on individual parcels with a zero-lot line on one side.

#### *A. Project Site Location and Characteristics*

The Siena Hill project site is located on Keller Avenue between Rilea Way and Greenridge Drive in Oakland, in Alameda County. The project site is located near the Keller Avenue/Mountain Boulevard interchange with Interstate 580 (I-580). Figure 1 shows the regional location of the project and Figure 2 shows its local setting.

The 3.9-acre project site is currently undeveloped land, bounded on the west and south by Keller Avenue, on the east by multifamily housing fronting on Rilea Way, and on the north and northeast by housing fronting on Greenridge Drive. The site was cut for the construction of Keller Avenue and now slopes down from east to west at an average 2-to-1 horizontal to vertical ratio. The upper portion of the slope was once bisected by two swales, which were filled during construction of Keller Avenue.

Vegetation on the site includes non-native grasses and six sapling native coast live oaks. There are also larger non-native pines and eucalyptus on the upslope boundary of the site, which are part of the landscaping of adjacent residential properties.

#### *B. Surrounding Uses*

Land uses surrounding the site are varied, including residential areas, open space, churches, and some commercial uses along Mountain Boulevard. Figure 3 shows a plan view of the project in the context of its immediate surroundings.

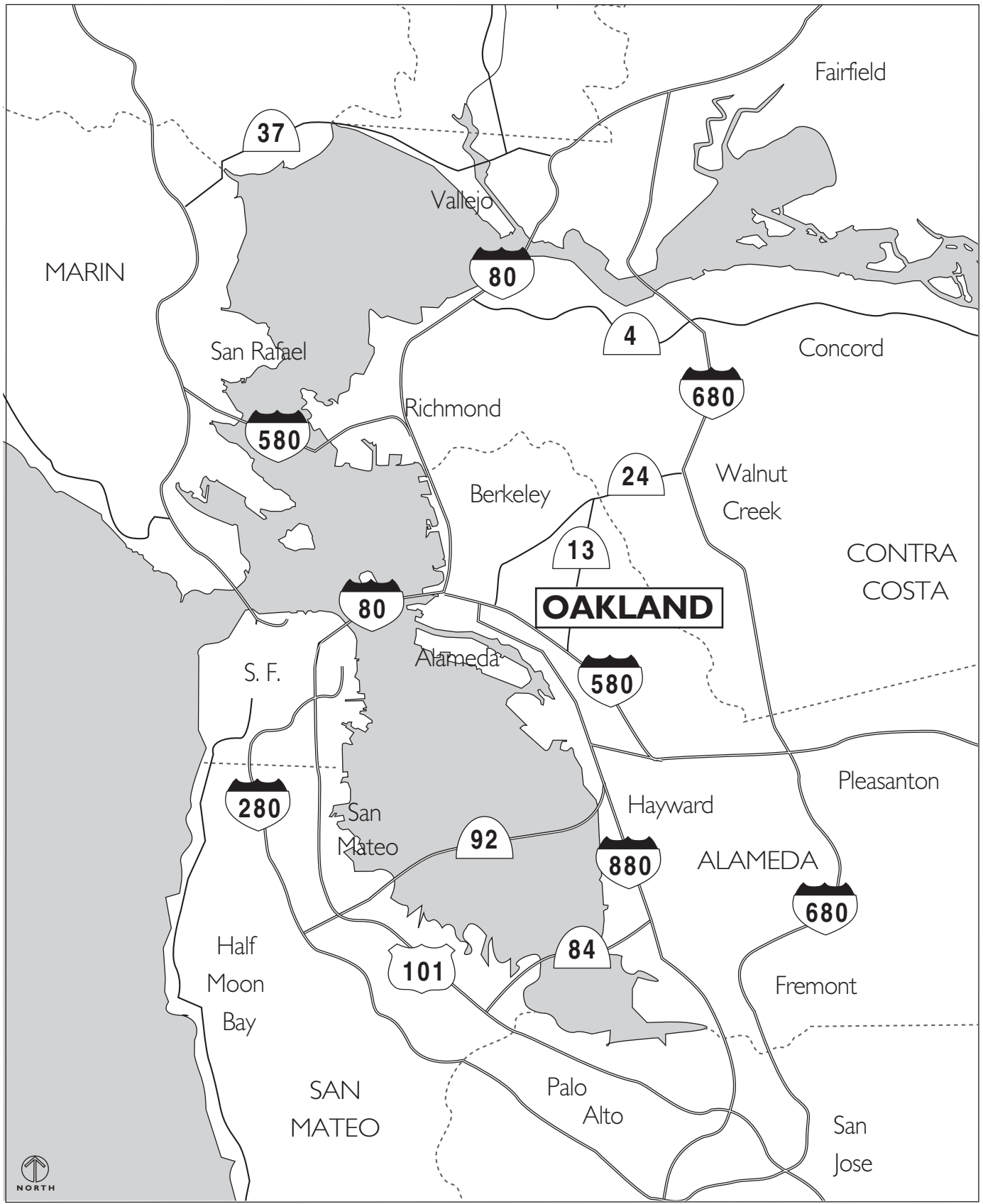


FIGURE 1

**REGIONAL LOCATION**

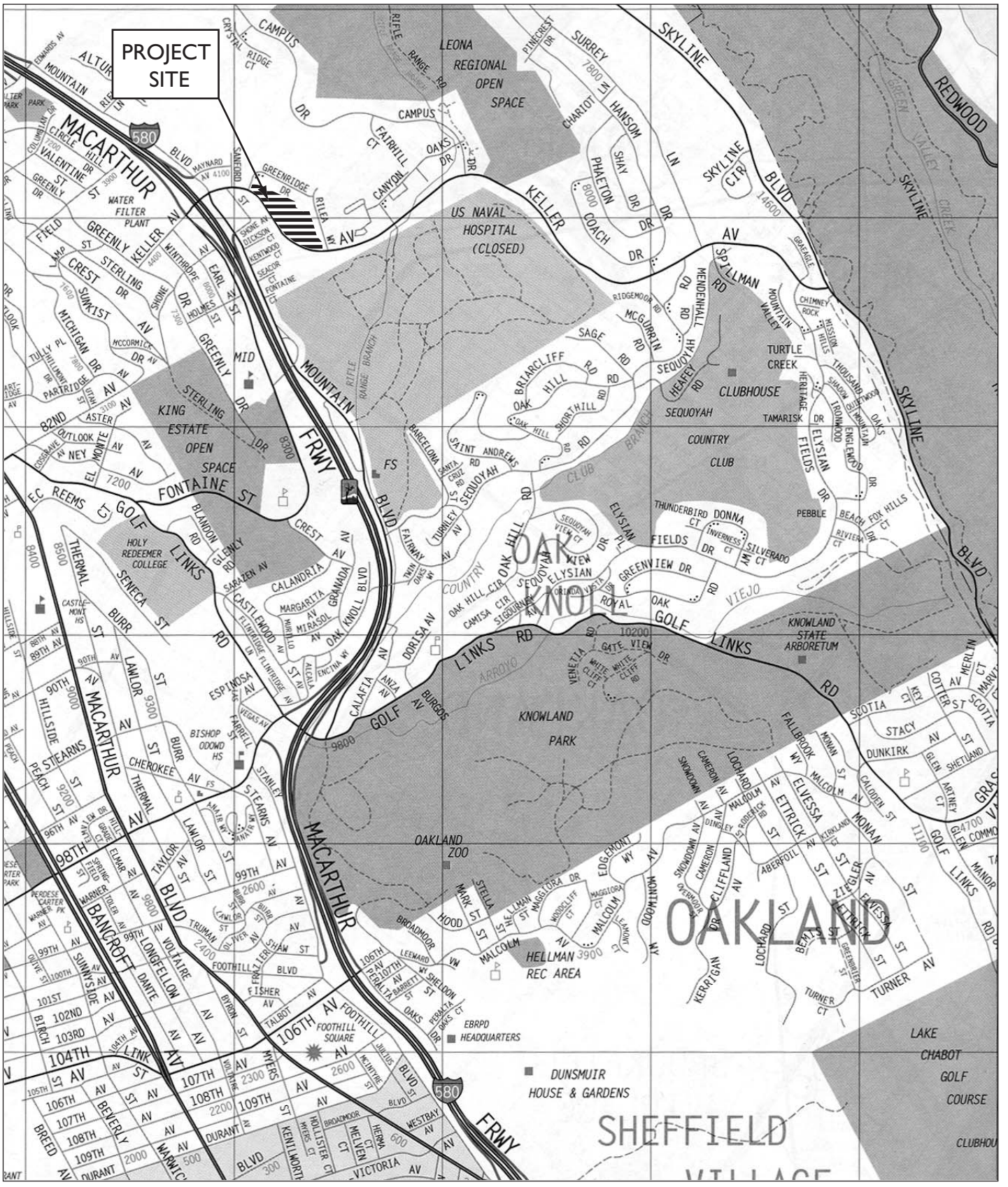


FIGURE 2

LOCAL LOCATION

- ◆ To the north of the site are multi-family residential areas and undeveloped hillsides covered with grasses and eucalyptus.
- ◆ To the east of the site are multi-family homes and duplexes along Greenridge Drive and Rilea Way. Farther east is the Leona Canyon Regional Open Space Preserve, operated by the East Bay Regional Park District.
- ◆ To the south of the site is the 183-acre former Oak Knoll Naval Hospital, which is now closed and is currently inactive.
- ◆ To the west of the site are small single-family residences, as well as churches, auto service facilities and convenience stores along Mountain Boulevard. Farther west is Interstate 580.

