



**U.S. Department of Housing and Urban
Development**

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Washington, DC 20410
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Environmental Assessment Determinations and Compliance Findings for HUD-assisted Projects 24 CFR Part 58

Project Information

Project Name: Lewelling Interim Housing Project

Responsible Entity: City of San Leandro
County of Alameda

Grant Recipient (if different than Responsible Entity): N/A

State/Local Identifier: CA/Nimitz Motel

Preparer: Kerri Heusler, Housing Manager City of San Leandro;
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Certifying Officer Name and Title: Tom Liao, Community Development Director, City of San
Leandro – (CDBG)
Michelle Starratt, Housing Director, Alameda County Housing and Community Development
Department (HOME and HOME ARPA)

Consultant (if applicable): Michael Baker International

Direct Comments to:

Tom Liao, Community Development Director, City of San Leandro
835 East 14th Street
San Leandro, CA 94577

Project Location:

555 Lewelling Boulevard, San Leandro, Alameda County, CA, 94579

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

The City of San Leandro (City) is the Lead Applicant for the California Department of Housing & Community Development Project Homekey Round 3 funding. The Homekey program is a statewide effort to sustain and rapidly expand housing for persons experiencing homelessness or at risk of homelessness. The City seeks Homekey Round 3 funding for the Proposed Project.

The Proposed Project consists of the acquisition, rehabilitation and conversion of the Nimitz Motel, a 33-room motel that also includes a two-bedroom manager's suite, ground floor publicly accessible commercial space, and a surface parking lot. The Proposed Project would rehabilitate the existing motel into an interim shelter for individuals experiencing chronic homelessness in addition to an interim short-term navigation center. The Project would rehabilitate 29 units for interim-transitional shelter/housing and convert approximately four existing rooms into offices and meeting spaces for case management and services staff. The interim housing program would be called "Lewelling Interim Housing" and at any given time would serve 29 homeless households prioritized and referred by the Alameda County Coordinated Entry System. All households are anticipated to be at or below 20 percent of Area Median Income. The City would partner with the nonprofit developer Housing Consortium of the East Bay (HCEB) to develop and manage the Proposed Project and local service organizations (e.g., Building Futures) to provide on-site benefits, such as advocacy, education and employment services, substance abuse counseling, and group meetings, as well as off-site services and amenities, such as mental health, behavioral health, and physical health care. The Project would also include a community meeting area, kitchen and dining area to be converted from existing ground floor commercial space, and laundry facilities.

The Proposed Project would be implemented in compliance with all applicable codes, including the latest version of the California Building Code and the City of San Leandro's Municipal Code. Rehabilitation activities would involve the following:

- Conversion of five existing units to Americans with Disabilities Act (ADA) compliant units;
- Replacement of existing openings (doors, frames, hardware, and windows) for five units, the first floor offices and bathrooms, main lobby, reception, and storefront;
- Replacement of finishes and drywall in the existing bathrooms of five units;
- Replacement of partitions of first floor office space;
- Replacement of flooring in the proposed ADA compliant units; as well as in the offices, bathrooms, and staff office area;
- Interior and exterior painting;
- Installation of wall and door protection; and
- Replacement of cabinets and countertops in the proposed ADA compliant units.;

The Proposed Project would not require grading or new construction, as the existing buildings would be rehabilitated and there is no proposed expansion of the existing buildings. The rehabilitation activities would take place within the interiors and on the exteriors of the existing motel buildings and, therefore, would not involve ground disturbance or vegetation removal.

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

The City of San Leandro's General Plan includes the 2023-2031 Housing Element, which provides a comprehensive strategy for promoting the production of available, affordable, and adequate housing within the City. The Housing Element contains several goals related to increasing housing availability for people experiencing homelessness:

- P.6.1 Support Residents at Risk of Homelessness. The City shall utilize data-supported strategies to create impactful, long-term solutions to reduce the risk of homelessness for vulnerable households and individuals, with a focus on affordable housing production, financial and supportive services and resources, and workforce training.
- P.6.2 Support Existing and New Transitional and Emergency Shelters. The City shall remove barriers to interim and emergency shelter access and continue to prioritize the use of available funds to support emergency shelters and transitional and supportive housing programs for people experiencing homelessness and those who are at risk of becoming homeless.
- P.6.3 Fund Construction of New Permanent Supportive Housing. The City shall facilitate and provide permanent supportive housing options that offer appropriate services for people experiencing chronic homelessness.
- P.6.4 Actively Engage in the Regional Response to End Homelessness. The City shall participate with the Alameda County Office of Homeless Care and Coordination, Continuum of Care, and partner agencies to develop and implement strategies that address homelessness through a shared vision, coordinated programs, and joint funding opportunities.¹

The Project would result in the acquisition and rehabilitation of an existing 33-room motel into an interim shelter for individuals experiencing chronic homelessness in addition to an interim short-term navigation center. As a result, the Project would support the City's goals by creating an interim shelter for those experiencing chronic homelessness with supportive services and resources, and with future plans to provide supportive housing for these individuals.

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

The existing site is currently occupied by a commercial motel, the Nimitz Motel, which consists of a two-story, 17,345 square-foot motel, with six buildings and 33 guest rooms. Nimitz Motel was originally constructed in 1964. The existing motel contains a two-bedroom manager's suite and two ground floor publicly accessible commercial spaces, occupied by Super 5 Kitchen, a restaurant, and Alterations and Tailors, an alterations and tailor store. The existing site also contains a surface parking lot with approximately 28 spaces and minor landscaped areas with trees and shrubs.

According to the Housing Element, the 2022 Alameda County EveryOne Counts! Point-in-Time Count was the most recent evaluation of people experiencing homelessness in the County. According to the 2022 Point-in-Time count, there were 409 people experiencing homelessness in San Leandro. There were 312 individuals who were observed as being unsheltered, and 97 individuals enrolled in sheltered services in the City. Of the 97 individuals enrolled in sheltered

¹ City of San Leandro. Adopted December 5, 2022. General Plan, 2023-2031 Housing Element.

services, 55 percent were chronically homeless, meaning an individual that has a disabling condition and has had four episodes of homelessness in the past three years or has been continuously homeless for one year or longer. Factors contributing to homelessness include a lack of available housing affordable for low- and moderate-income households, increases in the number of persons whose incomes fall below the poverty level, and reductions in public subsidies. Additionally, the Housing Element states that in the last two decades, San Leandro experienced low housing growth compared to surrounding cities and Alameda County as a whole.²

Funding Information

The total development cost of the project is estimated to be \$11,700,000. The project is projected to be funded with up to \$507,682 of CDBG funding. CDBG is a federal program that provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment. The City will provide approximately \$836,406 from HOME Funds (HOME). There will also be federal American Rescue Plan Act (ARPA funds) allocated to the Proposed project: \$750,000 in City ARPA funds per the City’s mandated ARPA Recovery Plan adopted on November 1, 2021, and \$466,034 in Alameda County ARPA funds. The Proposed Project will be applying for State of California HomeKey grant of approximately \$9,200,000. The City’s \$750,000 ARPA funds is a portion of the \$18.6 million federal allocation to the City from the ARPA bill that President Biden signed into law on March 11, 2021. The City ARPA funds are derived from the U.S. Department of Treasury, and therefore not included in the table and “Estimated Total HUD Funded Amount” below. Homekey is a statewide effort to sustain and rapidly expand housing for persons experiencing homelessness or at risk of homelessness. Federal CDBG, HOME and ARPA funds will be used for acquisition, rehabilitation and/or relocation for 2 eligible residential households per federal/State relocation regulations.

Grant Number	HUD Program	Funding Amount
B22-MC060017	Community Planning and Development	Community Development Block Grants (Entitlement)
B23-MC060017	Community Planning and Development	Community Development Block Grants (Entitlement)
M20-DC060201	Community Planning and Development	HOME Program
M21-DC060201	Community Planning and Development	HOME Program
M21-DP060201	Community Planning and Development	HOME American Rescue Plan

² Ibid.

M22-DC060201	Community Planning and Development	HOME Program
M23-DC060201	Community Planning and Development	HOME Program

Estimated Total HUD Funded Amount: \$1,810,122

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$11,700,000.00

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

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The closest airport to the Project Site is the Hayward Executive Airport, a civilian airport located approximately 10,686 feet south of the Project Site. The Project Site is not within 15,000 feet of a military airport or 2,500 feet of a civilian airport. Therefore, the Project is in compliance with Airport Hazards requirements.</p> <p>References:</p> <p>U.S. Environmental Protection Agency. NEPassist Tool – Airports. Generated August 10, 2023. https://nepassisttool.epa.gov/nepassist/nepamap.aspx. Generated</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>According to the U.S. Fish & Wildlife Service, Coastal Barrier Resources System locator maps, the Project is located in a state that does not contain Coastal Barrier Resources System units. Therefore, this Project is in compliance with the Coastal Barrier Resources Act.</p> <p>References:</p> <p>United States Fish and Wildlife Service. <i>Coastal Barrier Resources System, CBRS Mapper</i>. Accessed August 10, 2023. https://fwsprimary.wim.usgs.gov/CBRSMapper-v2/.</p>
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>According to the 2018 Federal Emergency Management Agency (FEMA) Map ID # 06001C0267H, the Project Site is located within a Zone X, area of minimal flood risk. As such, the structure or insurable property is not located within a FEMA-designated Special Flood Hazard Area. While flood insurance may not be mandatory in this instance, HUD recommends that all insurable structures maintain flood</p>

4001-4128 and 42 USC 5154a]		<p>insurance under the National Flood Insurance Program (NFIP). The project is in compliance with flood insurance requirements.</p> <p>References:</p> <p>Federal Emergency Management Agency. Flood Insurance Rate Map 06001C0267H. Accessed April 26, 2022. https://msc.fema.gov/portal/home.</p>
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STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>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 O₃ 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 O₃ 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.</p> <p>The Proposed Project does not involve new construction and would, therefore, not result in any significant air quality pollutant emissions. Further, because the Project Site is currently characterized by an existing 33-room motel and an existing restaurant, the Project would not involve a conversion of land use that would facilitate development of commercial, industrial, public, or residents land uses of five or more dwelling units. This is because the existing motel use and the proposed transitional housing use are functionally very similar from an environmental impact standpoint, as they both involve non-owner-occupied residential units that share common spaces with on-site care-taking staff. Because the Project would rehabilitate four of the existing rooms into office and community spaces, the Project would result in a reduction of residential densities as compared with existing conditions. While the Project would reduce residential densities and would remove the existing restaurant use from operation, Project-related construction</p>
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and operation would generate minor amounts of air pollutants, as described in the following paragraphs.

