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Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Identification:	Inn by the Coliseum 4801 Coliseum Way Oakland, California 94601
Responsible Entity:	City of Oakland
Preparer:	Michael Baker International
Month/Year:	November 2022

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Project Information

Project Name:	Inn by the Coliseum
Responsible Entity:	City of Oakland
Grant Recipient:	Danco Communities
State/Local Identifier:	ES22001, California/Oakland
Preparer:	Michael Baker International, Inc.
Certifying Officer Name and Title:	William Gilchrist, Director, Department of Planning and Building
Direct Comments to:	Heather Klein, Planner IV, City of Oakland Bureau of Planning 250 Frank Ogawa Plaza, Suite 2114 Oakland, CA 94612 (510) 238-3659 hklein@oaklandca.gov
Consultant:	Michael Baker International, Inc. 3760 Kilroy Airport Way, Suite 270 Long Beach, California 90806

Project Location:

The Project Site is located at 4801 Coliseum Way and bounded by Coliseum Way to the east, Interstate 880 (I-880, Nimitz Freeway) to the west, an industrial use to the south (a metal fencing company), and a two-story former residential home (now used as a business) surrounded by black fencing to the north. Across Coliseum Way to the east is a hardwood and veneer supply store and a vehicle and storage yard operated by Pacific Gas and Electric. The Project Site is trapezoidal in shape and is made up of a single parcel (Assessor's Parcel Number 34-2295-16-05), totaling approximately 0.83 acres in size. The Project Site is generally located in the south-central portion of the City of Oakland, approximately 1.2 miles north of the Oakland Coliseum sporting and event venue. A Regional Location Map is provided as **Figure 1.** The Project Site and the surrounding land uses are shown in **Figure 2.**

In general, the Project Site is located in an area characterized by industrial and commercial land uses. The Project Site, along with properties located to the north and south (located between Coliseum Way and I- 880), are zoned Commercial Industrial Mix -2 (CIX-2). This CIX-2 Zone extends on the southwest side of Coliseum Way from Independent Road to the south to 42nd Avenue to the north. Properties located on the northeast side of Coliseum Way between 66th Avenue/the Oakland Coliseum to the south and 42nd Avenue to the north are zoned IG (Industrial General).

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]**:**

The Proposed Project would consist of the conversion of two commercial motel buildings to a residential use (affordable/supportive housing for households experiencing homelessness), rehabilitation of the buildings and construction of a one-story structure within an existing surface parking lot in the southern portion of the Project Site. The two existing motel buildings include 36 motel rooms, as well as one two-bedroom manager's unit located next to the lobby on the first floor of the eastern motel building. The 36 motel rooms would be converted into 36 studio apartments with the one two-bedroom manager's unit maintained for a total of 37 residential units. An existing 1,000-square-foot motel lobby area located on the northern end of the eastern motel building would be expanded and utilized for property management and to serve as a gathering room for residents. This expansion is shown in the site plan prepared for the Project (available as **Figure 3**) and would extend this lobby area approximately 14 feet west and would be approximately 21.5 feet wide by 12.5 feet high. The expansion would add approximately 300 square feet to the lobby area and would be designed to match the existing motel buildings' exterior (i.e., a similar roof pitch, color, and tile style and clad in a stucco coating painted to match the existing motel). The exterior north and west elevations for the proposed lobby expansion are provided in **Figure 4**. Rehabilitation activities would include upgrades to each motel room, such as the addition of kitchenettes in each unit (with an electric stovetop, sink, and refrigerator), and new window coverings and carpeting. Other proposed rehabilitation activities include landscaping improvements; updating some units to be compliant with the requirements of the Americans with Disabilities Act; replacing the existing central heating, ventilation, and air conditioning (HVAC) system with a new HVAC equipment in each unit; making electrical upgrades to the units; creating shared amenities, such as community rooms and a laundry area; and improving project site security (e.g., locking gates and security cameras). The existing outdoor seating area would be removed and bicycle racks, with capacity to secure 36 bicycles would be installed in that area. The Project would provide a shuttle service for Project residents, which would assist residents with local errands, such as visits to the grocery store and attending medical appointments.

Source: Google Earth

N

3,500 Feet

FIGURE 1

Regional Location Map

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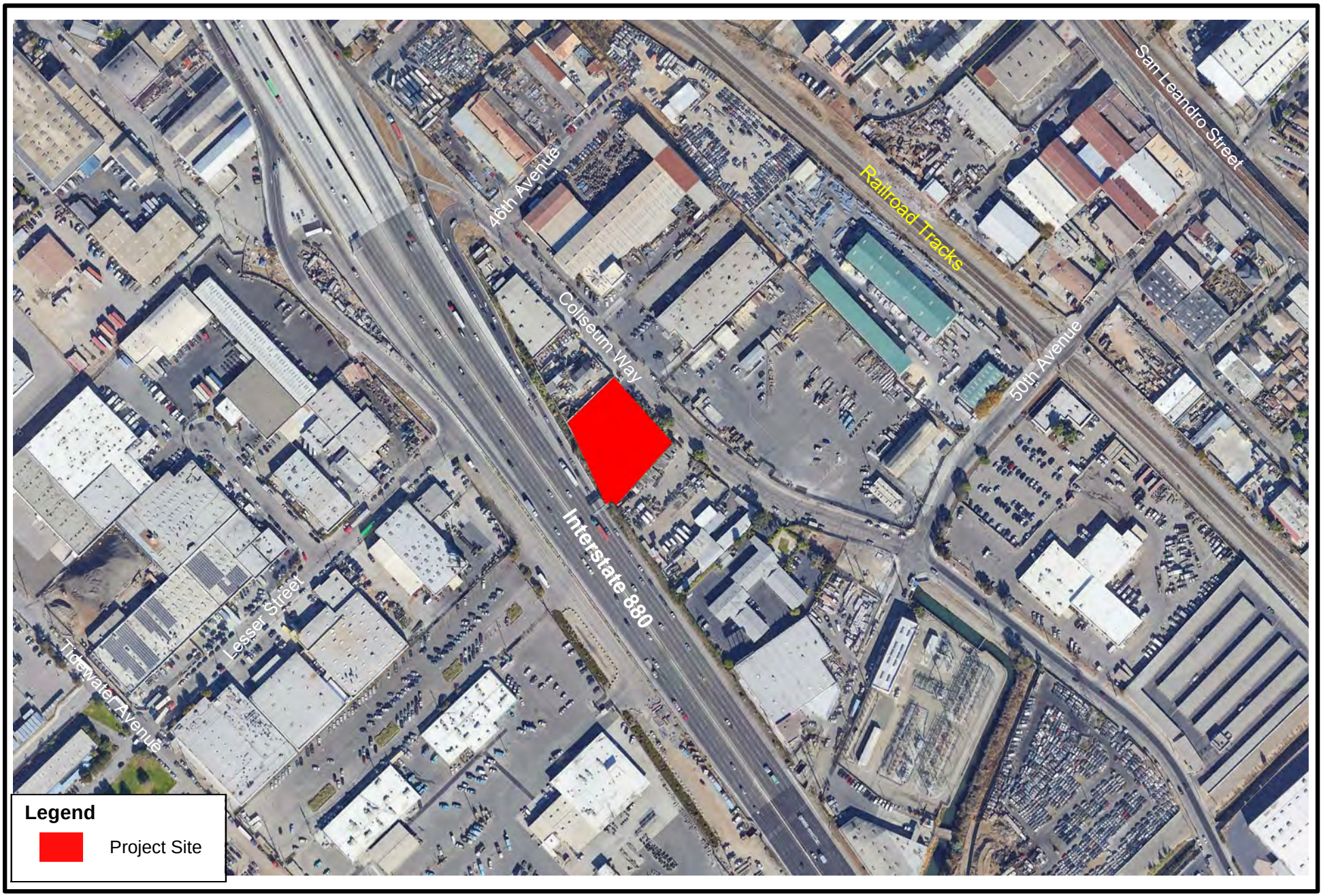

Source: Google Earth

FIGURE 2

Project Site and Surrounding Area

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Source: DG Group Architects

FIGURE 3

Proposed Site Plan

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NORTH ELEVATION

SCALE: 3/32" = 1'-0"

Source: DG Group Architects

FIGURE 4

Proposed Lobby Expansion

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In addition to the proposed rehabilitation activities discussed above, the Project would involve construction of a single-story office building in the southern portion of the existing surface parking lot, as shown in **Figure 3**. This proposed one-story structure would be approximately 900 square feet in size and would include four resident services offices, with operational space for service providers visiting the Project Site. This building would be designed to complement the red and tan painted exterior and the sloped, tiled roofs of the existing motel buildings. The proposed elevation plans and floor plan are provided in **Figure 5** and **Figure 6**, respectively**.**

The Project Site is relatively flat, and the Project would require minimal grading associated with construction of the single-story office building in the southern portion of the Project Site and the lobby expansion at the northern end of the eastern motel building. The trees located in the southern and eastern portions of the Project Site would be preserved in place, as shown in **Figure 3**. The rehabilitation activities would take place within the interior and on the exterior of the existing motel buildings and would, thus, not involve ground disturbance.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

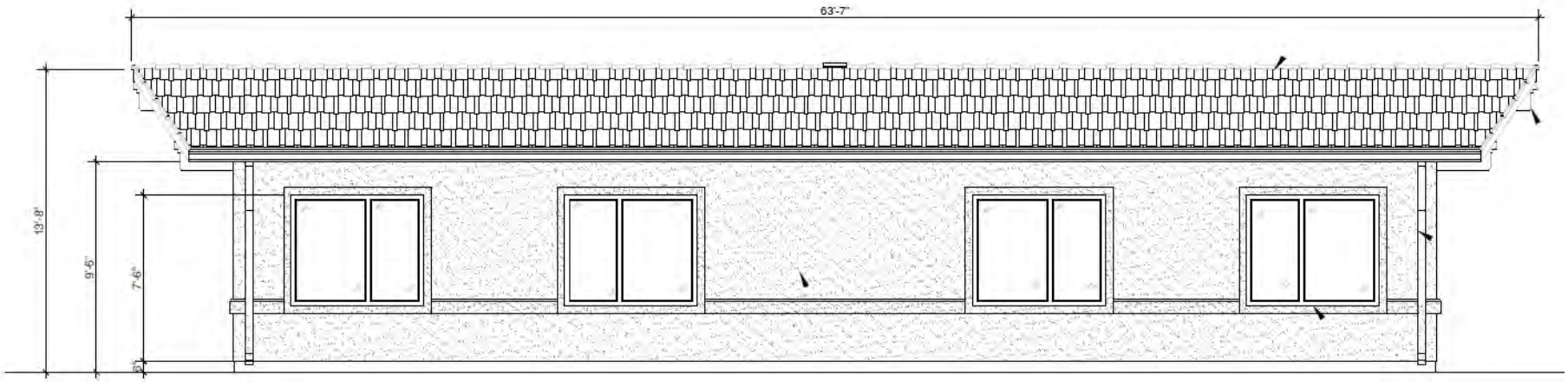
The 2022 Homeless Point-in-Time count and survey for Alameda County shows that 2,612 sheltered people and 7,135 unsheltered people were experiencing homelessness in late February 2022 when the countywide survey was conducted. Of these 7,135 unsheltered people, 3,337 were located in the City of Oakland.[1] This represents a 75 percent increase when compared with the 1,902 unsheltered people in the City of Oakland that were surveyed using the same methods in 2017.[2]

Specifically, the City of Oakland General Plan 2015-2023 Housing Element states: "While the City of Oakland has a significant inventory of affordable housing, there are very long waiting lists for these units and most of them do not have supportive services or are not affordable to the current homeless population. There is tremendous unmet need for housing for … unsheltered homeless households or those at risk of being homeless."[3] Therefore, the Project, which would provide both housing for individuals experiencing homelessness and on-site supportive services, would help address this identified need.

Accordingly, the Project would contribute to realizing the goals and policies of the Housing Element, which promote the development of affordable housing and encourage adaptive reuse of existing industrial and commercial structures. These goals and policies include:

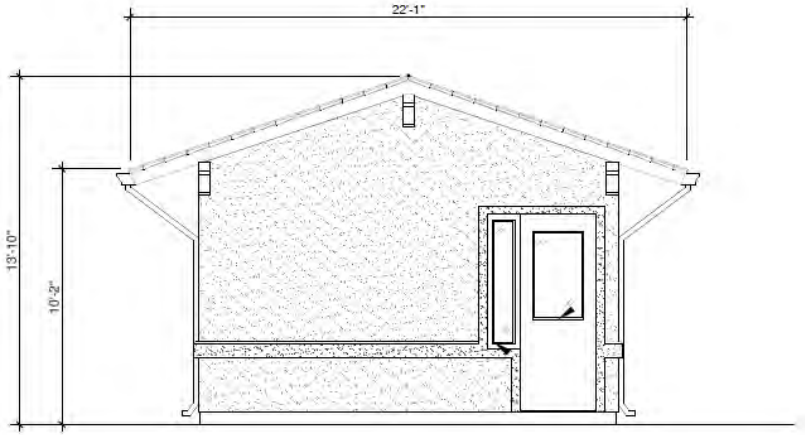
- Goal 2: Promote the Development of Adequate Housing for Low- and Moderate-Income Households
    - Policy 2.1: Affordable Housing Development Programs
    - Policy 2.9: PATH Plan for the Homeless

1 City of Oakland, 2022, EveryOne Counts Homeless Point-in-Time Count and Survey.
2 City of Oakland, 2017, EveryOne Counts Homeless Point-in-Time Count and Survey.
3 City of Oakland, 2014, General Plan Housing Element 2015-2023, page 10.



NORTH ELEVATION

SCALE: 1/4" = 1'-0"



WEST ELEVATION

SCALE: 1/4" = 1'-0"

Source: DG Group Architects

FIGURE 5

Proposed Office Building Elevations

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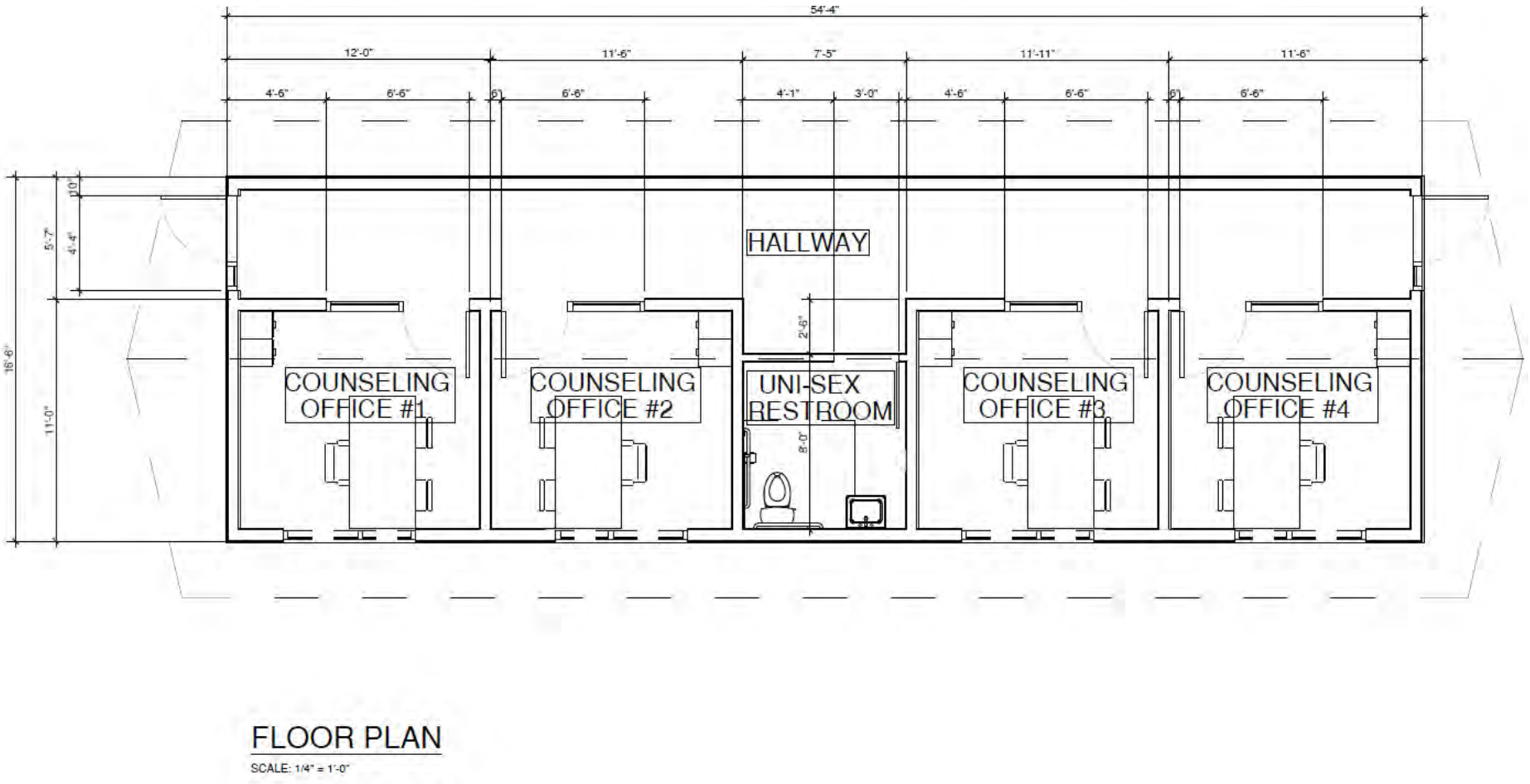

FLOOR PLAN

SCALE: 1/4" = 1'-0"

Source: DG Group Architects

FIGURE 6

Proposed Office Building Floor Plan

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Existing Conditions and Trends [24 CFR 58.40(a)]:
Existing Site Conditions

The existing motel buildings are rectangular in shape and are approximately 25 feet (2 stories) tall. The Project Site has operated as a motel use since construction in 1955. During part of the COVID-19 pandemic, the motel was utilized as a quarantine site and more recently has been vacated. One motel building is located in the western portion of the Project Site, along the Project Site's boundary with I- 880, while the eastern motel building, which is the main hotel building, is located in the eastern portion of the Project Site, along Coliseum Way. A parking lot and a drive aisle are located between the two motel buildings, as shown in **Figure 7**. The motel room doors and windows are oriented inward, overlooking the central parking area. There are no windows or doors facing east toward Coliseum Way or west toward I- 880. The motel lobby and breakfast area are located on the northern end of the eastern motel building. The entrance to the lobby is covered by a small overhang and includes a wheelchair access ramp to the front door. Access to the Project Site is provided via a single driveway on Coliseum Way located in the northeastern portion of the Project Site. The Project Site is enclosed by an approximately 12-foot-tall wall, a metal, an approximately 8 feet tall mesh fence, and a wooden slat fence. An existing landscaped feature is located in the northwestern corner of the Project Site. Exterior lighting is located lighting on the motel buildings and lamps flanking the existing driveway.

