**U.S. Department of Housing and Urban Development**
451 Seventh Street, SW
Washington, DC 20410
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# Environmental Assessment

# Determinations and Compliance Findings for HUD-assisted Projects

# 24 CFR Part 58

| | |
|---|---|
| Project Identification: | 803 Belmont Avenue |
| Responsible Entity: | San Mateo County |
| Preparer: | Bay Desert, Inc. |
| Month/Year: | January, 2024 |

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# Environmental Assessment

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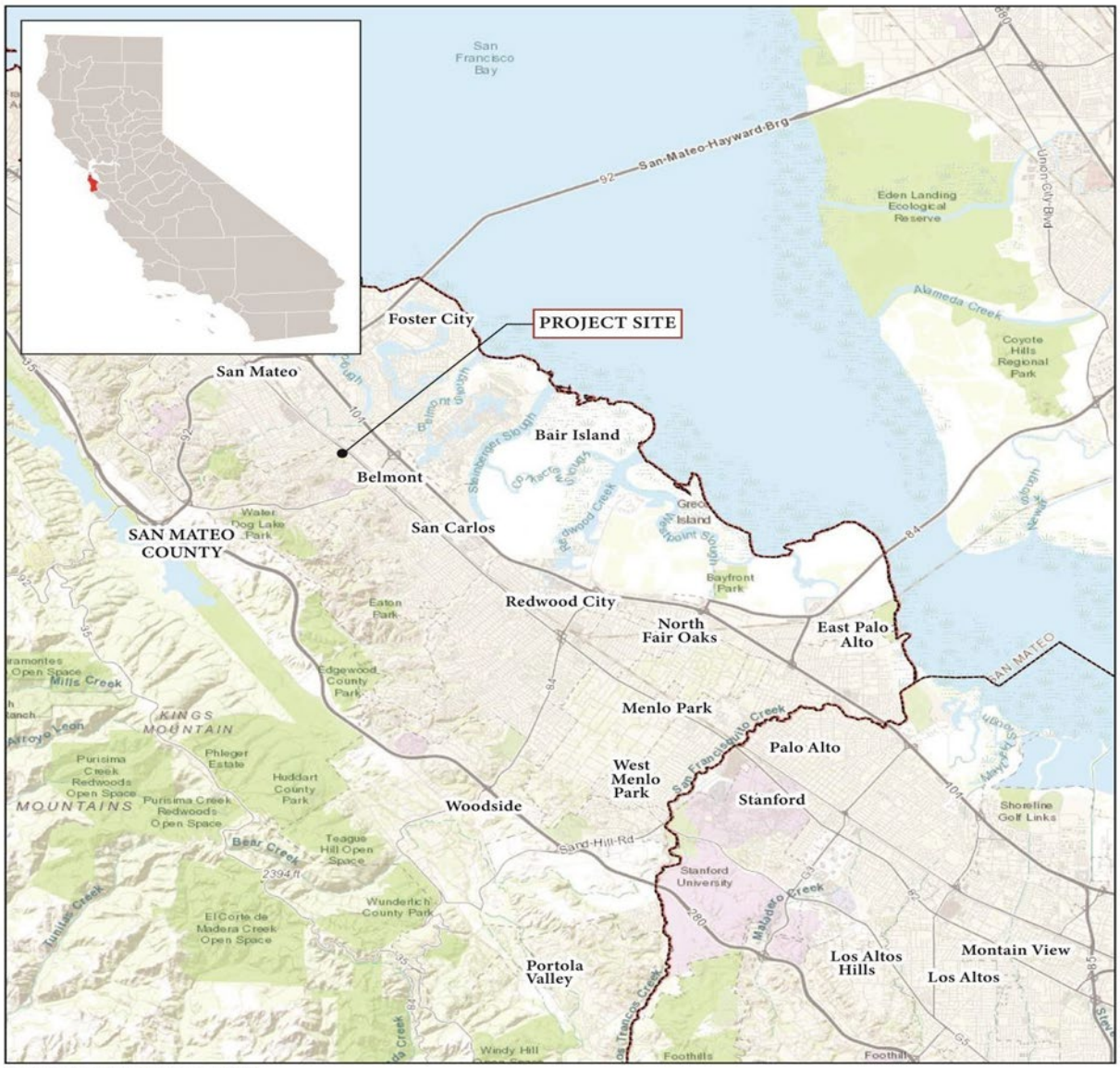
24 CFR Part 58

## Project Information

| | |
|---|---|
| **Project Name:** | 803 Belmont Avenue |
| **Responsible Entity:** | San Mateo County |
| **Grant Recipient** (if different than Responsible Entity): | Department of Housing, County of San Mateo and Housing Authority of County of San Mateo |
| **State/Local Identifier**: | |
| **Preparer:** | Eugene Flannery, Bay Desert, Inc. |
| Certifying Officer Name and Title: | Rose Cade, Deputy Director,<br>Department of Housing, County of San Mateo |
| **Consultant** (if applicable): | Bay Desert, Inc.<br>422 Larkfield Center #104<br>Santa Rosa, CA 95403<br>(707) 523-3710 |
| **Direct Comments to:** | Ronak Moradi, Housing Specialist<br>County of San Mateo Department of Housing<br>rmoradi@smchosuing.org |
| **Project Location:** | 801-803 Belmont Avenue<br>Belmont, San Mateo County, California 94002<br>APNs 044-172-190 and -200<br>Geographic coordinates: (37.52725, -122.28498) |

## Project Location

Map 1 Regional Map 1

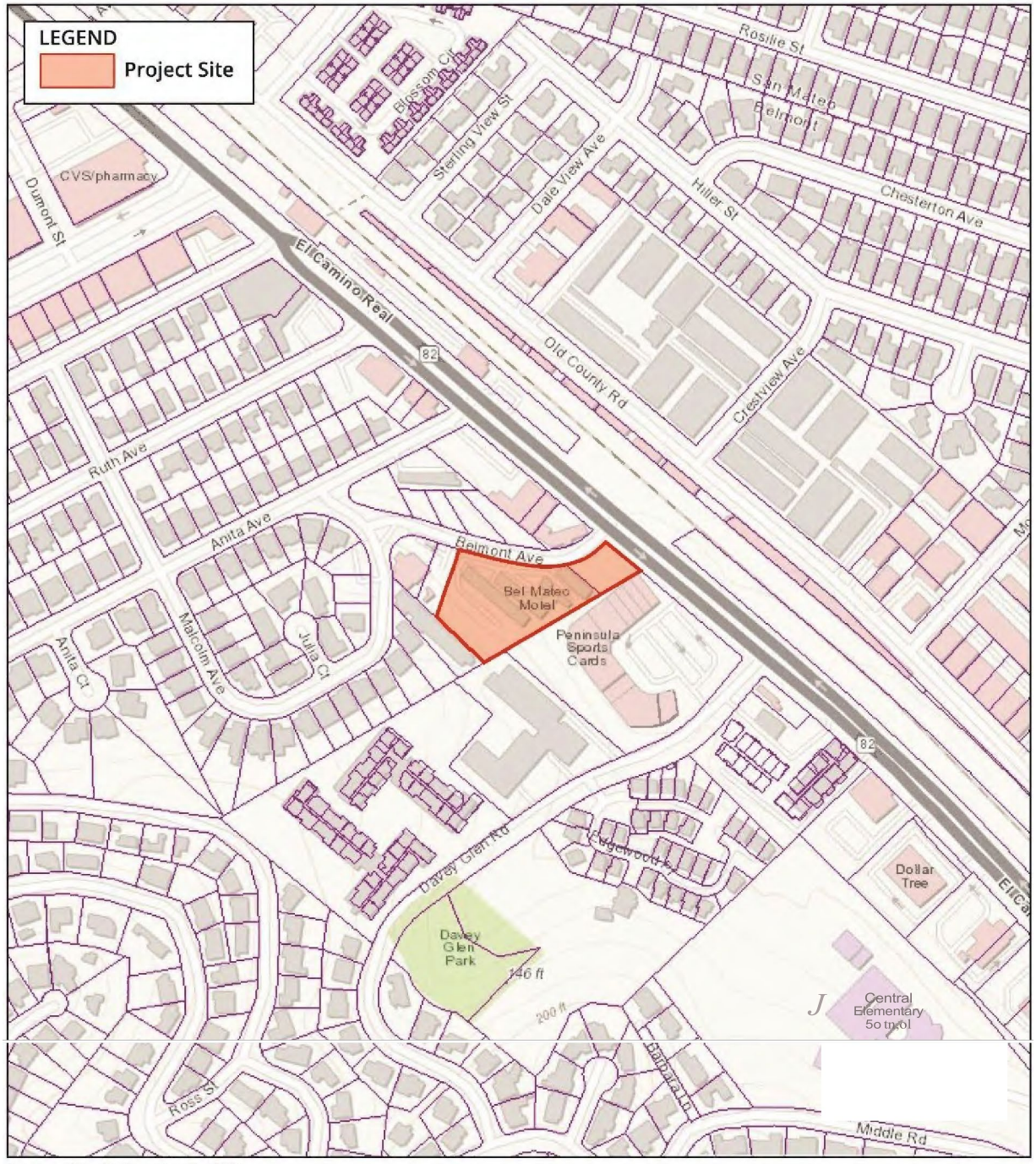



Source: San Mateo County GIS

**FIGURE 1**
**Regional Location Map**

Map 1 Local Vicinity

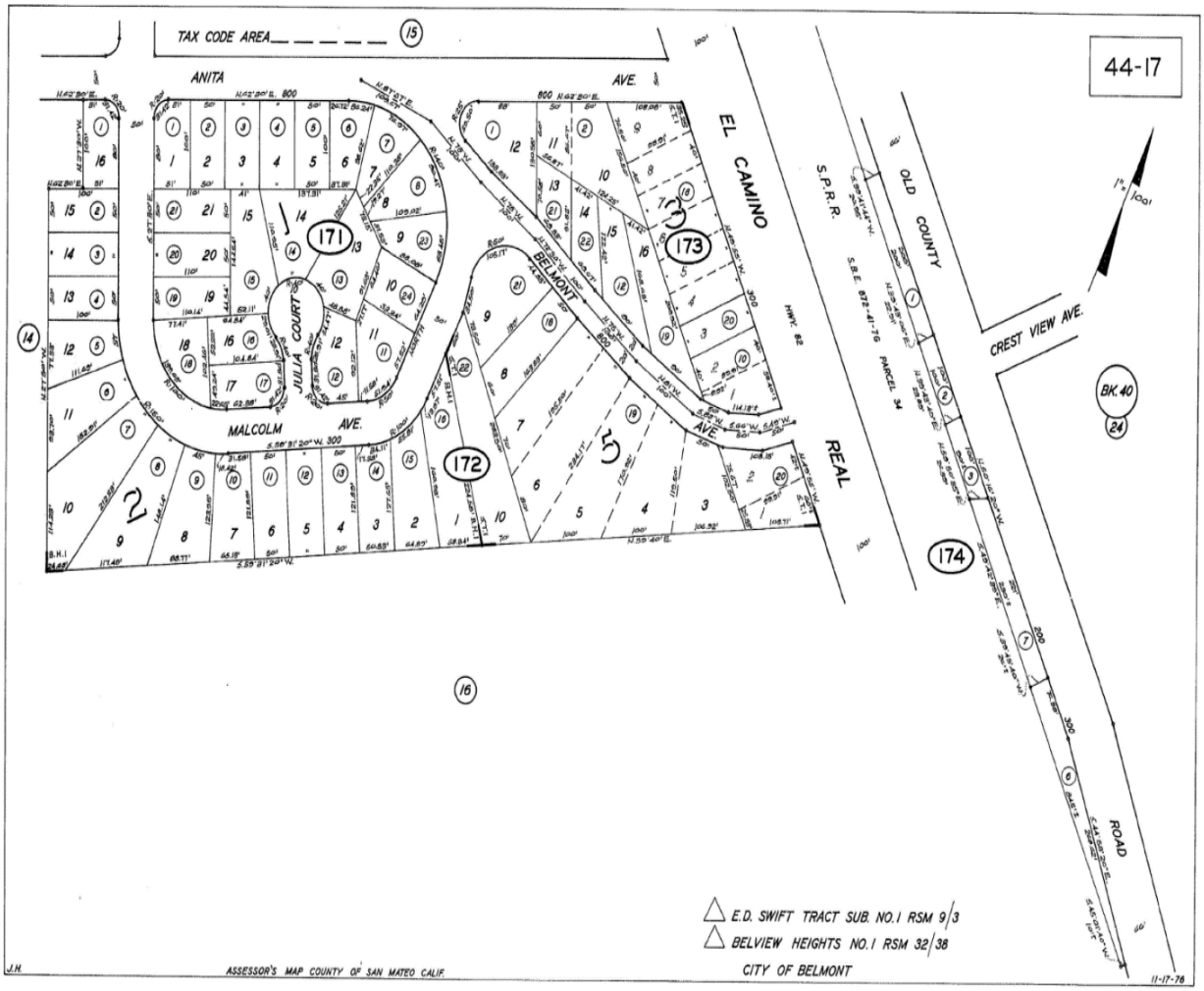
**FIGURE 2: LOCAL VICINITY MAP**




Source: San Mateo County GIS

Map 3 Assessor's Parcel Map

APNs 044-172-190 and -200



Photos Existing Conditions Site Photographs

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

Roem Corporation will undertake a project known as the 803 Belmont Avenue which will develop 125 units of affordable housing at the site of the Bel Mateo Inn (APNs 044-172-190 and -200). Parcel APN 044-172-200 was acquired on November 11, 2019, and the second parcel (APN 044-172-190) will be purchased and demolished by the project developer to make way for construction of the new housing. The address of the project site is 801-803 Belmont Avenue, Belmont, San Mateo County, California 94002 (Geographic coordinates: (37.52725, -122.28498).

The project proposes the demolition of the existing Bel Mateo Motel, which is eligible for listing in the National Register of Historic Places, and the construction of an eight story multi-family structure. The structure would be terraced as it extends up the site from El Camino Real. No terraced level would exceed six stories.

The project includes onsite amenities, recreation and landscaped areas, and parking. Onsite amenities will include but are not limited to the following: approximately 6,500 square feet of outdoor recreation space, fitness center, resident club room, homework/computer room, resident services office, and a children's play structure. One hundred and fifty-two (152) parking spaces are proposed within three levels of garage parking. The unit allocation is: 52 one-bedroom units; 40 two-bedroom units; 33 three-bedroom: units, (including 1 designated manager's unit).

The project will be designated as a family community, with the following projected income breakdown (which is subject to change based on funding requirements): 38-percent of the project (47 units) are being targeted to extremely low-income ("ELI") households earning 30-percent Area Median Income ("AMI") or less. Of the 47 ELI units, 20 units (16-percent of total project) are projected to be designated as 'supportive housing' units for formerly homeless veteran tenants. The remaining 62-percent of the units (89 units) will be restricted to households earning between 50% and 80 % AMI (including one unrestricted manager unit). The City of Belmont General Plan Housing Element has identified the Site as a Housing Opportunity Site intended for residential development. The total project cost is estimated to be $135,500,000 of which $35,316,320 is HUD funding from the following sources: 20 VASH Project Based Vouchers ($5,926,800); 42 Section Eight Project Based Vouchers ($24,989,520); and Moving to Work funds ($4,400,000).

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Source Documents: (1) (2)

Figure 1 Site Plan

Figure 2 Perspective

Figure 3 Elevation

Figure 4 Elevation

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

The population of Belmont was estimated to be 26,813 persons in the 2020 Census. This is an increase of 6.7% from 2000. Per that Census, Belmont currently has 11,700 units of housing. From 2010 to 2020, the number of homes in Belmont increased by 0.6%. This minor increase in Belmont's housing stock does not accommodate the increase in its population growth. The housing stock increase is below the growth rate for San Mateo County, in which the City is located, and below the growth rate of the Bay Area region. The number of new homes built in the Bay Area has not kept pace with the demand and increases in population, resulting in longer commutes, increasing prices, and exacerbating issues of displacement and homelessness. Fifty-eight percent of Belmont's housing stock is single-family detached homes, 6.0% single-family attached homes,32.9% multi-family homes with five or more units, and 3.1% multi-family homes with two to four units. From 2010 to 2020, the housing type that experienced the most growth was Single-Family Home. Of the 11,700 housing units in Belmont 111 are affordable, barely one percent.

In Belmont, the largest proportion of homes have a value ranging from $1M to $2M. Home prices increased 124% since 2010. Median rent for all bedrooms is $3,045, for a one bedroom apartment is $2,250, a 77% increase since 2010. To afford this rent, without a cost burden, a household would need to earn $90,040 per year. The U.S. Department of Housing and Urban Development considers housing to be affordable for a household if the household spends less than 30% of its income on housing costs. A household is considered "cost-burdened" if it spends more than 30% of its monthly income on housing costs, those who spend more than 50% of their income on housing costs are considered "severely cost-burdened."

In Belmont, 18.1% of households are cost-burdened, while 15.0% are severely cost burdened. In Belmont, 9.8% of large family households experience a cost burden of 30% to 50%, while 11.4% of households spend more than half of their income on housing. Approximately 18.6% of all other households have a cost burden of 30% to 50%, with 15.2% of households spending more than 50% of their income on housing.2,318 of Belmont's households are 0-50% AMI, while 1,143 are extremely low-income. In Belmont, 9.0% of residents have a disability and may require accessible housing. Sixteen percent of Belmont residents are over the age of 65. Additionally, 5.2% of Belmont households are larger households with five or more people, likely needing larger housing units with three bedrooms or more, while 6.7% of households are female-headed families. These groups are often the most cost burdened for housing.

Access to housing in general in Belmont is limited due to high cost and limited supply. Access is even more limited for low-income households due to the very low number of affordable homes. Additionally, Belmont was assigned a total of 1,785 units of housing for its Regional Housing Needs Determination by California's Department of Housing and Community Development for the 2023 to 2031 cycle. The distribution of the determination is shown in the table below.

| VERY LOW INCOME (<50% of AMI) | LOW INCOME (50-80% of AMI) | MODERATE INCOME (80-120% of AMI) | ABOVE MODERATE INCOME (>120% of AMI) |
|---|---|---|---|
| 488 | 281 | 283 | 733 |

The addition of 125 units of affordable housing will help the City meet its RHND and improve access to housing resource.