Construction Emissions

The Project involves rehabilitation activities that would be limited to the interior of the structure, as well as improvements made to the exterior of the structure. These rehabilitation activities would include the transport of tools and materials to and from the Project Site, the use of equipment on-site, and worker vehicle exhaust emissions. In short, Project rehabilitation activities would be temporary in duration and minor in scale. Therefore, emissions of pollutants during rehabilitation of the motel structure would be clearly below BAAQMD's thresholds of significance.

Operational Emissions

Operational air quality impacts would be similar if not less than the existing land uses on the Project Site (a 33-room motel and restaurant). The number of units would decrease through implementation of the Project. Further, the restaurant would no longer host outside visitors and vehicles at peak mealtimes but would rather be limited to providing a kitchen and meeting space for residents. As such, it is reasonable to assume that air quality impacts associated with the restaurant (which typically result from natural gas emissions from the kitchen and vehicle exhaust from employees and patrons) would be reduced in the Proposed Project, as the proposed use of a facility for social services would.

Because the Project would not result in new construction or conversion of land use that would increase residential or commercial densities, it can be assumed that air quality pollutant emissions associated with the Project would be below USEPA de minimis threshold levels. Regardless, because construction emissions would be temporary in duration and minor in scale and operation would not generate substantial quantities of air quality emissions beyond those already generated at the site by existing conditions, Project-related activities would be clearly below USEPA de minimis threshold levels. Therefore, no adverse effect would result from the Proposed Project, the Proposed Project would be consistent with HUD's guidance on air quality, and no formal compliance steps or mitigation are required.

Refer to the Contamination and Toxic Substances Section of this EA for a discussion on radon and vapor screening conducted for the Project Site. As discussed therein, there

		<p>are no Vapor Encroachment Concerns associated with the Project Site, and the results of the Radon Testing indicate that the radon gas concentrations are below the established action level. As such, no further action or investigation is recommended with regard to radon gas levels at the Project Site.</p> <p>References:</p> <p>Bureau Veritas. March 22, 2023. Vapor Study.</p> <p>Bureau Veritas. April 5, 2023. Radon Testing Report</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Project does not require state review under the Coastal Zone Management Program as the Project Site is not located within the California Coastal Commission’s jurisdiction. The Project Site is located in the City of San Leandro, which is not within the coastal zone. Therefore, the Project is in compliance with the Coastal Zone Management Act.</p> <p>References:</p> <p>California Coastal Commission. <i>Maps: Coastal Zone Boundary.</i></p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Phase I Environmental Site Assessment (ESA) Report dated March 28, 2022, prepared by Bureau Veritas, analyzed potential on-site and nearby toxic, hazardous, or radioactive substances that could affect the health and safety of Project occupants or conflict with the intended use of the property. The report findings indicated that no recognized environmental conditions (REC) were identified, no controlled RECs were identified, and no historic RECs were identified. However, the assessment revealed two significant findings in connection with the subject property.</p> <p>First, based on the date of construction (1964), there is potential that asbestos-containing materials (ACM) exist at the Project Site. The suspect ACM were observed in generally good condition, though they were not sampled. The ACM can be maintained in place if a properly designed Operations and Maintenance Program is developed and implemented. Further, rehabilitation contractors would be required to comply with local and state laws regulating the removal, handling, and disposal of ACMs in addition to USEPA’s National Emission Standards for Hazardous Air Pollutants (NESHAP) regulations, including 40 Cal-OSHA Rule 1529. Compliance with these mandatory regulations would ensure that Project occupants would not be exposed to hazards related to ACMs. Second, based on the date of construction (1964), there is potential that lead-based paint</p>

(LBP) exists at the Project Site. The painted surfaces were observed to be in good condition, with no observation of chipping, peeling, or cracking paint. The LBP can be maintained in place if a properly designed Operations and Maintenance Program is developed and implemented. Construction activities that disturb materials or paints containing any amount of lead may be subject to certain state and federal regulations, such as 24 CFR Part 35, Cal-OSHA Rule 1532.1, and 40 CFR Part 745 regarding evaluation, testing, and reducing lead-based paint hazards. Compliance with these required regulations would reduce lead-based paint hazards for future residents.

In addition, Bureau Veritas conducted further evaluation of the Project Site in a Review of Current Site Conditions and Regulatory Review Report dated June 5, 2023, to document any changes to the site conditions since the Phase I ESA. The report concluded the following:

- The Project Site is not involved in the use of petroleum products; however, the Project Site is involved in the use of hazardous materials in the form of routine janitorial and maintenance supplies. The identified materials appear to be properly stored. The materials observed do not appear to pose a hazard to the subject property, provided they continue to be used as designed, are properly handled, and all regulations regarding their use are followed.
- The Project Site does not generate, treat, store, or dispose of hazardous, medical, or regulated wastes. Furthermore, the non-hazardous solid and liquid wastes generated at the Project Site appear to be stored and disposed of properly.
- Bureau Veritas identified a utility-owned transformer at the subject property that is labeled as “Non- Polychlorinated Biphenyls”. This equipment appeared to be in good condition with no evidence of leaks.
- No environmentally significant changes were observed on adjoining properties.

Furthermore, Bureau Veritas obtained an updated environmental regulatory database report to determine if the subject property is a listed regulatory site and whether there are any mappable regulatory database sites within the specified search distance. No environmental concerns were identified associated with the regulatory database review. In summary, there were no significant changes from the Phase I ESA.

A Vapor Study, dated March 22, 2023, was completed by Bureau Veritas to determine if a Vapor Encroachment Condition exists in connection with the Project Site. A Vapor Encroachment Condition is defined as the presence or likely presence of vapors from any chemical of concern in the subsurface of a property caused by the release of vapors on or near the property. The study included a review of the following: standard environmental record sources to identify if there are known or suspected sources of contamination within the area of concern, a regulatory database report to determine if the subject property is a listed regulatory site and whether there are any mappable regulatory database sites within a specific distance, and a Vapor Screening Report in order to help identify vapor risks associated with the Subject Property. The Vapor Study concluded that there are no Vapor Encroachment Concerns associated with the Project Site.

Short-term Radon Testing was completed by Bureau Veritas on March 23-27, 2023. The U.S. Environmental Protection Agency uses a continuous exposure level of 4.0 picocuries per liter of air as an action level at which additional action is recommended. The results of the Radon Testing indicate that the radon gas concentrations are below the established action level. As such, no further action or investigation is recommended with regard to radon gas levels at the Project Site. Nonetheless, as recommended by the Radon Testing report, the Project would require retesting in the future under the following circumstances:

- The property has a mitigation system installed (retest every two years);
- An addition is added to the property;
- An alteration is made that could change the ventilation pattern;
- Major cracks or penetrations occur in the foundation walls or slab;
- Significant nearby construction blasting, or an earthquake occurs;
- Changes are made or happen to an installed mitigation system; or
- Occupation of a ground contact area occurs that was not previously tested.

Finally, the Project Site's close proximity to I-880 may result in an elevated level of air quality pollutants as compared with a Project Site located in a rural area, away from a large interstate highway. In 1998, California Air Resources Board (CARB) identified diesel particulate matter (DPM) as a toxic air contaminant (TAC) based on its

		<p>potential to cause cancer, premature death, and other health problems (e.g., asthma attacks and other respiratory symptoms). Major highways, such as I-880, are often sources of DPM given the number of vehicles that transit the highway. Those most vulnerable are children, whose lungs are still developing, and the elderly, who may have other serious health problems. The identification of DPM as a TAC in 1998 led CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan) in October 2000. The Risk Reduction Plan's goals included an 85 percent reduction in DPM by 2020 from the 2000 baseline. The Risk Reduction Plan includes regulations to establish cleaner new diesel engines, cleaner in-use diesel engines (retrofits), and cleaner diesel fuel. On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce particulate matter (PM) and oxides of nitrogen emissions from existing diesel vehicles operating in California. The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses would need to have 2010 model year engines or equivalent. The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The above state regulations contribute to a reduction in TAC exposure in areas surrounding major highways, such as the Project Site.</p> <p>Therefore, with compliance with required state and federal regulations regarding ACM and LBP, the Project would be in compliance with contamination and toxic substances requirements and no further analysis is required.</p> <p>References:</p> <p>Bureau Veritas. March 28, 2022. Phase I Environmental Site Assessment Report.</p> <p>Bureau Veritas. March 22, 2023. Vapor Study.</p> <p>Bureau Veritas. April 5, 2023. Radon Testing Report.</p> <p>Bureau Veritas. June 5, 2023. Review of Current Site Conditions and Regulatory Review Report.</p>
Endangered Species	Yes No	This Project is located in an urbanized, infill area and is currently developed with the existing Nimitz Hotel;