Trends

As stated above, the 2022 Homeless Point-in-Time count and survey for Alameda County shows that 3,337 unsheltered people were located in the City of Oakland at the time of the survey. This represents a 75 percent increase when compared with the 1,902 unsheltered people in the City of Oakland that were surveyed using the same methods in 2017. According to the City of Oakland, the general trend of increasing homelessness in the City within the last 10 years can be partially attributed to the housing crisis (i.e., the high cost of housing in the City and Region) and continuing economic inequality that affects the City's most vulnerable populations.[4]

Per the EveryOne Home's 2018 Strategic Update report, Alameda County spent $106 million on the Housing Crisis Response System in fiscal year 2017/18 on homelessness prevention, shelter, outreach, navigation, rapid rehousing, subsidized permanent housing and permanent supportive housing. Service providers assisted approximately 1,500 people to return to permanent housing every year, yet there are 3,000 people becoming homeless for the first time, and the rate at which people are becoming homeless outpaces the ability to house them with existing resources.

The largest service and housing gaps are in homelessness prevention, subsidized housing for people with extremely low-incomes, and permanent supportive housing. The report estimates that a total of $330 million per year would end unsheltered homelessness, calling for an increase of $228 million, the bulk of which should be spent in prevention, subsidized housing for people with extremely low-incomes, and permanent supportive housing.

These trends are likely to continue in the absence of the project. Through providing 36 units of housing and supportive services for those experiencing homelessness, the Project would assist in addressing the need for additional housing for unhoused individuals in the City of Oakland.

[4] City of Oakland, Oaklands Response to Homelessness, 2022, https://www.oaklandca.gov/topics/oaklands-response-to-homelessness.

Source: Google Earth

N

75 Feet

FIGURE 6

Project Site Existing Conditions

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Funding Information

Grant Number	HUD Program	Funding Amount
City of Oakland Grant No 88950	HOME-ARP	$4,200,000
City of Oakland Housing Authority – Resolution No 5028	Housing Choice Voucher Reserves for a capitalized operating reserve	Amount up to $4,752,041

Estimated Total HUD Funded Amount: $8,952,041

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]**:** -21,965,176

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

A determination of compliance and/or conformance with each statute, Executive Order or regulation pursuant to NEPA is provided below, along with credible, traceable and supportive source documentation for each authority. Where applicable, the necessary reviews, consultations and applicable permits or approvals are indicated. Citations, dates, names, titles of contacts and page references are clearly noted. Additional documentation as included, as appropriate.

Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	HUD guidance states that if a project consists of new construction or other activities that would increase the density of people at the Project Site, then the record must demonstrate that the project is greater than 2,500 feet from a civilian airport or 15,000 feet from a military airport. According to HUD, if a project is within these distances, then additional design measures may be necessary to protect project residents from airport hazards. Airports designated by the Federal Aviation Administration (FAA) as commercial airports in the National Plan of Integrated Airports are considered civilian airports subject to HUD Regulation 24 CFR 51D. The closest commercial airport to the Project Site is the Oakland International Airport, located approximately 3.3 miles to the southwest (17,424 feet). Therefore, the Project Site is not within 2,500 feet of a civilian airport, and no further information is necessary per HUD Guidance. The closest military airport to the Project Site is Moffett Federal Airfield, located over 24 miles to the south, which is greater than 15,000 feet from a military airport. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation:** Attachment A and U.S. Department of Housing and Urban Development. HUD Exchange. Airport Hazards. https://www.hudexchange.info/environmental-review/airport-hazards. Accessed September 26, 2022. Federal Aviation Administration. 2018. *Report to Congress, National Plan of Integrated Airport Systems 2019-2023*. Appendix A: List of NPIAS Airports with 5-Year Forecast Activity and Development Estimate. Federal Aviation Administration. 2018. *Report to Congress, National Plan of Integrated Airport Systems 2019-2023*. Appendix B: National and State Maps.

Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier	Yes ☐ No ☒	The Coastal Barrier Resources Act prohibits federal assistance within barrier islands that are subject to frequent damage by hurricanes and high storm surges. There are no coastal barrier resources identified by the U.S. Fish and Wildlife Service (USFWS) within the State of California. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary.

Improvement Act of 1990 [16 USC 3501]		**Source Documentation:** Attachment B
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The Proposed Project would involve the conversion of an existing motel property into an affordable/supportive housing complex for persons experiencing homelessness. Section 202 of the Flood Disaster Protection Act of 1973 (42 U.S.C. 4106) requires that projects receiving federal assistance and located in an area identified by the Federal Emergency Management Agency (FEMA) as being within a Special Flood Hazard Areas (SFHA) be covered by flood insurance under the National Flood Insurance Program. According to FEMA's Flood Insurance Rate Map (FIRM) Panel Number 06001C0089H, the Project Site is within a Zone X designated area, which is an "0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile," and is not within an SFHA. Therefore, flood insurance is not required for the Project. There are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation:** Attachment C
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☐ No ☒	Federally funded projects must conform to Clean Air Act requirements if they may constitute a significant new source of air pollution. If a project does not involve new construction, or conversion of land use facilitating the development of public, commercial, or industrial facilities, or five or more dwelling units, it can be assumed that emissions are below the U.S. Environmental Protection Agency's (USEPA) de minimis threshold levels. The following analysis summarizes the Air Quality Assessment prepared for the Proposed Project. The Project Site is located in Alameda County, which lies in the San Francisco Bay Area Air Basin (SFBAAB) and within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). This region is designated as attainment or unclassified for all federal criteria pollutants except O_3 and $PM_{2.5}$, for which the region is in marginal nonattainment and moderate nonattainment, respectively. Per guidelines set forth by HUD, because the Project Site is in a nonattainment area for O_3 and $PM_{2.5}$, conformity with the State Implementation Plan (SIP) must be demonstrated. The SFBAAB portion of the SIP approved by the USEPA comprises the BAAQMD air quality plans, including the 2001

Ozone Attainment Plan, 2005 Bay Area Ozone Strategy, 2010 Clean Air Plan, and 2017 Clean Air Plan. A project is shown to conform with the SIP if its criteria pollutant emissions remain below the local air district's significance thresholds and are consistent with the BAAQMD air quality plans.

Project Construction and Operations Emissions

Rehabilitation-generated emissions associated with the Proposed Project were calculated using the CalEEMod Version 2020.4.0 modeling program. Rehabilitation-generated emissions are short term, lasting only as long as such activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the Conformity Determination thresholds.

To determine if the Project conforms with the SIP, anticipated construction emissions were assessed and operations-related emissions were calculated using CalEEMod. **Table 1** shows Project-related emissions during construction-related activities, as well as the BAAQMD thresholds for determining a significant impact.

Table 1
Construction-Related Emissions
(USEPA Conformity Determination Analysis)

Activity	Maximum Pollutants (tons per year)					
	VOC	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Rehabilitation Year One	0.37	0.71	0.90	0.00	0.06	0.04
USEPA Conformity Determination Thresholds (40 CFR 93.153)	100	100	100	100	100	100
Exceed USEPA Conformity Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
BAAQMD Significance Thresholds	*10*	*10*	*None*	*None*	*15*	*10*
Exceed BAAQMD Significanc	**No**	**No**	**No**	**No**	**No**	**No**

e Threshold?						

Source: CalEEMod version 2020.4.0. Refer to Attachment A of the Air Quality Assessment prepared for the Proposed Project for Model Data Outputs.
Notes: Due to limitations in the modeling software, emissions from rehabilitation activities are calculated as full construction activities, which renders a conservative analysis. Emissions calculations account for the demolition and off-site hauling of 481.5 tons of material, which includes the asphalt to be removed to accommodate the building footprint of the proposed new offices, as well as existing motel hardware, furnishings, and miscellaneous material that would be removed as part of rehabilitation.

As shown above in **Table 1**, Project emissions resulting from rehabilitation and construction activities would not exceed the USEPA Conformity Determination thresholds or the BAAQMD significance thresholds.

Long-term operation emissions of criteria air pollutants, including PM_{10}, $PM_{2.5}$, CO, and SO_2, as well as O_3 precursors, such as VOC and NO_X, would result from the implementation of the Project. The existing use currently generates approximately 0.38 tons of VOC, 0.19 tons of NO_X, 0.52 tons of CO, 0.00 tons of SO_2, 0.09 tons of PM_{10}, and 0.03 tons of $PM_{2.5.}$ (see Attachment B of the Air Quality Assessment prepared for the Project). Thus, the Project would result in a slight increase in CO, PM_{10}, and $PM_{2.5}$ emissions and a slight decrease in NO_X emissions compared with the existing baseline. VOC and SO_2 emissions would remain unchanged from the existing baseline. Operational-related pollutant emissions are presented below in **Table 2**.

Table 2
Operational-Related Emissions
(USEPA Conformity Determination Analysis)

Emission Source	Maximum Pollutants (tons per year)					
	VOC	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	0.28	0.01	0.39	0.00	0.02	0.02
Energy	0.00	0.02	0.01	0.00	0.00	0.00
Mobile	0.10	0.12	0.94	0.00	0.22	0.06
Total	**0.38**	**0.15**	**1.34**	**0.00**	**0.24**	**0.08**
USEPA Conformity Determination	*100*	*100*	*100*	*100*	*100*	*100*

Thresholds (40 CFR 93.153)							
Exceed USEPA Conformity Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
BAAQMD Significance Thresholds	*10*	*10*	*None*	*None*	*15*	*10*
Exceed BAAQMD Significance Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2020.4.0. Refer to Attachment A of the Air Quality Assessment prepared for the Proposed Project for Model Data Outputs.

As shown in **Table 2**, operational emissions resulting from the Proposed Project would not exceed the USEPA Conformity Determination thresholds or the BAAQMD significance thresholds.

Conclusion

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. As previously discussed, the Project Site is in a nonattainment area for O_3 and $PM_{2.5}$ requiring demonstrated conformity with the SIP. The SIP and air quality plans mentioned above, and their associated control measures are based on information derived from projected growth in the SFBAAB in order to project future emissions and then determine strategies and regulatory controls for the reduction of such emissions. Growth projections are based on the general plans developed by the counties and the incorporated cities in the SFBAAB. As such, projects that comply with all applicable BAAQMD significance thresholds and propose development consistent with the growth anticipated by the respective general plan of the jurisdiction in which the proposed development is located would be consistent with the SIP. As previously described above, the Project proposes the rehabilitation of an existing and operating 36-unit motel (with a two-bedroom manager unit) into 36 affordable studio apartments and one two-bedroom-manager unit for a total of 37 residential dwelling units on 0.83 acres of land within the City of Oakland. Thus, the Project would not result in significant population or employment growth and would not cause an increase in currently established population projections. As shown in **Table 1** and

Table 2 above, Project emissions would not exceed USEPA Conformity Determination thresholds or BAAQMD's significance thresholds.

Because the Proposed Project would result in long-term and short-term emissions below the BAAQMD thresholds, the Project would not conflict with or obstruct regional air quality planning efforts in the SFBAAB. Therefore, since no adverse effect would result from the Proposed Project, the Proposed Project would be consistent with HUD's guidance on air quality. There are no formal compliance steps or mitigation required, and no further analysis is necessary.

Health Risk Assessment

Given the Project Site's adjacency to I-880, a health risk assessment (HRA) was prepared for the Project to evaluate potential health risks associated with exposure of future residents at the Project Site to toxic air contaminants (TACs), including diesel particulate matter (DPM) and total organic gases (TOG) generated by the vehicular traffic on I-880 and rail traffic at a nearby railway corridor. The air dispersion modeling for the HRA was performed using the USEPA AERMOD Version 21112 dispersion model.

Cancer risk calculations for existing residential receptors are based on 70-, 30-, and 9-year exposure periods and worker receptors on a 25-year exposure period. Neither the pollutant dispersion modeling nor the health risk calculations account for the reduction in exposure that is provided by living inside structures. Instead, health risk calculations account for the equivalent exposure of continual outdoor living. The calculated carcinogenic risk at Project vicinity receptors is depicted in **Table 3**.

Table 3

Maximum Cancer Risk Summary

Maximum Exposure Scenario	**Total Maximum Risk**		
	9-year	**30-year**	**70-year**
Scaled Stationary Sources	6	6	6
Modeled Mobile Sources	44	62	88
Total Risk	**50**	**68**	**94**
Significance Threshold	*100*	*100*	*100*
Exceed Threshold?	**No**	**No**	**No**

Source: ECORP Consulting 2022, see attachment B

As shown in **Table 3**, future residents of the Project would not experience a significant amount of cumulative cancer risk from local stationary and mobile sources.

In addition to cancer risk, the significance thresholds for TAC exposure requires an evaluation of noncancer risk stated in terms of a hazard index

(HI) and incremental $PM_{2.5}$ concentration. Non-cancer chronic impacts are calculated by dividing the annual average concentration by the chronic reference exposure level (REL) for that substance. The REL is defined as the concentration at which no adverse non-cancer health effects are anticipated. The potential for acute non-cancer hazards is evaluated by comparing the maximum short-term exposure level to an acute REL. RELs are designed to protect sensitive individuals in the population. The maximum non-cancer risk at Project vicinity receptors is provided in **Table 4**.

Table 4

Maximum Non-Cancer Risk Summary

Maximum Exposure Scenario	**Non-Cancer Risk**	
	Chronic HI	**$PM_{2.5}$ (ug/m^3)**
Scaled Stationary Sources	0.04	0.06
Modeled Mobile Sources	0.03	0.54
Total Risk	**0.07**	**0.6**
Significance Threshold	*10*	*0.8*
Exceed Threshold?	**No**	**No**

Source: ECORP Consulting 2022, see attachment B

A chronic HI of 10.0 is considered individually significant. The HI is calculated by dividing the chronic exposure by the REL. The highest maximum chronic HIs for residents and workers in the Proposed Project vicinity as a result of operations emission exposure is shown in **Table 4**. As shown, non-cancer risks do not exceed the applicable threshold.

Summary

The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to possible air quality impacts. Implementation of these standard will reduce any impact to less than significant.

Standard Conditions Required:

AIR-1: <u>Dust Controls – Construction Related</u>
The project applicant shall implement all of the following applicable dust control measures during construction of the project:

a) Water all exposed surfaces of 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 feasible. 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) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d) Limit vehicle speeds on unpaved roads to 15 miles per hour. e) All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. f) All trucks and equipment, including tires, shall be washed off prior to leaving the site. g) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. **AIR-2: <u>Criteria Air Pollutant Controls - Construction Related</u>** <u>Requirement</u>: The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable: a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations"). c) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if

		feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met. **AIR-3: <u>Exposure to Air Pollution (Toxic Air Contaminants)</u>** The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: • Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual for the HVAC system and filter including the maintenance and replacement schedule for the filter. **Source Documentation:** Attachments D-E
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The Coastal Zone Management Program (CZMP) is authorized by the Coastal Zone Management Act (CZMA). Projects that can affect a coastal zone must be carried out in a manner consistent with the state CZMP under Section 307(c) and (d) of the CZMA. The Project does not require state review under the CZMA as the City of Oakland is not within the California Coastal Commission's jurisdiction. Further, the Project Site, which is located approximately 1,600 feet north of the San Leandro Bay is outside of the San Francisco Bay Conservation and Development Commission's jurisdiction, which is limited to

		managed wetlands, a shoreline band of land extending 100 feet inland from the shoreline of San Francisco Bay, the bay itself, and salt ponds. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation:** Figures 1-2, Attachment F, and San Francisco Bay Conservation and Development Commission. n.d. Accessed November 3, 2022 https://bcdc.ca.gov/bcdc-jurisdiction-authority.html.
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☐ No ☒	HUD policies state that all property proposed for use in HUD programs shall be free of hazardous materials, contamination, toxic chemicals and gases, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended use of the property. Further, an environmental review of residential properties shall include an evaluation of previous uses of the site and other evidence of contamination on or near the site, to ensure that future residents of a proposed site are not adversely affected by the hazards. HUD guidance states that particular attention should be given to any proposed site on or in the general vicinity of dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous materials/wastes. In the State of California, Section 65962.5 of the Government Code requires that the California Department of Toxic Substances Control (DTSC), the California Department of Public Health (CDPH), and the State Water Resources Control Board (SWRCB) compile lists of all hazardous waste facilities subject to corrective action, sites included in the Abandoned Site Assessment Program, drinking water wells that contain detectable levels of organic contaminants, underground storage tanks with unauthorized releases, and solid waste disposal sites with a migration of hazardous materials. Locations of potential toxic substances and contamination in California are identified by the DTSC and the SWRCB. While the DTSC does not identify the Project Site as a hazardous materials cleanup site, the DTSC's EnviroStor database identifies two hazardous material cleanup sites within 1,000 feet of the Project Site. The closest cleanup site is located near the intersection of Coliseum Way and 46th Avenue (approximately 560 feet to the northwest) and is part of the Voluntary Cleanup Program. This active site has a DTSC-approved Removal Action Implementation Plan. The other cleanup site is located at the intersection of San Leandro Street and 49th Avenue, has been a certified operation and maintenance site since 2008, and is approximately 1,000 feet northeast from the Project Site. Because the Project would not involve significant ground disturbance that could encounter any potential underlying contamination resulting from these two sites, the health and safety of the Project residents would

		not be adversely affected by existing hazards associated with these underlying conditions. The SWRCB's GeoTracker database identifies seven open cleanup program sites, one leaking underground storage tank (LUST) cleanup site, and four completed cleanup sites within 1,000 feet of the Project Site. The open cleanup program sites consist of two open site assessment sites, an open remediation site with an approved remediation plan, two completed remediation sites, and two inactive sites. The LUST cleanup site is identified as an open site assessment location. Soil, soil vapor, ground water and indoor air sampling have been completed at the LUST site, and a Feasibility Study/Corrective Action Plan has been requested. The four remaining cleanup sites have been listed as "case closed" with the SWRCB. Additionally, a Phase I Environmental Site Assessment (Phase I ESA) was completed for this Project by AEI Consultants, on January 14, 2022. The Phase I ESA does not identify the presence of any recognized environmental conditions (RECs) (i.e., the presence or likely presence of hazardous substances in, on, or at the Project Site); a controlled REC (i.e., a release of hazardous substances or petroleum products); or a historical REC (i.e., a past release of any hazardous substances or petroleum products). The Phase I ESA identifies two "other environmental concerns," which warrant discussion but are not considered RECs. These environmental concerns are asbestos-containing materials (ACM) and lead-based paint. As such, the Phase I ESA recommended that lead based paint and ACM sampling be completed at the Project Site and an operations and maintenance plan be developed for the rehabilitation activities proposed by the Project. To address the recommendations relating to ACM and lead-based paint included in the Phase I ESA, two ACM surveys and one lead paint sampling at the Project Site were conducted. The initial Asbestos Survey and Lead Paint Sampling report found no presence of ACM or lead based paint (LBP) on any materials or locations sampled during the inspection. However, a supplementary asbestos survey conducted on areas not previously sampled during the initial evaluation found two types of ACMs, including 9x9 vinyl floor tiles and a tar roof patch, which would require abatement prior to the commencement of any rehabilitation activities. All disturbance, abatement, or demolition of ACMs would require compliance with the USEPA National Emission Standards for Hazardous Air Pollutants (NESHAP), and California Division of Occupational Safety and Health (Cal/OSHA) regulations regarding asbestos in construction (pp. 1-3 of supplemental Asbestos Survey). Per a memorandum provided by Brunelle and Clark, LLC, the consultant that conducted the lead-based paint survey, because all sampled building component types were found to be negative for lead or contained only trace amounts of lead content, lead-based paint was not identified at the Project Site and an operations and maintenance plan for the Project related to lead-based paint is not required. *Summary*