Source Documents: (3) (4) (2) (5)

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

### Site Characteristics

The subject site is two parcels encompassing approximately 1.5 acres on the southwest side of Belmont Avenue, west of El Camino Real, in Belmont, San Mateo County, California. One parcel is currently developed as the Bel-Mateo Motel and has a posted address of 803 Belmont Avenue. The adjoining parcel on the east is currently undeveloped and has no posted address. The motel portion of the property has been graded into several level terraces on the hillside. The motel complex consists of three wings of motel rooms, with an office and manager's residence attached to the central building wing. The Bel-Mateo Motel appears eligible for listing on the National Register of Historic Places for its association with Mid-Century Modern design within a period of significance of ca. 1952. The area around the buildings is paved with asphalt and used for guest parking; an approximately 40-foot-high slope ascends from the west edge of the rear parking lot to the west property line. The site is situated near the base of a broad hill adjacent to San Francisco Bay, and slopes gently to moderately toward the northeast. Surface elevations across the property range from 35 to 115 feet above sea level. Drainage is directed toward Belmont Avenue, and from there to the City storm drain system. No surface water bodies or streams are located on-site. The nearest surface water feature is Belmont Creek, which flows to the northeast approximately 0.9 miles southeast of the property.

Source Documents: (6) (7)

### Trends

Table 2 shows the City's employment, housing, and population projections from the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) Plan Bay Area 2040. ABAG projections indicate an increase of 2,680 persons (9 percent) in the City's population over the next 20 years, for an estimated 2040 population of 30,085 residents. This forecasted growth represents approximately 134 new residents per year. Additionally, ABAG projections indicate an increase in the City's number of households by 710 (6 percent) over the next 25 years for an estimated 11,620 households in 2040. This forecasted growth represents 36 new households per year (ABAG 2017). There were 0.8 jobs per household in the City in 2020. This ratio is about 43 percent lower than the ABAG estimate of 1.4 jobs per household for San Mateo County in the same year. This suggests that Belmont is not a jobs rich community in which more residents commute to points outside the City for their jobs than workers commuting into the City. An increase in affordable housing units is necessary to provide housing opportunities for the projected number of persons. Additionally, the Project would concentrate housing development close to the Belmont Village Specific Plan Area near jobs and amenities.

**Table 2 ABAG Population, Housing, and Employment Projections**

| City of Belmont | 2020 | 2025 | 2030 | 2035 | 2040 |
|---|---|---|---|---|---|
| Population | 27,405 | 27,685 | 27,970 | 29,145 | 30,085 |

| Table 2 ABAG Population, Housing, and Employment Projections | | | | | |
|---|---|---|---|---|---|
| **City of Belmont** | **2020** | **2025** | **2030** | **2035** | **2040** |
| Housing Units | 10,910 | 10,995 | 11,040 | 11,410 | 11,620 |
| Employment (# Jobs) | 9,240 | 9,300 | 9,425 | 9,430 | 7,430 |
| Employment/Housing Ratio | 0.8 | 0.8 | 0.9 | 0.8 | 0.8 |

Source Documents: (1) (2) (3)

## Funding Information

| Grant Number | HUD Program | Funding Amount |
|---|---|---|
| | VASH Project Based Vouchers (20) | $5,926,800 |
| | Section Eight Project Based Vouchers (42) | $24,989,520 |
| | Moving to Work | $4,400,000 |

| | | |
|---|---|---|
| Estimated Total HUD Funded Amount | | $35,316,320 |
| Estimated Total Project Cost | (HUD and non-HUD funds) [24 CFR 58.32(d) | $135,500,000 |

## 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<br>24 CFR Part 51 Subpart D | Yes ☐ **No** ☒ | The Site is not within 15,000 feet of a military airport or within 2,000 feet of a civilian airport. The closest airports to the project site are the San Carlos Airport (approximately two miles east) and the San Francisco International Airport (7 miles northwest).<br>The project site is located within Area A of the Airport Influence Area (AIA) as identified in the Comprehensive Airport Land Use Compatibility Plan of the San Francisco International Airport. Area A encompasses all of San Mateo County and is identified as an area which is likely to be overflown by an aircraft at least once a week. Although located within the AIA, the project site is located approximately seven miles south of the San Francisco International Airport.<br>An Airport Influence Area Boundary map for San Carlos Airport indicates that the project site is located within Area B of this airport, within a 9,000-feet radius, and would be required to comply with Federal Aviation Regulation (FAR) Part 77 administered by the Federal Aviation Authority for construction and notification requirements.<br>However, it is not within the Accident Potential Zone or a Runway Protection Zone/Clear Zones of either airport.<br>Source Document: (8) (9) Appendix A |
| Coastal Barrier Resources<br>Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501] | Yes ☐ **No** ☒ | The Coastal Barrier Resources Act of the United States (CBRA, Public Law 97-348), enacted October 18, 1982, designated various undeveloped coastal barriers, depicted by a set of maps adopted by law, for inclusion in the John H. Chafee Coastal Barrier Resources System (CBRS). Areas so designated were made ineligible for direct or indirect Federal national security, navigability, and energy exploration. CBRS areas extend along the |

| **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 |
|---|---|---|
| | | coasts of the Atlantic Ocean and the Gulf of Mexico, Puerto Rico, the U. S. Virgin Islands, and the Great Lakes, and consist of 857 units.<br><br>There are no Coastal Barrier Resources in California.<br><br>Source Document: (10) |
| Flood Insurance<br><br>Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a] | Yes **No**<br>☐ ☒ | The project does not involve property acquisition, land management, construction, or improvement within a 100-year floodplain (Zones A or V) or 500-year floodplain (Zone B) identified on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM).<br><br>The project is not located in a Flood Zone. The area is a Flood Hazard Area Designation X: Areas outside the 1-percent annual chance floodplain, areas of 1% annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1% annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1% annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones. FIRM Map Parcel Number 06081CO168F effective date July 16, 2015.<br><br>Flood insurance is not required.<br><br>Source Document List: (11) Appendix B |
| **STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5** | | |
| Clean Air<br><br>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93 | **Yes** No<br>☒ ☐ | The local Air Basin's, Bay Area Air Quality Management District (BAAQMD), status is nonattainment for ozone, $PM_{2.5}$, and $PM_{10}$. Because the BAAQMD is not in attainment for all the criteria pollutants a conformity with the local Air Quality Plan is necessary. Federal de minimis levels are 100 tons per year for each of these pollutants or their precursors: ROG, NOX, $PM_{2.5,}$ and CO. Construction and operations emissions for the project were modeled by Illingworth & Rodkin, Inc., using the California Emissions Estimator Model (CalEEMod), version CalEEMod.2016.3.2) in April 2020. The results are shown in the tables below. Mitigated Emissions from both construction and operations are below the federal General Conformity de minimis levels and the BAAQMD's thresholds. Furthermore, the project's size is below |

| 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 |
|---|---|---|

the operational project level screening size of 240 units for multifamily developments established by BAAQMD, hence it is presumed that the project operations would not have an adverse effect on air quality.

TABLE 1 CONSTRUCION EMISSIONS

| Pollutant | Project Emissions | | Federal de minimis (tpy) | BAAQD Thresholds (lbs./pd) | Exceed Standards |
|---|---|---|---|---|---|
| | (tpy) | (lbs./pd) | | | |
| ROG | 0.7116 | 3.9 | 100 | 54 | No |
| $NO_X$ | 0.7319 | 3.9 | 100 | 54 | No |
| CO | 0.9618 | 5.27 | 100 | x | No |
| $SO_2$ | 1.6700e-003 | 0.01 | 100 | 10 | No |
| $PM_{2.5}$ | 4.8100e-003 | 0.03 | 100 | 54 | No |
| $PM_{10}$ | 0.0117 | 0.06 | x | 82 | No |

TABLE 2 OPERATIONS EMISSIONS

| Pollutant | Project Emissions | | Federal de minimis (tpy) | BAAQD Thresholds (lbs./pd) | Exceed Standards |
|---|---|---|---|---|---|
| | (tpy) | (lbs./day) | | | |
| ROG | 1.1133 | 6.7423 | 100 | 54 | No |
| $NO_X$ | 0.3357 | 2.0276 | 100 | 54 | No |
| CO | 3.7162 | 22.4458 | 100 | x | No |

| 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 |
|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| SO2 | 0.0062 | 0.0339 | 100 | 10 | No |
| PM2.5 | 0.0841 | 4.0274 | 100 | 54 | No |
| PM10 | 0.2983 | 0.4052 | x | 82 | No |

The 2020 modeling did not include emissions from the construction of a sewer drain connection that is part of the Project. Illingworth recalculated the emissions from the sewer drain connection using the CalEEMod estimator. The emissions from this additional activity were found to represent about 10 percent of the total construction emissions analyzed for the project previously. This is a small change and would not be large enough to lead to altering the conclusions of the 2020 Project air quality analysis.

All aspects of the project construction would be required to comply with City policies outlined in the 2020 report that require the use of Tier 4 engines in construction equipment and incorporation of best management practices for fugitive dust control. The Draft Program Environmental Impact Report for the Belmont General Plan Update, Phase I/Interim Zoning, Belmont Village Specific Plan, and Climate Action Plan, Chapter 4.2: Air Quality (DEIR) prepared in 2021 identified impacts with respect to construction period emissions (Impact 4.2-2). Projects constructed under the General Plan and Belmont Village Specific Plan (BVSP) are subject to mitigation measures contained in the DEIR.

### Fugitive Dust

The amount of fugitive dust was estimated to be 0.0499 PM2.5 and 0.1092 PM10. The project will implement Best Management Practices (BMPs) in compliance with the BAAQMD recommended measures for controlling fugitive dust during soil disturbing activities. (Mitigation Measure AQ-1) These methods would control construction-related fugitive dust, such that there would be no significant effects from fugitive dust.

### Sensitive Receptors and Health Risks and Hazards

The closest sensitive receptors are the adjacent multi-family residences to the west of the project site. In addition, there is a preschool (Challenge

<table>
<tr><th>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</th><th>Are formal compliance steps or mitigation required?</th><th>Compliance determinations</th></tr>
<tr><td></td><td></td><td>School, children 2-5 years old) to the east and an elementary school (Central Elementary School, children 5-10 years old) to the south of the project site. Also, the Project would introduce new sensitive receptors to the area. There are also several sources of TACs and localized air pollutants in the vicinity of the project. The DEIR identified Mitigation Measure AQ-6 requiring future projects located within 1,000 feet of sensitive receptors to perform a construction health risk assessment: Also, Policy 6.4-2 from the BVSP would be applicable to the proposed project:<br><br>” Require new residential projects and other new sensitive receptors such as schools, daycares, nursing and retirement homes located within 1,000 feet of Highway 101, El Camino Real, or the Caltrain tracks to install indoor air quality equipment, such as enhanced air filters (air filters rated at a minimum efficiency reporting value (MERV) 13 or higher) or equivalent mechanisms, to minimize health risks for future residents.”<br><br>
<table>
<tr><th colspan="3">TABLE 3 BAAQMD Air Quality Significance Thresholds</th></tr>
<tr><th>Health Risks and Hazards</th><th>Single Sources Within 1,000-feet</th><th>Combined Sources (All sources within 1,000-</th></tr>
<tr><td>Excess Cancer Risk</td><td>>10.0 per one million</td><td>>100 per one million</td></tr>
<tr><td>Hazard Index</td><td>>1.0</td><td>>10.0</td></tr>
<tr><td>Incremental annual $PM_{2.5}$</td><td>>0.3 µg/$m^3$</td><td>>0.8 µg/$m^3$</td></tr>
</table>
<br>Project construction activity would generate dust and equipment exhaust on a temporary basis that may affect nearby sensitive receptors. A construction community health risk assessment was prepared to address project construction impacts on the surrounding sensitive receptors. Operation of the project is not expected to be a source of TAC or localized air pollutant emissions as the project would not generate substantial truck traffic or include stationary sources of emissions. Emissions from automobile traffic generated by the project would be spread out over a broad geographical area and not localized.</td></tr>
</table>

| 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 |
|---|---|---|

A review of the project area indicates that Highway 82 (El Camino Real) has average daily traffic (ADT) of over 10,000 vehicles, which makes it a significant source of TACs. All other roadways within the area are assumed to have an ADT of less than 10,000 vehicles. The Caltrain rail line is to the east of the project site and would have a potential impact on the project's sensitive receptors. Four stationary sources were identified within the 1,000-foot influence area using the BAAQMD' s stationary source stationary source website map.

The maximum cancer risk and $PM_{2.5}$ impacts from El Camino Real occur in the northernmost corner of the second-floor residential area. The maximum increased cancer risk at this location was computed as 2.2 in one million. This increased cancer risk would not exceed the BAAQMD single-source significance threshold of 10 in one million for cancer risk. Increased cancer risks for residents above the second level would be lower than the maximum cancer risk.

The maximum annual $PM_{2.5}$ concentration occurred at the same location where the maximum cancer risk occurred. The maximum modeled $PM_{2.5}$ concentration at this location was 0.19 $\mu g/m^3$. This concentration would be below the BAAQMD single-source $PM_{2.5}$ threshold of a concentration of greater than 0.3 $\mu g/m^3$. $PM_{2.5}$ concentrations at floors above the second level would be less than 0.3 $\mu g/m^3$. The maximum non-cancer HI for El Camino Real traffic at the project site was computed as less than 0.01, which would not exceed the BAAQMD significance threshold of a HI greater than 1.0. The maximum $PM_{2.5}$ concentrations and the maximum increased cancer risks for project residents on the second and third floor levels at project site are provided in Table 2.

TABLE 4 Health Risk Impacts at Project Site from El Camino Real Traffic

| Source | Cancer Risk (per million) | Annual PM2.5 ($\mu g/m^3$) | Chronic Hazard Index |
|---|---|---|---|
| El Camino Real Traffic | 2.2 | 0.19 | <0.01 |
| 3rd Floor Maxi- | 1.1 | 0.09 | <0.01 |
| *BAAQMD Thresholds* | *>10.0* | *>0.3* | *>1.0* |

| 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 |
|---|---|---|

Rail line- Caltrain

The Caltrain rail lines are located approximately 165 feet northeast of the project site and approximately 525 feet northeast of the construction MEI. Rail activity on these lines currently generates TAC and PM2.5 emissions from locomotive exhaust. These rail lines are used for Caltrain passenger and Union Pacific Railroad freight service by trains using diesel fueled locomotives. The Peninsula Corridor Electrification Project will electrify the Caltrain Corridor from San Francisco to San Jose. Under this program, diesel-locomotive hauled trains would be converted to Electric Multiple Unit (EMU) trains after 2020. The maximum annual $PM_{2.5}$ and DPM concentrations from rail traffic occurred at the same location where the maximum cancer risk from El Camino Real traffic occurred, which was the in the northernmost corner of the second-floor residential area. The maximum cancer risk at this location from rail traffic is 3.0 in one million and the maximum $PM_{2.5}$ concentration was 0.003 µg/$m^3$. Potential non-cancer health effects due to chronic exposure to DPM were computed as a HI of less than 0.01. The above maximum health impacts would be below their respective BAAQMD single-source significance thresholds for increased cancer risk, $PM_{2.5}$ concentration, and non-cancer HI. The maximum community risk impacts for project residents on the second and third floor levels at the project site from the rail source are summarized in Table 3

Table 5 Community Risk Impacts for 2ND & 3RD Floor Project Residents

| Source | Cancer Risk (per million) | Annual PM2.5 (mg/m3) | Chronic Hazard Index |
|---|---|---|---|
| Rail Line 2nd Floor Maximum | 3.0 | <0.01 | <0.01 |
| Rail Line 3rd Floor Maximum | 2.3 | <0.01 | <0.01 |
| BAAQMD Threshold | >10.0 | >0.3 | >0.01 |