### *C. Policy Setting*

The proposed project would be subject to the policies in the City of Oakland General Plan and Municipal Code, including the Zoning Ordinance and Tree Protection Ordinance. The project's compliance with each of these documents is discussed below.

#### **1. City of Oakland General Plan**

The Land Use and Transportation Element of the General Plan identifies policies for appropriate utilization of land in the City. The current Land Use and Transportation Element of the Oakland General Plan was adopted on March 24, 1998. The project site's General Plan land use designation is Detached Unit Residential. This designation is intended to create, maintain, and enhance residential areas characterized by detached, single-unit structures. The Detached Unit Residential designation is augmented by a number of General Plan policies, including Neighborhood policies N3.1, N3.2, N3.8, N3.10, N6.2 N7.1, N7.4, and N7.8. These policies state that the City should encourage the construction of housing resources on infill sites, as well as the construction of a mix of housing unit sizes and types; that off-street parking for residential development should be adequately located on-site; that housing developments that increase home ownership opportunities are desir-

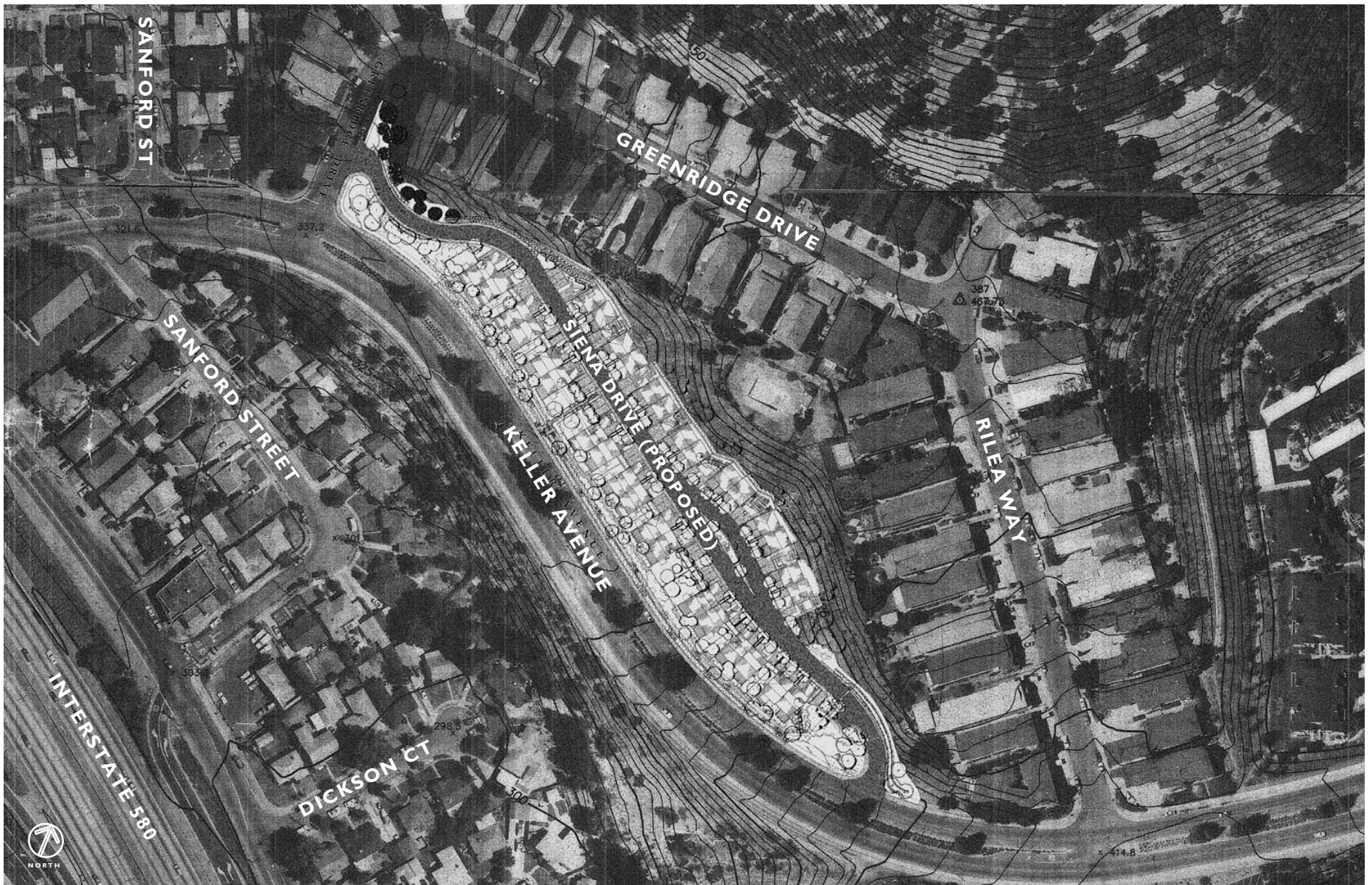


FIGURE 3

NEIGHBORHOOD CONTEXT PLAN

able; that local streets should create an intimate neighborhood environment and not support high rates of speed; and that private development such as the proposed project should maintain Covenants, Conditions and Restrictions that are compatible with City development standards.

## **2. City of Oakland Zoning Ordinance**

The proposed project site is zoned R-50, Medium Density Residential. In residential zones, the Zoning Ordinance permits miscellaneous uses including residential care, essential services, limited childcare and telecommunications uses in addition to residential units, at a density of one unit per lot for lots less than 4,000 square feet and two units for lots greater than 4,000 square feet (City of Oakland Planning Code, Section 17.24.050). In R-50 zones, the City of Oakland also conditionally permits residential densities of one dwelling unit per 1,500 square feet for lots with total areas of greater than 10,000 square feet (City of Oakland Planning Code, Section 17.24.110).

## **3. City of Oakland Municipal Code**

The project applicant has requested a planned unit development permit in compliance with the regulations in the Oakland Municipal Code Chapter 17.122. A “planned unit development” (PUD) is a large, integrated development adhering to a comprehensive plan, meaning the units of the development will be constructed in a similar overall style, rather than being constructed piecemeal as individual units. The PUD regulations are intended to encourage the appropriate development of tracts of land sufficiently large to allow comprehensive planning, and to provide flexibility in the application of certain regulations to allow the most effective and efficient use of the site. In addition, PUDs encourage a harmonious variety of uses, allow units to share services and facilities, and ensure that new development is created in a way that is attractive, healthful, efficient, stable and compatible with surrounding areas.