		The Phase I ESA did not identify any RECs that could be exacerbated by the limited proposed ground disturbance proposed by the Project. However, ACM were identified on the Project Site, which would require abatement prior to the commencement of any rehabilitation activities. The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval. Application of these standards would ensure that new residences would not be exposed to hazards and the project would have a less than significant impact with respect to hazards. *Standard Conditions Required:* **TOXICS-1 <u>Hazardous Materials Related to Construction</u>** The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; 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; e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

		TOXICS -2: <u>Hazardous Building Materials and Site Contamination</u> The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated with hazardous materials. The project applicant shall implement the approved Plan. **TOXICS-3: <u>Asbestos in Structures</u>** The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request. **Source Documentation:** Attachment G-I and California Department of Toxic Substances Control. n.d. EnviroStor. Summary pages of hazardous material cleanup sites near 4801 Coliseum Way, Oakland, CA 94601. Accessed September 29, 2022. http://www.envirostor.dtsc.ca.gov/public/. State Water Resources Control Board. n.d. GeoTracker. Summary pages of cleanup sites near 4801 Coliseum Way, Oakland, CA 94601. Accessed September 29, 2022 and October 3, 2022. https://geotracker.waterboards.ca.gov/.
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☐ No ☒	According to HUD Guidance, an Environmental Assessment must "consider potential impacts of a HUD-assisted project to endangered and threatened species and critical habitats." Further, the review must "evaluate potential impacts not only to any listed but also to any proposed endangered or threatened species and critical habitats." HUD states that "A No Effect determination can be made if the Project has no potential to have any effect on any listed species or designated critical habitats." This finding is appropriate if the Project has no potential to affect any species or habitats or if there are no federally-listed species or designated critical habitats in the action area. The USFWS identifies animal species, including the salt marsh harvest mouse (endangered), California Clapper Rail (endangered), California least tern (endangered), western snowy plover (threatened), Alameda whipsnake (threatened), California red-legged frog (threatened), California tiger salamander (threatened), delta smelt (threatened), tidewater goby (endangered), monarch butterfly (candidate),vernal pool fairy shrimp (threatened), and California seablite (endangered); and plant species, including the pallid manzanita (threatened), presidio clarkia (endangered), and robust spineflower (endangered), as

		endangered, threatened, or candidate species that could be found in the vicinity of the Project Site. The amphibians, fish, crustaceans, birds, and plants listed above require significant vegetation cover, marshlands, chaparral environments or sources of water (at least seasonally in the case of crustaceans) for their habitat. The USFWS Critical Habitat for Threatened & Endangered Species online mapper shows the closest critical habitat to be approximately 4.68 miles northeast of the Project Site. Project-related grading and construction activities would take place on a site within an urbanized area that has been previously disturbed, is predominantly covered by impervious surfaces and structures, and is surrounded by existing industrial and commercial buildings, as well as I-880 immediately adjacent to the west. Mature palm trees and other small shrubs are located throughout the Project Site and are expected to remain with implementation of the Project. In addition, a small fountain is located onsite However, this vegetation and small water source isn't significant to provide habitat for any special status species. The Proposed Project would not result in the loss of habitat utilized by any of the endangered, threatened, or candidate species identified above or impact critical habitat. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source:** Figures 1-7, Attachment J
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	According to HUD Guidance for Explosive and Flammable Facilities, project sites located too close to facilities handling, storing, or processing conventional fuels, hazardous gases or chemicals of an explosive or flammable nature may expose occupants or end-users of a project to the risk of injury in the event of an explosion. To address this risk, regulations under 24 CFR Part 51C require HUD-assisted projects to be separated from these facilities by a distance that is based on the contents and volume of the aboveground storage tank, or to implement mitigation measures. The Project Site is located within a commercialized and industrialized portion of south-central Oakland. There are no identified aboveground storage tanks or other facilities, or operations known to contain explosive or flammable materials immediately adjacent to the Project Site, and the Project would not be located in close proximity to any explosive or thermal source hazards. However, there is a propane filling station with two 1,000-gallon stationary aboveground propane tanks on the station grounds

		approximately 420 feet north of the Project Site. The propane tanks are cylindrical and horizontal to the ground with the ends facing northwest and southeast. The tanks, which are approximately 16 feet in length and 41 inches in diameter, are placed side-by-side. Existing industrial yards and a commercial building separate the Project Site from the aboveground propane tanks. According to HUD Fact Sheet H2: Determining Which Tanks to Evaluate for Acceptable Separation Distances, when there are multiple stationary aboveground storage tanks within the 1-mile search distance from a proposed site, and the tanks are not excluded from coverage based on exceptions listed in the regulation at 24 CFR 51C or HUD guidance, an Acceptable Separation Distance (ASD) calculation is required. The ASD is the distance between the aboveground stationary containerized hazards of an explosive or fire prone nature and a HUD assisted project location. Calculation of the ASD is the first step to assess site suitability for proposed HUD-assisted projects near stationary hazards. When there is a facility with stationary aboveground storage containers and diked volumes of the same size, the ASD needs to be calculated for the container or diked volume closest to a proposed HUD-assisted project site. Using HUD's ASD electronic assessment tool, the acceptable separation distance from the 1,000-gallon propane tanks for blast over pressure is 219.03 feet, the acceptable separation distance for thermal radiation for people is 276.57 feet, and the acceptable separation distance for thermal radiation for buildings is 50.28 feet. At approximately 420 feet from the aboveground propane tanks, the Project Site is well outside the minimum acceptable separation distance. Additionally, an aboveground liquid tank, approximately 13,000 gallons in size, is located at the Bee Green Recycling and Building Supply facility, located immediately north of the intersection of Coliseum Way and Julie Ann Way. The tank is located approximately 2,550 feet southeast of the Project Site. Using HUD's ASD electronic assessment tool, the acceptable separation distance for thermal radiation for people is 805.14 feet, and the acceptable separation distance for thermal radiation for buildings is 164.58 feet. At approximately 2,550 feet from the aboveground tank, the Project Site is well outside the minimum acceptable separation distance. Additionally, the Phase I ESA prepared for the Project states that there are no oil and gas wells identified within 500 feet of the Project Site. The Phase I ESA identified a natural gas pipeline, operated by Pacific Gas and Electric (PG&E), located underground within Coliseum Way. However, this underground natural gas transmission pipeline is not subject to the 24 CFR Part 51 Subpart C requirements despite the fact that it conveys a gas. Finally, the Phase I ESA queried state and local health departments including the Alameda County Department of Environmental Health (ACDEH) and the California Environmental Protection Agency, neither of which had any records on file for hazardous or explosive substances

		on the Project Site. Further, ACDEH has oversight responsibilities over aboveground petroleum storage facilities within the City of Oakland. Specifically, the ACDEH implements the Aboveground Petroleum Storage Act, which was created to protect public health and the environment from potential contamination or harmful effects associated with unintentional releases from aboveground storage of petroleum-based hazardous materials and wastes. This includes all tanks or containers with storage capacities of 55 gallons or greater in an underground area (i.e., a basement or cellar) or tanks with storage capacity of 1,320 gallons or more in aboveground areas. ACDEH requires annual permits for these storage facilities, thus providing oversight and ensuring safe operation of storage tanks in the City of Oakland. Given the distance between the above-mentioned tanks from the Project Site (greater than HUD's minimum acceptable separation distance thresholds) and given the safety and oversight of storage tanks provided by ACDEH, future residents would not be impacted by explosive and flammable hazards. While the analysis above demonstrates that there are aboveground storage tanks within a 1-mile radius of the Project Site, the separation distance of these aboveground storage tanks from the Project Site is considered acceptable per HUD requirements. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation:** Figure 2, Attachment G, Attachment K, and Alameda County Department of Environmental Health. 2022. Aboveground Petroleum Storage Act (APSA) Program. Accessed November 15, 2022. https://deh.acgov.org/hazmat/apsa.page?. U.S. Department of Housing and Urban Development. 2022. *Acceptable Separation Distance (ASD) Electronic Assessment Tool*.. https://www.hudexchange.info/programs/environmental-review/asd-calculator/.
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	Federal projects are subject to the Farmland Protection Policy Act requirements if they may irreversibly convert farmland to a nonagricultural use. The Proposed Project would involve the conversion of an existing motel property into an affordable housing complex for households experiencing homelessness. The Project Site has been classified by the California Department of Conservation as Urban and Built-Up Land. The nearest land classified by the California Department of Conservation as Prime Farmland and Unique Farmland is located 6.73 miles northeast of the Project Site. Additionally, agricultural land uses are not permitted within the Project Site's CIX-2 zoning designation. The Project would not result in physical impacts beyond the boundaries of the Project Site and would not impact any prime farmland, unique farmland, or farmland of local

		importance. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation:** Figure 1, 2, 7, Attachment L and Google Inc. 2022. Google Maps. Distance from 4801 Coliseum Way, Oakland, CA 94601 to nearest Prime Farmland and Unique Farmland. Accessed October 24, 2022. www.google.com/maps.
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	As stated above, the Project Site is within a Zone X designated area and is not within an SFHA. Additionally, HUD regulations at 24 CFR 55.20 require compliance with the HUD 8-Step Process for development within a floodplain if a project is deemed a critical action as defined in 24 CFR 55.2(b)(3). Critical actions are those activities for which even a slight chance of flooding would be too great because flooding may result in loss of life, injury, or damage to property. A Project would be considered a "critical action" if it created, maintained, or extended the useful life of structures or facilities that produce, use, or store hazardous materials; provide essential and irreplaceable records or emergency services; or likely contained occupants with limited mobility (i.e., hospitals, nursing homes, or retirement service facilities). As the Project is not considered a "critical action" under this definition, and because existing drainage areas reduce flood risks in the Project Area to minimal levels, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source:** Attachment C
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☐ No ☒	The National Historic Preservation Act (NHPA) directs each federal agency, and those tribal, state, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. As part of required compliance with Section 106 of the NHPA, Michael Baker International prepared a Historic Property Identification and Evaluation Memorandum, which details the records and literature searches conducted for the Project, Native American consultation process, field survey, and archaeological sensitivity assessment to determine whether the project could result in adverse effects to historic properties. The following summary is based on the analysis provided in the above-mentioned memorandum and includes a summary of the correspondence with tribes and the California Office of Historic Preservation (OHP).

		Background Research On July 6, 2022, Michael Baker conducted a records search at the Northwest Information Center (NWIC) of the Area of Potential Effect (APE), which was defined as the full geographic extent of the Project Site (APN 034-2295-016-05). In addition, a search was done for records within a one-quarter-mile radius of the APE. The NWIC, as part of the California Historical Resources Information System, Sonoma State University, Rohnert Park, California, an affiliate of the California OHP, is the official state repository of cultural resources records and reports for Alameda County. While the search identified no cultural resources within the APE, 15 cultural resources were identified within the one-quarter-mile search radius of the APE and include buildings, structures, and one historic-period archaeological site. Further, 35 cultural resources studies have been completed within the one-quarter-mile search radius, 23 of which have been previously completed within the APE. Additionally, Michael Baker reviewed information provided by the City of Oakland regarding resources adjacent to the APE. The residence to the north of the Project Site at 4731 Coliseum Way has an estimated date of "1900s" and is "extremely old and rare for the area" according to Betty Marvin, Historic Preservation Planner at the City of Oakland (2022). The property has been assigned a preliminary Oakland Cultural Heritage Survey (OCHS) rating of C3, which, according to the City's historical and architectural rating system, indicates that the property is a "superior or visually important example, or very early (pre- 1906)" example, that possesses "secondary importance" warranting limited recognition, as identified by the "C" rating, and that it is not in a historic district, as denoted by the "3" rating (City of Oakland 2022). The C rating also makes it a Potentially Designated Historic Property (PDHP). According to the City of Oakland's website, any property that has at least a contingency rating of C ("secondary importance") or contributes or potentially contributes to a primary or secondary district, warrants consideration for possible preservation. If the property is not already designated and it meets these minimum significance thresholds, it is categorized as a PDHP. Additionally, 4731 Coliseum Way was identified in the Built Environment Resource Director (BERD) Alameda County with a 6Y status code: determined ineligible for the National Register of Historic Places (NRHP) by the OHP. Therefore, the resource is not a historic property as defined by 36 CFR 800. Ms. Marvin also confirmed that the buildings addressed as 717 and 733 50th Avenue are located on one parcel (034-2293-009-02). The building addressed as 733 50th Avenue is located at the south end of the parcel and is a monitor-roofed PG&E Compressor House built in 1926 by the Austin Company of California. The building has a C rating, which makes it a PDHP. Additionally, 717 and 733 50th Avenue was identified in the BERD with a 6Y status code: determined ineligible for the NRHP by the OHP and 7R (identified in a reconnaissance level survey, but not evaluated). Therefore, the resource is not a historic property as defined by 36 CFR 800. *Archaeological Sensitivity Analysis*

		Sensitivity for cultural resources consisting of archaeological sites is considered low to moderate based upon the known cultural resources in the vicinity of the Project Site, the depth of previous disturbance in the APE, and various natural factors. The amount of urbanized land surrounding the Project Site indicates a high degree of disturbance within the APE and its surrounding areas. This disturbance decreases the sensitivity for significant prehistoric archaeological sites. Sensitivity for buried prehistoric archaeological sites is low. The NWIC records search results and the field survey identified no cultural resources within the APE. However, one historic-period archaeological site (CA-ALA-000643H) was identified within a quarter-mile to the southwest of the APE. Archaeological excavation at this site documented the presence of artifact-filled pits and privies, and industrial features dating between the 1880s to 1940s. As stated above, the APE is located within a heavily developed industrial area. It was first developed into several industrial buildings during the late 1940s and early 1950s. The 1952 Sanborn map shows several industrial buildings within the APE associated with a roofing material business, including a warehouse, stage building, and office building. The two existing motel buildings for the Rancho del Rey Motel were constructed within the APE by 1955. Since then, the APE has been subject to some improvements such as landscaping and parking lot construction. The APE has moderate sensitivity for buried significant or potentially significant historic-period archaeology sites as a result of historical and modern development. *Native American Consultation* On July 6, 2022, Michael Baker International sent a letter via email describing the project to the Native American Heritage Commission (NAHC) in Sacramento, asking the commission to review its Sacred Lands File for any Native American cultural resources that might be affected by the project. Also requested were the names of Native Americans and tribes who might have information or concerns about the APE. On July 29, 2022, the NAHC responded via email stating that a search of the Sacred Lands File provided negative results. The NAHC also provided the names of Native American tribes to contact for further information. Per HUD guidelines, consultation invitations were sent via email on September 19, 2022, by Michael Baker International staff on behalf of the City of Oakland to tribes identified in the NAHC lists. Tribal contacts were directed to reach out to Betty Marvin, Historic Preservation Planner, City of Oakland for further Section 106 consultation. On October 14, 2022, Michael Baker International staff sent out follow-up consultation invitations via email. No response has been received to-date. One tribe responded via e-mail on September 26, 2022 that the tribe "has no further information to supply about the proposed site for this plan" and that "the tribe wishes to be contacted if there are any findings." Tribal correspondence is documented in Attachment 3 of the above-referenced Historic Property Identification and Evaluation Memorandum.