Stationary Sources

<table>
<tr><th>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</th><th>Are formal compliance steps or mitigation required?</th><th>Compliance determinations</th></tr>
<tr><td></td><td></td><td>Permitted stationary sources of air pollution near the project site were identified using BAAQMD's Permitted Stationary Sources GIS website, which identifies the location of nearby stationary sources and their estimated risk and hazard impacts. Four stationary sources were identified; Plants #11280, #7835, and #4862 are coating operations and Plant #19419 is a generator. Estimated risk values for these stationary sources at the project site are listed in Table 4.<br><br>Cumulative Impact on Project Sensitive Receptors<br><br>Table 4 reports the community risk impacts that the existing TAC sources (i.e., roadways, rail line, and stationary sources) would have on the sensitive receptors that the project will introduce. The table shows that the cancer risk, PM2.s concentration, and (12)HI do not exceed their respective single-source thresholds. Additionally, the combination of all the TAC sources would not exceed the BAAQMD cumulative source thresholds for cancer risk, $PM_{2.5}$ concentration, or HI.<br><br>
<table>
<tr><th colspan="4">Table 6 Community Risk Impacts Existing TAC Sources</th></tr>
<tr><th>Source</th><th>Maximum Cancer Risk (per million)</th><th>PM2-5 concentration (µg/m³)</th><th>Hazard Index</th></tr>
<tr><td>El Camino Real at 15 feet northeast</td><td>2.2</td><td>0.19</td><td><0.01</td></tr>
<tr><td>Caltrain (125 feet northeast)</td><td>3.0</td><td><0.01</td><td><0.01</td></tr>
<tr><td>Plant #4862 (Coating Op)</td><td>--</td><td>--</td><td><0.01</td></tr>
<tr><td>Plant #7835 (Coating Op)</td><td>--</td><td>--</td><td><0.01</td></tr>
<tr><td>Plant #11280 (Coating Op)</td><td>--</td><td>--</td><td><0.01</td></tr>
<tr><td>Plant #19419 (Generator)</td><td>0.2</td><td>--</td><td>--</td></tr>
<tr><td>BAAQMD Single-Source Threshold</td><td>>10.0</td><td>>0.3</td><td>>1.0</td></tr>
<tr><td>Exceed Single-Source Threshold?</td><td>No</td><td>No</td><td>No</td></tr>
<tr><td>Combined Sources Unmitigated</td><td>5.4</td><td><0.20</td><td><0.05</td></tr>
<tr><td>BAAQMD Cumulative-Source Threshold</td><td>>100</td><td>>0.8</td><td>>10.0</td></tr>
<tr><td>Exceed Cumulative-Source Threshold?</td><td>No</td><td>No</td><td>No</td></tr>
</table>
Mitigations Required: AQ 1, 2, 3, 4.<br><br>Sources: (1) (8) (12) (13) (14) (15) (16) Appendix C</td></tr>
<tr><td>Coastal Zone Management</td><td>Yes No</td><td>The project site is in the City of Belmont, an urbanized area on the San Francisco peninsula. The project is subject to requirements of the San</td></tr>
</table>

| **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 |
|---|---|---|
| Coastal Zone Management Act, sections 307(c) & (d) | ☐ ☒ | Francisco Bay Conservation and Development Commission, as the designated governing body over the Local Coastal Program in the greater Bay Area.<br><br>Activities requiring permit approval include:<br><br>• **Filling:** Placing solid material, building pile-supported or cantilevered structures, disposing of material, or permanently mooring vessels in the Bay or in certain tributaries of the Bay.<br>• **Dredging:** Extracting material from the tidal waters.<br>• **Shoreline Projects:** Nearly all work, including grading, on the land within one hundred feet of the Bay shoreline.<br>• **Other Projects:** Any filling, new construction, major remodeling, substantial change in use, and many land subdivisions in the Bay, along the shoreline, in salt ponds, duck hunting preserves or other managed wetlands adjacent to the Bay.<br><br>The proposed project does not involve activities within one hundred feet of the shoreline. The Site is roughly 6,800 feet miles from the shoreline and therefore not immediately adjacent to the Bay. The project zoning is appropriate. A Coastal Development Permit is not required.<br><br>Source Document List: (17) (18) (19) Appendix D |
| Contamination and Toxic Substances<br><br>24 CFR Part 50.3(i) & 58.5(i)(2) | **Yes** No<br>☐ ☒ | A Phase I Environmental Site Assessment ("ESA") was conducted by Earth Systems Pacific ("Earth") for the two parcels comprising the Site: APNs 044-172-190 and APN 044-172-200 in Belmont, California. The ESA was performed for due diligence purposes, in support of a proposed purchase and redevelopment of the property with residential apartments buildings. The scope of work for the evaluation was based on ASTM Standard E1527-13, *Standard Practice for Environmental Site Assessments.* The purpose of the ESA was to evaluate the site for the presence of RECs related to the current or past use, handling, storage, or disposal of hazardous materials or petroleum products on or near the subject property. The upper parcel was first developed sometime between 1946 and 1956; prior to that time, it was in an essentially natural condition. The property has been operated as a motel throughout its developed history. The lower parcel has remained undeveloped since at least 1896. No past site uses with a |

<table>
<tr><th>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</th><th>Are formal compliance steps or mitigation required?</th><th>Compliance determinations</th></tr>
<tr><td></td><td></td><td>significant potential to adversely affect environmental conditions on the site were identified. The parcels are not listed in databases of registered hazardous materials handlers and hazardous waste generators. No hazardous substance releases have been reported for the site. Twenty seven hazardous substance sites are listed within a ⅛-mile radius of the Site. Based on the nature of the listings, their regulatory status or distance/direction from the subject property, none constitute a REC for the subject site. No RECs were identified for the subject property, and additional assessment was not recommended by Earth.<br><br>Bay Desert, Inc. searched the California State Waterboards Geotracker database of underground storage tanks on November 22, 2023. Two open cases were identified within a 2,000 foot radius of the Site. Blue Bird Cleaners is an open case and is in interim remedial action. However, it is at a lower elevation than the Site and due to the depth of groundwater at 30 feet it does not pose a risk of harm to project residents. Nor does Circraft, Inc. which is open and in remediation and at a lower elevation pose a risk of harm to project residents. A search of California Department of Toxic Substance Control returned one active site, again, Blue Bird Cleaners, which does not pose a risk of harm to project residents for the above stated reasons.<br><br>
<table>
<tr><td>BLUE BIRD CLEAN-ERS</td><td>T10000004253</td><td>OPEN - ASSESSMENT & INTERIM REMEDIAL AC-TION</td><td>60 WEST 42ND AVENUE</td><td>SAN MATEO</td></tr>
<tr><td>CIRCRAFT INC</td><td>T0608191579</td><td>OPEN - REMEDIATION</td><td>519 C MARINE VIEW AVE</td><td>BELMONT</td></tr>
</table>
<br>Source Documents: (7) (20) (21) (22) Appendix E</td></tr>
<tr><td>Endangered Species<br><br>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</td><td>Yes No<br>☐ ☒</td><td>Species of Concern<br><br>The United States Fish and Wildlife Service’s Information for Planning and Consultation (IPaC) website was accessed for a listing of Endangered and Threatened Species and Critical Habitats. In the affected area of the project. No Critical Habitats are present in the affected area. The following</td></tr>
</table>

| **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 |
|---|---|---|

species of mammals, birds, reptiles, amphibians, insects, and flowering plants were identified that could potentially be affected by activities in the project area.

| Classification | Species | Status | Critical Habitat Present at Sie |
|---|---|---|---|
| Mammals | Salt Marsh Harvest Mouse | Endangered | No |
| Birds | California Clapper Rai0ler | Endangered | No |
| | California Least Tern | Endangered | No |
| | Marbled Murrelet | Threatened | No |
| | Western Snowy Plover | Threatened | No |
| Reptiles | Green Sea Turtle | Threatened | No |
| | Northwestern Pond Turtle Proposed | Threatened | No |
| | San Francisco Garter Snake | Endangered | No |
| Amphibians | California Red-legged Frog | Threatened | No |
| | Foothill Yellow-legged Frog | Threatened | No |
| Insects | Monarch Butterfly | Candidate | No |
| Flowering Plants | Fountain Thistle | Endangered | No |

| 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 |
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| | | | |
|---|---|---|---|
| | Marin Dwarf-flax | Threatened | No |
| | San Mateo Thorn mint | Endangered | No |
| | San Mateo Woolly Sun-flower | Endangered | No |
| | White-rayed Peta chaeta | Endangered | No |

Critical Habitats:

There are no critical habitats within the project area. Nor does the project area overlap any critical habitat. The site has no watercourses, ponds, or other habitat for fish to be present on-site.

Project impacts

The habitat present within the project site can be classified as Urban/Developed. This habitat type is characterized as areas that have been constructed upon or otherwise physically altered to an extent that natural vegetation is no longer supported and retains little or no soil substrate. Developed land is characterized by permanent or semi-permanent structures, pavement, or hardscape, and landscaped areas that often require irrigation.

Due to developed state of the project site and the lack of suitable habitat, the species identified in the IPaC Resource List do not have potential to occur on site, aside from Migratory Birds, which are discussed in the Vegetation and Wildlife section below. No special-status plants are expected to occur as well due to the lack of natural vegetation communities and lack of suitable substrate.

In February 2020 H. T. Harvey & Associates, Ecological Consultants, ("Harvey") conducted research and a site survey to assess the current distribution of special-status plants and animals in the vicinity of the Site. The site is completely developed. Harvey concluded, based on research and surveying activities, that that no suitable habitat for special-status plants was present. As a result, special-status plants are not expected to

| **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 |
|---|---|---|
| | | occur on the site. Harvey determined that a focused botanical survey was not warranted.<br>Source Document List: (23) (24) Appendix F |
| Explosive and Flammable Hazards<br>24 CFR Part 51 Subpart C | Yes **No**<br>☐ ☒ | A review of the AST list provided by EDR revealed that there were no AST sites within a mile of the Site.<br>Source Document List (22): |
| Farmlands Protection<br>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658 | Yes **No**<br>☐ ☒ | Prime farmland is land best suited for producing food, forage, fiber, and oilseed crops as well as available for uses such as cropland, pastureland, rangeland, forest land, or other land but not urban built-up land or water. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Site is listed as Urban and Built-Up Land. The Site is located in an urban area, no longer suitable for or identified as farmland. The Project will not affect farmlands. No federally designated Farmlands have been identified within the project area. The Project will not result in any impacts related to conversion of farmland to a non-agricultural use.<br>Source Document List: (25) (26) Appendix G |
| Floodplain Management<br>Executive Order 11988, particularly section 2(a); 24 CFR Part 55 | Yes **No**<br>☐ ☒ | The Site is not located in a Flood Zone. The area is a Flood Hazard Area Designation X: Areas of minimal flooding: Areas outside the 1-percent annual chance floodplain, areas of 1% annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1% annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1% annual chance flood by levees. The Project would not involve either direct or indirect support of development in a floodplain.<br>FIRM Map Parcel Number 06081CO168F effective date July 16, 2015<br>Source Document List: (11) Appendix B |
| Historic Preservation<br>National Historic Preservation Act of 1966, | **Yes** No<br>☒ ☐ | Evans & De Shazo, Inc. (EDS) completed a Historic Resource Evaluation (HRE) for the Project in November 2023. The Project is subject to HUD en- |

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| particularly sections 106 and 110; 36 CFR Part 800 | | vironmental review procedures found in 24 CFR Part 58, requiring compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and it's implementing regulations found at 36 CFR Part 800. The HRE was completed by EDS Principal Architectural Historian Stacey De Shazo, M.A., and Architectural Historian Nicole LaRochelle, M.S., who both meet the Secretary of Interior's professional qualification standards in Architectural History and History, and research was completed by Bee Thao, M.A. The methods used to complete the HRE included reviewing documentation available at the Northwest Information Center (NWIC), the San Mateo County Assessor and Recorder Office, the Belmont Public Library, online repositories and websites, and digital documentation with EDS, to develop a context to evaluate the built environment resources within the Direct and the Indirect Areas of Potential Effects (APE). Ms. De Shazo, M.A. also completed an architectural survey of the APEs to document any style, form, materials, character defining features, and alternations to the built environment.<br><br>Two APEs were established for the Project, including a Direct APE (Project Area; EDS-01) and an Indirect APE (EDS-02 – EDS-05).<br><br>The Direct APE is the area within which the Project has the potential to directly affect historic properties and includes two parcels (EDS-01; APNS 044-172-190 and 044-172-200) that make up the 1.45-acre Project Area. EDS-01 consists of the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape.<br><br>The Indirect APE includes four properties (EDS-02 - EDS-05) that are adjacent to or near the Project Area that contain approximately five buildings and a parking lot (listed below), all of which were documented and evaluated for their eligibility for listing on the National Register of Historic Places (NRHP).<br><br>• EDS-02: 815 Belmont Avenue (APN 044-172-210 and APN 044-172-180); 1915 "The Van's" restaurant (aka the 1915 Japan Tea House; aka 1915 building; EDS-02a) and ca. 1950 building (EDS-02b)<br><br>• EDS-03: 364 Malcolm Avenue (APN 044-172-220); ca. 1950 apartment building |

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| | | • EDS-04: 380 El Camino Real (APN 044-173-100); ca. 1950 commercial building<br>• EDS-05: 390 El Camino Real (APN 044-163-070); ca. 1975 Belmont Plaza and associated parking lot3<br><br>The HRE determined that EDS-01 within the Direct APE appears individually eligible for listing in the NRHP under Criterion A and C, at the local level. An assessment of effects determined that the Project would have a direct adverse direct effect on EDS-01. The associated landscape, including the eucalyptus trees were not found to be historic properties. Due to the effects, EDS recommended that the built environmental resources within EDS-01 be recorded in accordance with the National Park Service (NPS) guidelines for the Historic American Building Survey (HABS) Level II documentation, 3D laser scanning with as-built-drawings, and that the signs be donated to the Belmont Historical Society.<br><br>EDS also found that EDS-02a within the Indirect APE - the 1915 "Japan Tea House" building, which was evaluated under Criterion Consideration B for association with the 1915 Panama Pacific International Exposition and as a designed Japanese tea house by Japanese architect Goichi Takeda, may be eligible for the NRHP as the only surviving building associated with the 1915 Panama Pacific International Exposition Japan Garden exhibit and the only Japanese tea house designed by architect Goichi Takeda in the U.S.<br><br>The building currently retains some elements of integrity; however, additional documentation and assessment are needed to determine if the building is eligible under Criterion Consideration B.2 As such, based on EDS' current understanding of the 1915 building and that it is the only surviving building from the Japan Garden exhibit associated with the 1915 Panama Pacific International Exposition of San Francisco, and the only Japanese tea house in the U.S. designed by Goichi Takeda, the 1915 building appears "preliminarily" eligible for listing under Criterion Consideration B and for the purpose of the Project, the 1915 building should be treated as individually eligible for the NRHP. A Secretary of the Interior's Standards for the Treatment of Historical Properties (Standards) review was completed to assess the indirect effects that the proposed Project may have |

| 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 |
|---|---|---|
| | | on the 1915 "Japan Tea House" building. The Standards review determined that the current architectural design by BSB Design architect Withee Malcolm Architects LLP (dated 8/19/2023) complies with all ten of the Standards for Rehabilitation, and as such, the Project will have no effects on the 1915 "Japan Tea House" building.<br><br>Conclusions and Recommendations<br><br>Due to the adverse direct effects to historical resources as a result of the proposed Project, the following mitigation measures should be required. Currently these recommendations are included as part of the CEQA requirements and would be utilized.<br><br>Direct APE<br><br>• HABS Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs, and associated landscape<br><br>• 3D laser scanning provides digital documentation of the resource. This documentation would be donated to a local historical society and the City of Belmont. In addition, it is recommended that the documentation be documented to the Library of Congress for compliance with Section 106.<br><br>• Donation of the ca. 1952 signs to a local historical society.<br><br>Indirect APE:<br><br>Due to the findings that the 1915 "Japan Tea House" building appears "preliminarily" eligible for listing under Criterion Consideration B and for the Project, the 1915 building should be treated as individually eligible for the NRHP, a Standards review was completed to assess indirect effects. The Standards review determined that there are no indirect effects that the proposed Project may have on the 1915 "Japan Tea House" building.<br><br>Additional Recommendations For The City To Consider<br><br>1. An update to the local records to correct inaccuracies regarding the history and association of the 1915 "Japan Tea House" building.<br><br>2. Review and documentation of the 1915 "Japan Tea House" building within EDS-02a by an Architectural Curator to assess the materials that remain from the original design. This documentation will inform any future |

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|---|---|---|
| | | restoration or preservation efforts and determine the NRHP eligibility status.<br><br>ARCHEOLOGICAL<br><br>Evans & De Shazo, Inc. (EDS) completed an Archaeological Study (Study) for the proposed residential development project to identify potential direct effects on archaeological resources that are listed or eligible for listing on the NRHP. The Project was previously reviewed under CEQA. The Study was completed by EDS Principal Archaeologist, Sally Evans, M.A., RPA (#29300590), who exceeds the Secretary of Interior's professional qualification standards in Archaeology (36 CFR Part 61), with the assistance of EDS Archaeologist Kelsey Simonds, B.A. The methods used to complete the Archaeological Study included a record search at NWIC of the California Historical Resources Information Systems (CHRIS); a buried archaeological site sensitivity analysis; a pedestrian field survey of the Project Area; and an extended Phase I (XPI) subsurface investigation. The Native American Sacred Lands inventory and Tribal consultation was completed by Bay Desert, Inc.<br><br>No NRHP-eligible archaeological resources were identified within the Project Area as a result of the study, and while the buried archaeological site sensitivity analysis found that the Project Area has a moderate potential/sensitivity for buried archaeological resources, the XPI did not result in the identification of any NRHP-eligible archaeological resources. Therefore, based on the results of the archaeological study, EDS recommended a finding of no archaeological historic properties affected. However, EDS recommended that preconstruction worker cultural resources awareness training to ensure the identification and appropriate treatment of unanticipated archaeological resources and/or human remains that may be encountered during Project-related ground-disturbing activities.<br><br>Recommendations<br><br>EDS recommended the following measures be taken to ensure the identification and appropriate treatment of unanticipated archaeological resources and/or human remains that may be encountered during Project related ground-disturbing activities. These recommendations are provided pursuant to Section 106 of the NHPA regulations concerning identifying |

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|---|---|---|
| | | historic properties (36 CFR 800.4) and the potential inadvertent discovery of buried archaeological resources during Project-related, ground-disturbances.<br><br>Cultural Resources Awareness Training.<br><br>Prior to the commencement of Project-related ground-disturbing activities, that project supervisors, equipment operators, and other members of the construction team overseeing or conducting ground-disturbing activities are familiarized with the types of archaeological resources that could be encountered during ground-disturbing activities, and the procedures to follow if subsurface archaeological resources are unearthed during construction.<br><br>To accomplish this, a Secretary of Interior qualified archaeologist shall conduct a preconstruction Cultural Resource Awareness Training to familiarize supervisors, contractors, and equipment operators with the potential to encounter archaeological resources, the types of archaeological material that could be encountered, and procedures to follow if archaeological deposits and/or artifacts are encountered during construction. Additional trainings shall be conducted as needed to ensure that all crew members involved in ground disturbing activities have been trained over the duration of Project construction.<br><br>If an archaeological resource is encountered during Project-related, ground disturbing activities and an Archaeologist is not present, all work within 100 feet of the discovery shall be redirected until a Secretary of Interior-qualified Archaeologist inspects the material, assesses its historical significance, and provides recommendations for the treatment of the discovery in accordance with the Secretary of Interior Standards for the Treatment of Historic Properties. For this Project, potentially significant historic-era resources may include all by-products of human land use greater than 50 years of age, including subsurface deposits of domestic type material (e.g., glass, ceramic, metal, wood, faunal remains, brick, etc.) or features associated with open workspaces or yard spaces (e.g., stone/brick foundations; ceramics; buttons; insignia; bullets; tools; and fragments of ceramics, glass, metal, wood, faunal, brick, concrete, coal, |