Since the project will be subject to approval of a PUD permit, it may qualify for a waiver or reduction of yard and other dimensional requirements, as well as building height, as set forth in Municipal Code Chapter 17.122.100, Section

G. This means that the City may choose to waive or modify these requirements that would otherwise apply in the R-50 zone in order to promote an integrated site plan such as the one presented in the proposed project. The project would also require variances for the height and minimum separation of retaining walls and the maximum percentage of front yard paving.

#### **4. City of Oakland Tree Protection Ordinance**

Title 12, Chapter 12.36 of the City of Oakland Municipal Code identifies protected trees that require a permit for removal. Protected trees include California or coast live oak measuring four inches in diameter at breast height (dbh) or larger, and any other tree measuring nine inches dbh or larger except Eucalyptus and Monterey Pine. Six coast live oak saplings, ranging in diameter from 4 to 10 inches, occur along the eastern edge of the site, but would not be removed by the project. In addition, mature redwoods occur in the median of Keller Avenue, immediately west of the project site, and one mature redwood would have to be removed as part of the project. According to the ordinance, a Tree Removal/Protection Permit must be obtained to remove any protected trees.

#### **5. Other Agency Approval**

The proposed project would require a National Pollutant Discharge Elimination System (NPDES) Storm Water Pollution Prevention Permit from the San Francisco Bay Regional Water Quality Control Board (SFRWQCB). No other agency would have jurisdiction over the site.

### *D. Project Characteristics*

#### **1. Project Buildings**

The proposed project would consist of 32 three-story, attached, single-family homes, with a 5,300-square foot average lot size. The homes would be in a Mediterranean architectural style and would range in size from 1,800 to 1,960 square feet. The project site would be divided into 32 residential parcels, with one home on each lot. The overall density of the project would be 8.2 units

per acre, below the 11 units per acre permitted in the Detached Unit designation of the General Plan Land Use and Transportation Element (LUTE). Figures 4 and 5 present plan and section views of the proposed project and Figure 6 shows the western elevation of the proposed project.

Minimum setbacks for each home would be:

- ◆ Front: 0 feet
- ◆ Rear: 15 feet
- ◆ Side: 6 feet on unattached side, no setback on attached side.