<p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>therefore, there are no biological or other sensitive resources at-risk of endangerment. Furthermore, according to the City of San Leandro's General Plan 2035, Chapter 6, Open Space, Conservation and Parks Element, the Project Site is located within an area classified as Urban, and there are no critical habitat cover types on or adjacent to the Project Site. Therefore, this Project would have No Effect on listed species due to the lack of potential habitat for endangered species available on the Project Site. This Project is in compliance with the Endangered Species Act.</p> <p>References:</p> <p>City of San Leandro. Adopted September 2016. San Leandro General Plan – Open Space, Parks, and Conservation. Page 6-21.</p>
<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Project Site is located on a commercial corridor immediately adjacent to the 880 freeway. Within a half-mile of the Project Site, there are residential neighborhoods to the West and South of the existing motel. Based on a site inspection on 2/11/22 by Maryann Sargent, City of San Leandro Senior Housing Specialist, there were no aboveground stationary storage tanks on or within close proximity to the Project Site. The Proposed Project would rehabilitate an existing motel; as such, the Project is located in a facility that does not store, handle or process flammable or combustible chemicals such as bulk fuel storage facilities and refineries. As discussed in the Contamination and Toxic Substances Section, the Phase I ESA completed for the Project revealed no RECs or significant findings in connection with the Project Site, apart from the potential ACM and LBP, which would be managed as required by state and federal requirements for the proper handling and disposal of ACM and LBP. Therefore, the Project is in compliance with explosive and flammable hazard requirements.</p> <p>References:</p> <p>Bureau Veritas. March 28, 2022. Phase I Environmental Site Assessment.</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the City's General Plan Chapter 6 on Open Space, Parks and Conservation: "At one time, such (agricultural) open spaces were abundant in San Leandro, consisting primarily of farms and orchards. Virtually all of these areas have been converted to urban uses." The City of San Leandro is an urbanized area with no farmland. Further, the Project Site and surrounding area has a density greater than 30 structures per 40-acre area and, as such, is not</p>

		<p>considered “farmland” as it is an area “committed to urban development” per Section 658.2 of the Farmland Protection Policy Act. Given this, the Project does not include any activities that could potentially convert agricultural land to a non-agricultural use. The Project is in compliance with the Farmland Protection Policy Act.</p> <p>References:</p> <p>City of San Leandro. Adopted September 2016. San Leandro General Plan – Open Space, Parks, and Conservation.</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the 2018 FEMA Map ID # 06001C0267H, the Project Site is in a Zone X Area of Minimal Flood Hazard, and is therefore not located within a 100-year or 500-year floodplain or floodway. The Project is in compliance with Executive Order 11988.</p> <p>References:</p> <p>Federal Emergency Management Agency. Flood Insurance Rate Map 06001C0267H. Accessed April 26, 2022. https://msc.fema.gov/portal/home.</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>According to the Volume I of II – Preservation Planning Program Overview & Options, City of San Leandro Historical Resources Survey & Historic Preservation Ordinance, the Project Site is not listed in the National Register or the local list of potential sites of historic or architectural significance. Therefore, the Nimitz Motel is not considered a historic property and thus, the proposed rehabilitation activities would not impact historic properties. Furthermore, the proposed scope of work is limited to interior rehabilitation of the existing motel, and exterior work including painting. The Project would not include any grading, ground disturbance or new construction.</p> <p>According to HUD guidance titled “Process for Tribal Consultation in Projects that are Reviewed Under 24 CFR Part 58”, including Appendix A titled “When To Consult With Tribes Under Section 106,” tribes shall be consulted when a project includes significant ground disturbance, new construction in undeveloped natural areas, incongruent visual/audible/atmospheric changes, work on a building with significant tribal association, or the transfer, lease or sale of a historic property of religious and cultural significance. Based on the review of the HUD requirements, tribal consultation is not required since the Project would not</p>

		<p>affect a historic property of cultural significance and does not include any ground disturbance.</p> <p>In addition, the City of San Leandro sent a letter dated April 26, 2022, to the California Office of Historic Preservation seeking affirmation of the determination of "no effect to historic properties". The City has also contacted staff, Shannon Pries of the Office of the State Historic Preservation Officer (SHPO), i.e., the California Office of Historic Preservation, on April 27, 2022, and December 13, 2022, and has not received a response. 36 CFR Part 800.3(c)(4) states that if the State Historic Preservation Officer 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/Tribal Historic Preservation Officers." 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.</p> <p>Based on the Project description and local review, the Project would not result in an adverse effect on historic resources. Therefore, the Project is in compliance with Section 106. There are no formal compliance steps required and no further mitigation is necessary.</p> <p>References:</p> <p>Architectural Resources Group. October 2003. Volume I of II – Preservation Planning Program Overview & Options, City of San Leandro Historical Resources Survey & Historic Preservation Ordinance.</p> <p>Written Correspondence with Shannon Lauchner, State Historic Preservation Office. April 26, 2022; April 27, 2022; December 13, 2022.</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>HUD environmental noise regulations are set forth in 24 CFR Part 51B. The following exterior noise standards would be applicable to this project:</p> <ul style="list-style-type: none"> • 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 noise assessment prepared for the Proposed Project by Bureau Veritas, dated March 22, 2023. The noise assessment was conducted in accordance with the HUD Noise Assessment Guidelines. The Noise Assessment found the following conditions in the Project area:

- Lewelling Boulevard is a HUD-defined busy road located south adjacent to the Project Site.
- Interstate 880/Nimitz Freeway is a major highway located approximately 80 feet northeast of the Project Site, and Interstate 238 is a major highway located approximately 960 feet north of the Project Site.
- A railroad operated by Union Pacific is located approximately 2,170 feet northeast of the Project Site.
- Hayward Executive Airport is located approximately 1.6 miles southeast of the Project Site, and Oakland International Airport is located approximately 4.3 miles northwest of the Project Site.

Exterior Noise Environment

Using HUD’s Day/Night Noise Level Assessment Tool (DNL Calculator), Bureau Veritas calculated the existing exterior noise levels at two locations on the Project Site. Noise Assessment Location A is located on the southern elevation on the south side of the Project Site, nearest to Lewelling Boulevard. Noise Assessment Location B is located on the northern elevation on the north side of the Project Site, nearest to Interstate 880. Noise levels were calculated for current conditions, as well as projected conditions in 10 years with traffic data from the California Department of Transportation (Caltrans) and the City. Location A has an existing exterior noise level of 78dB and a projected (2033) exterior noise level of 79dB. Location B has an existing exterior noise level of 80dB and a projected (2033) exterior noise level of 80dB. This accounts for noise generated by the roadways identified above, as well as the Union Pacific railway located 2,170 feet northeast of the Project Site and the two airports identified above. As such, 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.

When a project site has an exterior noise level of 75dB or greater, HUD regulations at 24 CFR 51.104(b)(2) state that

an Environmental Impact Statement (EIS) is required for projects located with unacceptable noise exposure. However, HUD regulations at 24 CFR 51.104(b)(2) also state that this EIS requirement can be waived if 1) Noise is the only environmental issue and 2) no outdoor noise-sensitive activities would take place on the Project Site (such as patios, picnic areas, balconies, swimming pools, etc.). Considering that the Project would not include any outdoor noise sensitive uses, like balconies and patios, and because noise is the only environmental issue identified within this Environmental Assessment, the Project is eligible for this EIS waiver.

Interior Noise Environment

Based on the “unacceptable” exterior noise level at the Project Site, Bureau Veritas conducted a noise attenuation evaluation of the Project Site using HUD’s Sound Transmission Classification Assessment Tool (STraCAT). The purpose of this tool is to document sound attenuation performance of wall systems. Based on wall, window, and door Sound Transmission Classification (STC) values, the STraCAT generates a composite STC value for the wall assembly of a structure.

Using floorplans of the existing structure, as well as other factors, such as the age of the structure and existing construction materials, Bureau Veritas calculated the STC rating necessary for the interior spaces of the building to have an interior noise level within HUD’s acceptable levels (45dB or less). On the southern elevation of the motel structure facing Lewelling Boulevard (Noise Assessment Location A), locations on the first level and the second level of the structure were calculated as needing to have an STC rating for the wall assembly of 37 in order to attenuate exterior noise levels to HUD’s acceptable interior noise level. Bureau Veritas determined that these two locations meet this threshold and have a STC rating for the existing wall assembly of 39.47 (first floor) and 38.51 (second floor). The northern elevation of the northern most building on the Project Site (Noise Assessment Location B) was calculated as needing to have an STC rating for the wall assembly of 38 in order to attenuate exterior noise levels to HUD’s acceptable interior noise level. Bureau Veritas determined that the STC rating for the existing wall assembly is 41.96.

In short, 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

		<p>noise criterion. As such, no additional noise abatement is required.</p> <p>Therefore, because 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 attenuation measures are required. However, given the Project Site’s location within an “unacceptable” noise zone, an environmental impact statement waiver is required.</p> <p><i>Mitigation Measure NOI-1: Noise Waiver</i></p> <p>Follow all recommendations for interior noise attenuation and use of the Project Site as described in the Noise Waiver:</p> <ol style="list-style-type: none"> 1. The Project will not include any outdoor gathering areas or involve any outdoor noise sensitive activities. 2. The City shall demonstrate that units along the northern elevation of the northern most motel building (i.e., units facing/fronting Interstate 880) include use of appropriate sound transmission class (STC) building materials that will meet or exceed the required STC rating of 38 3. The City shall demonstrate that units along the southern elevation of the southern most motel building (i.e., units facing/front Lewelling Boulevard) include use of appropriate STC building materials that will meet or exceed the required STC rating of 37 4. To maintain a habitable interior environment, all units and offices will be mechanically ventilated so that windows and doors can be kept closed at the occupant’s discretion to control noise intrusion indoors. <p>References:</p> <p>Bureau Veritas. March 22, 2023. HUD Noise Study.</p> <p>Bureau Veritas. April 13, 2023. HUD STraCAT Noise Attenuation Evaluation.</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The nearest Sole Source Aquifer to the Project Site is the Santa Margarita Aquifer, located in Scotts Valley, and over 40 miles to the southwest of the Project Site. Due to the intervening distance, the Project would not impact this Sole Source Aquifer. The project is in compliance with Sole Source Aquifer requirements.</p> <p>References:</p>