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|---|---|---|
| | | botanical remains, etc.). Potentially significant prehistoric resources include midden soils, artifacts such as faunal bone, groundstone, shellfish, fire-affected rock (FAR), baked clay, modified bone and/or shell, flake stone debitage, flake stone tools, etc., and features such as house floors, cooking pits, deliberately interred burials, cremations, etc.<br><br>Discovery Of Human Remains.<br><br>If human remains are encountered within the Project Area during Project related ground-disturbing activities, all work must stop within 100-feet of the discovery area, the area and associated spoils shall be secured to prevent further disturbance, and the San Mateo County Coroner must be notified immediately. It is important that the suspected human remains, and the area around them, are undisturbed and that the proper authorities are called to the scene as soon as possible. The coroner will determine if the remains are prehistoric Native American remains or of modern origin and if any further investigation by the Coroner is warranted. If the remains are determined to be prehistoric Native American remains, the Coroner shall contact the Native American Heritage Commission (NAHC) by telephone within 24-hours. The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the remains. The MLD has 48 hours to make recommendations to the landowner for treatment or disposition of the human remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in the Project Area, in a location that will be secure from future disturbances. If the landowner does not accept the descendant's recommendations, the owner or the descendant may request mediation by NAHC. A Secretary of Interior-qualified Archaeologist shall also evaluate the historical significance of the discovery, the potential for additional remains, and provide recommendations for treatment of the resource in accordance with the MLD recommendations and the Secretary of Interior Standards for the Treatment of Historic Properties.<br><br>Tribal Consultation<br><br>In July 2023 Bay Desert, Inc. requested that the Native American Heritage Commission conduct a search of the Sacred Lands files for the vicinity of the project area. On August 4, 2023, the NAHC responded in the negative |

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|---|---|---|
| | | regarding the presence of Sacred Lands in the vicinity of the Project Area. The NAHC recommended that the project sponsor conduct outreach to Native American tribal representatives. On August 17, 2023, Jan Stokley of the San Mateo County Department of Housing emailed a letter to the representatives of Native American tribes as recommended by the NAHC. The letters were sent to the representatives of the following tribes: Amah Mutsun Tribal Band of Mission San Juan Bautista, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe of San Francisco Bay Area, and the Ohlone Indian Tribe, Wuksachi Indian Tribe/Eshom Valley Band. Andrew Galvan of the Ohlone Indian Tribe responded several times with questions regarding the presence of known archeological sites in the area and the qualifications of the authors of the Study. No other responses were received by the Department of Housing. A search of HUD's Tribal Directory Assessment Tool (TDAT) by Bay Desert, Inc. returned no results for federally recognized Native American Tribes in the project area.<br><br>SHPO Consultation<br><br>On December 6, 2023, the Department of Housing of San Mateo County requested the California State Historic Preservation Officer concur with the determinations of eligibility, findings of effects on both historic and archaeological resources and recommended mitigation measures identified by EDS in regard to the demolition, ground disturbing and construction proposed for the Undertaking. On Wednesday, December 6, 2023, at 2:34 PM PST, the California Office of Historic Preservation acknowledged receipt of the request by email. As of January 8, 2024 County of San Mateo Department of Housing had not received a response from the SHPO pertaining to the request for concurrence.<br><br>The Responsible Entity, San Mateo County Department of Housing, agreed with EDS findings and conclusions and found that the undertaking will not result in effects to historic properties as defined in 36 CFR 800.16(i). The RE initiated the consultation process with a letter to the State Historic Preservation Officer, Julianne Polanco on December 6, 2023. Appropriate documentation in support of the request was also provided. The Responsible Entity's letter and package of information was sent by Department of |

| **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 |
|---|---|---|
| | | Housing of San Mateo County to the SHPO's office using E-mail per COVID guidelines to calshpo.ohp@parks.ca.gov on December 6, 2023.<br><br>The 30-calendar day response period set by the Code of Federal Regulations lapsed on January 8, 2024. As of January 9, 22024 the Responsible Entity had not received a response from the SHPO's office regarding determinations, findings, and recommendations from the Section 106 Review of the project. Accordingly, as per the regulation found at 36 CFR 800.3(c)(4), (Failure of the SHPO/THPO to respond) the Responsible entity, Department of Housing County of San Mateo will proceed to the next step in the process based on the findings and determinations certified by the agency official.<br><br>**Conclusion**<br><br>Adverse direct effects to historical resources<br><br>Mitigations Required<br><br>Source Document List: (6) All documents in support of the Section 106 process are contained within this Source document- Historic Resource Evaluation. Appendix H |
| Noise Abatement and Control<br><br>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B | **Yes** ☒ No ☐ | **Construction-Related Traffic Noise**<br><br>Short term noise impacts would result from the increase in traffic associated with the transport of workers, equipment, and materials. However, construction traffic trips would not double the hourly or daily traffic volumes along any roadway in the project vicinity and thus would not have an appreciable effect on noise.<br><br>**Construction Equipment Noise**<br><br>The project is subject to the City of Belmont General Plan Noise Element Policy 7.1-10: which requires developers of new development which are anticipated to generate a substantial amount of vibration during construction to implement mitigation practices to reduce vibration, which can include: operating heavy equipment as far as practical from residential uses; using smaller bulldozers (operating weight less than 20,000 pounds) |

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|---|---|---|
| | | when grading must occur within approximately 50 feet of residential uses or other vibration sensitive uses; and using quiet pile driving technology when feasible.<br><br>All construction and related activities which require a City building permit are limited to the hours of 8:00 am. to 5:00 p.m. Monday through Friday, and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of these hours or on Sundays and the following holidays: New Year's Day, President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day, and Christmas Day. All gasoline powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted. The applicant shall post hours of operation and phone numbers for noise complaints. All activities shall be subject to the requirements of the Belmont Noise Ordinance. These are Conditions of Approval imposed by the City of Belmont and are not designated as mitigation measures.<br><br>Construction noise levels would typically range from B68 to 79 dBA Leq at commercial uses to the north from 68 to 79 dBA at commercial uses to the south from 68 to 74 dBA Leq at residences to the southwest and from 61 to 72 dBA Leq at residences to the south These levels would exceed the ambient noise environment by 5 dBA Leq or more at various times throughout construction for a period of over one year. Without mitigation this level of construction noise would have an adverse impact. The project is subject to Mitigation Measure ConNoise-1 detailed in the Mitigation Measure section of this EA.<br><br>Operational Traffic Noise<br><br>The City and the State of California do not define the traffic noise levels increase that is considered substantial. A significant increase would typically be identified if project generated traffic were to result in a permanent noise level increase of 3 dBA Ldn or greater in a residential area where the resulting noise environment would exceed or continue to exceed 60 dBA Ldn. For reference, a 3 dBA Ldn noise increase would be expected if the project would double existing traffic volumes along a roadway. |

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| | | The project's traffic memo included peak hour vehicular trip generation estimates. The project is anticipated to generate 45 AM peak hour trips and 55 PM peak hour trips. Existing peak hour traffic volumes along El Camino Real are 3068 trips during the AM peak hour and 3926 trips during the PM peak hour. Development of the project would result in a 1 to 2% increase in traffic along El Camino Real, resulting in a future noise increase of less than 1 dBA Ldn. Traffic noise increases of 3 dBA or greater are not anticipated. Therefore, permanent increases in noise levels do not contribute to an adverse increase in noise levels.<br><br>HUD Noise Standards<br><br>HUD new residential noise standards apply to this project. Site acceptability standards for Day/Night Noise Level (DNL) from roadway and railway traffic are:<br><br>• 65 dB DNL or less – acceptable.<br>• Exceeding 65 dB DNL but not exceeding 75 DNL – normally unacceptable.<br>• Exceeding 75 dB DNL – unacceptable.<br><br>A goal of 45 dB DNL is set forth for interior noise levels and attenuation measures should be identified towards achieving that goal.<br><br>HUD requires consideration of all noise sources that may impact noise sensitive uses such as housing. The three principal sources of noise that should be considered are airports within fifteen miles, railroads within 3,000 feet and major roadways within 1,000 feet of the project site. The nearest airport, San Carlos Airport, is approximately 1.8 miles from the Site. The project site is outside of the 60 dBA CNEL noise contour for San Carlos Airport. Caltrain tracks are 150 feet northeast of the Site. El Camino Real borders the project site on the east and Belmont Avenue borders the site on the north.<br><br>Existing noise levels at various locations on the Site were measured by Illingworth and Rodkin as part of the Noise and Vibration Assessment in April 2020. The various noise measurements range from acceptable to normally unacceptable per HUD standards, necessitating attenuation measures to meet HUD's standards. They are shown in the Tables below. |

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|---|---|---|

**TABLE 5 Summary of Long-Term Noise Measurement Data (dBA)**

| Location and Date | Daytime (Leq) | Nighttime (Leq) | Ldn |
|---|---|---|---|
| LT-1: Southwest Corner of Site (Tuesday, 3/10/2020 through Thursday, 3/12/2020) | 55 – 60 | 47 – 58 | 61 |
| LT-2 East Side of Site (Tuesday, 3/10/2020 through Thursday, 3/12/2020) | 66 – 70 | 55 – 67 | 70 |

**TABLE 6 Summary of Short-Term Noise Measurement Data (dBA)**

| Noise Measure-ment Location (Date, Time) | Lmax | L(1) | L(10) | L(50) | L(90) | Leq(10-min) | Ldn1 |
|---|---|---|---|---|---|---|---|
| ST-1: South Side of Site, ~290 feet Southwest of El Camino Real (Tuesday, 3/10/2020, 9:50 a.m. – 10 a.m.) | 60 | 57 | 56 | 53 | 50 | 53 | 57 |
| ST-2: North Side of Site, ~265 feet Southwest of El Camino Real (Tuesday, 3/10/2020, 10:10 a.m. –10:20 a.m.) | 73 | 70 | 58 | 54 | 50 | 57 | 60 |

Without mitigation the DNL at the western façade of the building facing El Camino Real would exceed 45 DNL. Appropriate attenuation measures are required and are identified in the Noise Assessment. They include sound rated windows, wood sided wall construction, and doors with a minimum rating of STC 30 for units having a direct line of sight to El Camino Real

| 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 |
|---|---|---|
| | | along the western façade of the proposed building. Additionally, the City's Conditions of Approval for this project include the requirement that all units have forced air mechanical ventilation so that windows can be closed at residents' discretion.<br><br>Subject to these design measures (required as conditions of approval), the project would be consistent with HUD standards, and impacts would not be adverse.<br><br>**Operational Noise**<br><br>As a Condition of Approval, the City is requiring the selection of mechanical equipment that will noise reduce impacts on surrounding uses in accordance with the City's requirement of limiting noise levels at receiving property lines to 42 dBAs.<br><br>**HUD DNL Noise Calculation**<br><br>Bay Desert, Inc. calculated a general DNL for a single reference point to be 74 dBA using the HUD Noise Calculator. This places the project in a normally unacceptable noise zone, which is consistent with the assessment conducted by Illingworth.<br><br>The project location is suitable for the proposed use provided that sound attenuation mitigation measures as identified by the noise study are implemented.<br><br>**Mitigations Required**<br><br>Source Document List: (8) (12) (27) (28) (29) (30) Appendix I |
| Sole Source Aquifers<br><br>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149 | Yes ☐ **No** ☒ | The project activities do not affect a sole source aquifer, as there are no aquifers subject to a MOU between EPA and HUD in the City of Belmont. County. The Sole Source Aquifer closest to the project site is in Scotts Valley 30 miles to the south.<br><br>Source Document List: (31) Appendix J |
| Wetlands Protection | Yes ☐ **No** ☒ | No federally protected wetlands, including but not limited to marsh, vernal pools or coastal wetlands, are known to exist within project site boundary or the immediate vicinity. The Belmont General Plan notes that |

| 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 |
|---|---|---|
| Executive Order 11990, particularly sections 2 and 5 | | wetlands occur in the eastern portion of the City. These wetlands are not located adjacent to or on the project site. No consultations are required.<br>Source Document List: (32) Appendix K |
| Wild and Scenic Rivers<br>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c) | Yes No<br>☐ ☒ | No wild and scenic rivers are located within Contra Costa County.<br>Source Document List: (33) Appendix L |
| ENVIRONMENTAL JUSTICE | | |
| Environmental Justice<br>Executive Order 12898 | Yes No<br>☐ ☒ | The Census Tract in which the Project is located (6081608600) is 45% non-white. As the Project is located in a majority white community and only 5 percent of the population of the Tract live in poverty, the tract it is not considered an environmental justice community However, the project it-self will be an environmental justice community due to the low-income status of the residents. The California Air Resources Board has not characterized the area as a "Disadvantaged Community. "To the contrary the Census Tract ranks among the lowest 24% of census tracts for pollution burden. Since the project will constitute an EJ community, environmental effects that require mitigation were evaluated in relation to the standards of implementing Executive Order 12898. These impacts would be shared by neighboring non-environmental justice populations and will not disproportionately affect the minority community.<br>Air Pollution Sources: Census Tract 6081608600 is within the BAAQMD which is in marginal nonattainment for ozone, moderate nonattainment for PM2.5, and maintenance for CO. The effects of these statuses are shared by the entire population of the Air District and minority and low-income persons in the Project area are not disproportionately affected. Construction would generate fugitive dust. Implementation of the BAAQMD's Best Management Practices measures to control the dust would ensure that the construction of the Project does not generate adverse effects. |

| **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 |
|---|---|---|
| | | Hazards (Noise): The calculated future noise level at the Site is DNL 74 dBA which is normally unacceptable per HUD standards and must be attenuated. Compliance with the California Building Code will ensure that the interior noise levels will be below DNL 45. Sound rated windows and special exterior wall constructions would be used to meet the interior noise level goal of DNL 45. Short-term noises will occur during construction. The effect will not be adverse as it will be mitigated by compliance with state and local noise standards.<br><br>Hazards (Seismic): Geotechnical Investigation identified the potential for seismically induced settlement and the presence of highly expansive near-surface soils. Measures to minimize these risks have been incorporated into the Project design. Seismic risks are shared by most if not all of the Bay Area population and are not disproportionately borne by environmental justice populations.<br><br>Historic Preservation: Historic, prehistoric subsurface cultural, or paleontological resources may be encountered during ground disturbing activities. Mitigation measures have been identified to avoid or reduce harm or to preserve significant information. If human skeletal remains are discovered; monitoring, data recovery, determination of significance, and avoidance measures have been identified. Additionally, the adverse effect to the historic motel will also be shared by the entire community of Belmont and does not disproportionately affect an environmental justice population.<br><br>Vegetation/Wildlife (Migratory Birds): The trees on and adjacent to the Site could provide nesting habitat for migratory birds protected by the Migratory Bird Treaty Act. Implementation of appropriate Nationwide Standard Conservation Measures as set forth in United States Fish and Wildlife Service Guidance on Migratory Birds will reduce the effect on these birds to less than significant level.<br><br>Other Factors: the possible presence of lead and asbestos is a common occurrence and federal, state and local regulations provide for their mitigation and the siting of the project on remediated land will not disproportionately effect environmental justice populations. |

| 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 |
|---|---|---|
| | | Transportation and Accessibility: The project would add 16.6- second control delay to the intersection of Belmont Avenue and El Camino Real. This delay may adversely impact traffic safety due to cars waiting for turning movements. The City has required the developer to install a raised median to reduce conflicting traffic patterns and improve safety thus mitigating the effect on the environmental justice population.<br><br>The Project Sponsor conducted a robust program of outreach to the community, including Neighborhood Councils, Community Based Organizations, elected officials, affected agencies and members of the public. See the list of those consulted in the Public Outreach section of this EA.<br><br>Source Document List: (8) (34) (35) (36) |

**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 | **Land Use**<br>The Site is designated Corridor Mixed Use ("COR-MU") under the City's General Plan. It is also zoned as Corridor Mixed Use. Section 5A.12(m) of the City of Belmont Zoning Ordinance identifies multi-family dwellings above the first floor as a permitted use in COR-MU designated areas. The project proposes residential dwellings on the ground floor along with a fitness center; resident club room; homework/computer room; and resident services office. As there are contemplated residential dwellings on the ground floor a Conditional Use Permit was authorized by the City of Belmont Planning Commission on April 19, 2022. With the grant of the CUP, the project is consistent with both the General Plan Use Designation and Zoning characterization.<br>**Compatible Use**<br>Existing uses in the project area include commercial, office, and multi-family residential uses. The proposed project is consistent with these uses. Table XX, below, identifies the surrounding uses.<br>**TABLE XX Surrounding Uses** |

***Impact Codes: (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*

<table>
<tr><th>Environmental Assessment Factor</th><th>Impact Code</th><th>Impact Evaluation</th></tr>
<tr><td colspan="3">LAND DEVELOPMENT</td></tr>
<tr><td></td><td></td><td>
<table>
<tr><th></th><th>General Plan Designation</th><th>Zoning</th><th>Use</th></tr>
<tr><td>North</td><td>Corridor Mixed Use (COR-MU)</td><td>Corridor Mixed Use</td><td>Office Buildings</td></tr>
<tr><td>South</td><td>Residential High Density (RES-H)</td><td>R-1B Single Family Residential and R4Multi-Family Residential</td><td>Multi-Family Residences</td></tr>
<tr><td>East</td><td>Corridor Mixed Use (COR-MU)</td><td>Corridor Mixed Use</td><td>Commercial center</td></tr>
<tr><td>West</td><td>Corridor Mixed Use (COR-MU) and Residential Low Density (RES-L)</td><td>Corridor Mixed Use and R1B Single Family Residential</td><td>Van’s Restaurant and Single family residences</td></tr>
</table>
The City has determined that the proposed project is consistent with the General Plan, as it would substantially further or advance the objectives (Goals and Policies) of the General Plan. The project would also be consistent with the City’s Climate Action Plan (CAP), and Pedestrian and Bicycle Plan.<br><br>Urban Design<br><br>The City conducted a Development and Design Standards Evaluation for the proposed project and determined that it overall compliant with various development and design standards with conditions for cornices and lighting as well as State Density Bonuses for height and density.<br><br>Source Document List: (1) (8) (28) (37) (38)</td></tr>
<tr><td>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</td><td>3</td><td>Earth Systems Pacific prepared a Geologic Hazards Evaluation And Geotechnical Engineering Study (Study) for the property in June 2019 based on data collected in soil investigations in 2017 and 2019. Based on the results of the investigations, laboratory test results, observations and engineering analyses, Earth Systems concluded that the Site is geotechnically suitable for the proposed multi-family residential building, provided that the recommendations contained in the Study are incorporated into the design and implemented during site grading and foundation construction phases of the project. Preliminary geotechnical recommendations for site preparation and grading, foundations, slabs- on-grade, exterior</td></tr>
</table>