The side setback provides a side yard for each home's access stairwells. The project would provide a total of 6,620 square feet of private useable group open space, and 103,170 square feet (2.4 acres) of total open space, including the landscaped entry and exit areas and the areas above the retaining walls. According to Oakland Municipal Code Section 17.126.020, each square foot of private useable group open space shall be considered equivalent to two square feet of required group useable open space, so the 6,620 square feet of private useable group open space would be considered 13,240 square feet of private useable group open space.

The materials used for the buildings would include stucco cladding and clay tile roofs, consistent with the Mediterranean architectural style. In keeping with the overall "Italian hill town" theme of the project, the buildings would step up the slope from Keller Avenue, with upper stories being set back from the stories below, as illustrated in Figure 5. Several of the buildings would be accented with round or square towers. Additional accents would include painted wooden shutters and arched windows. While the architectural style, bulk and massing of the buildings has been established, details such as window quality, recesses and trim have not yet been finalized.

## **2. Circulation and Parking**

Entrance to the development would be from Keller Avenue via a new access road, Siena Drive. Siena Drive would be a private, one-way road, 20 feet in

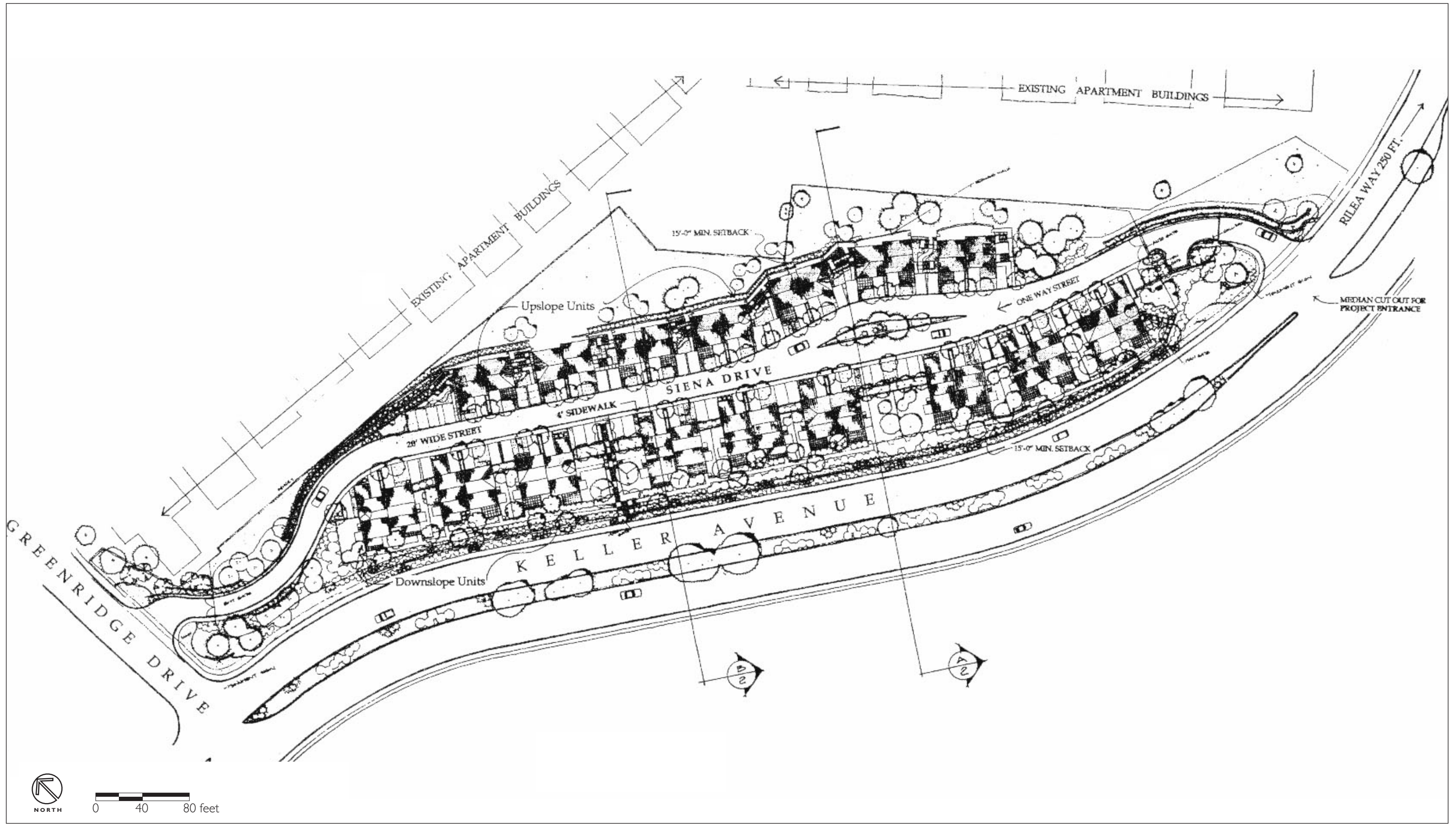
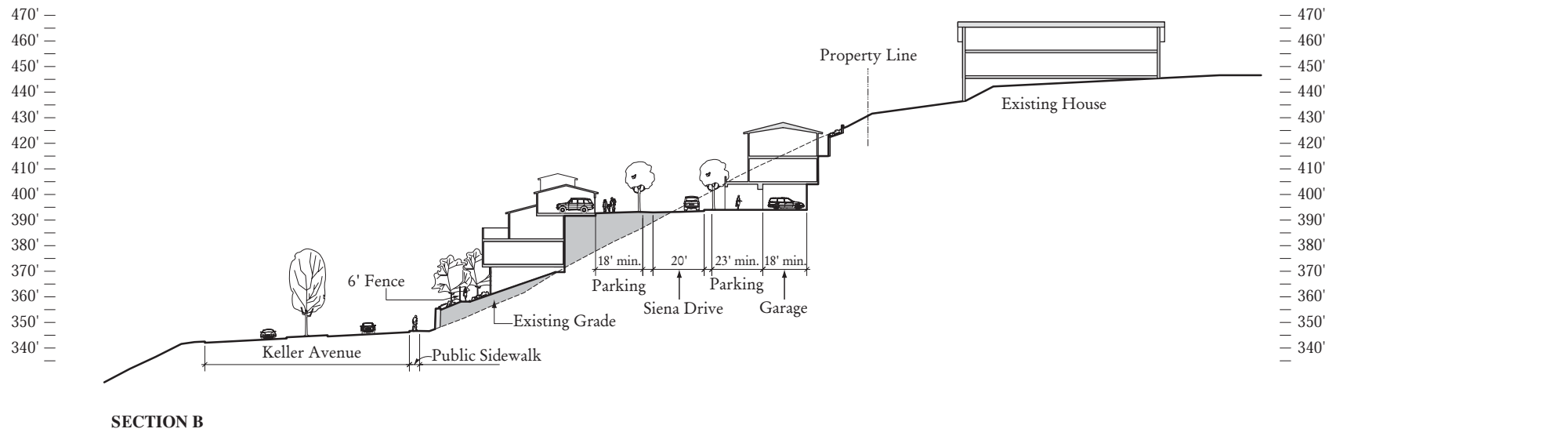
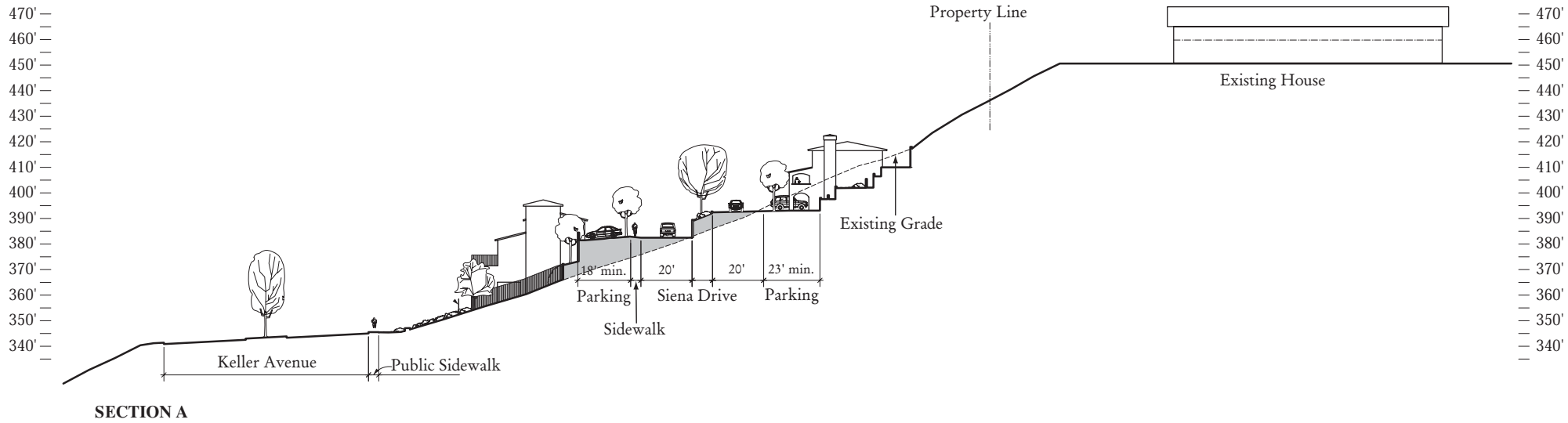


FIGURE 4

SITE PLAN



█ Fill

FIGURE 5

SITE SECTIONS

width, a short segment of which would be divided by a median. Siena Drive would exit on to Greenridge Drive. In addition, the project would include the removal of a portion of the median strip on Keller Avenue in order to create a left-turn lane for entry to Siena Drive. This median cut would require that the applicant submit site plans to the City's Public Works Agency, Transportation Services and Engineering Design Departments for review. The Public Works Agency must issue an excavation permit and P-Job permit for the removal of the section of median strip. P-Job permits cover any privately-constructed public improvement.