		U.S. Environmental Protection Agency. NEPAassist Tool – Sole Source Aquifers. Generated August 10, 2023. https://nepassisttool.epa.gov/nepassist/nepamap.aspx . Generated
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Executive Order 11990 is not applicable to the San Leandro Shelter Plan per 24 CFR part 55 section 55.12(a)(4) that states: HUD's or the recipient's actions under any HUD program involving the repair, rehabilitation, modernization, weatherization, or improvement of existing nonresidential buildings and structures, in communities that are in the Regular Program of the NFIP and are in good standing, provided that the action does not meet the thresholds for a substantial improvement under As.55.2(b)(10) and that the footprint of the structure and paved areas is not significantly increased. The Project does not meet the threshold for a substantial improvement.</p> <p>According to the City's General Plan 2035, Chapter 6, Open Space, Conservation and Parks Element, wetlands within the City are located along its western border, near the San Francisco Bay shoreline. This Project is not located within or adjacent to wetlands. Therefore, the Project would not adversely impact wetlands, and the Project is in compliance with Executive Order 11990.</p> <p>References:</p> <p>City of San Leandro. Adopted September 2016. San Leandro General Plan – Open Space, Parks, and Conservation. Page 6-21.</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>There are no wild and scenic rivers identified within City of San Leandro or within one mile of the City per the National Wild and Scenic Rivers System. Therefore, the Project would not adversely impact Wild and Scenic Rivers. The Project is in compliance with the Wild and Scenic Rivers Act.</p> <p>References:</p> <p>U.S. Fish and Wildlife Service. National Wild and Scenic Rivers System – California. https://www.rivers.gov/california. Accessed August 10, 2023.</p>
ENVIRONMENTAL JUSTICE		
<p>Environmental Justice</p>	<p>Yes No</p>	<p>According to the USEPA's EJScreen database, a mapping tool based on nationally consistent data that combines environmental and demographic indicators, the</p>

<p>Executive Order 12898</p>	<p><input type="checkbox"/> <input type="checkbox"/></p>	<p>neighborhood surrounding the Project Site (within a one-half mile radius) experiences adverse environmental conditions related to proximity to traffic, ranking in the 88th percentile in the state, presence of underground storage tanks, ranking in the 83rd percentile in the state, and presence of lead paint, ranking in the 77th percentile in the state. As discussed in the Transportation and Accessibility Section and Contamination and Toxic Substances Section of this EA, the Project would not result in adverse impacts related to traffic or hazards and hazardous materials.</p> <p>Furthermore, 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 or mobile sources.</p> <p>As discussed under Noise Abatement and Control, the Project is located within an unacceptable noise zone. However, noise levels within the renovated motel buildings on the Project Site would be within HUD's acceptable conditions for interior noise levels.</p> <p>As discussed under Contamination and Toxic Substances, the Project would not expose future residents and the surrounding community to hazardous materials. With compliance with existing state and federal laws regarding the handling and disposal of ACM and LBP, the Project would not pose an unacceptable risk to residential users or future construction workers.]</p> <p>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 the need for shelter and affordable housing for homeless residents. As such, the Proposed Project would not result in any environmental justice concerns. 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.</p> <p>References:</p>
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		U.S. Environmental Protection Agency. EJScreen Report. Generated August 22, 2023.
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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	<p>Conformance with Plans</p> <p>As discussed in the Statement of Purpose and Need for the Proposal Section of this EA, the City’s Housing Element provides a comprehensive strategy for promoting the production of available, affordable, and adequate housing within the City. The Housing Element contains several goals related to increasing housing availability for people experiencing homelessness:</p> <ul style="list-style-type: none"> • P.6.1 Support Residents at Risk of Homelessness. The City shall utilize data-supported strategies to create impactful, long-term solutions to reduce the risk of homelessness for vulnerable households and individuals, with a focus on affordable housing production, financial and supportive services and resources, and workforce training. • P.6.2 Support Existing and New Transitional and Emergency Shelters. The City shall remove barriers to interim and emergency shelter access and continue to prioritize the use of available funds to support emergency shelters and transitional and supportive housing programs

		<p>for people experiencing homelessness and those who are at risk of becoming homeless.</p> <ul style="list-style-type: none"> • P.6.3 Fund Construction of New Permanent Supportive Housing. The City shall facilitate and provide permanent supportive housing options that offer appropriate services for people experiencing chronic homelessness. • P.6.4 Actively Engage in the Regional Response to End Homelessness. The City shall participate with the Alameda County Office of Homeless Care and Coordination, Continuum of Care, and partner agencies to develop and implement strategies that address homelessness through a shared vision, coordinated programs, and joint funding opportunities. <p>The Project would result in the rehabilitation of an existing 33-room motel (with an additional manager’s suite) into an interim shelter for individuals experiencing chronic homelessness in addition to an interim short-term navigation center. The Project would convert 29 units for interim-transitional housing and approximately four existing rooms into offices and meeting spaces for case management and services staff. In the future, the City plans to convert the interim housing/shelter/navigation center into permanent supportive housing for the homeless; however, the timing of this transition has not been developed.</p> <p>As a result, the Project would support the Housing Element’s goals by creating an interim shelter for those experiencing chronic homelessness with supportive services and resources, with a future goal to provide supportive housing for these individuals. As such, the Project would be consistent with the goals of the City’s Housing Element of the General Plan.</p> <p>Assembly Bill AB 83</p> <p>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.</p> <p>Compatible with Land Use and Zoning</p> <p>According to the City’s Zoning Code, the Project Site (APN 412-1-4-1) is zoned as CC for Commercial Community, with a General Plan Land Use designation of CG for General Commercial.</p> <p>Permitted uses within the General Commercial land use designation include commercial uses such as supermarkets, department stores, apparel stores, theaters, and non-retail services such as offices and banks. Some of the zoning districts in this General Plan designation permit residential uses, subject to conditional use permit requirements. Specifically, permitted uses within the Commercial</p>
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		<p>Community zoning district include residential hotels with 25 or fewer beds and emergency shelters with 25 or fewer beds. Conditionally Permitted Uses include hotels, motels, and time-share facilities; emergency shelters with 25 or more beds; residential hotels with more than 25 beds; mixed-use residential; and multi-family residential.</p> <p>The Proposed Project would result in a land use change from commercial use to residential use for the interim emergency shelter and eventual permanent supportive housing. However, the existing motel use and the proposed residential use (transitional housing) are functionally very similar, as they both involve non-owner-occupied residential units and on-site management staff without a substantial increase in density. As such, the Project would be consistent with applicable land use and zoning regulations.</p> <p>Scale and Urban Design</p> <p>The Project would primarily involve interior renovations to the existing motel structure and would not substantially modify the exterior of the structure. Exterior modifications would include minor repairs and repainting. Therefore, the Project would not alter the Project Site’s mass or scale 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 a dense urban area with a mix of low-rise structures of commercial, public, and industrial uses, the Project 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.</p> <p>References:</p> <p>City of San Leandro. Zoning Code, 2.08.200 CC District—Use Regulations. https://library.qcode.us/lib/san_leandro_ca/pub/zoning_code/item/title_2-chapter_2_08-article_1-2_08_200.</p> <p>City of San Leandro. Adopted September 19, 2016. General Plan, Land Use Element.</p> <p>City of San Leandro. Adopted December 5, 2022. General Plan, 2023-2031 Housing Element.</p> <p>City of San Leandro. Effective January 2023. Zoning Map. Accessed August 10, 2023. https://sanleandro.maps.arcgis.com/apps/Minimalist/index.html?appid=75f3802073a4434c97742061ed1836bc.</p>
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<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>(2) No impact anticipated</p>	<p>Soil Suitability</p> <p>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.</p> <p>According to the Phase I ESA prepared for the Project, the Project Site is located on Yolo silt loam (0 to 2 percent slopes). Yolo silt loam is well drained and has moderately low runoff potential when thoroughly wet. The estimated depth to groundwater is 4 to 7 feet below the ground surface at the Project Site. The Project would not involve ground disturbing activities or construction of footings or foundations. As such, the Project would not alter or otherwise adversely impact soil conditions at the Project Site.</p> <p>Slope</p> <p>The Project Site is almost entirely covered with existing impervious surfaces (such as the existing motel, sidewalks, and a surface parking lot) and does not contain any naturally occurring landforms or steep slopes. The Project would not involve alteration of hillsides or steep vegetated slopes and, therefore, no further compliance steps are required.</p> <p>Erosion, Drainage, and Stormwater Runoff</p> <p>The Project Site is served by existing stormwater infrastructure, owned and maintained by the City of San Leandro Department of Public Works. The closest major stormwater infrastructure includes storm drains or culverts along portions of Lewelling Boulevard and Fargo Avenue.</p> <p>There are no watercourses or drainage features on or adjacent to the Project Site that would be impacted by the Proposed Project. As the existing Project Site is already developed with impervious surfaces and because the Project would not increase the amount of impervious surfaces on the Project Site, the Project would not alter the existing drainage pattern of the Project Site. Therefore, the Project would not pose a flood risk to downstream, adjacent, or neighboring properties.</p> <p>Further, because the Project would remain covered almost entirely by impervious surfaces following implementation of the Project, 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, the Project would not result in impacts related to erosion, drainage, or stormwater runoff.</p>
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<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>(2) No impact anticipated</p>	<p>Hazards and Site Safety</p> <p>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, and wildfire-prone areas. The Project Site does not include any known poisonous plants, animals, or insects, nor is it located in an area susceptible to wind or sandstorms.</p> <p>In general, the San Francisco Bay Area is a seismically active part of California. According to the California Geological Survey’s Earthquake Zones of Required Investigation Mapper, the Project Site is not located within an Earthquake Fault Zone; however, the Project Site and the greater City of San Leandro are located within a liquefaction 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.</p> <p>However, building codes in California are, and have historically been, focused on prioritizing protection of life and property from seismic-related impacts. The Project would adhere to the requirements of the latest California Building Code and the City’s Municipal Code to ensure safety for seismic risks. Further, the Project would not involve ground disturbing activities, and instead would rehabilitate the interior structural components of the existing motel, including the partitions, flooring, and drywall. As such, the Project would not be at a greater risk than other residential or commercial land uses of this kind.</p> <p>As discussed in the Contamination and Toxic Substances section, a Phase I ESA Report was conducted for the Project. In summary, the Phase I ESA did not find any RECs on the Project Site; however, the Phase I ESA states that there is potential of ACM and LBP existing at the Project Site. In the event of discovery of such materials, the materials would be abated and/or remediated in accordance with all applicable state and federal regulations. Compliance with mandatory federal, state, and local regulations regarding the handling and disposing of asbestos-containing materials and lead-based paint would reduce the risks to future inhabitants posed by these materials.</p> <p>Nuisances</p> <p>There is no evidence that the Project Site would be affected by gas, smoke, or fumes; odors; vibration; glare from adjacent institutional or commercial uses; vacant buildings; unsightly land uses; front lawn parking; abandoned vehicles; or vermin infestation from the uses surrounding the Project Site.</p>
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Noise

The Project itself would not be a noise-generating facility, such as an industrial land use. Noise generated by operation of the Project would be similar to existing conditions (i.e., a motel use) and would be typical of other residential land uses in the Project vicinity. 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. The following analysis discusses the noise impacts of Project construction and operation.