*Impact Codes: **(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 | | |
| | | flatwork, utility trench backfill, site drainage management, and geotechnical observation and testing are set forth in the Study to guide the development of project plans and specifications.<br><br>Site Suitability<br><br>The primary geotechnical concerns are: ¬<br>• Relatively high retained cuts required to accommodate the parking garage,<br>• Presence of highly expansive soils in the portion of the site adjacent to ECR,<br>• Presence of shallow soil slumps in the cut slopes behind the upper parking lot of the motel property,<br>• Potential post-construction deflection of the retaining walls,<br>• Relatively high building loads and anticipated post-construction total and differential settlement,<br>• Cut/Fill transition within the building pad area at the lower lot,<br>• Variable seismic behavior of connected tall structures, and<br>• Possible seepage sources within the proposed large cuts.<br><br>Slope<br><br>Earth Systems analyzed a cross section in accordance with ASCE/SCEC (2002) guidelines. Slopes are considered to be stable if the stability analysis results in a calculated static factor of safety of 1.5 or higher, and a seismic (dynamic) factor of safety of 1.0 or higher. Earth Systems analysis indicates a static factor of safety of 2.048 and seismic (dynamic) factor of safety of 1.133. The stability of the slope is in excess of the minimum standards for static and seismic factors of safety.<br><br>Erosion<br><br>Project development will require site preparation and grading activities that will potentially result in soil erosion or the loss of topsoil if not properly controlled. Erosion control requirements are stipulated in the NPDES Permit issued by the RWQCB. Including the preparation and implementation of a SWPPP that contains BMPs. The SWPPP will identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and con- |

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*__(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 | | |
| | | tamination impacts would not occur during construction activities. Ground disturbing activities will be carried out pursuant to the City of Belmont Grading Ordinance requirements (Chapter 9 of the Municipal Code) and have been included as a condition of project approval. See COA for measures.<br><br>Stormwater<br><br>New developments are required to mimic pre-developed conditions, protect water quality, and retain runoff from impervious surfaces onsite by City requirements.<br><br>The Site includes one surface parking lot that sheet flows to Belmont Avenue and eventually to the catch basin on the south-east side of ECR and to the proposed storm drain line crossing ECR. There is no storm drain system installed along Belmont Avenue at the project location The existing drainage system is to sheet flow the storm drain run-off from the project site via the face of curb, to the private Belmont Ave and then mingle to the public water on ECR. The closest existing storm drain system is located on the northwest side of ECR, approximately 450-feet from the project site.<br><br>Currently, the project site is comprised of 32,069 sf of impervious and 31,524 sf of pervious surface area. Post project conditions would have 40,543 sf of impervious and 23,050 sf of pervious surface area. The proposed runoff will be directed to stormwater treatment measures prior to discharging to the public storm drain system. The proposed storm drainage system will employ flow control measures such as orifice plates, detention ponding, and surge tanks to match the pre-project runoff flows to limit the impact on the public storm drainage system.<br><br>The project proposes to connect to this system and to provide a new 18-inch SD extension line underneath ECR with less flow discharge to the current SD system. Four catch basins will be added on the north and south sides of Belmont Ave to collect the upstream runoff, the roadway surfaces, and onsite waters. This will improve the drainage conditions on Belmont Avenue. A new SD pipe will be installed on ECR and connected to the existing SD system on Anita Avenue. All flow will be discharged to this new pipe. |

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***(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 | | |
| | | Roof drainage will be directed to bioretention areas, flow through planters and stepped planters prior to entering the storm drainage system. Interior parking garage floor drains will be connected to the City's sanitary sewer system. On-site storm water flowing into the San Mateo County storm drain system will be treated by utilizing LID bioretentions, and flow through planters. The bioretention TCM-2 is designed to be the unlined bioretention which allows water to infiltrate down to the ground, while others are lined bioretentions and flow through planters (located within 10-ft to the new building. The post construction runoff to the storm drain system will be lower than predevelopment runoff by 0.20 cfs.<br><br>Construction Runoff<br><br>During site preparation and construction activities Best Management Practices (BMPs) will be implemented in accordance with the City's Stormwater and Runoff Pollution Control requirements. The project is required to comply with all federal and state regulations as overseen by San Mateo County's CUPA. Compliance with all applicable authorities will ensure that potential effects related to stormwater runoff are not adverse. The project will comply with NPDES requirements including the preparation and implementation of a SWPPP and compliance with the RWQCB Order No. R1-2009-0045, Waste Discharge Requirements.<br><br>The City requires that Construction activity resulting in a land disturbance of one acre or more, or less than one acre but part of a larger development obtain the Construction Activities Storm Water General Permit (General Permit) from the State Water Quality Control Board. The State requires a completed Notice of Intent to comply (NOI) package and a SWPPP prepared in accordance with Section A of the General Permit prior to the commencement of soil disturbing activities. Throughout the project life, the SWPPP shall be revised as necessary to accommodate site changes during to construction.<br><br>Best Management Practices in the SWPP include, but are not limited to, fiber roll protection at all drains, the use of gravel at access driveways during construction, designated washout areas, and the development and implementation of a hazardous materials spill prevention plan. With implementation of the SWPPP, the project's potential to result in a violation of water quality standards during construction would be reduced to a less than adverse level. |

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| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| LAND DEVELOPMENT | | |
| | | The general direction and pattern of drainage following construction will match pre-development conditions. While the proposed project would introduce new impervious surfaces onsite, implementation of the Stormwater Control Plan would ensure that the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, the project will not result in a drainage pattern that causes substantial erosion or siltation on- or off-site nor will it result in flooding on- or off-site. Compliance with MRP C.3, preparation of a SWPPP, and adherence to best management practices for erosion control during construction activities will ensure that water quality standards and waste discharge requirements are met. Impacts to water quality, erosion, and siltation on- and offsite, runoff on- and off-site, storm drainage quantity and quality, and flood flows would be less than significant.<br><br>Mitigations Required<br><br>Source Documents: (8) (27) (39) (40) Appendix N |
| Hazards and Nuisances including Site Safety and Noise | 3 | Site Safety<br><br>The Project will not create a risk of explosion, release of hazardous substances or other dangers to public health. The Project is not located near any hazardous operations.<br><br>Seismic Issues<br><br>Soil Expansion Potential: There is evidence of the presence of stiff to very stiff, highly plastic clayey soil (PI = 40) i near the northern corner of the site adjacent to Belmont Avenue at the lower undeveloped lot. Thus, there is a potential for the surficial soils to have a very high expansion potential in the lower portion of the property adjacent to El Camino Real. Recommendations to minimize post-construction distress to lightly loaded structures founded on moderately expansive soils are presented in the Report.<br><br>Faults: The site is located within the seismically active San Francisco Bay area but is outside an Alquist-Priolo Earthquake Fault Rupture Zone as delineated by the State of California. The major active faults in the Bay Area are the San Andreas, Hayward, and Calaveras faults. The San Andreas fault is approximately 3.6 miles |

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| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| LAND DEVELOPMENT | | |
| | | southwest of the site. The Hayward and Calaveras faults are located approximately 14.9 miles northeast and 22.3 miles northeast of the site, respectively. The nearest fault of the Southwest Santa Clara Fold and Thrust Belt is the Monte Vista-Shannon fault located approximately 10.8 miles to the south-southeast. The San Gregorio fault zone is located approximately 11.0 miles to the southwest.<br><br>Landsliding: The subject site is located within a hazard zone for seismically induced landsliding on the State of California Seismic Hazard Zone Map for the San Mateo Quadrangle (CGS, 2018). The Report notes that no landslides have been mapped at the site on a landslide inventory map. Examination of photographs taken in 1943 does not show evidence of landsliding on or near the Site.<br><br>Liquefaction: The site is located outside of State liquefaction hazard zones (CGS, 2018).<br><br>While a moderate to major earthquake on the San Andreas, Hayward, or Calaveras faults could cause strong to violent ground shaking at the Site, Earth Systems concluded that the potential for surface fault rupture, landsliding, debris flow, and liquefaction is low. Earth Science has concluded that the Site is suitable for the proposed multi-purpose building and related improvements from a geological standpoint, provided the recommendations included in the Report are followed.<br><br>Noise conditions, effects and mitigation measures are discussed above in "Noise Abatement and Control."<br><br>Mitigations Required<br><br>Source Documents: (8) (27) (40) Appendix N |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| SOCIOECONOMIC | | |

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| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| Employment and Income Patterns | 2 | **Employment**<br>Not more than five full time employees will be employed at the Site.<br>**Income**<br>Belmont has a median household income of $178,125. 5.9% of the population lives in poverty. The Project will be designated as a family community, with the following projected breakdown (the breakdown is subject to change based on funding requirements): 29% of the project (36 units) being targeted to extremely low-income (ELI) households earning 30% AMI or less. Of the 36 ELI units, 19 units (15% of total project) are projected to be designated as supportive housing units for formerly homeless veteran tenants. The remaining 71% of the units (89 units) will be restricted to households earning between 50% to 80% AMI. The average affordability for the project will be 59% AMI. The Developer will be pursuing project-based vouchers (PBVs) for 36 units with AMI's at 50% or less. This equates to housing for a family of four making between $52,200 and $139,200 annually.<br>Source Documents: (12) (28) (41) (42) |
| Demographic Character Changes, Displacement | 2 | **Demographic Character Changes**<br>Population<br>The City of Belmont General Plan estimates that Belmont's population will grow to about 30,500 from a 2020 level of 26,813 and an additional 3,3008 jobs over the next 20 years will be created. It is estimated that the number of households will increase by 1,500.<br>The number of residents estimated to live at the Project is 358 people. It is not certain whether the Project residents would be drawn from the current City population or if they would be entirely new City residents. In either case the cumulative population of the City following project implementation would not exceed the population projected by the General Plan. The project's anticipated population growth would be within planned growth assumptions and would not have an adverse impact.<br>**Displacement**<br>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally funded programs and projects that |

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| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| | | require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.<br><br>Section 205 of the URA requires that, "Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion."<br><br>The site is vacant; no persons or businesses will be displaced by the project. A relocation plan is not required.<br><br>Source Document List: (12) (43) (44) Appendix O |
| Environmental Justice | 2 | The Project is located in a majority white community. The City of Belmont is 45% non-white and 55% white. Median income is $175,125. 5.9% of the Belmont population lives below the poverty line. 2020 Census data for Zip Code 94002, in which the project is located, has similar demographic having 52 per cent white residents and 48 percent non-white residents. The project area is not an Environmental Justice community, nor is the City of Belmont. The demographics of future residents of the development is unknown at this time. However, the 2023 Housing Element Update of the Belmont General Plan states that "racial and ethnic minority populations in Belmont—with the exception of Asians— are more likely to be living in poverty and be housing cost burdened compared to the non-Hispanic White population." Based on the demographics of low-income persons in Belmont and the County of San Mateo it can be expected that a large portion of the residents of the new development will be minorities and may comprise an environmental justice population.<br><br>Environmental effects were identified that require mitigation. The effects were mitigable. Assuming that the project population will be an environmental population the effects are analyzed in this section. With the |

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| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| | | exception of issues regarding slope these impacts would be shared by neighboring non-environmental justice populations and do not disproportionately affect environmental justice populations.<br><br>Pollution Sources (Air): The project is within the BAAQMD which is in marginal nonattainment for ozone, moderate nonattainment for PM2.5, and maintenance for CO. The effects of these statuses are shared by the entire population of the Air District and minority and low-income persons in the Project area are not disproportionately affected. Construction would generate fugitive dust. Implementation of the BAAQMD's Best Management Practices measures to control the dust would ensure that the construction of the Project does not generate adverse effects.<br><br>Hazards (Noise): The calculated future noise level at the Site is DNL 74 dBA which is normally unacceptable per HUD standards and must be attenuated. Compliance with the Conditions of Approval and the California Building Code will ensure that the interior noise levels will be below DNL 45. Sound rated windows and special exterior wall constructions would be used to meet the interior noise level goal of DNL 45. Short-term noises will occur during construction. The effect will not be adverse as mitigated by compliance with state and local standards.<br><br>Hazards (Seismic): Geotechnical Investigation identified the potential for seismically induced settlement and the presence of highly expansive near-surface soils. Measures to minimize these risks have been incorporated into the Project design. Seismic risks are shared by most if not all of the Bay Area population and are not disproportionately borne by environmental justice populations.<br><br>Historic Preservation: Historic, prehistoric subsurface cultural, or paleontological resources may be encountered during ground disturbing activities. Mitigation measures have been identified to avoid or reduce harm or to preserve significant information. If human skeletal remains are discovered; monitoring, data recovery, determination of significance, and avoidance measures have been identified. Recordation of the Motel's features will meet HAB Standards.<br><br>Vegetation/Wildlife (Migratory Birds): The trees on and adjacent to the Site could provide nesting habitat for migratory birds protected by the Migratory Bird Treaty Act. Implementation of appropriate Nationwide |

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*__(4)__ Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement*

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| | | Standard Conservation Measures as set forth in United States Fish and Wildlife Service Guidance on Migratory Birds will reduce the effect on these birds to less than significant level.<br><br>The Project sponsor has conducted considerable community engagement in the past three years including holding two remote meetings in December 2020 and August 2021. Participants included neighborhood residents. A mailing was sent to a wide range of community members regarding the project.<br><br>Source Document List: (34) (36) Appendix M |
| COMMUNITY FACILITIES AND SERVICES | | |
| Educational and Cultural Facilities | 2 | Educational Facilities<br><br>The Site is in the Belmont-Redwood Shores School District (BRSSD) for elementary and middle schools and in the Sequoia Union High School District (SUHSD). BRSSD provides public education from kindergarten through eighth grade to residents in Belmont and the neighboring community of Redwood Shores. SUHSD provides public education from ninth to twelfth grades to residents in southern San Mateo County; SUHSD's Carlmont High School is located in Belmont and serves Belmont residents as well as residents from neighboring cities.<br><br>BRSSD Elementary school-aged children would either attend Central or Nesbit Elementary schools depending on student enrollment and availability. Central Elementary School is located eight-tenths (0.8) miles from the Site and Nesbit Elementary is located approximately one-and-a-quarter (1.25) miles from the Site. Ralston Middle School is approximately three-and-a-half (3.5) miles from the Site. Carlmont High School is located approximately 2 miles from the Site and is accessible by bus routes 61, 62, 260, 295. Several private schools and Notre Dame de Namur University are also located within the City.<br><br>BRSSD is comprised of seven schools, Kindergarten through grade 8 with an enrollment of 3,964 students of which 69% are minorities. The Student-Teacher Ratio is 23:1. Based upon the following Statewide Average Student Yield Factors for Multifamily housing units established by California State Allocation Board Office of Public School Construction the Project |

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<table>
<tr><th>Environmental Assessment Factor</th><th>Impact Code</th><th>Impact Evaluation</th></tr>
<tr><td></td><td></td><td>
can be expected to contribute the following number of students to the various schools. However, it should be borne in mind that the number of contributed students for middle and elementary schools will be divided among three schools and it is unlikely that the attendance of Project school aged children will cause the capacity of the schools to be exceeded.
<table>
<tr><th>School Name</th><th>Total Enrollment</th><th>Enrollment Capacity,</th><th>General Ed Classes</th><th>Yield Factor</th><th>Total Students Contributed For 125 units</th></tr>
<tr><td>Central Elementary</td><td>435</td><td>448</td><td>450</td><td>0.3992</td><td>50</td></tr>
<tr><td>Nesbit Elementary (K-5 only)</td><td>395</td><td>542</td><td>548</td><td>0.3992</td><td>50</td></tr>
<tr><td>Ralston Middle School</td><td>784</td><td>1,205</td><td>1,214</td><td>0.3992</td><td>50</td></tr>
<tr><td>Nesbit Elementary (6-8 only)</td><td>52</td><td>91</td><td>120</td><td>0.3992</td><td>50</td></tr>
<tr><td>Carlmont High School</td><td>n/a</td><td>2,090</td><td>2,200</td><td>0.2</td><td>25</td></tr>
</table>
<br>
The Project would increase the residency population in the area. The Project would mitigate its impact on local schools through compliance with state law (Government Code Section 65996), including payment of school impact fees. The proposed project would not require development of additional school facilities. Potential impacts resulting from the proposed project would be reduced through the payment of school impact fees in addition to compliance with General Plan Policies and Actions. Therefore, the proposed project would not result in adverse impacts to educational facilities.
<br><br>
Cultural Facilities
<br><br>
Belmont is home to a local branch of the San Mateo County Library system. The Belmont Library, owned by the City of Belmont, is a 20,230-square-foot space that contains approximately 70,000 materials in its collection and is an important cultural asset in the community. The library is located at 1110
</td></tr>
</table>