		National Register and California Register Evaluation The Historic Property Identification and Evaluation Memorandum also includes an evaluation of the existing motel structure (originally known as the Rancho del Rey Motel) located on the Project Site based on NRHP and California Register of Historic Resources (CRHR) eligibility criteria. The NRHP eligibility criteria for evaluating the significance of resources within the APE is outlined in 36 Code of Federal Regulations (CFR) Section 60.4 as follows: - Criterion A. Association with "events that have made a significant contribution to the broad patterns of our history. - Criterion B. Association with "the lives of persons significant in our past." - Criterion C. Resources "that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction." - Criterion D. Resources "that have yielded, or may be likely to yield, information important to history or prehistory." The eligibility criteria for listing in the CRHR are based upon the NRHP criteria. To be eligible for listing, a property must be at least 50 years of age. Listing in the CRHR also requires that a resource possess significance at the local, state, or national level, under one or more of the following criteria: - Criterion 1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. - Criterion 2. It is associated with the lives of persons important in our past. - Criterion 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value. - Criterion 4. It has yielded, or may yield, information important in history or prehistory. In addition to meeting a significance criterion, a property must also have integrity, or the ability to convey its significance before being recommended as eligible for listing in the NRHP/CRHR under the above criteria. The full evaluation based on each criterion is provided in the Historic Property Identification and Evaluation Memorandum prepared for this Project. In short, the former Rancho del Rey Motel at 4801 Coliseum Way (formerly 4801 Clement Street) lacks sufficient significance to meet any of the criteria for listing in the NRHP and CRHR. To be eligible for listing in either register, a resource must first meet one or more of the significance criteria outlined above before a

		determination can be made as to whether the resource retains its historic character and is able to convey its significance. In the specific case of the property at 4801 Coliseum Way, an integrity analysis was considered immaterial because the evaluation found that the property lacked the necessary significance to warrant further analysis of its physical and historic integrity. Consequently, the analysis determined that the former Rancho del Rey Motel is not a historic property for the purposes of Section 106 of the NHPA per 36 CFR § 60.4, nor is it a historical resource for the purposes of the California Environmental Quality Act (CEQA) as defined under Public Resources Code Section 5024.1 and California Code of Regulations, Title 14, Section 15064.5(a). The City of Oakland's online Planning and Zoning database indicates that the subject property is not a Local Landmark, Heritage Property, Designated Historic Property, Potentially Designated Historic Property, or a contributor to a Local Historic District. Therefore, the technical memorandum prepared for the Project recommends an OHP Status Code of 6Z, "ineligible for NRHP, CRHR or Local designation through survey evaluation." In summary, based on the findings presented above, the City has determined that a finding of "no historic properties affected" is appropriate for the Project. *SHPO Consultation* The City of Oakland transmitted a letter (dated October 25, 2022) to the California OHP State Historic Preservation Officer (SHPO) that summarized the findings presented above. The SHPO responded to the City in an e-mail dated November 28, 2022, recognizing that the SHPO did not respond to the City's request for consultation within 30 days and that the SHPO is "comfortable with the City proceeding based on 36 CFR Part 800.3(c)(4)." This regulation states that if the SHPO fails to respond within 30 days of receipt of a request for review of a finding or determination, "the agency official may either proceed to the next step in the process based on the finding or determination or consult with the Council in lieu of the SHPO/THPO." As such, per HUD guidance, the City as Lead Agency has documented the lack of SHPO's response as part of the record and no further analysis or compliance steps are necessary. *Summary* Based on the records search, literature review, archival research, and SHPO consultation, the Proposed Project (the undertaking) would not result in an adverse effect on historic resources. Therefore, the Project is in compliance with NHPA Section 106. There are no formal compliance steps required and no further mitigation is necessary. The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to construction projects with the potential for accidental discovery of archaeological and paleontological resources during ground-disturbing construction activities, and to the accidental discovery of human remains during ground-disturbing construction activities.

		Standard Conditions Required **CULT-1: <u>Archaeological and Paleontological Resources – Discovery During Construction</u>** Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration 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, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant. **CULT-2: <u>Human Remains – Discovery During Construction</u>**

		Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event 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 California Health and Safety Code. 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 and at the expense of the project applicant. **Source Documentation:** Attachment M Cultural Resources Identification and Evaluation Memorandum for the Inn by the Coliseum Project, City of Oakland, Alameda County, California. Betty Marvin, Historic Preservation Planner. October 25, 2022. Letter to Shannon Pries, Office of Historic Preservation, Local Government and Environmental Compliance Unit. Lauchner Pries, Shannon, Historian II, Local Government and Environmental Compliance Unit, California Office of Historic Preservation, Email November 28, 2022.
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☐ No ☒	HUD environmental noise regulations are set forth in 24CFR Part 51B (Code of Federal Regulations). The following exterior noise standards for new housing construction would be applicable to this project: • • 65 dBA DNL or less – acceptable. • • Exceeding 65 dBA DNL but not exceeding 75 dBA DNL – normally unacceptable (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA DNL to 70 dBA DNL zone; 10 decibels additional attenuation in the 70 dBA DNL to 75 dBA DNL zone). • • Exceeding 75 dBA DNL – unacceptable.

		The following analysis summarizes the NEPA Noise Assessment prepared for the Proposed Project by Illingworth and Rodkin, Inc in July 2022. ***Existing Noise Environment*** The Project Site is bordered by industrial uses to the northwest and southeast. A mix of industrial and commercial land uses exist to the northeast across Coliseum Way. I-880 runs along the southwestern boundary of the Project Site and is mostly obscured by the existing western motel building, as well as from a 10-foot sound wall. An approximately three-foot gap between the western motel building and the sound wall allows for some I-880 traffic noise to permeate the Project Site. The railroad tracks are located approximately 700 feet northeast of the Project Site, and associated train horns are occasionally audible at the Project Site. I-880 traffic is the primary source of noise affecting the Project Site, with local traffic along Coliseum Way also contributing to the noise environment at the Project Site. No industrial noise sources are audible over the traffic noise. A noise survey was conducted on two different days in summer 2022 and consisted of two long-term (LT-1 and LT-2) and four short-term (ST-1 through ST-4) noise measurements. These noise monitoring locations are displayed in Figure 1 of the Noise Study prepared for the Project. The LT-1 noise measurement was conducted approximately 35 feet of the centerline of Coliseum Way adjacent to the eastern motel building's façade along Coliseum Way. Hourly average noise levels at LT-1 ranged from 66 to 71 dBA L_{eq} during daytime hours (7:00 AM to 10:00 PM) and from 59 to 69 dBA L_{eq} during nighttime hours (10:00 PM to 7:00 AM). The day-night average noise level was 72 dBA DNL. The LT-2 noise measurement was conducted approximately 130 feet of the centerline of I-880 adjacent to the northwestern corner of the Project Site closest to I-880. Hourly average noise levels at LT-2 ranged from 72 to 77 dBA L_{eq} during daytime hours (7:00 AM to 10:00 PM) and from 69 to 77 dBA L_{eq} during nighttime hours (10:00 PM to 7:00 AM). The day-night average noise level was 81 dBA DNL. All short-term (ST) noise measurements were conducted to document typical noise levels at the Project Site. The ST-1 noise measurement was conducted between 10:10 AM and 10:20 AM at the rear of the western motel building. This location is approximately 100 feet from the centerline of I-880, with direct line-of-sight to the freeway traffic. I-880 traffic typically produced noise levels ranging from 74 to 85 dBA. The 10-minute L_{eq} measured at ST-1 was 79 dBA. As shown in Figure 1 of the Noise Study prepared for this Project, the ST-1 measurement location is outside of the Project Site on the west side of the western motel building. This location would not be accessible by people residing on the Project Site and, therefore, future residents of the Project Site would not be exposed to the noise levels measured at this location.

		ST-2 was conducted between 10:20 AM and 10:30 AM at the center of the existing outdoor sitting area in the northwestern corner of the Project Site. This location is approximately 125 feet from the centerline of I-880, with a 10-foot-tall sound wall shielding much of the freeway traffic. I-880 traffic typically produced noise levels ranging from 67 to 78 dBA. The 10-minute L_{eq} measured at ST-2 was 71 dBA. ST-3 was conducted between 10:30 AM and 10:40 AM at the northeastern side of the existing western motel building. The noise measurement was conducted on the second-floor walkway of the building, approximately 135 feet from the centerline of the freeway and shielded from I-880 traffic noise by the building itself. I-880 traffic typically produced noise levels ranging from 63 to 68 dBA, while a train horn briefly produced noise levels ranging from 73 to 75 dBA. The 10-minute L_{eq} measured at ST-3 was 65 dBA. ST-4 was conducted between 10:40 AM and 10:50 AM along the southwestern façade of the existing eastern motel building. The noise measurement was conducted on the second-floor walkway of the building, approximately 240 feet from the centerline of the freeway and partially shielded from I-880 traffic noise by the existing western motel building and sound wall. I-880 traffic typically produced noise levels ranging from 67 to 76 dBA. The 10-minute L_{eq} measured at ST-4 was 70 dBA. In addition to collecting long-term and short-term noise data, the HUD DNL Calculator and HUD Barrier Performance Module were used to estimate the existing noise exposure at the Project Site (Appendix 1 and Appendix 2 of the NEPA Noise Assessment). I-880 traffic volumes from the California Department of Transportation (Caltrans) Traffic Census Program and the Coliseum Way traffic volumes from the City of Oakland GIS were utilized for this noise study. U.S. Department of Transportation (USDOT) Crossing Inventory data, Federal Transit Administration (FTA) data, as well as daily passenger train schedules, were utilized to determine the number of trains and inputs to the HUD DNL calculator. The HUD DNL calculator results assumed 12 daily passenger trains and 12 daily freight trains. Based on the results of the HUD modeling, the existing worst-case noise exposure is 82 dBA DNL along the southwestern façade of the existing western motel building. This number accounts for the shielding of the location from Coliseum Way and railroad noise by the existing eastern motel building. The western elevation of the western motel building does not have any windows or doors facing the freeway. As stated above, this location would not be accessible by Project residents as the southwestern façade of the western motel building as the building represents the western boundary of the Project Site. The eastern elevation of this building is more shielded as it faces away from I-880, with windows and doors oriented toward the parking lot and Coliseum Way. HUD modeling calculated the existing noise exposure at this location to be 70 dBA DNL. These calculated noise levels were consistent with the on-site noise levels measured during the noise monitoring survey. HUD modeling shows that the existing noise

		exposure at the southwestern elevation of the existing eastern motel building is 73 dBA DNL. The northeastern elevation of the eastern motel building, which does have windows and doors, faces away from I-880 and toward Coliseum Way. HUD modeling calculated the existing noise exposure at this location to be 72 dBA DNL. These calculated noise levels were also consistent with the on-site noise levels measured during the noise monitoring survey. As stated above, the maximum noise levels observed on the Project Site would fall within HUD's unacceptable" noise zone, which is defined as 75 dBA or greater. ***Future Exterior Noise Environment*** Pursuant to the HUD Guidelines, the noise exposure at least 10 years in the future must be considered in addition to the existing noise exposure. Under future conditions, I-880 traffic is expected to continue to be the dominant noise source at the Project Site. A substantial increase in rail activity is not expected along with general growth throughout the City and surrounding region. A one-percent increase in vehicle traffic each year was assumed in estimating future traffic volumes. Based on future traffic volume estimates, the future noise environment on the Project Site is expected to increase 1 dBA DNL or less throughout the Project Site. According to the HUD modeling, the future worst-case noise exposure level would be 82 dBA DNL at the rear of the western motel building (the western elevation). The future noise exposure level would remain at 82 dBA DNL at the western elevation of the existing western motel building. As stated above, the rear of the western motel building would not be accessible by Project residents. The future noise exposure level at the eastern elevation of this building, the side of the building with doors, windows, and walkways, would remain at 70 dBA DNL. The future noise exposure at the southwestern and northeastern elevations of the eastern motel building would remain at 73 dBA DNL and 72 dBA DNL, respectively. The future noise exposure level at the existing outdoor use area in the northwestern corner of the Project Site would increase from 75 to 76 dBA DNL. The predicted future exterior noise level at the existing outdoor sitting area would be in HUD's "unacceptable" range of greater than 75 dBA DNL.HUD Regulations 24 CFR 51.104(b)(2) states that the requirement for an Environmental Impact Statement (EIS) for projects proposed in "unacceptable' noise zones applies to all projects requiring environmental review under 24 CFR Parts 50 and 58. HUD regulations state that this EIS requirement can be waived if 1) Noise is the only environmental issue and 2) there are no outdoor noise-sensitive uses proposed as part of the Project (such as patios, picnic areas, balconies, etc.). Considering that the Project would not include any outdoor noise sensitive uses, like outdoor seating areas, balconies and patios, and because noise is the only environmental issue identified within this Environmental Assessment, the Project is eligible for this exemption, which is included as Attachment O. ***Future Interior Noise Environment***

		Measurements were taken of the existing wall, window, and door dimensions at the site for the purpose of calculating noise transmission loss of the existing building elevations. It is assumed that the existing buildings were built with standard construction materials. Transmission loss calculations show that the existing structures provide 40 dBA of outdoor to indoor noise reduction for the sides of the existing buildings that do not have windows or doors, and 29 dBA of outdoor to indoor noise reduction for the sides of the existing buildings that do have windows and doors. Interior noise levels in the western motel building would be between 41 and 42 dBA DNL. Interior noise levels in the eastern motel building would be between 32 and 44 dBA DNL. Interior noise levels in both buildings would be below the 45 dBA DNL threshold when doors and windows are closed. The Project would involve replacement of existing Heating, Ventilation, and Air Conditioning (HVAC) systems within the motel buildings with new, efficient HVAC units within each residential unit. As such, windows and doors can be kept closed at the occupant's discretion to control indoor noise intrusion. Therefore, the existing building materials provide the required attenuation such that future interior noise levels would be maintained below 45 dBA DNL, meeting HUD's interior noise criterion. As such, no additional noise abatement is required. Therefore, because the Project would provide noise attenuation features through the rehabilitation process, and because the interior noise levels on the Project Site would be less than HUD's required 45 dBA threshold for interior noise levels, there are no additional compliance steps or mitigation required. However, given the Project Site's location within an "unacceptable" noise zone, an environmental impact statement waiver is required. *A Noise Waiver is required.* *Mitigation Measure NOI-1: Noise Waiver* Follow all recommendations for interior noise attenuation and use of the Project Site as described in the Noise Waiver (see Attachment O): 1. The Project will not include any outdoor gathering areas or other noise sensitive outdoor uses. 2. The proposed office building will include appropriate sound transmission class (STC) construction to ensure that that the interior noise is 45 dBA or less 3. The applicant will retain an acoustical engineer to perform an interior noise analysis prior to rehabilitation of the studio units to confirm that interior noise is 45 dBa or less. If the analysis concludes that the residential units are subject to interior noise levels in excess of 45dBA, the engineer will provide recommendations to achieve the 45 dBA interior noise level to be implemented during the rehabilitation work. 4. To maintain a habitable interior environment, all units will be mechanically ventilated so that windows and doors can be kept

		closed at the occupant's discretion to control noise intrusion indoors. **Source Documentation: Figures 2-3,** Attachments A, M, and O
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	The Project would involve the conversion of an existing motel property into an affordable housing complex for households experiencing homelessness in the City of Oakland. The Proposed Project is not located within a sole source aquifer area, as shown on the USEPA's online mapping portal. The nearest sole source aquifer is approximately 43.9 miles southwest of the Project Site. Project-related improvements to the Project Site would not result in impacts to this sole source aquifer given the intervening distance. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation:** Attachment P and US Environmental Protection Agency. Sole Source Aquifer Program. Nearest Aquifer near 4801 Coliseum Way, Oakland, CA 94601. Accessed October 26, 2022. https://www.epa.gov/dwssa/map-sole-source-aquifer-locations.
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	Because the Project would involve the construction of a small office building and an expansion of the existing motel's lobby area, the Proposed Project would consist of "new construction," as defined in Executive Order 11990 ("draining, dredging, channelizing, filling, diking, impounding, and related activities and any structures or facilities begun or authorized after the effective date of this Order [May 1977]"). As determined using the USFWS's National Wetlands Inventory, there are no known wetlands within or adjacent to the Project Site. The Project Site is a previously disturbed, relatively flat site located within a commercialized and industrialized environment. There are no drainages, hydrologic features, depressions, or topographical features indicative of potential wetland areas. No wetlands would be impacted in terms of Executive Order 11990's definition of new construction. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation:** Attachment Q

Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The Project Site is not within proximity of a Wild and Scenic River as identified on the Nationwide Rivers Inventory, operated by the National Park Service. The Project would not adversely affect the wild and scenic nature of the river. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation:** Attachment R and Google, Inc. 2022. Google Maps. Distance from the American River to 4801 Coliseum Way, Oakland, CA 94601. Accessed October 27, 2022. www.google.com/maps.
ENVIRONMENTAL JUSTICE		
Compliance Factors:	Are formal compliance steps or mitigation required?	Compliance determinations
Environmental Justice Executive Order 12898	Yes ☐ No ☒	According to the USEPA's EJScreen database, a mapping tool based on nationally consistent data that combines environmental and demographic indicators, the neighborhood surrounding the Project Site (within a one-half mile radius) suffers from adverse environmental conditions related to pollution, ranking in the top 90 percentile in the State of California for proximity to traffic, lead-based paint, and underground storage tanks. Other environmental hazards in the Project area identified by the EJScreen include diesel particulate matter, air toxics, and proximity to hazardous waste, superfund, and other facilities with risk management plans in place. There were no significant adverse environmental impacts identified in any of the other compliance review portions of this Project's total environmental review. Specifically, as discussed in the Clean Air Section, above, future residents of the Project Site would not be exposed to substantial emissions of criteria pollutants and would not experience a significant amount of cumulative cancer risk from local stationary and mobile sources. As discussed under Noise Abatement and Control, noise levels within the renovated motel buildings on the Project Site would be within HUD's acceptable conditions for interior noise levels. Further, as discussed under Contamination and Toxic Substances, the Project would not expose future residents and the surrounding community to hazardous materials. The Project would not expose residents to adverse environmental hazards from the two aboveground propane tanks discussed above, located approximately 420 feet north of the Project Site or the liquid storage tank located approximately 2,550 feet southeast of the Project Site.