Rehabilitation

The Project involves rehabilitation activities associated with demolition and replacement of existing interior improvements, such as the interior partitions, flooring, and openings. Such activities would be limited in scope and duration and would not be expected to result in substantial construction noise because activities would be predominantly limited to interior areas of the existing motel. Furthermore, Project would be occurring within a fully urbanized area, characterized by urban development and vehicle traffic, all of which contribute to elevated ambient noise in the Project area. Further, exterior improvements to the motel structure would involve minor repairs and painting. Such rehabilitation activities would not require heavy or loud machinery, such as jack hammers, rollers, or dozers, and would not generate substantial amounts of noise in the Project vicinity.

Given the limited scope and scale of rehabilitation activities, the Project Site's location within a fully urbanized area, and the construction noise limitations required by the City's noise ordinance, no mitigation is required.

Operation

The Project would generate on-site noise through Project operation from sources such as vehicles and mechanical equipment. Vehicle noise and mechanical equipment noise would be similar to existing conditions, as the land use would be similar in function. As such, Project operation is not anticipated to generate noise levels that would be measurably different than the noise levels generated by the current motel use of the site.

References:

Cal Fire. Fire Hazard Severity Zone Map. Accessed August 22, 2023. <https://egis.fire.ca.gov/FHSZ>.

		<p>California Geological Survey. Earthquake Zones of Required Investigation. Accessed August 22, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/.</p> <p>City of San Leandro. Municipal Code, Title 4 Public Welfare, Chapter 4-1 Prohibitions, Article 11, Noise. https://library.qcode.us/lib/san_leandro_ca/pub/municipal_code/item/title_4-chapter_4_1-article_11-4_1_1115.</p>
Energy Consumption	(2) No impact anticipated	<p>Energy Usage</p> <p>The Project would rehabilitate existing buildings and there would be no new construction associated with the Project. Per HUD Guidance, the reuse of existing buildings would cost less and save more energy than new construction. Because the Project Site is currently developed with 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, which was constructed in 1964, by replacing windows and drywall in some of the units in the motel.</p> <p>The existing restaurant as part of the commercial space of the motel uses natural gas for cooking. The restaurant would be converted to a resident dining room/community room that would not use natural gas. The existing laundry facility servicing the motel is gas powered and would continue to be gas powered as part of the Project. The Project would not involve installation of new natural gas appliances and therefore, would result in a decrease of natural gas demand due to the conversion of the existing restaurant to a resident space.</p> <p>Further, the Project Site is located within close proximity to a wide range of retail and commercial services, as well as public transportation options (discussed further below) and pedestrian connections (e.g., sidewalks) to these uses. The Project Site’s proximity to these commercial and transportation resources would encourage residents to walk or use alternative modes of transportation, thus decreasing energy consumption in the form of vehicle fuel.</p> <p>The Project would be required to comply with the California Green Building Standards Code (Part 11, Title 24, known as “CALGreen”), the City of San Leandro Green Building Checklist, and applicable sections of the City of San Leandro Municipal Code. Therefore, compliance with required local and state energy efficiency requirements, as well as the close proximity of the Project Site to amenities, commercial uses, and transit service (discussed in the Transportation and Accessibility section of this EA, below), would ensure that the Proposed Project would not result in a significant source of energy consumption.</p>

Energy Utilities and Greenhouse Gas Emissions

According to the San Leandro General Plan Update Draft Environmental Impact Report, Pacific Gas and Electric Company (PG&E) provides “grid” electricity and natural gas services to the City of San Leandro. PG&E owns and maintains above- and below-ground networks of electric and gas transmission and distribution facilities throughout the City. PG&E provides natural gas and electric service to approximately 16 million people throughout a 70,000-square-mile service area in northern and central California.

PG&E produces or buys its energy from a number of conventional and renewable generating sources, consisting of non-emitting nuclear generation, large hydroelectric facilities, and eligible renewable resources, such as wind, geothermal, biomass, solar and small hydro. The remaining portion comes from natural gas/other and unspecified power. PG&E has plans to increase the use of renewable power. PG&E’s projected annual electricity demand growth between 2012 and 2024 is 1.25 percent. Energy providers in California project demand by taking into account projects and assuming future economic growth.

No upgrades to the electrical or natural gas delivery system are anticipated to be required as a result of the Proposed Project. The long-term impact from the increased energy use by the Proposed Project is not significant in relationship to the total number of consumers served by PG&E; therefore, the Project would not require expansion of energy facilities.

As discussed, the existing motel uses natural gas for the existing restaurant, which would be replaced with a resident dining/community room that would not utilize natural gas. The motel also uses natural gas for the existing laundry facility servicing the motel, which would continue to be gas powered as part of the Project. Further, each unit would include electric appliances and would not generate natural gas demand. As such, the Project would have less natural gas demand when compared with existing conditions.

Given the limited duration and scope of proposed construction activities, temporary energy use during construction would not result in a significant increase in peak or base demands on regional energy supplies or require additional capacity from local or regional energy supplies. Therefore, the Project would not result in inefficient or unnecessary consumption of energy resources during Project construction.

Because the proposed land use is functionally similar to the existing motel use, there would not be a substantial increase in greenhouse gas (GHG) emissions during Project operation. The primary contributor of GHG emissions during operation of the Proposed

		<p>Project would be internal combustion vehicles used by staff and residents of the Project and any internal combustion landscape maintenance equipment used to maintain the limited landscaping, including a few trees on-site. Due to the USEPA’s increasing vehicle efficiency standards, it is assumed that long-term transportation fuel consumption from Project operations would steadily decline over time. Therefore, GHG emissions associated with operation of the Project are not anticipated to be significant due to existing federal vehicle emissions regulations and the relatively small size of the Project in comparison to the region and state as a whole.</p> <p>Air quality impacts associated with energy consumption are discussed further in the Clean Air section of this Environmental Assessment.</p> <p>References:</p> <p>Placeworks. June 2016. General Plan Update Draft Environmental Impact Report – Utilities and Service Systems.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	(2) No impact anticipated	<p>The Project would result in the rehabilitation of an existing 33-room motel into an interim shelter and navigation center for individuals experiencing chronic homelessness. The Project would convert 29 units for interim-transitional housing and approximately four existing rooms into offices and meeting spaces for case management and services staff. The Project would eventually convert the interim housing/shelter/navigation center into permanent supportive housing for the homeless.</p> <p>A minor increase in construction-related employment opportunities would occur as a result of the proposed rehabilitation activities, 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 case workers to meet with Project inhabitants, and the jobs previously associated with the motel (e.g., building cleaning, maintenance, and landscaping staff) would be retained. Therefore, the Project’s influence on employment and income patterns is anticipated to be temporary or negligible.</p>
Demographic Character Changes, Displacement	(2) No impact anticipated	<p>Demographic Character Changes</p> <p>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</p>

	<p>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.</p> <p>The Project would involve conversion of the 33-room motel to 29 interim-transitional housing units and approximately four existing rooms into offices and meeting spaces for case management and services staff. As such, no existing residential units would be removed as part of the Proposed Project and the Project would provide housing opportunities for people experiencing homelessness. The Project would not be anticipated to result in a significant increase in population, as the Project would serve the existing homeless population within the City and/or County.</p> <p>While the average household size in San Leandro is 2.7 persons per household, studio units would likely have a single occupant. To be conservative, if each of the 29 studio units were to include one person coming exclusively from outside the City, which is an unlikely assumption, the total increase in the City of San Leandro’s population would be 29 people. An increase of 29 people would represent a negligible population increase (representing approximately 0.01 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.</p> <p>Furthermore, there are no design features as part of the Proposed Project 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 near community resources, such as recreation assets, government offices/buildings, commercial uses, and transit opportunities, which reduce physical barriers and population isolation.</p> <p>Because of the diversity of land uses in the area, the Project would not create a significant concentration of low-income or disadvantaged people in violation of HUD site and neighborhood standards and HUD Environmental Justice policies.</p> <p>Displacement</p> <p>HUD guidance states that direct displacement is defined as “involuntary displacement of a person who occupies property that is acquired, rehabilitated, or demolished for a HUD-funded activity; whose property is vacated to comply with HUD-assisted code enforcement; or whose property is specifically identified in a grant application as the site of a leveraged activity.” Indirect</p>
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		<p>displacement is defined as displacement “resulting from an activity or event that is not HUD-assisted but which is supported by concentrated HUD activities.”</p> <p>The Project Site is currently occupied by the existing motel, commercial uses, and surface parking lot. As such, the Project would not result in the removal of any permanent housing units. Rather, the Project would result in the conversion of the existing motel into an interim shelter and navigation center, and eventual supportive housing for those experiencing homelessness. In compliance with State and federal relocation regulations, the City has determined two (2) motel residents are eligible for relocation assistance. On June 5, 2023, the City Council adopted a final Relocation Plan for the two households, one of which is the on-site motel property manager (City Council Resolution No. 2023-056). Otherwise, the Project would not result in displacement of any other residents.</p> <p>In addition, the property of the existing motel is to be purchased by the City of San Leandro. Therefore, the removal of the existing motel would be voluntary, and would not be considered direct displacement. Additionally, many of the jobs involved with maintaining the existing motel (i.e., landscaping, general motel maintenance), would still be required by the proposed affordable housing use. Therefore, the Project would not cause direct displacement of jobs.</p> <p>Furthermore, the City has several goals with regard to increasing shelter access, housing availability, and resources for people experiencing homelessness. The Project would help to meet these goals. Therefore, no Project impacts are anticipated and no mitigation is necessary.</p> <p>References:</p> <p>City of San Leandro, City Council Resolution No. 2023-056.</p> <p>Metropolitan Transportation Commission, Association of Bay Area Governments. Bay Area Census – City of San Leandro. Accessed August 22, 2023. http://www.bayareacensus.ca.gov/cities/SanLeandro.htm.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		