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| | | Alameda de la Pulgas which is two miles from the Site and is accessible by Bus Route 260.<br><br>Belmont is in close proximity to several cultural facilities including: Filiol Historic House and Garden, a historic estate and botanic garden; and CuriOdyssey, a science and wildlife center for children. Located within one to two miles are the Hiller Aviation Museum, Belmont Historical society, and the San Carlos Museum of History.<br><br>Source Documents: (8) (16) (28) (45) (46) (47) |
| Commercial Facilities | 2 | El Camino Real is a commercial artery and has nine pharmacies, eight banking facilities, sixteen restaurants and a wide variety of other service oriented establishments in close proximity to the Site. Several grocery stores (Safeway, Mollie Stone's, Namaste) and the Belmont Farmer's Market are within walking distance of the Site. The United States Post Office is 0.8 miles south of the Site. Belmont Avenue has a Walk Score of 81 out of 100. This location is Very Walkable so most errands can be accomplished on foot. With proximity to the Belmont Village Specific Plan area the project will also offer vibrant community activity and services for new residents.<br><br>The addition of 356 residents would not adversely impact the capacity of commercial facilities in the area and there are sufficient establishments to serve the needs of the Project residents.<br><br>Source Documents: (5) (48) (49) (50) (51) |
| Health Care and Social Services | 2 | **Health Care**<br><br>San Mateo County Health (SMCH) provides a wide array of services to County residents. The system includes Aging & Adult Services, Behavioral Health & Recovery Services, Correctional Health Services, Emergency Medical Services, Environmental Health Services, Family Health Services, Public Health, Policy & Planning, and the San Mateo Medical Center.<br><br>San Mateo Medical Center is a public hospital and clinic system fully accredited by The Joint Commission. The Medical Center operates outpatient clinics throughout San Mateo County and an acute-care hospital. It serves the |

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| | | healthcare needs of County residents, serving as the healthcare home for underserved and underinsured residents, with an emphasis on education and prevention. The Center is located at 222 West 39th Street in San Mateo and is one mile from the Site. Services at the Center include a hospital, Innovative Care Clinic, Medical Specialty Clinic, OB/GYN Clinic, Pediatric Clinic, Senior Care Center, and a Surgical Specialty Clinic. There are several private hospitals within driving distance. They include Mills Health Center, Sequoia Hospital, and Stanford Hospital.<br><br>**Social Services**<br><br>The Human Services Agency of San Mateo provides Public Assistance services, Children and Family Services, Employment Services, and Economic Self-Sufficiency Trainings. The Agency has its main office at 1 Davis Drive in Belmont about two and a half miles from the Site. It is accessible by Bus Routes 260, 295 or ECR depending upon the time of travel.<br><br>Source Documents: (48) (50) (52) (53) |
| Solid Waste Disposal / Recycling | 2 | **Construction Waste**<br><br>Construction generated solid waste (including recyclable material) would be collected by Recology and delivered to the Ox Mountain landfill. The Ox Mountain landfill has an estimated a remaining capacity of over 22 million cubic yards, which is over 32 percent of its maximum permitted capacity of 69 million cubic yards. Based upon current waste disposal rates, average density of the waste, and daily cover usage at the facility, the estimated closure date for the landfill is 2034.<br><br>**Operating Waste**<br><br>Population growth estimated in the General Plan 2035 will not exceed existing permitted solid waste disposal capacity. However, the Project includes an additional 58 units that exceed the capacity analyzed in the General Plan. The City's Diversion Rate for solid waste was 2.8 pounds per person per day (PPD) in 2015.Using this rate the total annual cubic yards of solid waste diverted by the project is 0.000593299 cubic yards. Over the remaining eleven years of capacity remaining, this equals 0.006526289 cubic yards, which is well within the landfill's capacity. The target rate was 5.3 PPD. The diversion rates have been met annually. Given the City's ability to meet its diversion |

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| | | targets, as well as the remaining capacity in area landfills, meeting the collection, transfer, recycling, and disposal needs of the excess units will not exceed landfill capacity. General Plan and Climate Action Plan policies for new development require participation in all recycling, hazardous waste reduction, and solid waste diversion programs in effect at the time of issuance of building permits. Recycling is required for all multi-family residential projects of five or more units, pursuant to Assembly Bills 341 and 1826. The applicant has submitted required plans that provide collection and recycling details. Recology reviewed the plan and determined the appropriate levels of service for the Project. Recology has also verified compliance with County and State requirements for diversion. Compliance with General Plan Policies, CAP, and State and Local laws and regulations project impacts would not adversely affect solid waste disposal and landfills.<br><br>Source Documents: (8) (16) (28) |
| Waste Water / Sanitary Sewers | 2 | There are no onsite septic tanks or alternative wastewater treatment facilities proposed as part of the Project.<br><br>The Project is located in an urbanized area in the City where utility infrastructure is in place. The Project would not include any elements that would expand or adversely affect utility services (water, wastewater, electricity, solid waste disposal). The Site vicinity is served by the following service providers:<br><br>• Water supply and distribution: Mid-Peninsula Water District (MPWD)<br><br>• Wastewater collection and treatment: City of Belmont/Silicon Valley Clean Water (SVCW)<br><br>• Storm drainage: City of Belmont<br><br>The City operates a sanitary sewer system that serves a population of approximately 26,000 in an 8.7 square mile service area. The sewer system serves 7,688 residential connections and 355 commercial, industrial, and institutional customers as of 2015. The sewer system consists of 85 miles of gravity sewers (approximately 2,937-line segments), 2,674 manholes, 5 miles of force mains, and 11 pump stations. The sewers range in size from two (2) inches to twenty-seven (27) inches in diameter. Wastewater flows from the City's collection system to the Silicon Valley Clean Water (SVCW) wastewater treatment plant (WWTP) via the SVCW |

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| | | Shoreway Pump Station, located on Shoreway Road, which can convey up to 12 million gallons per day (mgd) to the SVCW WWTP. The city has discharge rights of 11.8 mgd peak wet weather flow and 2.74 mgd dry weather flow with SVCW, which is approximately 10 percent of the plant's total capacity.<br><br>The City's 2035 General Plan and Phase I Zoning EIR included the Site's development in its analyses. However, the project includes more units than the development intensity analyzed in the General Plan and Phase I Zoning EIR. The additional units the number analyzed in the General Plan and Phase I Zoning EIR are permitted consistent with State Density bonus law. New development projects are required to secure verification that sewer service can be provided and pay appropriate fees to ensure that new wastewater facilities are constructed to meet performance standards, and to allow for future maintenance. Further, the developer submitted a Sanitary Sewer Analysis, reviewed by the Public Works Department, which concluded the existing 6-inch main in Belmont Avenue will meet the City's requirements for maximum depth of flow during the proposed conditions.<br><br>Source Documents: (8) (16) (27) (28) (54) |
| Water Supply | 2 | Mid-Peninsula Water District (MPWD), serving Belmont, currently purchases all of its potable water from the San Francisco regional water distribution system (Hetch Hetchy), which is operated by the San Francisco Public Utilities Commission (SFPUC). The project's proposed water use is projected to be 18,822 gallons per day (21 acre-feet of water per year).<br><br>In analyzing water needs, the General Plan EIR references MPWD's 2015 Urban Water Management Plan (UWMP). The EIR indicates that water demand is expected to increase through the horizon year of the General Plan as population and job growth occur, but that per capita water use is gradually expected to trend downward because of conservation efforts. The EIR concludes that water supply is sufficient to meet current and projected demands in the project area, provided that water conservation efforts and strategies are continued (i.e., prioritization of high-density infill development, rebates for water efficient appliances, water efficient landscaping, adherence to state green building code - CALGreen, etc.). The EIR concludes that water supply would be sufficient to meet current and |

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| | | projected demands subject to the strategies and policies identified in the General Plan and Climate Action Plan (CAP). As projects are built in accordance with the General Plan, Belmont Public Works in conjunction with Mid-Peninsula Water District is required to monitor system capacity and construct necessary upgrades. The proposed development project would be considered high-density infill development and includes a drought-tolerant landscape plan in accordance with the current MPWD water efficiency in landscape ordinance (WELO). The project would also be required to meet all applicable CALGreen standards are the time of building permit issuance. Subject to these measures, project-specific impacts would not be adverse.<br><br>Source Documents: (8) (16) (55) Appendix P |
| Public Safety - Police, Fire and Emergency Medical | 2 | Police<br><br>The Police Department is located in City Hall at One Twin Pines Lane, 0.9 miles from the Site. In addition to 45 full-time staff members, the Police Department receives support from reserve police officers, Police Explorers, and citizen volunteers. The Special Weapons and Tactics Team (SWAT) is a division of the San Mateo County Sheriff's Office offering specialized support within San Mateo County. In 2016, the Belmont Police Department had an average response time to Priority 1 calls of four minutes and a service ratio of 1.2 sworn officers per 1,000 residents. Currently, the department does not have any standards set for its response time or service ratio. The national average ratio for FTE officers per 1,000 residents is 1.6. Nationally, the average police response time varies from 3 to 15 minutes depending upon the type of crime. The Belmont Police Department has reviewed the proposed project. The Police Department did not identify an increased need for staffing facilities or equipment to serve the Project.<br><br>Implementation of the proposed project would increase demand for police services by adding 125 new housing units, with a maximum population of 358 residents. The additional residents would decrease the ratio of officers to residents, but the ratio would still be acceptable in relation to national standards. Impacts on police protection services are considered significant if population increase would result in inadequate staffing levels and/or would require construction or expansion of new facilities that might have |

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| | | an adverse physical effect on the environment. The scale of development and additional population under this project will not trigger the need for additional police services or facilities. In addition, the Project would comply with General Plan policies to further reduce potential impacts on police protection services. Impacts to police protection services would not be adverse.<br><br>Fire and Emergency Medical<br><br>The San Mateo County Consolidated Fire Department provides fire protection services and emergency medical services throughout the City of Belmont. The district shares fire management services with the neighboring cities of San Mateo and Foster City. The district has approximately 21 firefighters that are trained to respond to fires, medical emergencies, and hazardous materials incidents. As part of a countywide fire service deployment plan, the City shares fire resources with other cities in San Mateo County. The jurisdictions altogether utilize 58 engine companies and seven truck companies. The Department response time in 2020 was four minutes, fifty-eight seconds (4:58). The Department utilizes two stations in the City of Belmont: o Station 14: 911 Granada Street o Station 15: 2701 Cipriani Boulevard.<br><br>The Project would not result in substantial growth. The number of new residents generated by the Project would be adequately served by existing fire service personnel and equipment. The Fire Department has reviewed the Project and did not identify an increased need for staffing facilities or equipment to serve the Project. The Project would be designed to San Mateo County Consolidated Fire Department standards for fire protection and would not adversely impact the Department's ability to provide fire protection and emergency response services.<br><br>Impacts on fire protection resources are considered significant if the proposed project would result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.<br><br>Implementation of the proposed project would increase demand for fire services by adding 125 new units and a maximum of 356 new residents. The size and expected population of the Project would not trigger the need |

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| | | to hire additional personnel and therefore would not have a potentially significant impact on fire service provision. The potential impacts related to fire protection services would not be adverse.<br><br>Source Document List: (8) (16) (56) |
| Parks, Open Space and Recreation | 2 | Currently, the City has 14 developed parks, two undeveloped parks, 11 athletic fields, nearly 320 acres of open space, and over 160,000 square feet of public buildings. The Project includes 23,050 sf of landscaped open space onsite, which exceeds City standards for open space onsite. Buildout of the project would incrementally increase population and would create additional demand on park facilities. However, the General Plan notes that Belmont has enough parkland and open space citywide to meet the needs of its current and future population.<br><br>The nearest parks to the Site are Twin Pines Park and alexander Park, birth of which are less than a mile away. Three Dog Lake and Open Lake park is 3 miles from the Site.<br><br>The City has a standard of 5.0 acres of parkland per 1,000 residents, with 3.0 acres of community parks per 1,000 residents and 2.0 acres of neighborhood parks per 1,000 residents. Belmont provides an overall ratio of 4.3 acres of parkland per 1,000 residents, below the City's parkland standard. While Belmont currently falls short of achieving its developed parkland standard, the city has many acres of open space and miles of trails. Based on the 2013 population of 26,400 residents and the existing open space areas totaling 293.6 acres, Belmont provides 11.1 acres of open space for every 1,000 residents. When the parks and open space areas are combined, Belmont provides a total ratio of 15.4 acres of parks and open space per 1,000 residents.<br><br>The additional population generated by the project through density bonus provisions and increased demand for park facilities would be offset by payment of park impact fees in accordance with the City's adopted ordinance. There would be no adverse effect.<br><br>Source Documents: (8) (16) (28) |
| Transportation and Accessibility | 3 | The existing circulation network within the City includes US Route 101, El Camino Real (State Route 82), major highways, arterials, major collector |

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| | | and collector streets, and local streets. The project would involve the temporary use of existing roadways by construction equipment and crews in order to access the project site. Construction traffic would primarily use El Camino Real to access the project site.<br><br>**Pedestrian Access and Circulation**<br><br>Pedestrian access to the project site will be provided via a sidewalk proposed along the project frontage on Belmont Avenue that will connect to the existing southbound sidewalk on El Camino Real. The proposed sidewalk is consistent with the suburban nature of the area and the low volume of pedestrians.<br><br>**Transit Access**<br><br>The nearest transit stops are located near the intersection of El Camino Real/Davey Glen Road along SamTrans Routes 62, 68, 397, 398, and ECR. The intersection is approximately two-tenths (0.2) of a mile from the project site. The Belmont Caltrain Station is less than one-half (0.5) mile south of the Site. Residents may use SamTrans Routes 397, 398, and ECR, which stop at the Belmont Caltrain Station, to reduce the walking distance.<br><br>**Paratransit**<br><br>Paratransit is an on-demand service for persons with disabilities who cannot independently use regular fixed-route transit services. The San Mateo Transit District provides paratransit in Belmont through its Redi-Wheels service. The Redi-Wheels service provides daily service between the hours of 5:30 a.m. and midnight and reservations can be made in advance.<br><br>**Caltrain**<br><br>Caltrain is the commuter rail line serving the San Francisco Peninsula. It connects Belmont with San Francisco to the north and San Jose and Gilroy to the south. On weekdays, there are 23 trains servicing the Belmont Station in the northbound and southbound directions, nine of which provide limited-stop, express service. On weekends, there are 16 trains that stop at the station in each direction on Saturdays, and 14 trains in each direction on Sundays. The Belmont Caltrain Station is located along Ralston Avenue between El Camino Real and Old County Road. Both bicycle racks and lockers are located at the Belmont station. Bicycle racks are |

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| | | available on a first-come-first- served basis, while lockers must be reserved. Paid vehicle parking is available at the station for riders.<br>BART<br>The Bay Area Rapid Transit District (BART) provides rapid transit service within Alameda, Contra Costa, San Francisco, and Northern San Mateo Counties. Although BART does not provide service within the project area, Caltrain and SamTrans provide connections between the BART stations in Millbrae, at San Francisco International Airport, and the City of Belmont.<br>Access<br>The project's internal circulation plan has been reviewed and meets all requirements of the City of Belmont Engineering and Fire Departments. Site circulation was determined to be adequate. Therefore, emergency vehicle access is adequate and potential impacts will be less than significant.<br>The project would add 16.6- second control delay to the intersection of Belmont Avenue and El Camino Real. This delay may adversely impact traffic safety due to cars waiting for turning movements. Although the project only adds two (2) vehicle trips to the left-turn movement and four (4) vehicle trips to the right-turn movement on the minor approach, the control delay on this approach would increase due to the limited acceptable gaps caused by traffic on the major approach, especially the southbound U-turns.<br>Mitigation Required<br>Source Documents: (1) (8) (16) (57) |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| NATURAL FEATURES | | |

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
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| Unique Natural Features, Water Resources | 2 | There are no active agricultural lands on or near the project site. There are no water courses, creeks, streams, seasonal wetlands, or other water resources on the project site.<br><br>Source Document List: (32) (48) Appendix K |
| Vegetation, Wildlife | 3 | The Site has been developed for at least 60 years. The Site is surrounded by dense commercial and residential development, with El Camino Real bordering the eastern side of the Site.<br><br>Vegetation<br><br>The majority of the site is developed, consisting of asphalt pavement and existing motel buildings and facilities. The remaining portions of the site consist of landscaped areas with a variety of nonnative shrubs, flowers, and grasses. Landscaped species observed on the site are those typical of the region and include rosemary, Spanish lavender, firethorn, cotoneaster oleander, glossy privet, English ivy, lily of the Nile, bedstraw, vetch, doves foot geranium, and sour grass. Trees planted in these areas consist of nonnative blue gum, located in a row along the property's southern boundary, as well as one native coast live oak in the western corner of the site.<br><br>Wildlife<br><br>The developed/landscaped habitat on the project site is of relatively low value to wildlife but provides nesting and foraging opportunities for some urban-adapted species of birds. Native bird species on the site include the bushtit dark-eyed junco, American robin, Lesser goldfinch, Anna's hummingbird, California scrub-jay, brown creeper, and black phoebe. Each of these species may use the trees, landscape vegetation, or buildings on the site for nesting. Additional common bird species that could nest on the site include the American crow, Bewick's wren, and house finch. No nests of raptors (e.g., hawks, owls, and falcons) have been observed on the Site or in immediately adjacent areas. many large trees, especially eucalyptus and redwood trees, are present on and adjacent to the site that provide potential nesting sites for common, urban-adapted species of raptors such as red-tailed hawks and Cooper's hawks. No signs of the presence of roosting bats (e.g., guano, urine staining, or visual or auditory detections of bats) were observed during the site assessment. The occupied buildings on the site are unlikely to support roosting bats due to high levels of human disturbance, and no suitable roosting habitat |