		Because the Proposed Project would not result in substantial adverse environmental effects, it would not have the potential to result in disproportionately high adverse effects on minority or low-income populations. Rather, the Project would provide a beneficial contribution to needed housing for persons experiencing homelessness. As such, the Proposed Project would not result in any environmental justice concerns. Therefore, there is no adverse environmental impact that would disproportionately occur on low-income and/or minority communities and the Project is compliant with Executive Order 12898. Therefore, there are no formal compliance steps or mitigation required, and no further analysis is necessary. **Source Documentation**: Attachment S

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.
(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation
(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	**(2)** No impact anticipated	**Conformance with Plans** **City of Oakland General Plan** The Project Site has a City of Oakland General Plan Land Use designation of Business Mix. The Oakland General Plan Land Use and Transportation Element (LUTE) states that the Business Mix classification is intended to create, preserve, and enhance areas of the City that are appropriate for a wide variety of businesses and related commercial and industrial establishments. While residential uses are not specifically envisioned for the Business Mix land use classification in the City's General Plan LUTE, the Project would be consistent with General Plan LUTE Objective N3, which is to encourage the construction, conservation, and enhancement of housing resources in order to meet the current and future housing needs of the Oakland Community, by providing 36 affordable/supportive housing units. Additionally, the Project would be consistent with goals and policies in the City of Oakland's 2015-2023 Housing Element, which promote the development of affordable housing and encourage adaptive reuse of existing industrial and commercial structures. Specifically, Goal 2 states: "Promote the Development of Adequate Housing for Low- and Moderate-Income Households." Further, the Housing Element states: "While

		the City of Oakland has a significant inventory of affordable housing, there are very long waiting lists for these units and most of them do not have supportive services or are not affordable to the current homeless population. There is tremendous unmet need for housing for … unsheltered homeless households or those at risk of being homeless."[5] Therefore, the Project, which would provide housing for individuals experiencing homelessness, as well as on-site supportive services, would help address this identified need. As such, the Project would be consistent with goals and policies outlined in the City's General Plan. **Assembly Bill AB 83** Furthermore, the Project is consistent with State Assembly Bill 83, which allows for the acquisition of hotel/motels/residential care facilities, and retail spaces/office buildings to convert into permanent, interim to permanent, or interim housing for persons experiencing homeless. This program meets the criteria for a Project under this law. **Compatible with Land Use and Zoning** According to the City of Oakland Zoning map, the Project Site is zoned Commercial Industrial Mix - 2 (CIX-2). The City of Oakland Planning Code (Section 17.73.010) states that the CIX-2 zone is intended to create, preserve, and enhance industrial areas that are appropriate for a wide variety of commercial and industrial establishments. Residential land uses are permitted in CIX-2 zones in limited situations, as detailed in Section 17.73.020 of the Oakland Municipal Code. These limitations allow emergency shelters, which are permitted by-right within the portions of Coliseum Way described in Section 17.103.015(A)(8), and subject to the development standards in Section 17.103.015(B). The Project Site is located within the area of Coliseum Way referenced in Section 17.103.015 above, which includes Coliseum Way bounded by San Leandro Street to the north, I-880 to the south, 66th Avenue to the east and High Street to the west. The development standards in Section 17.103.015(B) are related to the length of stay, the size and location of exterior intake areas, licensing compliance requirements, external lighting and safety, and parking. As stated in the Project Location section of this Environmental Assessment, the parcels north and south of the Project Site are also zoned CIX-2, a zoning designation that extends from Independent Road to the south to 42nd Avenue to the north. As such, the Project and its adjacent land uses would be located in an area that permits emergency shelters by right. Therefore, the Project would be consistent with permitted land uses identified in the City's Municipal Code.

[5] City of Oakland, 2014, General Plan Housing Element 2015-2023, page 10.

		Scale and Urban Design As previously stated, the Project would convert an existing motel (two existing buildings) into affordable/supportive housing for those experiencing homelessness. The rehabilitation activities would involve improvements to the unit interiors, as well as exterior improvements, such as painting and sealing the exterior of the motel buildings. Further, the Project would expand the motel's existing office/lobby area located on the northern end of the eastern motel building and would construct a small office building in the southern portion of the Project Site which would include four resident services offices and a unisex bathroom. There are no structural modifications to the motel buildings proposed beyond the lobby expansion identified above. The expansion of the office/lobby area would be on the interior of the Project Site and would be obstructed from view from Coliseum Way by the existing eastern motel building. This expansion would be one story (approximately 12.5 feet high) designed with a similar roof pitch, color, and tile style, and would be coated in stucco painted to match the existing motel building. At a height of 12.5 feet, the expanded lobby area would not represent a substantial increase in the mass and scale of the building, as it would appear consistent with the design and layout of the existing eastern motel building from surrounding land uses and users of Coliseum Way. Similarly, the new one-story office structure in the southern portion of the Project Site would be located on the interior of the Project Site, between two two-story buildings (i.e., the eastern and western motel buildings) and would be bordered to the south by an existing masonry and wood fence. The location and the scale of the proposed office building would result in obstructed views of the structure from neighboring land uses and users of Coliseum Way. Therefore, the Project would not alter the Project Site's appearance in a way that would result in an intrusion of design elements that are out of character or scale with the existing physical environment. As the Project Site is located within an urbanized area with a mix of buildings and parcels of varying uses, including another motel use located 300 feet south of the Project Site, it would not be out of character for the community in which the Project Site is located. Therefore, because the Project would not result in construction of a structure that would create a change in the size, scale, placement, or height in relation to neighboring structures, the Project would not have an impact relating to scale and urban design. **Source Documentation**: Figures 2-7, and

		California Department of Finance. 2022. Report E-5, City/County Population and Housing Estimates January 1, 2010-2022. City of Oakland. 2014. General Plan Housing Element 2015-2023. City of Oakland. 2015. General Plan Land Use Map, May 19, 2015.
Environmental Assessment Factor	Impact Code	Impact Evaluation
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	**(3)** Minor Adverse Impact	**Soil Suitability** According to HUD Guidance, soil suitability is the physical capacity of a soil to support a particular land use. To be suitable for a building, for example, the soil must be capable of adequately supporting its foundation without settling or cracking. As previously stated, the Project would involve conversion and rehabilitation of the existing motel buildings and construction of a one-story resident services office structure. As detailed in the Geotechnical Investigation prepared for the Project by Cornerstone Earth Group , two soil borings were taken in June 2022 at depths of 20 to 45 feet, and three cone penetration tests were advanced to depths of 50 to 100 feet on the Project Site. The results of this Geotechnical Investigation are provided in the following paragraphs. The soil borings executed on the Project Site encountered undocumented fills consisting of medium dense clay sand with gravel and stiff to very stiff lean clay with varying amounts of sand to a depth of 2 to 4 feet. Below the fills, loose to medium dense silty sand was encountered to depths of approximately 5 feet, medium stiff to very stiff lean clay to depths of approximately 12 feet, and interbedded layers of medium dense to dense sands with varying amounts of clay and silt at depths to approximately 30 feet. In the Plasticity Index test performed on a representative soil sample, the Geotechnical Investigation determined that the site has a low to moderate expansion potential. Groundwater was encountered in soil borings taken at the Project Site at a depth of 5 feet below current grades. Given that groundwater was encountered at 5 feet below ground surface, the Geotechnical Investigation determined that a design groundwater depth of 2 feet is appropriate to account for seasonal and regional fluctuation and drainage patterns. The Geotechnical Investigation provides a number of recommendations, including grading recommendations to avoid issues relating to the undocumented fill materials underneath the Project Site. Specifically, these

		recommendations include overexcavating the areas of the proposed office building and the motel structure expansion a minimum of 3 feet beneath existing site grades with all undocumented fills removed from within building areas. The Geotechnical Investigation includes additional recommendations related to backfilling to ensure proper compaction and moisture conditioning. There is no evidence of subsidence or structural failure of the existing structures. **Slope** The Project Site is entirely covered in impervious surfaces or managed landscaping and does not contain any naturally occurring landforms or steep slopes. The Project would not involve alteration of hillsides or steep vegetated slopes and would, therefore, not substantially alter the Project Site. No further compliance steps are required. **Erosion, Drainage, and Stormwater Runoff** There are no watercourses or drainage features on or adjacent to the Project Site that would be impacted by the Proposed Project. A drainage study was prepared for the Project, which analyzes 15-year peak storm flows for the existing and proposed development conditions in order to identify hydrologic impacts of the Proposed Project. The Project Site is divided into two drainage basins, with one located on the northwest side of the parking lot, draining to an existing storm drain inlet on the west side of the parking lot, and the other located on the east side of the parking lot, which drains to a storm drain inlet on the east side of the parking lot. Both of these storm drain inlets drain to existing storm drain infrastructure within Coliseum Way. There is no site run-on of drainage due to existing walls/barriers surrounding the Project Site. The drainage study determined that because the existing Project Site is covered by impervious surfaces and because the Project would not result in an increase in the area of the Project Site that is covered by impervious surfaces, the Project would not alter the existing drainage pattern of the Project Site. As such, the Project would not result in a change of the 15-year peak flow at the final outfall as compared to existing conditions. The improvements associated with this Project would not pose a flood risk to downstream, adjacent, or neighboring properties. While Project-related construction would result in limited ground disturbance associated with construction of the office structure and expansion of the motel office/lobby area, the

		Project would be required to include sediment and pollution control measures during construction. Following construction of the office structure and motel office/lobby expansion, the Project Site would remain entirely covered by impervious surfaces and managed landscaping. As such, during operation, the Project Site would not include any areas of unmanaged vegetation or uncovered/exposed soils that could result in soil erosion following a rain event. Therefore, because the Project would primarily involve interior rehabilitation of existing structures, and because ground disturbance of outdoor areas would be limited in scale and scope, the Project would not result in impacts related to erosion, drainage, or stormwater runoff. *Mitigation Required:* **GEO-1: Implementation of Geotech Report Recommendations** Follow all recommendations laid forth in the Geotechnical Investigation prepared for the Project by Cornerstone Earth Group and dated August 26, 2022 (see Attachment T). The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that apply to erosion, soil suitability and stormwater runoff. *Standard Conditions Required* **SOILS-1: Construction-Related Permit(s)** The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction. **SOILS-2: Soils Report** The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction. **SW-1: Erosion and Sedimentation Control Measures for Construction**

		The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks. **SW-2: <u>Site Design Measures to Reduce Stormwater Runoff</u>** Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate site design measures into the project to reduce the amount of stormwater runoff. These measures may include, but are not limited to, the following: a. Minimize impervious surfaces, especially directly connected impervious surfaces and surface parking areas; b. Utilize permeable paving in place of impervious paving where appropriate; c. Cluster structures; d. Direct roof runoff to vegetated areas; e. Preserve quality open space; and f. Establish vegetated buffer areas. **SW-3: <u>Source Control Measures to Limit Stormwater Pollution</u>** Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate source control measures to limit pollution in stormwater runoff. These measures may include, but are not limited to, the following: a. Stencil storm drain inlets "No Dumping – Drains to Bay;" b. Minimize the use of pesticides and fertilizers; c. Cover outdoor material storage areas, loading docks, repair/maintenance bays and fueling areas; d. Cover trash, food waste, and compactor enclosures; and e. Plumb the following discharges to the sanitary sewer system, subject to City approval: f. Discharges from indoor floor mats, equipment, hood filter, wash racks, and, covered outdoor wash racks for restaurants; g. Dumpster drips from covered trash, food waste, and compactor enclosures; h. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories; i. Swimming pool water, if discharge to on-site vegetated areas is not feasible; and j. Fire sprinkler test water, if discharge to on-site vegetated areas is not feasible.

		Source Documentation: Attachments T and U
Environmental Assessment Factor	Impact Code	Impact Evaluation
Hazards and Nuisances including Site Safety and Noise	**(3)** Minor Adverse Impact	**Hazards and Site Safety** The Project Site is located in an urbanized area and is not exposed to potential natural hazards, including hazardous terrain, volcanoes, steep slopes/landslide areas, fire-prone areas, or strong winds and sandstorms. The Project Site does not include any known poisonous plants, animals, or insects. Contamination and Toxic issues are described above. ***Seismic Hazards*** In general, the San Francisco Bay Area is a seismically active part of California. According to the Geotechnical Investigation prepared for the Project, there are a number of faults located within 15 miles of the Project Site. However, the Project Site is not located within a State-designated Alquist Priolo Earthquake Fault Zone, and no surface expression of fault traces were found to cross the Project Site. As such, fault surface rupture is not a significant geological hazard for the Project. The Project Site is located within a State-designated liquefaction hazard zone. During strong seismic ground shaking, soil softening can occur and ground deformation can lead to settlement within areas with high water tables and sandy soils. The subsurface evaluation performed by the Geotechnical Investigation determined that sandy soil layers are located below the design groundwater depth of 2 feet. As stated above, the Geotechnical Investigation recommends overexcavating the areas of the proposed office structure and the existing eastern motel building expansion a minimum of 3 feet beneath existing site grades with all undocumented fills removed from within building areas. The Geotechnical Investigation includes additional recommendations related to backfilling to ensure proper compaction and moisture conditioning. With these required construction methods, the post-liquefaction settlements would be reduced to less than one-half inch. In short, as with most of California, the Project Site is located within a seismically active area; however, building codes in California are, and have historically been, focused on prioritizing protection of life and property from seismic-related impacts. As such, the Project would not be at a greater risk than other residential or commercial land uses of this kind. Further, the Project would be required to implement the

		recommendations included in the Geotechnical Investigation and the City's Standard Conditions of Approval. **Nuisances** There is no evidence that the Project Site would be affected by gas, smoke, or fumes; odors; vibration; glare from adjacent industrial or commercial uses; vacant buildings; unsightly land uses; front lawn parking; abandoned vehicles; or vermin infestation from the uses surrounding the Project Site despite the commercial/industrial context area. Further, there are no man-made hazards identified on the Project Site, such as unfenced water bodies, mining or landfills, hazardous chemical storage, unfenced highways or railroads, or oil or gas wells. The Project Site is located within an area that is characterized by commercial and industrial land uses; however, as discussed in other sections of this Environmental Assessment , nuisances associated with industrial or commercial land uses such as noise, air quality, and hazardous materials would not impact the future residents of the Project. The Project vicinity does not include pedestrian infrastructure such as sidewalks; however, the Project would include bicycle racks and a shuttle service, which would provide opportunities for residents to travel beyond the immediate Project vicinity to access neighborhood amenities. **Noise** The Project itself would not be a noise-generating facility. Noise generated by Project operations would be similar to existing conditions would be typical of other multi-family residential land uses in the City of Oakland. There are no design characteristics of the Project that would generate substantial noise levels that would be out of character for the area, such as amplified noise or large trucks. Construction of the proposed office structure and expansion of the existing eastern motel building would occur within the parking area and would involve demolition of existing asphalt and concrete surfaces in the parking area and surface grading to prepare the building pads. While such activities would be limited in scope and duration, these construction activities would generate construction-related noise. However, the Project would be occurring within a fully urbanized area, characterized by commercial and industrial land uses, as well as vehicle traffic on I-880, and railroad noise, all of which contribute to elevated ambient noise in the Project area, as described in the Noise Abatement section of this Environmental Assessment. Further, the Project would adhere to the City's noise ordinance (Section 17.120.050 and Table 17.120.04 of the Oakland Municipal Code), which governs

		hours of construction, and maximum allowable noise levels received by surrounding land uses during construction activities. In accordance with these regulations, construction noise would be limited to normal working hours (7:00 a.m. to 7:00 p.m. Monday through Friday, and 9:00 a.m. to 8:00 p.m. on weekends per Table 17.120.04 of the Oakland Municipal Code). The most intensive day of construction would likely occur during demolition of the existing parking area in the southern portion of the Project Site and grading to accommodate the proposed office structure and motel office/lobby expansion. With the limited scope and scale of Project grading and outdoor construction activities, and given the Project Site's location within a fully urbanized area characterized by high ambient noise levels, the most intensive day of Project construction would be well below any threshold of significance related to construction noise impacts. The Project would generate on-site noise through Project operation from sources, such as vehicles, mechanical equipment, and the proposed new office building. Vehicle noise and mechanical equipment noise would be the same as existing conditions as vehicle traffic during peak hours is anticipated to decrease as compared with the existing motel use on the Project Site, while total daily trips is anticipated to increase, as discussed in the Transportation/Traffic section of this Environmental Assessment. As such, Project operation would not generate a net increase in noise levels as compared with existing conditions that would exceed the City's noise standards. *Summary* In summary, the Project would not result in significant adverse effects related to natural or man-made hazards, noise generation, or on-site nuisances, based on the discussions above. Further, the City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval related to potential geotechnical and construction and operation noise impacts, which would further reduce any Project-related impacts. *Mitigation Required:* **GEO-1: <u>Implementation of Geotech Report Recommendations</u>** *Standard Conditions Required:* **SOILS-1: <u>Construction-Related Permit(s)</u>**

		SOILS-2: <u>Soils Report</u> **HAZARDS-1: <u>Seismic Hazards Zone (Landslide/Liquefaction)</u>** The project applicant shall submit a site-specific geotechnical report, consistent with California Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction. **NOISE-1: <u>Construction Days/Hours</u>** The project applicant shall comply with the following restrictions concerning construction days and hours: a. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. b. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. c. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the draft

		public notice for City review and approval prior to distribution of the public notice. **NOISE-2: <u>Construction Noise</u>** The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: a. 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. b. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered 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, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. c. Applicant shall use temporary power poles instead of generators where feasible. d. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. e. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. **NOISE-3: <u>Extreme Construction Noise</u>** ***Construction Noise Management Plan Required*** Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential attenuation measures include, but are not limited to, the following:

		i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. 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; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. ***Public Notification Required*** The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented. **NOISE-4: <u>Operational Noise</u>** Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City. **Source Documentation:** Figures 2 and 3, Attachments I, N and T
Environmental Assessment Factor	Impact Code	Impact Evaluation
Energy Consumption	**(1)** Minor Beneficial Impact	**Energy Usage** Because the Project Site is currently characterized by an existing motel, the Project would not represent a substantial change in the Project Site's energy demands. Further, proposed rehabilitation activities, would improve energy

		efficiency of the Project as compared with the use of the existing motel buildings, which were constructed in the 1950s. The City of Oakland has adopted a Green Building Ordinance for all construction projects. The applicant is also required to comply with California Green Building Standards (CALGreen). In addition, the City has adopted an All Electrical Ordinance, which would prohibit natural gas hook-ups in new residential and commercial construction. The purpose of the Ordinance is to help the City achieve their climate targets and reduce greenhouse gas emissions especially as the state moves to net zero energy goals. **Energy Utilities and GHG Emissions** The Project Site is currently served by existing electricity and natural gas utilities. The Project would not result in a functional change in the land use of the Project Site because the existing motel use and the proposed residential use are functionally similar from an environmental impact standpoint, as they both involve non-owner-occupied spaces in individual rooms that share common spaces with on-site care-taking staff. As such, no upgrades to the electrical or natural gas delivery system are anticipated as a result of this Project. Further, the new anticipated HVAC system will meet the current Title 24 Energy Code Requirements. As such, overall electricity demand is not anticipated to increase significantly, and the Project would not require expansion of electricity or natural gas facilities. Given the limited duration, scope of construction and fact that the motel will not be in use during construction, temporary energy use during construction would not result in a significant energy increase and it would not result in inefficient or unnecessary consumption of energy resources. The current primary contributor of GHG emissions is internal combustion from vehicles used by the motel guests and any internal combustion from landscape maintenance equipment. Because the proposed land use is again functionally similar to the existing motel use, there would not be a substantial increase in greenhouse gas (GHG) emissions during Project operation. The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that relate to Green Building and energy consumption. *Standard Conditions Required* **ENERGY-1: <u>Green Building Requirements – Small Projects</u>**

		a. Compliance with Green Building Requirements During Plan-Check The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code) for projects using the StopWaste.Org Small Commercial Checklist i. The following information shall be submitted to the City for review and approval with application for a building permit: • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the green building checklist approved during the review of a Planning and Zoning permit. • Permit plans that show in general notes, detailed design drawings and specifications as necessary compliance with the items listed in subsection (b) below. • Other documentation to prove compliance. ii. The set of plans in subsection (a) shall demonstrate compliance with the following: • CALGreen mandatory measures. • All applicable green building measures identified on the checklist approved during the review of a Planning and Zoning permit, or submittal of a Request for Revision Plan-check application that shows the previously approved points that will be eliminated or substituted. b. Compliance with Green Building Requirements During Construction The project applicant shall comply with the applicable requirements of CALGreen and the Green Building Ordinance during construction. The following information shall be submitted to the City for review and approval: i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit. ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance. **Source Documentation:** Figures 2, 3, 7 and California Energy Commission. 2013. California Energy Demand, 2014-2024 Revised Forecast.