Educational and Cultural Facilities	(2) No impact anticipated	<p>Educational Facilities</p> <p>The Project Site is located within the San Leandro Unified School District, which manages 14 schools, with a total of 8,838 students. As the Proposed Project would rehabilitate and convert the existing motel into an interim shelter and navigation center, and eventual supportive housing for those experiencing homelessness, there would be no school-aged children attending schools within the District that would be living at the Project Site. The Proposed Project will serve adults only. Therefore, the Project would not increase enrollment at area schools and would have no impact on educational facilities and classroom space.</p> <p>Cultural Facilities</p> <p>HUD guidance defines cultural facilities as “art galleries, libraries, dance facilities, museums, theaters, community centers, and other facilities for artistic and cultural purposes.” There are several cultural facilities in the Project vicinity, such as the following:</p> <ul style="list-style-type: none"> • The Manor Branch and San Lorenzo Libraries, located approximately one mile northwest and 0.5 miles southeast of the Project Site, respectively; • The McConaghy House, a museum, located approximately 1.3 miles southeast of the Project Site; and • The Washington Park Community Center located approximately 0.8 miles northwest of the Project Site. <p>The demand for local cultural facilities by Project residents would be spread out among multiple locations and would not be concentrated at one place or one time. In addition, because the Proposed Project would not result in substantial population growth and given the proximity of multiple cultural facilities to the Project Site, the Project would have little to no impact on the capacity of surrounding cultural facilities. Therefore, no Project impacts are anticipated, and no mitigation is necessary.</p> <p>References:</p> <p>San Leandro Unified School District. San Leandro Unified School District at a Glance. Accessed August 12, 2023. https://www.slusd.us/slusd/slusd-at-a-glance/.</p>
Commercial Facilities	(2) No impact anticipated	<p>A wide range of retail and commercial services with a variety of price ranges exists within a one-mile radius and walking distance of the Project Site, including the following:</p> <ul style="list-style-type: none"> • A plaza with retail, dining, and grocery options (e.g., 99 cent store, FoodMaxx, Safeway, etc.) adjacent to the Project Site to the west;

- Walgreens pharmacy 1,100 feet southwest of the site across Lewelling Boulevard;
- Additional grocery and dining options northeast of the Project Site on Hesperian Boulevard; and
- Other uses such as banks, convenience stores, pet stores, salons, and gyms.

Further, the City of San Leandro is served by Bay Area Rapid Transit (BART), AC Transit, Amtrak, and a number of shuttle and para-transit services. BART provides heavy-rail, regional transit service to Alameda, San Francisco, Contra Costa, and San Mateo counties. The closest BART station to the Project Site is the Bay Fair Station, located approximately 0.5 miles northeast of the Project Site.

AC Transit provides bus service in Alameda County and the western portion of Contra Costa County, and transbay commuter service to San Francisco and the Peninsula. Its local buses connect San Leandro neighborhoods and business districts with various destinations, including the two BART stations. AC Transit also provides school bus and para-transit services, and it is a participating transit provider for the regional, All-Nighter bus system, providing night owl bus service when BART is not operating. AC Transit buses are equipped with frontloading racks that can hold up to two bicycles. Specifically, AC Transit services the Line 97 Route (Hesperian, Alvarado, Decoto) in the Project vicinity, with the closest bus stop to the Project Site located at Hesperian Boulevard and Sycamore Street, approximately 1,300 feet northeast of the Project Site. In addition to the multitude of available commercial facilities, the various options for public transit and walking in the Project vicinity would provide Project residents with access to commercial facilities in other areas of the City. Therefore, existing commercial facilities serving the Project Site are adequate and accessible.

The Project would convert the existing restaurant into a resident dining and community room, removing the existing business. However, the existing restaurant is a relatively small establishment and removing it would not represent the loss of a large employer that would severely impact employment opportunities within the Project area. The City also determined the on-site restaurant was ineligible for relocation assistance under State and federal relocation laws. Further, the dining/community room would require maintenance and management, which would partially offset potential job losses associated with removal of the commercial space. The Project itself would require similar maintenance and management services as compared with existing conditions of an operating motel, such as administrative staff, cleaning staff, and maintenance personnel. Therefore, the Project would likely result in a similar number of job opportunities as

		<p>compared with existing conditions. Therefore, the Project would not adversely impact commercial facilities in the Project area.</p> <p>References:</p> <p>AC Transit. Line 97. Accessed August 14, 2023. https://www.actransit.org/bus-lines-schedules/97.</p> <p>City of San Leandro. Adopted September 2016. San Leandro General Plan – Transportation.</p>
<p>Health Care and Social Services</p>	<p>(2) No impact anticipated</p>	<p>Healthcare Services</p> <p>There are several hospitals serving the Project area located within 2 miles of the Project Site, including a Kaiser Hospital, the San Leandro Hospital, and Fairmont Hospital. The San Leandro Hospital is accessible by public transit from the Project Site. In addition, there are several medical centers and clinics that provide non-emergency health care services, such as primary care, family care, and mental health services within 2 miles of the Project Site, including Aaftab Medical Center, Davis Street Primary Care Clinic, and Concentra Urgent Care.</p> <p>First-response emergency services are provided by the Alameda County Fire Department (ACFD). ACFD, through a contract for services, provides fire protection service to the City of San Leandro, which includes fire suppression, hazardous materials mitigation, paramedic response, urban search and rescue (including in the waters of the San Francisco Bay), fire prevention, and public education services.</p> <p>The Project Site is primarily served by Station 13, located at 637 Fargo Avenue. This station houses one engine company and services an area of approximately 3.25 square miles, which is densely populated with predominantly single-family dwellings and also covers portions of Interstates 880 and 238. Station 13 is located approximately 1,780 feet northwest of the Project Site. Given Station 13’s close proximity to the Project Site and the services provided by this station, there would be adequate health care services, including emergency medical services, available to serve the Project.</p> <p>Social Services</p> <p>The Project would not result in substantial or unplanned population growth because it would primarily serve existing homeless individuals within the City and/or County. The San Leandro Human Services Commission and Community Assistance Grant Program provides social service resource information and supports community-based nonprofit organizations whose services and programs meet San Leandro's social service needs. The City</p>

		<p>supports organizations that offer prevention education, crisis intervention, and basic needs services. Agencies funded through the Community Assistance Grant Program provide affordable services based upon the need of individuals and families living in San Leandro.</p> <p>In addition, there are several options for social services in the Project vicinity, such as the Bay Area Support Services organization, located approximately 3,100 feet north of the Project Site, and the Youth and Family Alameda County Services, located approximately 1.2 miles northeast of the Project Site. Further, the Project would provide on-site conference and meeting spaces for social workers and case workers to meet with Project residents. Therefore, adequate social services would be available to residents of the Project Site and no Project impacts are anticipated.</p> <p>References</p> <p>City of San Leandro. Human Services. Accessed August 14, 2023. https://www.sanleandro.org/492/Human-Services.</p> <p>City of San Leandro. Adopted September 2016. San Leandro General Plan – Public Services and Recreation.</p>
Solid Waste Disposal / Recycling	(2) No impact anticipated	<p>Alameda County Industries and the Waste Management of Alameda County provide residential and commercial properties with solid waste and recycling collection services. With regard to construction waste and recycling, the City’s Construction and Demolition Debris Recycling Ordinance requires contractors to recycle 100% of all asphalt/concrete and 50% of all other Construction and Demolition debris from construction and demolition projects valued at \$100,000 or greater at the time the building permit is issued. As of January 1, 2017, the California Green Building Standards Code requires a Construction and Demolition waste management plan and 65% waste diversion of non-hazardous materials for all new construction, all commercial renovations, and most residential additions/alterations.</p> <p>According to the San Leandro General Plan Update Draft Environmental Impact Report, CalRecycle reports that in 2014, a total of 117,167 tons of solid waste from the City of San Leandro were disposed at 16 different landfills. Majority of the waste (93 percent) went to four of those facilities: Altamont Landfill & Resource Recovery, Forward Landfill, Inc., Potrero Hills Landfill, and Vasco Road Sanitary Landfill. Three of the four landfills that receive the majority of the City’s solid waste are likely to reach their permitted maximum capacities between 2019 and 2025. However, the Potrero Hills Landfill is not estimated to close until 2048. In addition, there are 16 landfills that received waste from the City in 2014, and 21 landfills that received waste from the City in 2013.</p>