The development would include 103 off-street parking spaces. Each home would have three dedicated parking spaces. There would be an additional seven guest parking spaces located throughout the development. In addition, the applicant would submit an application to the Public Works Agency to re-stripe Keller Avenue to provide up to 22 on-street parallel public parking spaces. These spaces would be accessed via two publicly-accessible stairways in the development. The Public Works Agency would review this application and study the feasibility and safety of the proposed parking spaces with regard to issues such as average speed of traffic, the curve and degree of slope of Keller Avenue, and adequate sight distance. If the application for re-striping were confirmed by the Public Works Agency, it would then be forwarded to the City Council for approval.

Emergency vehicles would be allowed to utilize Siena Drive as a two-way road, and would be allowed to enter the site from both Keller Avenue and Greenridge Drive.

### **3. Landscaping**

The site would be landscaped to minimize erosion and contribute to aesthetic quality. A final landscaping plan would be prepared prior to construction, which would show the dimensions and location of trees to be protected and would include provisions for native landscaping and planting of species to prevent the establishment of the invasive French Broom species. At this time, it is anticipated that the landscaping would include a minimum planting of 30

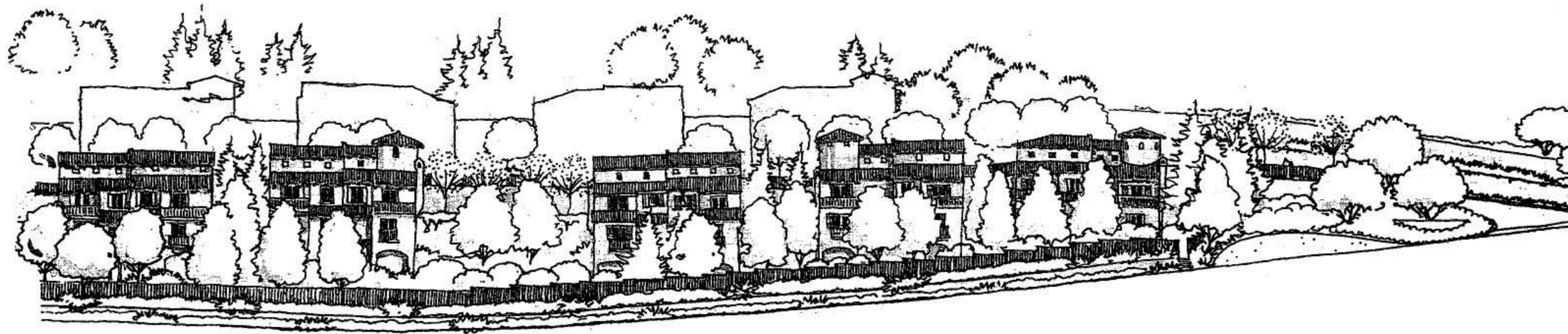
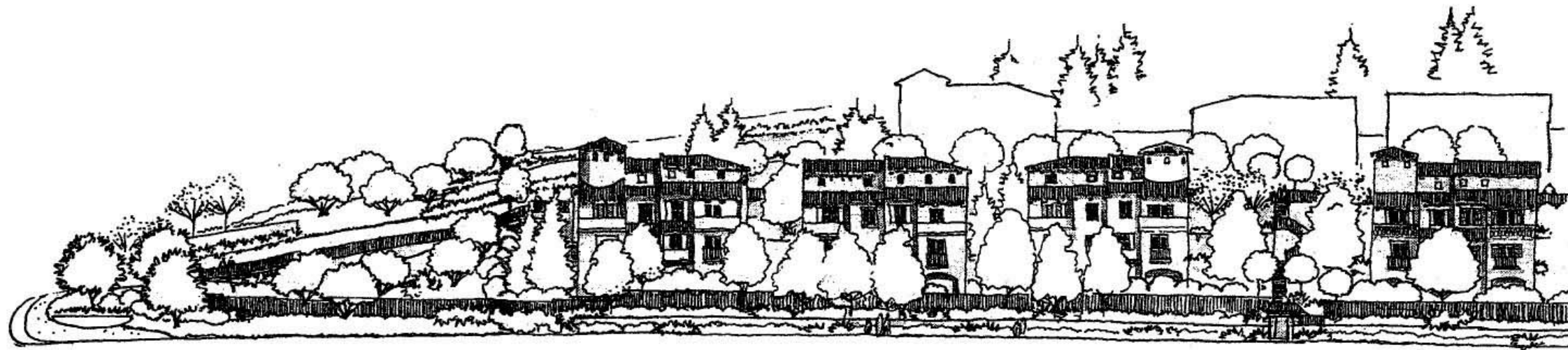