Environmental Assessment Factor	Impact Code	Impact Evaluation
Climate Change Resilience	**(2)** No impact anticipated	Per Executive Order 14008, and HUD's guidance to demonstrate that projects are resilient to climate change, the following analysis reviews energy conservation measures that would assist with regional GHG emissions goals, as well as the Project's resilience to climate change impacts. As previously stated, the proposed rehabilitation activities would improve energy efficiency of the Project, as compared with the existing motel use and the Project would be required to meet the City's Green Building Ordinance, the State CalGreen Code, and the Title 24 energy requirements based on the California Building Code 2019 Energy Code. Additionally, the Project Site is not substantially impacted by natural hazards that would be exacerbated by climate change. FEMA's National Risk Index is an online tool used to illustrate the United States communities most at risk for 18 natural hazards: avalanche, coastal flooding, cold wave, drought, earthquake, hail, heat wave, hurricane, ice storm, landslide, lightning, riverine flooding, strong wind, tornado, tsunami, volcanic activity, wildfire, and winter weather. Per the Index, the census tract including the Project Site (06001407300) has a "relatively high" summary risk index of 28.85/100, which is greater than the California average (22.57) and the national average (16.91). However, the majority of the risk is due to earthquake hazards. The remaining 17 natural hazards include 16 natural hazards with very low risk scores and one with a relatively low risk score (heat wave). Earthquake hazards are addressed in the Hazards and Site Safety Section of this Environmental Assessment and are not considered to be exacerbated by climate change. The number and intensity of extreme heat events can be exacerbated by climate change; however, through the design of the Project, including individual air conditioning units within each proposed residential unit, as well as an on-site manager, Project residents would have access to cool indoor temperatures and assistance with air conditioning maintenance issues, should an extreme heat event occur. Natural hazards that may change in frequency or severity as a result of climate change identified by HUD for consideration in this analysis include flooding, sea level rise, extreme storms, drought, extreme heat, wildfire, landslides, and extreme cold. All of these hazards are included within FEMA's National Risk Index scoring system discussed above except for sea level rise. According to the NOAA Sea Level Rise viewer, which uses topography data and future climate

		change projections to estimate what areas of the Nation's coast may be inundated by certain climate change scenarios, the Project Site would not be inundated by coastal flooding even with four feet of sea level rise as compared with existing conditions. As such, while climate change generally may result in increasingly frequent or more severe natural hazards in the future, the Project itself would not exacerbate these hazards or place residents at abnormally high risk. Rather, by providing housing and supportive services for individuals experiencing homelessness, the Project would provide some protection from the impacts of climate change (e.g., drought, extreme heat, and storm events) that residents do not currently receive as members of the unhoused community. **Source Documentation:** Attachment V

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	**(2)** No impact anticipated	A minor increase in construction-related employment opportunities would occur as a result of construction of the Project, which are anticipated to be filled by the existing regional workforce. Further, the Project would have an on-site manager, provide four office meeting spaces for two case workers to meet with Project inhabitants, and the jobs previously associated with the motel, such as building cleaning and maintenance staff, and tree and landscaping maintenance staff would be retained, However, the Project's influence on employment and income patterns is anticipated to be temporary and/or negligible. **Source Documentation:** Figures 2, 3, and 7
Environmental Assessment Factor	Impact Code	Impact Evaluation
Demographic Character Changes, Displacement	**(2)** No impact anticipated	**Demographic Character Changes** The Association of Bay Area Governments (ABAG) is responsible for forecasting changes to the Bay Area population and economy to help local governments prepare for an ever-changing environment. Plan Bay Area 2050 was adopted by the ABAG Executive Board and the Metropolitan Transportation Commission on October 21, 2021. The ABAG population projections in Plan Bay Area 2050 show Alameda County growing from a population of 552,000 in 2015 to 847,000 people in 2050, representing a growth of 295,000 people. The Project would involve conversion of 36 motel rooms to affordable residential housing units which would be reserved for persons experiencing homelessness, while maintaining the existing manager's unit. While the average household size in Oakland is 2.4 persons per household, studio units would likely have a single occupant. To be conservative, if each of the 36 studio units were to include two persons coming exclusively from outside the City of Oakland, which are highly unlikely assumptions, the total increase in population in the City of Oakland would be 75

		people.[6] An increase of 75 people in the City of Oakland would represent a negligible population increase (representing approximately 0.03 percent of the anticipated population increase between 2015 and 2050 projected by ABAG). Therefore, the Project would not conflict with regional growth projections or result in significant demographic changes within the City. There are no Project design features that would isolate a particular neighborhood or population, making access to local services, facilities, and institutions or other parts of the City more difficult. Rather, the Project would be located within one mile of commercial and transit opportunities located on High Street and International Boulevard, and would provide a shuttle for Project residents to complete errands (such as visits to grocery stores or attend medical appointments), which would reduce physical barriers and population isolation. The Project Site is located in the Business Mix LUTE land use classification, which limits residential uses. As such, it is not anticipated to induce substantial growth in population in the area or create a significant concentration of low-income or disadvantaged people in violation of HUD's standards and Environmental Justice policies. On the contrary, the Project would help to address the need for housing projected in the Regional Housing Needs Allocation. **Displacement** Section 205 of the Uniform Relocation Act requires that, "Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion."

[6] 36 studio units * 2 persons per unit = 72. 2.41 persons per household * one-market rate manager's unit = 2.41. The total would be 72 + 2.41 = 74.41 or 75 persons.

		The Project Site is currently occupied by an existing motel. However, the motel is vacant and has not operated since March 2021. As such, the Project would not result in the the displacement of the existing business Therefore, no Project impacts are anticipated, and no mitigation is necessary. **Source Documentation:** Figure 3 and 7 Association of Bay Area Governments. 2021. Plan Bay Area 2050 Growth Patterns.

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	**(2)** No impact anticipated	Because the residential units associated with the Project would be studio units, there would be few, if any, school-aged children living at the Project Site. Therefore, the Project would not increase enrollment at area schools and would have no impact on educational facilities and classroom space. Further, the Project would provide on-site amenities, such as a community room located where the existing lobby is located. Such on-site assets would reduce the demand on nearby cultural facilities and recreation spaces provided by the City in nearby areas. Therefore, no Project impacts are anticipated, and no mitigation is necessary. **Source Documentation:** Figures 1-7
Environmental Assessment Factor	Impact Code	Impact Evaluation
Commercial Facilities	**(3)** Minor Adverse Impact	The Project would consist of the conversion of an existing motel into affordable housing for those experiencing homelessness and construction of a small office building to provide on-site social services for the residents. A wide range of retail and commercial services with a variety of price ranges are on International Boulevard, located approximately 0.5 miles northeast of the Project Site. The Alameda-Contra Costa Transit District's (AC Transit) Line 1T: International, which connects to the Uptown Oakland Transit Center to the north and the San Leandro station of the Bay Area Rapid Transit (BART) light rail system to the south. In addition to the multitude of available commercial facilities available to residents of

		downtown Oakland, the 30 stops located along the 1T Line (along International Boulevard) would provide Project residents with access to commercial facilities in other areas of the City. Additionally, AC Transit's Transbay O Line connects to Fruitvale, Alameda, and downtown San Francisco and can be accessed at the intersection of High Street and Fernside Boulevard, approximately 0.8 miles west of the Project Site. The City of Oakland operates a door-to-door paratransit service for elderly and disabled residents over the age of 18. Eligible program participants who cannot access public transportation, can receive subsidized taxicab or wheelchair van service to non-emergency medical appointments, shopping trips, and other local destinations. Additionally, the Project would provide bicycle racks with capacity to secure 36 bicycles, which corresponds to the number of supportive housing units proposed by the Project. Further, the Project would include operation of a shuttle service, which would provide transportation for residents of the site to visit local necessities, such as grocery stores and medical offices. While transit opportunities are available within one-mile of the Project Site, these Project-specific amenities would provide additional methods for residents to access commercial, cultural, and recreations areas and medical appointments. Implementation of Mitigation Measure SHUTTLE-1 would ensure that the proposed shuttle is operated over the long-term of the Project's operation. Other amenities within the Project vicinity include the Oakland flea market, open daily on Coliseum Way and providing a mix of fresh and prepared foods (approximately 1,500 feet southeast of the Project Site); gas stations and convenience stores located on High Street (approximately 1,500 feet northwest of the Project Site); and a commercial center with a fast-food restaurant and a large home improvement store on Alameda Avenue (approximately 2,300 feet northwest of the Project Site). Therefore, existing commercial facilities serving the Project Site are adequate and accessible, and no adverse Project-related impacts would occur. *Mitigation Required:* **SHUTTLE-1: <u>Shuttle Service for Project Residents.</u>** The Project applicant shall operate a shuttle service for

		residents of the Project to access local services such as area grocery stores and medical office visits. Operation of this shuttle service shall occur throughout the operation of the Project or until adequate public transportation opportunities (e.g., regular bus service with a stop within one-quarter mile of the Project Site) are developed in the Project area and shall be included within the Project applicant/operator's Tenant Services Plan and shall be referenced in the Regulatory Agreement between the Project applicant and the City of Oakland Housing and Community Development Department. **Source Documentation:** Figure 2 and 3
Environmental Assessment Factor	Impact Code	Impact Evaluation
Health Care and Social Services	**(2)** No impact anticipated	The nearest hospital to the Project Site is Alameda Hospital (a 161-bed hospital with emergency medical services) on Clinton Avenue located approximately 2 miles west of the Project Site in the City of Alameda. Additionally, a number of medical offices, clinics, and pharmacies are located in the Fruitvale neighborhood, approximately 1 mile northwest of the Project Site near the intersection of Fruitvale Avenue and International Boulevard. Additional medical services are provided by the Kaiser Permanente Alameda medical offices located near the intersection of Park Street and Central Avenue, approximately 1.3 miles west of the Project Site. These health care facilities can be accessed via the transit options discussed above, on High Street or International Boulevard. The Project would provide on-site conference and meeting spaces for social workers and case workers to meet with Project residents in the proposed office building, which would partially offset any increase in the demand for social services as a result of the Project. Further, the Alameda County Social Services Agency provides state and federally mandated benefits and services to low-income residents in Oakland and Alameda County. Such benefits and services include protective services, public health and immunizations, and other social services, such as mental health services, CalFresh (food stamps) program administration, nutritional services (such as operation of food pantries), Medi-Cal, and veterans' services. Therefore, adequate social services would be available

		to residents of the Project Site and no Project impacts are anticipated. **SHUTTLE-1: <u>Shuttle Service for Project Residents.</u>** **Source Documentation:** Figures 1-7 and Alameda County Social Services Agency. n.d. "Our Services." Accessed November 3, 2022. https://www.alamedacountysocialservices.org/our-services/index.
Environmental Assessment Factor	Impact Code	Impact Evaluation
Solid Waste Disposal / Recycling	**(2)** No impact anticipated	Refuse from the Project Site would be conveyed to and disposed of at the nearest large landfill, which is the Altamont Landfill and Resource Recovery Center in Livermore, CA. The Altamont Landfill has a total permitted capacity of 124 million cubic yards and has a remaining capacity (according to CalRecycle) of 65 million cubic yards with a cease operations date of December 2070. The Altamont Landfill is also a permitted asbestos containing waste disposal site, with a maximum permitted throughput of 2,000 tons per day. Further, the City of Oakland's solid waste and recycle program provides services to manage solid waste and divert waste from landfills. Specifically, the City's program offers free bulky item drop off and curbside pick-up, composting, recycling, and construction and demolition debris recycling programs. The conversion of an existing motel to affordable housing and construction of the lobby expansion and small office would result in construction waste. Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition recycling. The goal is to divert debris waste from landfill disposal. The project proponent is required to submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) for review and approval by the Oakland Public Works Agency. In addition, waste generated by demolition and construction will be required to be diverted from landfills to reduce impacts to landfills and encourage the reuse of such materials. Impacts after adherence to Oakland Municipal Code are less than significant. While the conversion of an existing motel to affordable housing would result in increase in residential solid waste and recycling generation, the removal of the existing commercial use on the Project Site (the motel use), which

		generated commercial solid waste, would likely result in the Project having similar or less solid waste and recycling generation as compared with existing conditions. Further, given the existing capacity of the area landfill, any net change in solid waste generation could be accommodated by the existing landfill and recycling infrastructure. Therefore, the Project would not result in significant impacts related to solid waste or recycling. The City has adopted Uniformly Applied Development Standards imposed as Standard Conditions of Approval that relate to waste and recycling. *Standard Conditions of Approval Required:* **WASTE-1: Construction and Demolition Waste Reduction and Recycling** The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center. **Source Documentation**: Figures 3-7 and California Department of Resources Recycling and Recovery. n.d. Solid Waste Information System Facility/Site Activity Details: Altamont Landfill. Accessed November 3, 2022.
Environmental Assessment Factor	Impact Code	Impact Evaluation
Waste Water / Sanitary Sewers	**(2)** No impact anticipated	The City of Oakland owns and operates a wastewater collection system that serves approximately 400,000 people and includes 101,000 service connections. The

		collection system encompasses approximately 933 miles of gravity sewer mains, approximately 1 mile of pressurized sewer mains, and 11 wastewater pump/lift stations. The system also contains approximately 1,000 miles of private sewer laterals owned and maintained by private property owners. The City's collected wastewater is conveyed to the East Bay Municipal Utility District's (EBMUD's) wastewater interceptor system, which transports it to EBMUD's main wastewater treatment plant for treatment. This treatment plan serves approximately 740,000 people, collecting wastewater from multiple cities along the eastern shore of the San Francisco Bay. The treated effluent is ultimately discharged to San Francisco Bay. EBMUD provides secondary treatment for a maximum flow of 168 million gallons per day (MGD). Primary treatment is provided for up to 320 MGD. Storage basins provide plant capacity for a short-term hydraulic peak of 415 MGD. On average, about 63 million gallons of wastewater are treated every day, indicating that this treatment plan is operating within its designed capacity. While the Proposed Project would result in 36 converted affordable residential units with one manager's unit, plus construction of a new structure with four offices and one bathroom, the Project would also involve removal of the existing motel use on the Project Site (while keeping the structures in place). As such, wastewater generated by the Project would likely be similar to wastewater generated under existing conditions. Regardless, the wastewater treatment plant discussed above has available capacity to continue treating wastewater generated by uses on the Project Site. Further, the City's Sewer System Management Plan includes the City's system evaluation and capacity assurance procedures, where the long-term needs of the City's sewer infrastructure are periodically reviewed and addressed through capital improvement projects. This long-term planning ensures that the City's sewer system has capacity to meet growth within the service area. Because EBMUD has adequate treatment capacity to serve the Project and because the City of Oakland's conveyance system has adequate capacity to serve the Project, the Project would not require the construction of additional facilities to meet anticipated wastewater treatment needs. **Source Documentation**: Figures 3-7 and