		<p>While the conversion of an existing motel to an interim shelter and eventual supportive housing would result in an increase of 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 generating similar or less solid waste and recycling as compared with existing conditions. Further, given the existing capacity of nearby landfills, any net change in solid waste generation could be accommodated by the existing landfill and recycling infrastructure. Further, the solid waste generated by the Proposed Project would be typical of the types of wastes generated by residential land uses throughout the City. Nothing inherent in the Project description or in the type or intensity of land use would indicate that the Project would generate a higher-than-normal level of typical municipal solid waste, or that it would generate any unique or hazardous types of wastes requiring unusual disposal methods. Therefore, given that the City administers a sufficient recycling and household hazardous waste disposal program and there are sufficient landfills throughout the County, the Project would not result in significant impacts related to solid waste or recycling.</p> <p>References:</p> <p>City of San Leandro. Construction Site Recycling. Accessed August 14, 2023. https://www.sanleandro.org/628/Construction-Site-Recycling.</p> <p>Placeworks. June 2016. General Plan Update Draft Environmental Impact Report – Utilities and Service Systems.</p>
Waste Water / Sanitary Sewers	(2) No impact anticipated	<p>Wastewater from the southern one-third of the City, including the Project Site, is collected and treated by the Oro Loma Sanitary District system. Wastewater from this area of the City is piped to and treated by the Oro Loma Treatment Plant, which is located at 2655 Grant Ave, San Lorenzo, CA. The Oro Loma wastewater collection system consists of approximately 273 miles of sanitary sewer lines, 6,015 manholes, more than 60 special structures, 14 pump stations, and several inverted siphons. The Oro Loma Sanitary District collects sewage from approximately 46,000 households and 1,000 businesses.</p> <p>The Oro Loma Sanitary District has a long-term mutual agreement with the Castro Valley Sanitary District, where Castro Valley Sanitary District reimburses Oro Loma for operations and maintenance costs for wastewater treatment, based on its actual contributory sewage flows. The Oro Loma Sanitary District/Castro Valley Sanitary District Water Pollution Control Plant has an average dry weather flow of 11.8 million gallons per day (mgd), with a design flow of 20 mgd, meaning that the Plant currently has an available treatment capacity of 8.2 mgd.</p>

		<p>While the Proposed Project would result in eventual supportive housing with 29 converted units, 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 would have available capacity to continue treating wastewater generated by uses on the Project Site. Therefore, the City has sufficient wastewater treatment capacity and facilities available to serve the Project and no further analysis is necessary.</p> <p>References:</p> <p>Placeworks. June 2016. General Plan Update Draft Environmental Impact Report – Utilities and Service Systems.</p> <p>Oro Loma Sanitary District. Statistical Information. Accessed August 15, 2023. https://oroloma.org/statistical-information.</p>
Water Supply	(2) No impact anticipated	<p>Water service in the City of San Leandro is provided by the East Bay Municipal Utility District (EBMUD), a publicly owned utility. 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.</p> <p>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, eastward from San Francisco Bay to the City of Walnut Creek, and south through the San Ramon Valley. 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 Proposed Project would result in a negligible increase in population, if any, as discussed in the Demographic Character Changes, Displacement Section of this EA.</p> <p>Additionally, 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</p>

		<p>(required through implementation of the California Green Building Standards Code – Part 11, Title 24 California Code of Regulations [CALGreen]). According to the UWMP, water supplies would meet water demand in normal, single dry year, and two dry year scenarios.</p> <p>The Proposed Project would not be expected to result in an increase in water demand as compared with the existing motel, because the existing motel use and the proposed shelter 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 staff and management. As such, water demand associated with the Project is not anticipated to increase. Further, the Project would result in removal of the on-site restaurant, which would reduce water demand associated with dishwashing and other water uses associated with a commercial kitchen. 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.</p> <p>References:</p> <p>East Bay Municipal Utility District. 2021. Urban Water Management Plan 2020.</p>
<p>Public Safety - Police, Fire and Emergency Medical</p>	<p>(2) No impact anticipated</p>	<p>Police</p> <p>The San Leandro Police Department (SLPD) serves the City of San Leandro and has a mutual aid agreement with the Alameda County Sheriff’s Department on an as-needed basis. The SLPD is composed of the command staff, communications center, crime prevention unit, management staff, records unit, and traffic division. San Leandro is divided into seven “beats” for patrol functions. Each beat is patrolled by at least one officer on a 24-hour basis. The SLPD station is located at 901 E 14th Street, located approximately 3 miles north of the Project Site.</p> <p>According to the San Leandro General Plan Update Draft Environmental Impact Report, SLPD does not have a service ratio standard and do not track average response times. SLPD uses the formula of 10.4 officers per 10,000 residents to assess the need for additional officers and staff. Using San Leandro’s 2015 population of 86,460 with SLPD’s 71 officers, the existing service ratio is 8.2 officers per 10,000 residents which is below their preferred service ratio formula.</p> <p>The Project Site is already served by SLPD, and the Project would not result in a need for expansion of SLPD’s service area. The Project would not present any unique features or operational aspects that could reasonably be expected to result in an increased need for</p>

		<p>police facilities. The Project would include features for increasing safety and security, including a security camera system and an on-site manager who can provide initial assistance for resident concerns. Furthermore, the Project is expected to serve those experiencing homelessness within the City/County, and thus, would not result in a substantial population increase. Therefore, the Proposed Project would not adversely impact police protection services in the City.</p> <p>Fire</p> <p>As discussed in the Health Care and Social Services section, the Project Site would be served by the ACFD. The Project Site is primarily served by Station 13, located at 637 Fargo Avenue, approximately 1,780 feet northwest of the Project Site.</p> <p>The Project Site is located within an urbanized area with an urban street network, a fully pressurized water system, and managed landscaping. According to the California Department of Forestry and Fire Protection’s Fire Hazard Severity Zone (FHSZ) viewer, the Project Site is not located within or adjacent to a FHSZ. The Proposed Project would not increase the density of the Project Site compared with existing conditions and, therefore, the Proposed Project would not result in a significant population increase, as discussed above. Additionally, the Project Site is currently served by the ACFD and would continue to operate in a similar way as existing conditions. Therefore, the Proposed Project would not adversely impact fire protection services in the City.</p> <p>Emergency Medical</p> <p>Refer to the discussion regarding the Health Care and Social Services section, above.</p> <p>References:</p> <p>California Department of Forestry and Fire Protection. Fire Hazard Severity Zone Viewer. Accessed August 16, 2023. https://egis.fire.ca.gov/FHSZ/.</p> <p>Placeworks. June 2016. General Plan Update Draft Environmental Impact Report – Public Services and Recreation.</p>
Parks, Open Space and Recreation	(2) No impact anticipated	The City’s Department of Recreation and Human Services manages parks and recreational facilities throughout the City. San Leandro’s park system includes 23 parks and recreation facilities, including community and neighborhood parks, swimming pools, and sports fields. The closest parks and recreational facilities to the Project Site include:

		<ul style="list-style-type: none"> • Washington Manor Park, located approximately 3680 feet northwest of the Project Site; • Lewelling Playground, located approximately 2120 feet west of the Project Site; and • Mervin Morris Park, located approximately 3250 feet southwest of the Project Site (this park is owned and maintained by the City of Hayward). <p>These facilities, located within one mile of the Project Site, provide various amenities such as playgrounds, an aquatic center, softball fields, and tennis courts. Additionally, the Project Site is approximately two miles to the east of the San Leandro Shoreline, which provides a multitude of recreational opportunities, such as additional parks, trails, and a marina.</p> <p>Because the Proposed Project would not result in substantial population growth and given the proximity of multiple parks and recreational facilities to the Project Site, the Project would not warrant construction of additional park space, nor would it result in substantial deterioration of any existing recreation facilities. Given the relatively small increase in population associated with the Project, and the Project’s close proximity to existing parks and recreational facilities, the Project would not result in adverse impacts to the existing municipal park system.</p> <p>References:</p> <p>City of San Leandro. Parks. Accessed August 22, 2023. https://www.sanleandro.org/379/Parks.</p>
<p>Transportation and Accessibility</p>	<p>(2) No impact anticipated</p>	<p>As discussed in Commercial Facilities, the Project Site is surrounded by a variety of transit options. The City of San Leandro and Project Site are served by BART, AC Transit, Amtrak, and a number of shuttle and para-transit services. AC Transit services the Line 97 Route (Hesperian, Alvarado, Decoto) in the Project vicinity, with the closest bus stop located at Hesperian Boulevard and Sycamore Street. The closest BART station to the Project Site is the Bay Fair Station, located approximately 0.5 miles northeast of the Project Site, and accessible by AC Transit.</p> <p>The Project Site is surrounded by commercial uses, which provide sidewalks with pedestrian crossings at the nearby intersections. Furthermore, portions of Lewelling Boulevard, Washington Avenue, and Fargo Avenue serve as bicycle-friendly roads and/or contain dedicated bike lanes. In addition, the Project would retain the surface parking area, which would provide opportunities for residents to travel beyond the immediate Project vicinity to access neighborhood amenities.</p> <p>The Project would result in minor short-term and long-term impacts to transportation and accessibility. For short-term impacts, Project</p>

construction would consist of rehabilitation activities primarily for the interior of the existing motel (with exterior painting). 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, with less traffic generated in phases following construction. 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, employee, and delivery/service vehicles. It is not likely that all residents would own or be permitted to store a vehicle while living at the Project Site. Additionally, the Project's proximity to commercial uses and transit options would encourage alternative modes of transit and further reduce vehicle trips associated with the Project. Further, the existing motel use on the Project Site is currently generating vehicle trips. As such, considering that the motel use is being replaced by an interim shelter and a navigation center for those experiencing homelessness, the Project would likely generate fewer vehicle trips when compared with existing conditions.