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| | | for bats (e.g., cavities, crevices, or exfoliating bark) was observed in the trees on the site.<br><br>Common urban-adapted mammal species that may occur on the project site include the native raccoon and nonnative house mouse, Norway rat, Black rat, and eastern gray squirrel. Additionally, a native Columbian black-tailed deer was observed on the project site at the time of survey. The western fence lizard, a common native reptile, was also observed within landscaped areas of the project site.<br><br>The project site contains no wetlands, vernal pools, riparian habitat, or watercourses.<br><br>The trees on and adjacent to the Site could provide nesting habitat for birds, including migratory birds. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act. Future redevelopment of the Site during the nesting season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking. Future construction activities such as tree removal and Site grading that disturb a nesting bird on-site or immediately adjacent to the construction zone would also constitute an impact. In conformance with the provisions of the Migratory Bird Treaty Act future development would be required to implement measures to avoid and/or reduce impacts to nesting birds (if present on or adjacent to the Site) to a less than significant level.<br><br>Migratory Birds Mitigation: Implement appropriate Nationwide Standard Conservation Measures as set forth in United States Fish and Wildlife Service Guidance on Migratory Birds.<br><br>• If any tree removal is necessary, then it shall occur outside the nesting season between September 1 through January 31, if feasible. If trees cannot be removed outside the nesting season, then pre-construction surveys shall be conducted no more than 7 days prior to tree removal to verify the absence of active nests if the removal of any trees is scheduled between February 1 and August 31.<br>• If a protected active nest is located during pre-construction surveys, construction activities shall be restricted as necessary to avoid disturbance |

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| | | and nest abandonment. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment) or alteration of the construction schedule.<br>• If the active nest belongs to State or federally listed species, then United States Fish and Wildlife Service (USFWS) shall be notified regarding the status of the nest.<br>• A qualified Biologist shall determine an appropriately sized buffer around the active nest depending on the species. The applicant shall implement the buffer using environmentally sensitive area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently.<br><br>There are no impacts to special-status plants or animals anticipated as a result of the Project as no suitable habitat exists on the Site. There is no potential to affect any special-status plant or animal as a result of the Project.<br><br>Source Document List: (23) (24) (58) Appendix F |
| Air Quality EA Factor | 2 | Greenhouse Gases<br><br>The Project would generate GHG emissions from short-term construction activities. Long-term, operational GHG emissions would result from project-generated vehicular traffic, operation of any landscaping equipment, off-site generation of electrical power, water and wastewater conveyance, and disposal of solid waste from the project site. Stationary source GHG emissions would be associated with the emergency generator. BAAQMD's threshold for compliance with Greenhouse Gas emission standards is compliance with a qualified GHG Reduction Strategy; or annual emissions less than 1,100 metric tons per year of CO2e; or 4.6 MT CO2e/SP/yr (residents + employees).<br><br>Construction<br><br>Construction will result in GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling. Neither the City of Belmont nor BAAQMD have established a quantitative threshold or standard for determining whether a project's construction related GHG emissions are significant. GHG emissions associated with construction (e.g., on-site site construction equipment, vendor and hauling truck trips, and worker trips) were estimated to be |

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|---|---|---|
| | | 151.47 metric tons of CO2e. for the entire construction period. Because construction would be temporary (12-18 months) and would not result in a permanent increase in emissions, the project would not adversely affect State plans for the limitation of emission of greenhouse gases.<br><br>OPERATIONS<br><br>The City's General Plan includes strategies, policies, and action items that are incorporated in the City's Climate Action Plan (CAP) to help reduce GHG emissions. The CAP is comprehensive plan for addressing Belmont's greenhouse gas (GHG) emissions and serves as a mitigation strategy under the California Environmental Quality Act (CEQA) for GHG/climate change impacts associated with the adopted 2035 Belmont General Plan. The proposed project is consistent with the 2035 General Plan, with the provision of State permitted density bonus and use permit for ground floor residential. In line with the General Plan update to 2035, the CAP also sets a second GHG reduction target of 50% below 2005 levels by 2035. The CAP summarizes the actions the City is implementing to reduce greenhouse emissions. Additionally, the 2035 General Plan Update proposes a mandated 50% reduction in greenhouse gas emissions by 2035. The project will not have adverse effects upon GHG impacts.<br><br>Source Document List: (1) (8) (12) (16) (28) Appendix C |
| Other Factors: Lead and Asbestos | 3 | Considering the age of the structures on the Site the presence of asbestos-containing materials (ACM) and lead-based paint (LBP) at the Site is highly probable. The building was constructed before the federal bans on friable asbestos-containing building materials and lead-containing paints became law.<br><br>Asbestos<br><br>Compliance with applicable laws and regulations regarding removal and disposal of ACM, including but not limited to the National Emissions Standards for Hazardous Air Pollutants, CCR, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code s.s.25915- 25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, is required. Asbestos trained workers must follow all pertinent regulations, as per Title 8 CCR 1529. Compliance will minimize the release of airborne asbestos and lead emissions and there would be no significant impacts.<br><br>Lead |

*Impact Codes: **(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 |
|---|---|---|
| | | The U.S. EPA, U.S. Department of Housing and Urban Development (HUD), and California Department of Public Health (CDPH) define LBPs as paints containing greater than 0.5% lead by weight, 5,000 parts per million (ppm), or 1.0 milligram per square centimeter (mg/cm2) total lead.<br><br>Construction activities that disturb materials or paints containing any amount of lead are subject to requirements of the Cal/OSHA lead standard contained in Title 8, CCR s. 1532.1. In addition. lead-based paint remediation and stabilization associated with the proposed project must comply with the HUD Lead Safe Housing Rule 24 CFR Part 35, Subpart R -- Methods and Standards for Lead-Paint Hazard Evaluation and Hazard Reduction Activities. Subpart R provides standards and methods for evaluation and hazard reduction activities required in subparts B, C, D, and F through M of 24 CFR Part 3.<br><br>Additional Total Threshold Lead Concentration (TTLC) sampling should be conducted of generated debris, including waste soil, for waste characterization. If the TTLC is 50 ppm or greater, then a Soluble Threshold Limit Concentration (STLC) analysis should be performed. Pursuant to California Code of Regulations, Title 22 s. 66261.24, waste soil containing lead is classified as hazardous if the lead exceeds these concentrations. To ensure the safety of personnel during construction activities, lead-safe work practices shall be maintained and comply with all local, regional, state, and federal requirements concerning lead.<br><br>Notification and Certification Requirement<br><br>California Health and Safety Code s.19827.5 requires local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. BAAQMD is to be notified of any demolition or renovation project that involves the removal of 100 square feet or more of ACM materials 10 days in advance of the work. The local CalOSHA office must also be notified. Asbestos abatement contractors must follow state regulations contained in 8CCR s.s.1529 and 8CCR s.s.341.6 through 341.17 when there is work involving one hundred square feet or more of ACM.<br><br>Asbestos removal contractors must be certified by the California Contractors Licensing Board. The property owner must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. Contractors and haulers of the material must file a Hazardous Waste Manifest detailing the hauling and disposal of ACM. Compliance with |

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***(4)** Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement*

| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| | | these regulations and procedures, already established as a part of the permit review process, would ensure that any impacts due to asbestos-containing building materials would be reduced to a level of insignificance.<br><br>Adherence to the National Emissions Standards for Hazardous Air Pollutants and the Bay Area Air Quality Management District Regulation 11, Rule 2 and Removal of LBP would comply with U.S. Department of Housing and Urban Development, Guidelines for the Evaluation and Control of Lead- Based Paint Hazards in Housing, Office of Healthy Homes and Lead<br><br>Mitigations Required<br><br>Source Documents: (22) (7) Appendix E |
| Climate And Energy | | |
| Climate Change | 2 | PRECIPITATION – High risk at 42/100. Around 1990, this location exceeded 0.7" (18 mm) of rain in about 10 48-hour storms per year, with an average of about 1.2" (30 mm) per storm. In 2050, this will happen about 11 times per year, averaging about 1.2" (30 mm) per storm. Total annual precipitation is projected to change from the historical average of 21" (535 mm) to 22" (552 mm) in 2050.<br><br>DROUGHT RISK is very high at 62/100. The percentage of available water supply used by humans determines water stress. An area is at especially high risk when water stress is above 40%. Water stress for this location is now about 44%. Projected water stress in 2050 is 46%. Drought risk (62) is lower than average for California (74).<br><br>HEAT RISK is significant at 24/100. Compared to the contiguous U.S. and Canada, this property has significant risk from extreme heat due to climate change. In this location, historically, an average of about 7 days per year reached above 88.7oF (31.5oC). In 2050, about 20 days in an average year will reach above 88.7oF, and about 7 days per year will reach above 92.6oF (33.7oC).<br><br>FLOOD RISK is relatively low at 1. FEMA estimate: area of minimal flood risk.<br><br>FIRE RISK is relatively low at 1. This location has a very low risk of burning.<br><br>The impacts of climate change will be shared by all residents in the Census Tract and are not disproportionate. Attenuation of some of the effects of climate change can be achieved by use of surface coverings, conservation techniques, HVAC, maintenance of tree canopies and improved permeability of surfaces. The |

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| Environmental Assessment Factor | Impact Code | Impact Evaluation |
|---|---|---|
| | | Project reduces its direct contribution to climate change by using low-carbon building materials to reduce greenhouse gas emissions from construction and material fabrication.<br><br>Source Documents: (36) (59) Appendix Q |
| Energy Efficiency | 1 | The project will be consistent with the requirements of the City's Green Building Code and the State's Title 24. The development will be consistent with the City's General Plan, the Belmont Village Specific Plan, and the City's Climate Action Plan. These plans include numerous policies that promote energy efficiency and encourage the use of renewable energy. Implementation of these policies would result in lower operational energy consumption. Existing regulatory requirements for long-range utility planning would address future energy supplies and capacity issues and the project will not impede the energy provider's ability to meet future peak and base period demand for electricity and other forms of energy. The project, as envisioned, will strive for a LEED Silver rating, incorporating low flow fixtures, low VOC materials, rooftop solar, native plant landscaping, bike parking, EV charging, as well as other environmentally responsible building practices.<br><br>Source Documents: (8) (41) (60) Appendix R |

*Impact Codes: **(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*

Additional Studies Performed:

See Source Documentation List

Field Inspection (Date and completed by):

Eugene T. Flannery, November 24, 2023

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

See Source Documentation List

List of Permits Obtained:

No Federal Permits required.

Public Outreach [24 CFR 50.23 & 58.43]:

As part of the review of the proposed project outreach to the public was conducted under three statutory schemes: California Environmental Quality Act, The National Historic Preservation Act, and the National Environmental Policy Act.

In accordance with the State CEQA Guidelines (14 California Code of Regulations [CCR] §15082), the City of Belmont, as the lead agency, prepared a Notice of Preparation (NOP) of an Environmental Impact Report (EIR). The NOP was circulated to the State Clearinghouse (SCH) for distribution to federal and state agencies, to local agencies, all adjacent landowners, and to other interested parties on July 16, 2021. A 30-day NOP review period extended from July 16, 2021 to August 15, 2021.

Previously a Notice of Preparation had been circulated for the conduct of an Initial Study under CEQA. The City of Belmont posted the NOP with the California Office of Planning and Research, the County of San Mateo Clerk-Recorder, and distributed the NOP to property owners within a 300-foot radius of the project site.

Upon the preparation of a Draft Environmental Impact Report the City conducted a public review period on the DEIR and held a public hearing before the City's Planning Commission for recommendation on the project to the Belmont City Council. The Planning Commission and City Council at scheduled public hearings accepted public comment on the adequacy of the DEIR and

The City of Belmont provided written formal notification to the following Native American Tribes and Tribal Organizations on August 17, 2021 and again in July 2023 under the auspices oof the National Historic Preservation Act and the California Publc Resources Code (PRC) Section21080.3.1(d).

- • Amah Mutsun Tribal Band of Mission San Juan Bautista
- • Costanoan Rumsen Carmel Tribe
- • Indian Canyon Mutsun Band of Costanoan
- • Muwekma Ohlone Indian Tribe of the SF Bay Area
- • The Ohlone Indian Tribe
- • Wuksache Indian Tribe/Eshom Valley Band

Additionally, under NEPA, the County of San Mateo Department of Housing will circulate a Finding of No Significant Impact to the residents of the immediate area and also publish the FONSI in a newspaper of general circulation and post on the County's website.

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

This project has been targeted for the development of affordable housing units in Belmont, California to add additional low-income housing units to meet the Regional Housing Needs Allocation. The Project or its alternatives, in combination with other past, present, and reasonably foreseeable future projects, would not result in adverse cumulative impacts. The City analyzes cumulative effects using a summary of projections from the General Plan 2035 and the planning documents supporting the General Plan. As described in the analysis above, potential environmental impacts are expected to remain at, or be mitigated to, less than significant levels. The project does not increase the severity of any of the cumulatively considerable impacts from the levels identified and analyzed in the General Plan EIR.

Air quality: emissions associated with the proposed project would result from short-term construction activities and ongoing operation. BAAQMD Guidelines include "screening criteria" that provide an estimate above which a project would be considered to have a potentially significant impact to air quality. Projects that are below the screening criteria threshold are held to not have significant impacts to air quality since pollutant generation would be minimal. Since the project would have a less than significant criteria pollutant impact, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment. Therefore, impacts are not adverse.

Socioeconomic: Significant adverse cumulative socioeconomics impacts would not result from development. Given that development must occur consistent with adopted plans and policies, and the developments would provide a portion of needed housing, cumulative impacts to population growth would be less than significant under NEPA for the Project, variant, and alternative.

Visual Quality: Development of the Site would not result in significant adverse cumulative visual quality impacts. The Project area is developed, and no natural scenic resources are present in the Project area.

Noise: Cumulative development would not result in significant adverse noise impacts. Cumulative development would comply with the City's standards for Interior and exterior noise levels. Appropriate Site and building design, building construction and noise attenuation techniques are required in new developments to meet these standards.

Recreation: Cumulative impacts to recreational resources would be less than significant under NEPA because the Project, variant, or alternatives, in combination with other past, present, and reasonably foreseeable future projects, would not exceed the proposed capacity of recreational facilities.

Transit: Buildout of the Project would not result in significant impacts related to intersection operations, roadway hazards, emergency access, or air traffic patterns. The cumulative effect would be less than significant under NEPA because the Project would not make a substantial contribution to transit delay and development would not contribute to the exceedance of the capacity utilization standards for regional transit providers.

Utilities: Cumulative development of the Plan area would not result in significant adverse utilities and service systems impacts to water, stormwater, wastewater, solid waste.

Development of the Project is subject to processes to ensure consistency with applicable plans and policies. Mitigation required to address construction and operational impacts would ensure that no cumulative impacts greater than or different from those defined in the City of Belmont General Plan EIR are anticipated.

Document List: (1) (16) (28)

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

A reduced density version of the project site was considered but deemed infeasible in light of the goal of meeting housing development goals and the high level of demand for affordable housing. Reduced density would increase costs of development and impair financial feasibility of project. Development of the project at another location is outside of the purview of the developer as owner of the site. The relocation of the project elsewhere would negate all the entitlements achieved to date.

No Action Alternative [24 CFR 58.40(e)]:

No change to the site would occur. The impacts discussed in the Environmental Assessment would not occur. The site would continue in its current vacant state. Additional affordable housing units would not be created.

Summary of Findings and Conclusions:

The project is suitable from an environmental standpoint. So long as the mitigation measures listed below are implemented there will be no significant impact from the project. Mitigation measures are necessary to achieve compliance with the Clean Air Act, Historic Preservation standards, Soil Suitability, Noise, Transportation, Lead and Asbestos remediation and Wildlife. The project will provide a safe, sanitary, and affordable place for individuals and families to live.

## 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.*

***A Mitigation Monitoring and Reporting Program is attached as a separate document.**

| Law, Authority, or Factor | Mitigation Measure |
|---|---|
| Clean Air | AQ1. Applicant shall comply with the Bay Area Air Quality Management District Basic Control Measures for reducing construction emissions of $PM_{10}$:<br>a. Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds |

| Law, Authority, or Factor | Mitigation Measure |
|---|---|
| | exceed 15 miles per hour. Reclaimed water should be used whenever possible.<br>b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).<br>c. Pave, apply water twice daily or as often as necessary, to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.<br>d. Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, with water sweepers on all paved access roads, parking areas and staging areas at the construction site to control dust.<br>e. Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.<br>f. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.<br>g. Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).<br>h. Limit vehicle traffic speeds on unpaved roads to 15 mph.<br>i. Replant vegetation in disturbed areas as quickly as possible.<br>j. Install sandbags or other erosion control measures to prevent silt runoff from public roadways.<br>AQ2. Conduct a health risk assessment to identify the risk of harm from residents' exposure to TACs during the construction period and if necessary, implement mitigation measures to reduce such impact. to less than a significant level<br>AQ3. all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on renewable diesel (such as Diesel high performance renewable).<br>AQ4. Implement the following measures to minimize emissions from diesel equipment: |

| Law, Authority, or Factor | Mitigation Measure |
|---|---|
| | a. All diesel-powered off-road equipment larger than 50 horsepower and operating at the site for more than two days continuously shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.<br>b. All stationary pieces of construction equipment shall use best available control technology to reduce particulate matter or shall be gasoline- or alternative energy-powered.<br>c. Diesel-powered generators or air compressors shall not be used on-site for more than two days. |
| Historic Preservation | **CR-1.** Cultural Resource Awareness Training<br>Prior to commencement of construction activities, the project supervisors, equipment operators, and other members of the construction team overseeing or conducting ground-disturbing activities are familiarized with the types of archaeological resources that could be encountered during ground-disturbing activities and the procedures to follow if subsurface archaeological resources are unearthed during construction. To accomplish this, a Secretary of Interior-qualified Archaeologist shall conduct one or more preconstruction Cultural Resource Awareness Trainings as needed to familiarize supervisors, contractors, and equipment operators with the potential to encounter archaeological resources, the types of archaeological material that could be encountered, and procedures to follow if archaeological deposits and/or artifacts are encountered during construction.<br>**CR-2.** Supplemental Archaeological Survey Following Demolition<br>A Secretary of the Interior-qualified Archaeologist should conduct an archaeological survey following removal of asphalt and other demolition activities within the Project area and prior to trenching and grading. After the survey is complete, the Archaeologist shall provide recommendations based on the results of the survey, which may include regular or periodic "spot-check" archaeological monitoring, part-time archaeological monitoring, or full-time archaeological monitoring.<br>**CR-3.** Post-review Discoveries<br>If an archaeological deposit is encountered during Project-related ground-disturbing activities, all ground-disturbing work within a 100-foot radius of the find shall cease and the spoils from that excavation shall be |