		City of Oakland. 2019. *Asset Management Implementation Plan and Sewer System Management Plan*. October 2011; revised December 2019. East Bay Municipal Utility District. n.d. Wastewater Treatment overview. Accessed November 3, 2022. https://www.ebmud.com/wastewater/collection-treatment/wastewater-treatment.
Environmental Assessment Factor	Impact Code	Impact Evaluation
Water Supply	**(2)** No impact anticipated	Regional water supplies are provided by the EBMUD. EBMUD's water supply begins at the Mokelumne River watershed in the Sierra Nevada and extends 90 miles to the East Bay. EMBUD's Urban Water Management Plan (UWMP), prepared in 2020, helps EBMUD make the best use of limited water supplies through water conservation and recycling and developing long-term projects. The UWMP is a long-range planning document updated every five years to support long-term resource planning and water supply sustainability. The plan assesses supply and demand; provides an overview of the conservation program, recycled water program, and groundwater plan; and includes the Water Shortage Contingency Plan. According to the UWMP, approximately 1.4 million people are currently served by EBMUD's potable water system in a 332-square-mile area extending from community of Crockett to the north, southward to portions of the City of Hayward (encompassing the major cities of Oakland and Berkeley), eastward from San Francisco Bay to the City of Walnut Creek, and south through the San Ramon Valley (including the communities of Alamo, Danville, and San Ramon). As stated above, the ABAG population projections show Alameda County growing from a population of 552,000 in 2015 to 847,000 people in 2050, representing a growth of 295,000 people. Employment projections show Alameda County gaining about 315,000 jobs during the same period. The UWMP states that while the number of accounts (i.e., water users) has increased steadily since the 1970s, the average daily water demand has not increased correspondingly. Outside of drought events, water demand remains relatively stable due to water recycling and conservation programs, customer rationing (droughts), and water efficiency requirements in new construction (required through implementation of the California Green Building Standards Code – Part 11,

		Title 24 California Code of Regulations [CALGreen]). According to the Water Shortage Contingency Plan, included as Attachment 1 to the UWMP, water supplies would meet water demand in normal, single dry year, and two dry year scenarios. The Proposed Project may result in an increase in water demand as compared with the existing motel; however, because the existing motel use and the proposed residential use are functionally similar from an environmental impact standpoint, as they both involve non-owner-occupied individual spaces that share common spaces with on-site care-taking staff, water demand associated with the Project is not anticipated to increase. Further, rehabilitation activities that would replace water fixtures would reduce water demand given the increased water efficiency of new fixtures. Considering that the Project Site's functional use would not be changing, and because the one restroom associated with the proposed office structure would not generate a substantial increase in water demand, the Project would not result in a substantial increase in water demand over existing conditions. Therefore, based on current management practices, the City would have adequate water supplies to serve the Proposed Project. **Source Documentation**: Figures 2-7 and East Bay Municipal Utility District. 2021. *Urban Water Management Plan 2020*.
Environmental Assessment Factor	Impact Code	Impact Evaluation
Public Safety - Police, Fire and Emergency Medical	**(2)** No impact anticipated	**Police** The Proposed Project would be served by the City of Oakland Police Department (OPD). The police department has multiple facilities located throughout the City; the nearest, the Eastmont Substation, is approximately 2.25 miles to the east, at 2651 73rd Avenue. The Project would not present any unique features or operational aspects that could reasonably be expected to result in an increased need for police facilities. The OPD was already serving the motel property, and there are no design elements or inherent characteristics that would suggest that the police service demands of an affordable housing property would be greater than a motel property. The Project would continue to have an on-site property

		manager and would include security improvements, (e.g., access and security lighting improvements) as part of the rehabilitation activities. Considering that there would be a minimal expansion of the existing eastern motel building and construction of a small office building and considering that the population using the Project Site is not anticipated to substantially increase, as well as the lack of design features that would create public safety concerns, adequate police protection would be provided to the Project with existing and planned resources. Therefore, there are no adverse impacts identified. **Fire and Emergency Medical** First-response fire and emergency medical services are provided by the Oakland Fire Department (OFD), which is headquartered at 150 Frank H. Ogawa Plaza in downtown Oakland. OFD operates multiple engine companies evenly dispersed throughout the City. OFD responds from 25 fire stations located throughout the City and the Oakland International Airport. It operates a fleet of 24 engines, 7 trucks, and numerous other special operations, support, and reserve units throughout 3 battalions. In 2019, OFD responded to more than 55,000 calls, with 74 percent being emergency medical services (EMS) calls. The nearest fire stations to the Project Site are Station No. 18, located at 5008 Bancroft Avenue (approximately 3,800 feet northeast of the Project Site) and Station No. 13, located at 1225 Derby Avenue (approximately 1.1 miles north of the Project Site). Emergency preparedness is a core function of the OFD. OFD's Communities of Oakland Responding to Emergencies (CORE) program teaches self-reliance skills and helps establish response teams to take care of the neighborhood until professional emergency response personnel arrive. Given the close proximity of fire stations to the Project Site and the services provided by these stations, there would be adequate fire protection services, including emergency medical services, available to serve the Project. Further, the existing motel on the Project Site is currently served by fire protection services and would continue to operate in a similar way as existing conditions. The expansion of the existing eastern motel building and the construction of the office structure would not introduce any unique features that would require additional or new fire protection facilities. Therefore, demand for fire protection and emergency

		medical services would not likely increase as a result of the Project, and the Project would not require new construction or expansion of fire or emergency medical facilities. Therefore, there are no adverse impacts identified. **Source Documentation**: Figures 2-7 and City of Oakland. 2020. Fire Department Overview and Recruitment.
Environmental Assessment Factor	Impact Code	Impact Evaluation
Parks, Open Space and Recreation	**(2)** No impact anticipated	The Project Site is located approximately 1 mile away from recreational facilities, such as the portion of the Bay Trail that extends along the San Leandro Bay as part of the Martin Luther King Jr. Regional Shoreline, and the East Bay Regional Park District's Tidewater Boating Center, which provides areas for picnics and shoreline access for fishing. Furthermore, public transit options available on High Street and International Boulevard would connect Project Site residents to recreation facilities located throughout the City of Oakland. Because the Proposed Project would not result in substantial population growth, as discussed previously, and given the proximity of multiple recreation facilities to the Project Site, the Project would not warrant construction of additional park space or result in substantial deterioration of any existing recreation facilities. Further, the Project would provide on-site recreational features, such as the proposed community room, which would further offset the limited demand on area recreational facilities that would be generated by the Project. Therefore, there are no adverse impacts identified. **Documentation:** Figures 1-7 and East Bay Regional Park District. n.d. Martin Luther King Jr. Regional Shoreline. Accessed November 2, 2022. https://www.ebparks.org/parks/martin-luther-king.
Environmental Assessment Factor	Impact Code	Impact Evaluation
Transportation and Accessibility	**(3)** Minor adverse impact	**Traffic Impacts** The Project would result in minor short-term and long-term impacts to transportation and accessibility. For short-term impacts, Project construction would consist of site preparation and construction of the proposed office structure and motel lobby expansion, as well as

		rehabilitation activities within the existing structures on the Project Site. Project-related construction activities (and construction-related traffic) would occur during daylight hours on an intermittent basis, depending on the scope and intensity of the work taking place. While construction-related traffic (i.e., trucks and worker vehicles) could affect traffic flow on the surrounding street network, the impacts would be temporary and would fluctuate in intensity throughout the construction day and vary throughout the overall construction program. Because the construction traffic impacts associated with the Proposed Project would be temporary and would largely occur during off-peak hours, they would not significantly affect the performance of the vehicular transportation network with respect to level of service standards or other metrics related to congestion and travel delay. Project-related long-term traffic impacts include the impact of resident, visitor, and delivery/service vehicles. However, because the existing motel use and the proposed residential use are functionally similar from an environmental impact standpoint, as they both involve non-owner-occupied individual spaces that share common spaces with on-site care-taking staff, long-term traffic impacts associated with the Project are not anticipated to increase. Specifically, a trip generation analysis was prepared with trip generation values derived using the Institute for Transportation Engineers (ITE) Trip Generation Manual, 11th edition trip rates for the existing motel and the proposed affordable housing units. The trip generation analysis found that the existing motel generates approximately 105 trips per day and the proposed affordable housing units would generate 277 trips per day. The result is that the Project would result in a net increase of 172 additional daily trips, including zero additional trips during the AM peak hour and three fewer trips during the PM peak hour. Therefore, the analysis determined that the Project would generate the same or fewer total trips than the existing land use during the peak hours. Additionally, a trip distribution and assignment were conducted for the existing and proposed land uses. The trip assignments show that the Project is not expected to substantially impact trip patterns during the peak hours. Rather, there would be a reduction of vehicle trips in the PM peak hour. Per the City of Oakland Transportation

		Impact Review Guidelines (April 2017), the Project is not expected to add more than 50 vehicles trips to adjacent intersections; therefore, the Project meets the "<50 vehicle trips during peak hour" threshold indicating no need for a level of service traffic study. **Transportation** *Parking* While it is not likely that all residents would own a vehicle, the Project Site provides approximately 31 parking spaces for residents, the on-site manager and case workers. *Pedestrian* The proposed Project Site and Coliseum Way is not walkable, and the sidewalk network is not complete in this location. The closest street with a complete sidewalk network is roughly 700' away along with 50th Street. *Transit* Regarding public transportation, AC Transit's line 1T: International, which connects to the Uptown Oakland Transit Center to the north and the San Leandro BART light rail station to the south, runs along International Boulevard and is located approximately 0.5 miles northeast of the Project Site. Additionally, AC Transit's Transbay O Line connects to Fruitvale, Alameda, and downtown San Francisco and can be accessed at the intersection of High Street and Fernside Boulevard, approximately 0.8 miles west of the Project Site. While there are no consistent sidewalks in the immediate vicinity of the Project Site providing pedestrian access these transit options, an existing walkway is located on the Project Site's eastern boundary and a concrete sidewalk is located on the west side of Coliseum Way beginning with the parcel immediately southeast of the Project Site. This sidewalk extends south and would connect residents of the Project to the Oakland Flea Market and Coliseum Way's intersection with 50th Avenue (where residents could turn northeast toward International Boulevard). Additionally, the Project would provide bicycle racks on the Project Site and a shuttle service for use by Project residents. Finally, the City of Oakland operates a door-to-door paratransit service for elderly and disabled residents over the age of 18. Eligible program participants who cannot access public transportation, can receive

		subsidized taxicab or wheelchair van service to non-emergency medical appointments, shopping trips, and other local destinations. *Bicycle* The City of Oakland is a bicycle-friendly City and has an extensive bicycle network for access throughout the City. The closest dedicated bicycle lane is approximately 1/3 of a mile away on San Leandro Street. The Project would provide bicycle racks with the capacity to secure 36 bicycles. **Accessibility** The Project would provide many of the units at ground level and proposed rehabilitation activities would include ADA upgrades to some of the residential units. Additionally, accessible parking is located within the center of the Project Site. **Conclusion** No transportation impacts are expected as the Project will not add more than 50 peak hour vehicles trips to adjacent intersections. The Project would provide approximately 31 parking spaces for residents, the on-site manager and case workers, as well as support ownership of bicycles by providing on-site bicycle racks. The Project Site is located within one mile of public transit, including the MacArthur BART Station and a bus rapid transit line located on International Boulevard. While the Project Site is not located in an area with a complete sidewalk network and transit options are are not necessarily close, the Project would provide a shuttle service, which would provide transportation for residents of the site to visit local necessities, such as grocery stores and medical offices. *Mitigation Measure SHUTTLE-1* **Source Documentation:** Attachment W

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	**(2)** No impact anticipated	The Project Site is characterized by an existing motel and surface parking. As such, nearly the entire Project Site is covered by impervious surfaces, except for limited decorative landscaping. There are no unique, natural or water resources. Therefore, there are no impacts in this regard. **Source Documentation:** Figures 1-7, Attachment Q
Environmental Assessment Factor	Impact Code	Impact Evaluation
Vegetation, Wildlife	**(2)** No impact anticipated	The Project Site is located within a fully urbanized area, surrounded by commercial and industrial activities and is nearly entirely covered by impervious surfaces, apart from some limited areas of decorative landscaping. There are no existing remnant or endemic plant communities or wildlife habitat on the Project Site. All existing trees on the Project Site would remain in place. Therefore, the Project would not impact any sensitive vegetation or wildlife. **Source Documentation:** Figures 2, 3, 7, Attachment J
Environmental Assessment Factor	Impact Code	Impact Evaluation
Other Factors	**(2)** No impact anticipated	Per recent executive orders and changes in HUD guidance, the additional Environmental Justice impacts have been reported within the Other Factors of the Natural Features category. In the context of this environmental review, environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, disability, or income, including tribal persons, with respect to both positive and negative implications associated with the planning and development of a project. While the Project is located within a commercial and industrial area that includes some environmental hazards related to air quality, noise, and hazardous materials, as identified by the USEPA EJScreen report prepared for the Project and discussed in the Environmental Justice section of this Environmental Assessment, there were no significant adverse environmental impacts identified in any of the compliance review portions of this Project's total environmental review. This includes a review of the environmental hazards identified by the EJScreen tool, such as air quality, lead-based paint, hazardous materials, and traffic. As discussed under Noise Abatement and Control, while exterior noise levels on the Project Site would fall within HUD's

		unacceptable noise threshold, noise levels within the renovated motel buildings on the Project Site would be within HUD's acceptable conditions for interior noise levels. Further, there are no areas of local or cultural significance that would be impacted by the Project, as discussed in the Historic Properties section of this Environmental Assessment, and the Project would not represent a disproportionally high impact on a low-income or minority community. Rather, the Project would provide housing and supportive services for individuals experiencing homelessness, thus providing assistance and resources for this often-marginalized unhoused community. **Source Documentation:** Figures 1-7 and Attachment S

Field Inspection (Date and completed by): August 31, 2022**,** Elise Blindauer, Michael Baker International

Field investigations were performed as part of the technical studies (such as the Phase I ESA, Geotechnical Investigation, Asbestos Survey and Lead Paint Sampling, Noise Assessment, and the Cultural Resources Identification and Evaluation Memorandum) prepared for the Project. The dates and descriptions of these field studies are provided within each technical study.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]**:**

- Alameda County Social Services Agency. n.d. "Our Services." Accessed November 3, 2022. https://www.alamedacountysocialservices.org/our-services/index.
- Association of Bay Area Governments. 2021. Plan Bay Area 2050 Growth Patterns.
- California Department of Resources Recycling and Recovery. n.d. Solid Waste Information System Facility/Site Activity Details: Altamont Landfill. Accessed November 3, 2022
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- California Department of Finance. 2022. Report E-5, City/County Population and Housing Estimates January 1, 2010-2022.
- California Energy Commission. 2013. California Energy Demand, 2014-2024 Revised Forecast.
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- City of Oakland. 2015. General Plan Land Use Map, May 19, 2015.
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- Federal Aviation Administration. 2018. *Report to Congress, National Plan of Integrated Airport Systems 2019-2023*. Appendix A: List of NPIAS Airports with 5-Year Forecast Activity and Development Estimate.
- Federal Aviation Administration. 2018. *Report to Congress, National Plan of Integrated Airport Systems 2019-2023*. Appendix B: National and State Maps.
- Federal Emergency Management Agency. National Risk Index Census tract 06001407300. Accessed November 3, 2022.
- Google Inc. 2022. Google Maps. Distance from identified DTSC Hazards Cleanup Sites to 4801 Coliseum Way, Oakland, CA 94601. Accessed September 29, 2022. www.google.com/maps.
- Google Inc. 2022. Google Maps. Distance from identified SWRCB Cleanup Sites to 4801 Coliseum Way, Oakland, CA 94601. Accessed October 3, 2022. www.google.com/maps.
- Google Inc. 2022. Google Maps. Distances from 4801 Coliseum Way, Oakland, CA 94601 to East Creek Slough, Tidal Canal, and the San Leandro Bay. Accessed October 12-13, 2022. www.google.com/maps.
- Google Inc. 2022. Google Maps. Distance from 4801 Coliseum Way, Oakland, CA 94601 to nearest above-ground storage tanks. Accessed October 24, 2022. www.google.com/maps.
- Google Inc. 2022. Google Maps. Distance from 4801 Coliseum Way, Oakland, CA 94601 to nearest Prime Farmland and Unique Farmland. Accessed October 24, 2022. www.google.com/maps.
- Google, Inc. 2022. Google Maps. Distance from the American River to 4801 Coliseum Way, Oakland, CA 94601. Accessed October 27, 2022. www.google.com/maps.
- San Francisco Bay Conservation and Development Commission. n.d. Accessed November 3, 2022. https://bcdc.ca.gov/bcdc-jurisdiction-authority.html
- State Water Resources Control Board. n.d. GeoTracker. Summary pages of cleanup sites near 4801 Coliseum Way, Oakland, CA 94601. Accessed September 29, 2022 and October 3, 2022. https://geotracker.waterboards.ca.gov/.
- US Department of Housing and Urban Development. HUD Exchange. Airport Hazards. https://www.hudexchange.info/environmental-review/airport-hazards. Accessed September 26, 2022.
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List of Permits Obtained:

No Planning or Zoning approval was necessary due to the Homekey nature of the project. Homekey is a statewide effort to sustain and rapidly expand housing for persons experiencing homelessness or at risk of homelessness and is subject to streamlined approval per Assembly Bill 83.

Public Outreach [24 CFR 50.23 & 58.43]**:**

The Project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, interested parties, and landowners/occupants of parcels located within

the project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent the Project will be included in the FONSI Notice.

Cumulative Impact Analysis [24 CFR 58.32]**:**

According to 24 CFR 58.32, a Responsible Agency must group together and evaluate as a single project all individual activities which are related either on a geographical or functional basis, or are logical parts of a composite of contemplated actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

The Proposed Project would involve conversation of an existing 36-room motel (plus a manager's unit) into 36 units of affordable/supportive housing with an additional manager's unit; rehabilitation including unit, ADA, amenity and security improvements and replacement of the HVAC system; expansion of the lobby area; and as construction of a single-story, four room office building to provide social services to Project residents. As stated above, the Project's construction- and operation-related noise would be below any City noise standard. With regard to air quality, the Proposed Project would not result in short- or long-term air quality impacts, as emissions would be below BAAQMD-adopted construction or operational thresholds. As such, the Project's contribution to cumulative air quality or noise impacts would not be considerable, and, as such, cumulative impacts would not be significant.

Regarding potential transportation impacts, as discussed above, the OPR Technical Advisory states that "evidence supports a presumption of less than significant impact for a 100 percent affordable residential development in infill locations."[7] Since the Proposed Project would involve 100 percent affordable residential units and one manager's unit and because the Project Site is located within a dense, urban area, the Project can be presumed to have a less-than-significant traffic (VMT) impact and would not contribute to a cumulative transportation impact.