FIGURE 6

WEST ELEVATIONS

mature trees and 30 smaller trees on the site. Landscaping will also include drought-resistant and fire-retardant plants.

The project would also include the construction of a series of retaining walls for slope stability. Some of these walls would be incorporated into the foundations of the homes and therefore would not be visible. However, other retaining walls would be visible along Keller Avenue at the foot of the site, in the landscaped areas at the entrance and exit of Siena Drive, and behind the upslope units. All retaining walls on the site would be ten feet or less in exposed height. In addition, the final landscaping plan for the project would incorporate shrubs at the base of the walls and trailing plants along the top to further camouflage all visible retaining walls.

The site would also include a steel fence along Keller Avenue and along the northern and southern ends of the housing units, which would mark the boundary between the private parcels and the publicly-oriented areas maintained by the Homeowners Association or through a Geologic Assessment District.

The project site is currently mostly void of habitat value. There are native sapling live oaks along the upper elevations of the site, which would be preserved. No existing trees covered under the City's Tree Protection Ordinance will be removed from the project site itself, but the project would necessitate the removal of one mature redwood tree in the median of Keller Avenue in order to create a left turn lane onto Siena Drive. This tree is covered by the Tree Protection ordinance.

#### **4. Lighting**

The project's exterior lighting would include low-level street and pedestrian-scale light fixtures installed along Siena Drive. Outdoor lighting would be subject to review and approval by the Electrical Services Division of the Public Works Agency, as established by the City's Outdoor Lighting Standards. Where appropriate and feasible, outdoor light fixtures would include timing

devices that direct light and prevent glare, and minimize the amount of time that project lighting, including street lighting, would be in use.

### 5. Grading and Fill

Considerable grading, cut and fill would be required to construct the proposed project on the site since it is relatively steep. This would include the movement of up to 12,750 cubic yards of soil. Approximately half of the soil would be used as fill on the site, and 6,000 to 7,000 cubic yards of soil would be hauled off the site. Depending on which phase of construction is underway, between 140 and 480 cubic yards of soil would be removed from the site per day, with an average of seven truckloads leaving the site per day over the three-year construction period. Overall, the grading and fill process is expected to take approximately 45 days. Graded areas would be replanted and re-landscaped.

A preliminary grading plan has been prepared that would limit slope grades to a 2-to-1 horizontal to vertical ratio. All retaining walls supporting this slope are ten feet or less in exposed height.

### *E. Project Objectives*

The project proponent has the following objectives for the project:

- ◆ Develop an underutilized site into a residential community that will enhance existing adjacent residential neighborhoods.
- ◆ Provide no less than 32 attached single-family homes on this infill site, to help maximize meeting the demand for housing in Oakland and implement elements of Oakland's General Plan, including the Housing Element.
- ◆ Provide for a financially-viable project in terms of residential density, building massing, parking and other amenities.
- ◆ Maximize the efficient use of the project site, given the constraints of the site, by clustering homes.

- ◆ Utilize architecture and landscaping that conforms to and is sensitive to the unique configuration of the site by following the existing slope of the site and respecting existing views from the site.
- ◆ Provide needed parking to accommodate the housing in a manner that is visually concealed from Keller Avenue and the neighborhoods adjacent to the proposed project site.
- ◆ Respect the character of the existing surrounding residential areas.
- ◆ Preserve views from residences upslope of the proposed project site.
- ◆ Phase project construction to allow for reasonable absorption rates.
- ◆ Provide construction jobs for local workers.

*F. Required Project Approvals*

Permits and approvals required from the City of Oakland include:

- ◆ Tentative Tract Map and Final Map approval
- ◆ Planned Unit Development approval
- ◆ Variances from Development Standards in the Oakland Planning Code
- ◆ Tree Removal/Protection Permit
- ◆ Grading Permit
- ◆ Construction Permit
- ◆ Design Review

As mentioned above, the applicant will also need to obtain an NPDES Stormwater Pollution Prevention Permit from the SFRWQCB.

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PROJECT DESCRIPTION