| Law, Authority, or Factor | Mitigation Measure |
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| | secured and left undisturbed until a Secretary of Interior-qualified Archaeologist is retained to inspect the material, assess its historical significance, and provide recommendations for the treatment of the resource. The Project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Potentially significant historic-era resources may include all by-products of human land use greater than 50 years of age, including deposits of domestic type material (e.g., glass, ceramic, etc.), structural remains, and alignments of stone, brick, or foundation elements not associated with the existing building. Precontact period artifacts that are typically found associated with sites in the area include humanly modified stone, shell, bone, or other materials such as charcoal, ash and burned rock; and features can include hearths, fire pits, house floor depressions, and Native American burials with intact or fragmented skeletal remains. Any previously identified resources found during construction shall be recorded on Department of Parks and Recreation (DPR) 523 forms to be submitted to the City of Belmont and the NWIC.<br><br>CR-4. Discovery of Human Remains<br><br>If human remains are encountered within the Project area during Project-related ground-disturbing activities, all work must stop within 100-feet of the discovery area, the area and associated spoils shall be secured to prevent further disturbance, and the Contra Costa County Coroner must be notified immediately. It is important that the suspected human remains, and the area around them, are undisturbed and the proper authorities are called to the scene as soon as possible. The coroner will determine if the remains are precontact period Native American remains or of modern origin and if there are any further investigation by the Coroner is warranted. If the remains are suspected to be precontact period Native American remains, the Coroner shall contact the NAHC by telephone within 24-hours. The NAHC will immediately notify the person it believes to be the most likely descendant (MLD) of the remains. The MLD has 48 hours to make recommendations to the landowner for treatment or disposition of the human remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from further disturbance. If the landowner does not accept the descendant's recommendations, the owner or the descendant may request mediation by NAHC. A Secretary of Interior-qualified Archaeologist shall also be retained to evaluate the historical significance of the discovery, the potential for additional remains, and provide |

| Law, Authority, or Factor | Mitigation Measure |
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| | further recommendations for treatment of the site in coordination with the MLD.<br><br>**CR-5.** HABS Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs, and associated landscape<br>**CR-6.** 3D laser scanning provides digital documentation of the resource. This documentation would be donated to a local historical society and the City of Belmont. In addition, it is recommended that the documentation be documented to the Library of Congress for compliance with Section 106.<br>**CR-7.** Donation of the ca. 1952 signs to a local historical society. |
| Soils and Geotechnical | G1. Implement the recommendations presented in the Updated Geological Hazards Evaluation and Geotechnical Engineering Study Belmont Avenue Property prepared by Earth Systems Pacific in June 2021 |
| Hazards and Nuisances – Site Safety - Seismic | Seismic 1- Implement the recommendations presented in the Updated Geological Hazards Evaluation and Geotechnical Engineering Study Belmont Avenue Property prepared by Earth Systems Pacific in June 2021. |
| Hazards and Nuisances – Site Safety – Construction Noise | ConNoise-1. Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a noise disturbance coordinator. The noise disturbance coordinator shall respond to neighborhood complaints and shall be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The noise Logistic plan shall be submitted to the Director of Community Development or Director's designee prior to the issuance of any grading or demolition permits as a part of the noise Logistic plan and project construction activities for the proposed project shall include, but is not limited to, the following best management practices:<br>• Pursuant to the Municipal Code, restrict noise generating construction activities to the hours of 8:00am to 5:00 p.mm Monday through Friday and 8:000 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and Holidays.<br>• Construct temporary noise barriers, where feasible to screen mobile and stationary construction equipment. Temporary noise barrier fences would provide noise reduction if the noise barrier interrupts |

| Law, Authority, or Factor | Mitigation Measure |
|---|---|
| | the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.<br>• All gasoline-powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.<br>• Unnecessary idling of internal combustion engines should be strictly prohibited.<br>• Locate stationary noise-generating equipment, such as air compressors or portable power generators as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosure's where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.<br>• Utilize quiet air compressors and other stationary noise sources where technology exists.<br>• Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.<br>• A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary If conflicts occurred which were irresolvable by proper scheduling.<br>• Locate material stockpiles as well maintenance/equipment staging and parking areas as far as feasible from residential receptors.<br>• Control noise from construction workers' adios to a point where they are not audible at existing residences bordering the project site.<br>• The contractor shall prepare a detailed construction schedule for major noise- generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.<br>• Designate a Disturbance Coordinator who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for |

| Law, Authority, or Factor | Mitigation Measure |
|---|---|
| | the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule. |
| Noise Abatement and Control | Noise1. Building sound insulation requirements need to include the provision of forced air mechanical ventilation for all residential units so that windows could be kept closed at the occupant's discretion to control noise.<br>Noise2. Assuming wood siding wall construction windows and doors, units facing EI Camino Real shall have the following minimum ratings<br>• STC 30 or greater for units having direct line of sight to EI Camino Real along the western building facade. |
| Wildlife | WL1. Migratory Birds Mitigation: Implement appropriate Nationwide Standard Conservation Measures as set forth in United States Fish and Wildlife Service Guidance on Migratory Birds including but not limited to the following uniformly applied measures to ensure compliance with the MBTA:<br>If any tree removal is necessary, then it shall occur outside the nesting season between September 1 through January 31, if feasible. If trees cannot be removed outside the nesting season, then pre-construction surveys shall be conducted no more than 7 days prior to tree removal to verify the absence of active nests if the removal of any trees is scheduled between February 1 and August 31.<br>If a protected active nest is located during pre-construction surveys, construction activities shall be restricted as necessary to avoid disturbance and nest abandonment. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment) or alteration of the construction schedule.<br>If the active nest belongs to State or federally listed species, then United States Fish and Wildlife Service (USFWS) shall be notified regarding the status of the nest.<br>A qualified Biologist shall determine an appropriately sized buffer around the active nest depending on the species. The applicant shall implement the buffer using environmentally sensitive area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently |

| Law, Authority, or Factor | Mitigation Measure |
|---|---|
| Other Factors: Lead and Asbestos | Asbestos 1: Compliance with applicable laws and regulations regarding removal and disposal of ACM, including but not limited to the National Emissions Standards for Hazardous Air Pollutants, CCR, Title 8; California Business and Professions Code, Division 3; California Health and Safety Code §§25915- 25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, is required.<br><br>Asbestos 2: Asbestos trained workers must follow all pertinent regulations, as per Title 8 CCR 1529.<br><br>Asbestos 3: BAAQMD is to be notified of any demolition or renovation project that involves the removal of100 square feet or more of ACM materials 10 days in advance of the work. The local CalOSHA office must also be notified.<br><br>Asbestos 4: Certification. Asbestos removal contractors must be certified by the California Contractors Licensing Board. The property owner must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. Contractors and haulers of the material must file a Hazardous Waste Manifest detailing the hauling and disposal of ACM.<br><br>Lead 1: Construction activities that disturb materials or paints containing any amount of lead are subject to requirements of the Cal/OSHA lead standard contained in Title 8, CCR § 1532.1. I<br><br>Lead 2: Lead-based paint remediation and stabilization associated with the proposed project must comply with the HUD Lead Safe Housing Rule 24 CFR Part 35, Subpart R — Methods and Standards for Lead-Paint Hazard Evaluation and Hazard Reduction Activities. Subpart R provides standards and methods for evaluation and hazard reduction activities required in subparts B, C, D, and F through M of 24 CFR Part 3.<br><br>Lead 3: Additional Total Threshold Lead Concentration (TTLC) sampling should be conducted of generated debris, including waste soil, for waste characterization. If the TTLC is 50 ppm or greater, then a Soluble Threshold Limit Concentration (STLC) analysis should be performed.<br><br>Lead 4: To ensure the safety of personnel during construction activities, lead-safe work practices shall be maintained and comply with all local, regional, state, and federal requirements concerning lead. |

**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: _____ Date: January 12, 2024

Name/Title/Organization: Eugene Flannery,

Certifying Officer Signature: _____ Date:

Name/Title:

*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).*

## Source Documentation 803 Belmont Avenue

### January 2024

1. City of Belmont. *800-803 Belmont Avenue Residential Project Draft Environmental Impact Report.* November 2021. SCH Number 2021070297.

2. —. *Housing Element Needs Analysis 2023-2031 Appendix A.* 2022.

3. Association of Bay Area Governments. *Draft Regional Housing needs Allocation Plan San Francisco Bay Area 2023-2031.* May 2021.

4. United States Department of Housing and Urban Development. Consolidated Planning CHAS Data. *Office of Policy Development and Research.* [Online] [Cited: November 17, 2023.] https://www.huduser.gov/portal/datasets/cp.html.

5. Zillow. Rental manager. *Belmont, CA Rental Market.* [Online] [Cited: November 18, 2023.] https://www.zillow.com/rental-manager/market-trends/belmont-ca/.

6. Evans & De Shazo. *HISTORIC RESOURCE EVALUATION FOR THE "800-803 BELMONT AVENUE RESIDENTIAL PROJECT" AT 803 BELMONT AVENUE, BELMONT, SAN MATEO COUNTY, CALIFORNIA.* September 27, 2023.

7. Earth Systems Pacific. *UPDATE PHASE I ENVIRONMENTAL SITE ASSESSMENT BELMONT AVENUE PROPERTY.* January 29, 2021. File No.: 303125-002.

8. City of Belmont. *Environmental Checklist and Initial Study Mitigated Negative Declaration .* November 2021.

9. Alphabet. *Google Earth Distance to SFO and San Carlos Airports.* November 18, 2023.

10. U. S. Fish and Wildlife Service. Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvemnt Act of 1990. *Coastal barrier Resources System.* [Online] [Cited: November 18, 2023.] https://cbrsgis.wim.usgs.gov/arcgis/rest/directories/arcgisoutput/Utilities/PrintingTools_GPServer/_ags_c9055723c18d46c79a70ea64e386d809.pdf.

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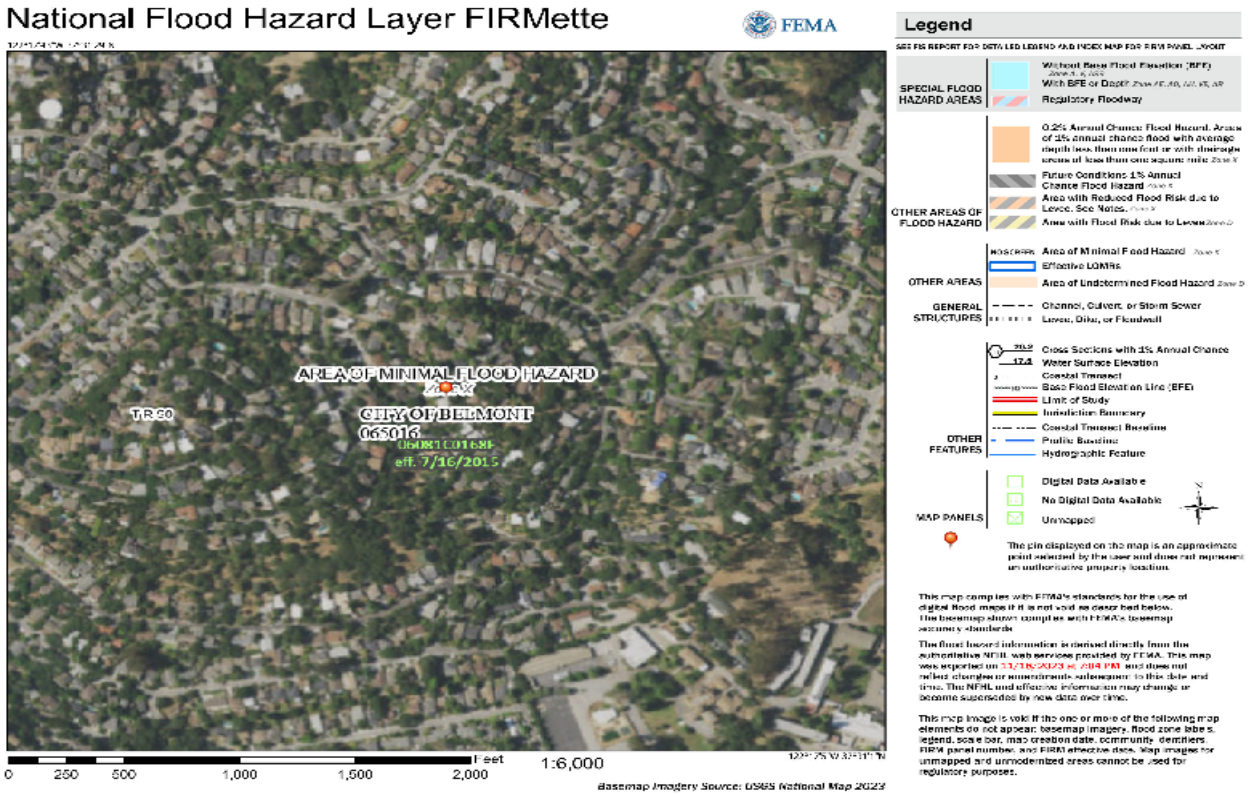
# Appendix A Airports

- Google Earth Map Distance between San Carlos Airport and Site
- Goggle Earth Map Distance between SFO and Site


Distance between San Carlos Airport and Site
11,000 Feet
Legend
803 Belmont Ave
803 Belmont Avenue
Distance to
San Carlos Airport
Google Earth
2 mi
N


Distance between SFO and Site
48,000 Feet
Legend
803 Belmont Ave
Distance to SFO
Feature 1
Google Earth
Data CSUMB SFML, CA OPC
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
8 mi
N

# Appendix B Flood Plains

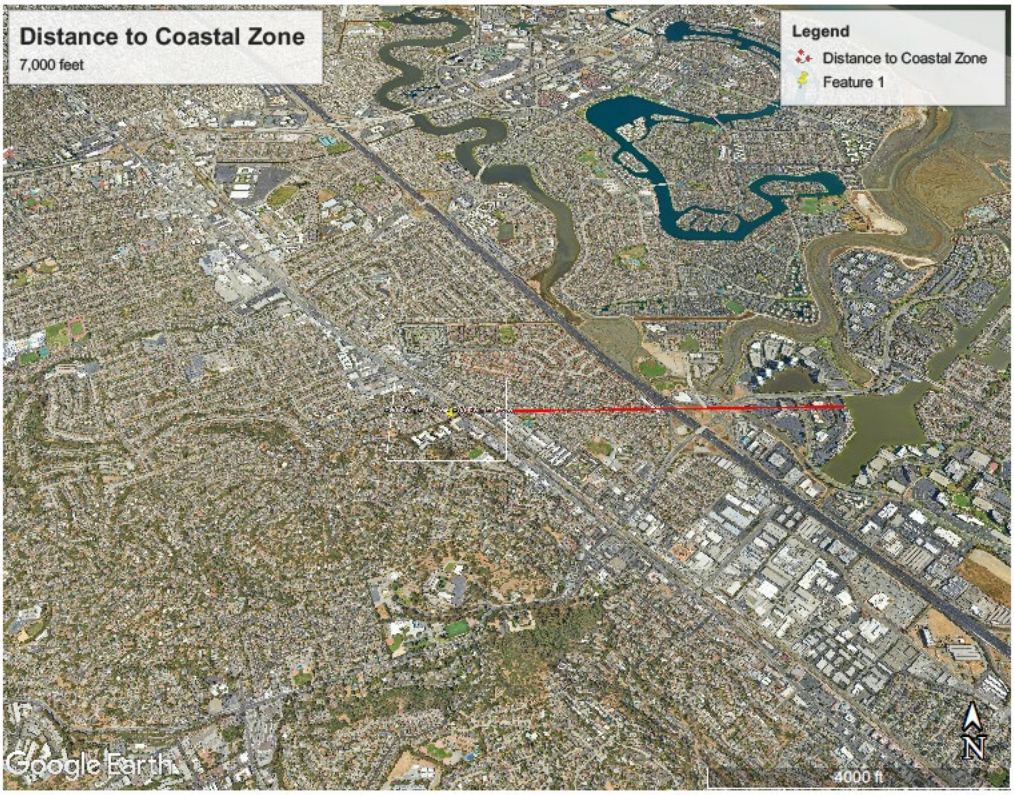


# Appendix C Air Quality

- Illingworth & Rodkin, Air Quality Impacts with New Sewer Connection Construction
- 803 Belmont Avenue Initial Study Air quality

# Appendix D Coastal Zone

- Bay Conservation Development Commission Priority Use Areas
- Google Earth Map Distance to Coastal Zone


Distance to Coastal Zone
7,000 feet
Legend
Distance to Coastal Zone
Feature 1
Google Earth
4000 ft
N

## Appendix E Contamination

- Earth Systems Pacific, PHASE I ENVIRONMENTAL SITE ASSESSMENT BELMONT AVENUE PROPERTY, 12/20/2023
- California Department of Toxic Substance Control, Envirostor Map
- California State Water Board. GeoTracker Map for 503 Belmont
- Envirostor Report 56 West 2nd Avenue
- Geotracker Report for Circraft Inc.

# Appendix F Endangered Species Act

- H.T. Harvey % Associates, 800–803 Belmont Avenue, Biological Resources Report
- IPaC Explore Location Resources

## Appendix G Farmlands

- California Important Farmland Finder
- United States Department of Agriculture Web Soil Survey
- Belmont Parcel Viewer Land Use Map

# Appendix H Historic (Confidential)

# Appendix I Noise

## HUD DNL Calculator

# Appendix J Sole Source Aquifer

- Distance to Santa Margarita Sole Source Aquifer

# Appendix K Wetlands

- Wetlands Mapper

## Appendix L Wild and Scenic Rivers

- Map of California Scenic Rivers

# Appendix M Environmental Justice

- CalEnviroScreen Pollution Map
- Headwaters Economics Neighborhoods at Risk

## Appendix N Soil Suitability

- Earth Systems Pacific, UPDATED GEOLOGIC HAZARDS EVALUATION AND GEOTECHNICAL ENGINEERING STUDY, BELMONT AVENUE PROPERTY

# Appendix O Demographic

- Headwaters Economics Neighborhoods at Risk

# Appendix P Climate

- Climate Check 803 Belmont Avenue