Based on the analysis herein, the Project would not considerably contribute to any significant cumulative impacts resulting from successive or multiple projects that are related either on a geographical or functional basis, or are logical parts of a composite of contemplated actions.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The Project would involve conversion of an existing motel use to provide affordable and supportive housing opportunities for those experiencing homelessness to address housing needs identified by the City and the state of California through the Assembly Bill 83 for Homekey Projects. A reduced density alternative would not achieve the City or state goals. Furthermore, demolition of the existing motel buildings and construction of a new emergency shelter would result in increased emissions associated with site preparation, grading, and building construction, as compared with the Proposed Project and possibly other impacts. The Project is preferred over this alternative.

No Action Alternative [24 CFR 58.40(e)]:
Under this alternative, the Project would not occur, and the Project Site would operate as a 36-room motel. Some environmental impacts, such as air quality emissions and transportation impacts (i.e., number of trips to the site) would be equal or slightly less severe than those resulting from the Proposed Project. However, as discussed in the Statement of Purpose and Need for the Proposal and Alternatives Sections above, the City and state have documented a persistent demand for affordable housing for low- and moderate-income

[7] Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

and households and those experiencing homelessness, which would not be addressed under this alternative. Further, over time, it is possible that the motel would be sold to another developer and redeveloped with a use permitted within a CIX-2 zone (i.e., commercial or industrial uses), which would not result in the benefits associated with reusing existing structures (as opposed to demolishing the existing structures) and providing new affordable housing units. Therefore, the Project is preferred over this alternative.

Summary of Findings and Conclusions:

After implementation of the City's standard conditions of approval described throughout this Environmental Assessment, as well as compliance with the federal, state, and local regulations, the Project would not negatively impact the surrounding environment and would not have an adverse environmental or health effect on future residents. The Project complies with NEPA and other related federal and state environmental laws and is suitable for the site.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

* The Standard Conditions of Approval were initially and formally adopted by the Oakland City Council on November 3, 2008 (Ordinance No. 12899 C.M.S.), pursuant to Public Resources Code section 21083.3 and CEQA Guidelines section 15183 (and now section 15183.3), and incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) requirements, Housing Element and other General Plan Element-related mitigation measures, California Building Code, Uniform Fire Code, Energy and Climate Action Plan, Complete Streets Policy, and Green Building Ordinance, among others), which have been found to substantially mitigate environmental effects. Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions of Approval, mitigation measures have been identified to reduce the impact to less than significant levels.

** A Standard Condition of Approval /Mitigation Monitoring and Reporting Program is attached as a separate document.

Law, Authority, or Factor	City of Oakland Standard Conditions of Approval
Clean Air	**AIR-1: Dust Controls – Construction Related** The project applicant shall implement all of the following applicable dust control measures during construction of the project: h) Water all exposed surfaces of 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 feasible. i) 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). j) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. k) Limit vehicle speeds on unpaved roads to 15 miles per hour. l) All demolition activities (if any) shall be suspended when average wind speeds exceed 20 mph. m) All trucks and equipment, including tires, shall be washed off prior to leaving the site. n) Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel. **AIR-2: <u>Criteria Air Pollutant Controls - Construction Related</u>** <u>Requirement</u>: The project applicant shall implement all of the following applicable basic control measures for criteria air pollutants during construction of the project as applicable: a) Idling times on all diesel-fueled commercial vehicles over 10,000 lbs. shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of the California Code of Regulations). Clear signage to this effect shall be provided for construction workers at all access points. b) Idling times on all diesel-fueled off-road vehicles over 25 horsepower shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes and fleet operators must develop a written policy as required by Title 23, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations"). c) All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in

	proper condition prior to operation. Equipment check documentation should be kept at the construction site and be available for review by the City and the Bay Area Air Quality District as needed. d) Portable equipment shall be powered by grid electricity if available. If electricity is not available, propane or natural gas generators shall be used if feasible. Diesel engines shall only be used if grid electricity is not available and propane or natural gas generators cannot meet the electrical demand. e) Low VOC (i.e., ROG) coatings shall be used that comply with BAAQMD Regulation 8, Rule 3: Architectural Coatings. f) All equipment to be used on the construction site shall comply with the requirements of Title 13, Section 2449, of the California Code of Regulations ("California Air Resources Board Off-Road Diesel Regulations") and upon request by the City (and the Air District if specifically requested), the project applicant shall provide written documentation that fleet requirements have been met. **AIR-3: <u>Exposure to Air Pollution (Toxic Air Contaminants)</u>** The project applicant shall incorporate the following health risk reduction measures into the project. These features shall be submitted to the City for review and approval and be included on the project drawings submitted for the construction-related permit or on other documentation submitted to the City: • Installation of air filtration to reduce cancer risks and Particulate Matter (PM) exposure for residents and other sensitive populations in the project that are in close proximity to sources of air pollution. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required. The project applicant shall maintain, repair, and/or replace installed health risk reduction measures, including but not limited to the HVAC system (if applicable), on an ongoing and as-needed basis. Prior to occupancy, the project applicant shall prepare and then distribute to the building manager/operator an operation and maintenance manual

	for the HVAC system and filter including the maintenance and replacement schedule for the filter.
Contamination and Toxic Substances	**TOXICS-1**: **<u>Hazardous Materials Related to Construction</u>** The project applicant shall ensure that Best Management Practices (BMPs) are implemented by the contractor during construction to minimize potential negative effects on groundwater, soils, and human health. These shall include, at a minimum, the following: a. Follow manufacture's recommendations for use, storage, and disposal of chemical products used in construction; 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; e. Implement lead-safe work practices and comply with all local, regional, state, and federal requirements concerning lead (for more information refer to the Alameda County Lead Poisoning Prevention Program); and f. If soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the project applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notifying the City and applicable regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate. **TOXICS-2: <u>Hazardous Building Materials and Site Contamination</u>** The project applicant shall submit a Health and Safety Plan for the review and approval by the City in order to protect project construction workers from risks associated

	with hazardous materials. The project applicant shall implement the approved Plan. **TOXICS-3: <u>Asbestos in Structures</u>** The project applicant shall comply with all applicable laws and regulations regarding demolition and renovation of Asbestos Containing Materials (ACM), including but not limited to California Code of Regulations, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code sections 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended. Evidence of compliance shall be submitted to the City upon request.
Historic Preservation	**CULT-1: <u>Archaeological and Paleontological Resources – Discovery During Construction</u>** Pursuant to CEQA Guidelines section 15064.5(f), in the event that any historic or prehistoric subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant shall notify the City and consult with a qualified archaeologist or paleontologist, as applicable, to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined unnecessary or infeasible by the City. Feasibility of avoidance shall be determined with consideration 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, excavation) shall be instituted. Work may proceed on other parts of the project site while measures for the cultural resources are implemented. In the event of data recovery of archaeological resources, the project applicant shall submit an Archaeological Research Design and Treatment Plan (ARDTP) prepared by a qualified archaeologist for review and approval by the City. The ARDTP is required to identify how the proposed data recovery program would preserve the significant information the archaeological resource is expected to contain. The ARDTP shall identify the scientific/historic research questions applicable to the expected resource, the data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. The ARDTP shall include the analysis and specify the curation and storage methods. Data recovery, in general, shall be limited to the portions of the archaeological resource that

	could be impacted by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practicable. Because the intent of the ARDTP is to save as much of the archaeological resource as possible, including moving the resource, if feasible, preparation and implementation of the ARDTP would reduce the potential adverse impact to less than significant. The project applicant shall implement the ARDTP at his/her expense. In the event of excavation of paleontological resources, the project applicant shall submit an excavation plan prepared by a qualified paleontologist to the City for review and approval. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and/or a report prepared by a qualified paleontologist, as appropriate, according to current professional standards and at the expense of the project applicant. **CULT-2: <u>Human Remains – Discovery During Construction</u>** Pursuant to CEQA Guidelines section 15064.5(e)(1), in the event that human skeletal remains are uncovered at the project site during construction activities, all work shall immediately halt and the project applicant shall notify the City and the Alameda County Coroner. If the County Coroner determines that an investigation of the cause of death is required or that the remains are Native American, all work shall cease within 50 feet of the remains until appropriate arrangements are made. In the event 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 California Health and Safety Code. 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 and at the expense of the project applicant.
Noise Abatement	**NOI-1: <u>Noise Waiver</u>** The Project applicant/developer shall follow all recommendations for interior noise attenuation and use of the Project Site as described in the Noise Waiver (see Attachment O): 1. The Project will not include any outdoor gathering areas or other noise sensitive outdoor uses. 2. The proposed office building will include appropriate sound transmission class (STC) construction to ensure that that the interior noise is 45 dBA or less

	3. The applicant will retain an acoustical engineer to perform an interior noise analysis prior to rehabilitation of the studio units to confirm that interior noise is 45 dBa or less. If the analysis concludes that the residential units are subject to interior noise levels in excess of 45dBA, the engineer will provide recommendations to achieve the 45 dBA interior noise level to be implemented during the rehabilitation work. 4. To maintain a habitable interior environment, all units will be mechanically ventilated so that windows and doors can be kept closed at the occupant's discretion to control noise intrusion indoors.
Erosion /Stormwater	**SW-1: Erosion and Sedimentation Control Measures for Construction** The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks. **SW-2: Site Design Measures to Reduce Stormwater Runoff** Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate site design measures into the project to reduce the amount of stormwater runoff. These measures may include, but are not limited to, the following: a. Minimize impervious surfaces, especially directly connected impervious surfaces and surface parking areas; b. Utilize permeable paving in place of impervious paving where appropriate; c. Cluster structures; d. Direct roof runoff to vegetated areas; e. Preserve quality open space; and f. Establish vegetated buffer areas. **SW-3: Source Control Measures to Limit Stormwater Pollution** Pursuant to Provision C.3 of the Municipal Regional Stormwater Permit issued under the National Pollutant Discharge Elimination System (NPDES), the project applicant is encouraged to incorporate appropriate source control measures to limit pollution in stormwater runoff.

	These measures may include, but are not limited to, the following: a. Stencil storm drain inlets "No Dumping – Drains to Bay;" b. Minimize the use of pesticides and fertilizers; c. Cover outdoor material storage areas, loading docks, repair/maintenance bays and fueling areas; d. Cover trash, food waste, and compactor enclosures; and e. Plumb the following discharges to the sanitary sewer system, subject to City approval: f. Discharges from indoor floor mats, equipment, hood filter, wash racks, and, covered outdoor wash racks for restaurants; g. Dumpster drips from covered trash, food waste, and compactor enclosures; h. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories; i. Swimming pool water, if discharge to on-site vegetated areas is not feasible; and j. Fire sprinkler test water, if discharge to on-site vegetated areas is not feasible.
Soil Suitability	**GEO-1: Implementation of Geotech Report Recommendations** Follow all recommendations laid forth in the Geotechnical Investigation prepared for the project by Cornerstone Earth Group and dated August 26, 2022 (see Appendix Q). **SOILS-1: Construction-Related Permit(s)** The project applicant shall obtain all required construction-related permits/approvals from the City. The project shall comply with all standards, requirements and conditions contained in construction-related codes, including but not limited to the Oakland Building Code and the Oakland Grading Regulations, to ensure structural integrity and safe construction. **SOILS-2: Soils Report** The project applicant shall submit a soils report prepared by a registered geotechnical engineer for City review and approval. The soils report shall contain, at a minimum, field test results and observations regarding the nature, distribution and strength of existing soils, and recommendations for appropriate grading practices and project design. The project applicant shall implement the recommendations contained in the approved report during project design and construction.
Hazards and Nuisances including Site Safety and Noise	**Hazards-1: Seismic Hazards Zone (Landslide/Liquefaction)** Requirement: The project applicant shall submit a site-specific geotechnical report, consistent with California

	Geological Survey Special Publication 117 (as amended), prepared by a registered geotechnical engineer for City review and approval containing at a minimum a description of the geological and geotechnical conditions at the site, an evaluation of site-specific seismic hazards based on geological and geotechnical conditions, and recommended measures to reduce potential impacts related to liquefaction and/or slope stability hazards. The project applicant shall implement the recommendations contained in the approved report during project design and construction. When Required: Prior to approval of construction-related permit Initial Approval: Bureau of Building Monitoring/Inspection: Bureau of Building **NOISE-1: Construction Days/Hours** The project applicant shall comply with the following restrictions concerning construction days and hours: d. Construction activities are limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday, except that pier drilling and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. e. Construction activities are limited to between 9:00 a.m. and 5:00 p.m. on Saturday. In residential zones and within 300 feet of a residential zone, construction activities are allowed from 9:00 a.m. to 5:00 p.m. only within the interior of the building with the doors and windows closed. No pier drilling or other extreme noise generating activities greater than 90 dBA are allowed on Saturday. f. No construction is allowed on Sunday or federal holidays. Construction activities include, but are not limited to, truck idling, moving equipment (including trucks, elevators, etc.) or materials, deliveries, and construction meetings held on-site in a non-enclosed area. Any construction activity proposed outside of the above days and hours for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case-by-case basis by the City, with criteria including the urgency/emergency nature of the work, the proximity of residential or other sensitive uses, and a consideration of nearby residents'/occupants' preferences. The project applicant shall notify property owners and occupants located within 300 feet at least 14 calendar days prior to construction activity proposed outside of the above days/hours. When submitting a request to the City to allow construction activity outside of the above days/hours, the project applicant shall submit information concerning the type and duration of proposed construction activity and the

	draft public notice for City review and approval prior to distribution of the public notice. **NOISE-2: <u>Construction Noise</u>** The project applicant shall implement noise reduction measures to reduce noise impacts due to construction. Noise reduction measures include, but are not limited to, the following: f. 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. g. Except as provided herein, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered 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, if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. h. Applicant shall use temporary power poles instead of generators where feasible. i. Stationary noise sources shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction. j. The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented. **NOISE-3: <u>Extreme Construction Noise</u>** ***Construction Noise Management Plan Required*** Prior to any extreme noise generating construction activities (e.g., pier drilling, pile driving and other activities generating greater than 90dBA), the project applicant shall submit a Construction Noise Management Plan prepared by a qualified acoustical consultant for City review and approval that contains a set of site-specific noise attenuation measures to further reduce construction impacts associated with extreme noise generating activities. The project applicant shall implement the approved Plan during construction. Potential

	attenuation measures include, but are not limited to, the following: i. Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings; ii. 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; iii. Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site; iv. Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and v. Monitor the effectiveness of noise attenuation measures by taking noise measurements. ***Public Notification Required*** The project applicant shall notify property owners and occupants located within 300 feet of the construction activities at least 14 calendar days prior to commencing extreme noise generating activities. Prior to providing the notice, the project applicant shall submit to the City for review and approval the proposed type and duration of extreme noise generating activities and the proposed public notice. The public notice shall provide the estimated start and end dates of the extreme noise generating activities and describe noise attenuation measures to be implemented. **NOISE-4: <u>Operational Noise</u>** Noise levels from the project site after completion of the project (i.e., during project operation) shall comply with the performance standards of chapter 17.120 of the Oakland Planning Code and chapter 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the City.
Energy	**ENERGY-1: <u>Green Building Requirements – Small Projects</u>** a. Compliance with Green Building Requirements During Plan-Check

	The project applicant shall comply with the requirements of the California Green Building Standards (CALGreen) mandatory measures and the applicable requirements of the City of Oakland Green Building Ordinance (chapter 18.02 of the Oakland Municipal Code) for projects using the StopWaste.Org Small Commercial Checklist i. The following information shall be submitted to the City for review and approval with application for a building permit: • Documentation showing compliance with Title 24 of the current version of the California Building Energy Efficiency Standards. • Completed copy of the green building checklist approved during the review of a Planning and Zoning permit. • Permit plans that show in general notes, detailed design drawings and specifications as necessary compliance with the items listed in subsection (b) below. • Other documentation to prove compliance. ii. The set of plans in subsection (a) shall demonstrate compliance with the following: • CALGreen mandatory measures. • All applicable green building measures identified on the checklist approved during the review of a Planning and Zoning permit, or submittal of a Request for Revision Plan-check application that shows the previously approved points that will be eliminated or substituted. b. Compliance with Green Building Requirements During Construction The project applicant shall comply with the applicable requirements of CALGreen and the Green Building Ordinance during construction. The following information shall be submitted to the City for review and approval: i. Completed copy of the green building checklists approved during review of the Planning and Zoning permit and during the review of the Building permit. ii. Other documentation as deemed necessary by the City to demonstrate compliance with the Green Building Ordinance.
Commercial Facilities	**SHUTTLE-1: Operation of a Shuttle During the Lifetime of the Project.** The Project applicant shall operate a shuttle service for residents of the Project to access local services such as area grocery stores and medical office visits. Operation

	of this shuttle service shall occur throughout the operation of the Project or until adequate public transportation opportunities (e.g., regular bus service with a stop within one-quarter mile of the Project Site) are developed in the Project area and shall be included within the Project applicant/operator's Tenant Services Plan and shall be referenced in the Regulatory Agreement between the Project applicant and the City of Oakland Housing and Community Development Department.
Waste	**WASTE-1: Construction and Demolition Waste Reduction and Recycling** The project applicant shall comply with the City of Oakland Construction and Demolition Waste Reduction and Recycling Ordinance (chapter 15.34 of the Oakland Municipal Code) by submitting a Construction and Demolition Waste Reduction and Recycling Plan (WRRP) for City review and approval, and shall implement the approved WRRP. Projects subject to these requirements include all new construction, renovations/alterations/modifications with construction values of $50,000 or more (except R-3 type construction), and all demolition (including soft demolition) except demolition of type R-3 construction. The WRRP must specify the methods by which the project will divert construction and demolition debris waste from landfill disposal in accordance with current City requirements. The WRRP may be submitted electronically at www.greenhalosystems.com or manually at the City's Green Building Resource Center. Current standards, FAQs, and forms are available on the City's website and in the Green Building Resource Center.

Determination:

X **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: _____Date:_____

Name/Title/Organization: Brent Schleck/Snr Environmental Planner/Michael Baker International

_____

William Gilchrist, Director, Department of Planning and Building and NEPA Certifying Officer

Certifying Officer Signature: _____Date:_____

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).