As of July 1, 2020 in California, transportation impact assessments prepared in accordance with the California Environmental Quality Act are required to analyze transportation impacts using vehicle miles traveled (VMT) as the primary measure of transportation impacts. VMT is generally defined as the amount and the distance of automobile travel associated with a project. The California Governor's Office of Planning and Research (OPR) published a technical advisory that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The OPR technical advisory suggests that lead agencies may screen out VMT impacts using project-specific characteristics, such as project location, transit availability, and provision of affordable housing. Specifically, the OPR technical advisory states that affordable housing development in infill locations generally improves jobs-housing matching and, in turn, shortens commutes and reduces VMT. Further, the OPR technical advisory states that a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT. Specifically, the OPR guidance states that "evidence supports a presumption of less than significant impact for a 100 percent affordable residential development in infill locations." The

	<p>Project would involve development of 100 percent affordable residential units and would be located within an infill location, surrounded by urban development on all sides. As such, the Project can be presumed to have a less than significant impact related to VMT per OPR's guidance. Therefore, the Project would not result in a significant impact to transportation and mobility.</p> <p>References:</p> <p>Google Maps. Map of Bicycle Routes in Project Vicinity. Generated August 22, 2023.</p> <p>Governor's Office of Planning and Research. 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA.</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	(2) No impact anticipated	<p>Unique Natural Features</p> <p>HUD's examples of unique, natural features include features such as sand dunes, waterfalls, unique rock outcroppings, caves, canyons, and unique stands of trees. The Project Site is a mostly flat parcel located in a highly urbanized area. As discussed, 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 landscaping. Based on the land use types in the Project vicinity and aerial photography of the Project area, there are no unique, natural features present that would be impacted by the Project.</p> <p>Water Resources</p> <p>There are no surface water features, sole source aquifers, or other water resources on or adjacent to the Project Site, as noted above in the Sole Source Aquifers, Wetlands Protection, and Wild and Scenic Rivers sections of this Environmental Assessment. The estimated depth to groundwater is 4 to 7 feet below the ground surface at the Project Site. Implementation of the Project would not involve ground disturbing activities. Therefore, because Project-related rehabilitation activities would take place on a site that has been disturbed by past development, and because the Project Site is located within a fully urbanized environment that is surrounded by disturbed areas (such as sidewalks, commercial uses, streetlights, and major arterial streets), the Project would not impact any unique natural features or water resources.</p>

Vegetation, Wildlife	(2) No impact anticipated	<p>Because the Project Site is located within a fully urbanized area, and because the Project Site is nearly entirely covered by impervious surfaces, apart from limited areas of landscaping, there are no existing remnant or endemic plant communities on the Project Site. The Project would not involve vegetation removal or ground disturbance. As such, the Project would not damage or destroy any communities, nor would it result in the disruption of wildlife, habitat alteration or removal, effects to rare species (including those that are considered threatened or endangered), or the proliferation of pest species. Due to the disturbed nature of the Project Site and the limited amount of existing landscaping, the Project Site would not support special-status species listed by the USFWS, as described above in the Endangered Species Act section of this Environmental Assessment.</p>
Other Factors	(2) No impact anticipated	<p>Climate Change</p> <p>Per Executive Order 14008, and HUD’s guidance to demonstrate that projects are resilient to climate change, the following analysis reviews the Project’s resilience to climate change impacts. As previously stated, the Project would be required to meet the requirements of the state’s CalGreen Code, and the City of San Leandro’s Municipal Code.</p> <p>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 Project Site is located within Alameda County, which has a “very high” risk index, and is in the 100th percentile when compared to the United States and the 95th percentile when compared to California.</p> <p>Alameda County has a social vulnerability of relatively moderate for all listed hazard types, with a community resilience rating of very high for all listed hazard types. The majority of the risk value in the Project area is due to earthquakes, riverine flooding, wildfire, and drought. 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 Project Site would not be susceptible to flooding or wildfire as it is not located within an SFHA or Fire Hazard Severity Zone, respectively. As for drought which is associated with heat waves, the Project would provide protection from excessive heat, and a regular supply of potable water for persons experiencing homelessness.</p> <p>As for sea level rise, according to the National Oceanic and Atmospheric Administration’s Sea Level Rise viewer, which uses topography data and future climate change projections to estimate what areas of the nation’s coasts may be inundated by certain</p>

climate change scenarios, the Project Site would not be inundated by coastal flooding even with 10 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 that residents do not currently receive as members of the unhoused community.

Environmental Justice

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 an area that includes some environmental hazards related to traffic 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.

As discussed in the Clean Air Section, 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 or mobile sources.

As discussed under Noise Abatement and Control, the Project is located within a high noise level area. Because the Project would be located within an area with “unacceptable” exterior noise levels, as defined by HUD, the Project requires a noise waiver and a restriction of outdoor noise sensitive uses on the Project Site (such as balconies and picnic areas).

As discussed under Contamination and Toxic Substances, the Project would not expose future residents and the surrounding

		<p>community to hazardous materials and would not pose an unacceptable risk to residential users or future construction workers.</p> <p>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 disproportionately high impact on a low-income or minority community. Rather, the Project would provide an interim shelter and navigation center, supportive services, and eventual permanent housing for individuals experiencing homelessness, thus providing assistance and resources for this often-marginalized unhoused community.</p> <p>References:</p> <p>Federal Emergency Management Agency. National Risk Index Report. Accessed August 22, 2023. https://hazards.fema.gov/nri/.</p> <p>National Oceanic and Atmospheric Administration. Sea Level Rise Viewer. Accessed August 22, 2023.</p> <p>U.S. Environmental Protection Agency. EJScreen Report. Generated August 22, 2023.</p>
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Additional Studies Performed:

Bureau Veritas. March 28, 2023. Phase I Environmental Site Assessment Report.

Bureau Veritas. March 22, 2023. Vapor Study.

Bureau Veritas. March 22, 2023. HUD Noise Study.

Bureau Veritas. April 13, 2023. HUD STraCAT Noise Attenuation Evaluation.

Bureau Veritas. April 5, 2023. Radon Testing Report.

Bureau Veritas. June 5, 2023. Review of Current Site Conditions and Regulatory Review Report.

Field Inspection (Date and completed by):

Bureau Veritas conducted field visits for the following:

- Phase I Environmental Site Assessment Report, on March 16, 2022;
- Radon Testing, on March 23-27, 2023; and
- Review of Current Site Conditions and Regulatory Review Report, on June 1, 2023.

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

See list of references for each checklist section, above.

List of Permits Obtained:

N/A

Public Outreach [24 CFR 50.23 & 58.43]:

Before finalizing the Project's Environmental Assessment, the City will publicly disseminate/publish the Environmental Assessment's findings, as required by 24 CFR 58.43 and 24 CFR 58.70. The City will consider the public comments received on any Project-related notices and, if appropriate, would make modifications in response to the comments.

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 conversion of an existing motel to an interim shelter and navigation center, and eventual permanent supportive housing after a minimum of five years and would require new public funding sources and appropriate CEQA and NEPA review at that later date. As stated above, the Project's construction-induced noise would be within the City's construction noise ordinance and operation of the Project would generate similar noise levels as compared to existing conditions. With regard to air quality, the Proposed Project would not result in short- or long-term air quality impacts, as emissions would be far below USEPA-adopted construction or operational thresholds given the lack of new construction associated with the Project and the operational similarities between the existing motel use and the proposed affordable housing use. As such, the Project would not result in cumulatively considerable air quality or noise impacts.

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." Since the Proposed Project would involve 100 percent affordable residential units and because the Project Site is located within an urbanized 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 an interim shelter and navigation center to address housing needs identified by the City and the state of California. The City is investigating the potential for development of affordable and supportive housing opportunities for those experiencing homelessness on the Project Site; however, there are no approved plans for this eventual affordable/supportive housing development. Additionally, funding for such a future action is uncertain and any future action would require environmental review pursuant to CEQA and NEPA.. No other motel sites were considered for the Project because the Nimitz Motel is the last existing motel of this kind in the City of San Leandro and is the ideal property type for conversion into homeless housing under the State Project Homekey Program.

A reduced density alternative would not achieve the City or state goals and would require additional rehabilitation or demolition actions to reduce the total number of units from the proposed 29 units, which may generate additional construction debris. 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. As such, 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 continue to operate as a motel. Some environmental impacts, such as air quality emissions and transportation impacts (i.e., number of trips to the site) would be equal or potentially 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 has documented a persistent need to support residents experiencing homelessness, with a focus on increasing access to affordable housing, supportive services, and interim and emergency shelters. Under the No Action Alternative, this need would not be addressed. Further, over time, it is possible that the motel would be sold to another developer and redeveloped with a use permitted within the CC zone (such as a commercial use), which would not result in the benefits associated with reusing existing structures (as opposed to demolishing the existing structures) and providing new shelters, navigation centers, and affordable housing. Therefore, the Project is preferred over this alternative.

Summary of Findings and Conclusions:

After implementation of the mitigation measures described in 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.

Law, Authority, or Factor	Mitigation Measure
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p><i>Mitigation Measure NOI-1: Noise Waiver</i></p> <p>Follow all recommendations for interior noise attenuation and use of the Project Site as described in the Noise Waiver:</p> <ol style="list-style-type: none"> 1. The Project will not include any outdoor gathering areas or involve any outdoor noise sensitive activities. 2. The City shall demonstrate that units along the northern elevation of the northern most motel building (i.e., units facing/fronting Interstate 880) include use of appropriate sound transmission class

	<p>(STC) building materials that will meet or exceed the required STC rating of 38</p> <ol style="list-style-type: none"><li data-bbox="737 268 1398 464">3. The City shall demonstrate that units along the southern elevation of the southern most motel building (i.e., units facing/fronting Lewelling Boulevard) include use of appropriate STC building materials that will meet or exceed the required STC rating of 37<li data-bbox="737 470 1390 632">4. To maintain a habitable interior environment, all units and offices will be mechanically ventilated so that windows and doors can be kept closed at the occupant's discretion to control noise intrusion indoors.
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Determination:

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: *KR* Date: 8/30/23

Name/Title/Organization: *Kerri Heusler, Housing Manager, City of San Leandro*

Certifying Officer Signature: *Tom Liao* Date: 8/30/23

Name/Title: *Tom Liao, Director of Community Development, City of San Leandro*

Certifying Officer Signature: *Jennifer Pearce* Date: 8/30/23

Name/Title: *Michelle Starratt, Director of Housing & Community Development, County of Alameda*

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).

Signature: *Jennifer Pearce*
Jennifer Pearce (Aug 31, 2023 10:50 PDT)

Email: jennifer.pearce@acgov.org







Part-58-EA-Lewelling Interim Housing_090123

Final Audit Report

2023-08-31

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