RIDGE AT RALSTON AFFORDABLE HOUSING PROJECT

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

Prepared for:

County of San Mateo Department of Housing
264 Harbor Blvd, Building A
Belmont, CA 94002

CRP Affordable Housing and Community Development
4455 Morena Blvd, Suite #107
San Diego, CA 92117

Prepared by:

BPG
BIRDSEYE
PLANNING GROUP

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U.S. Department of Housing and Urban Development
451 Seventh Street, SW
Washington, DC 20410
www.hud.gov

espanol.hud.gov

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Project Information

Project Name: The Ridge at Ralston Affordable Housing Project

Responsible Entity: County of San Mateo Department of Housing
264 Harbor Blvd, Building A
Belmont, CA 94002

Grant Recipient (if different than Responsible Entity):

State/Local Identifier: Pending

Preparer: Ryan Birdseye, Principal
Birdseye Planning Group, LLC
P.O. Box 1956,
Vista, CA 92085
760-712-2199

Certifying Officer Name & Title: Rose Cade, Deputy Director
County of San Mateo Department of Housing

Grant Recipient (if different than Responsible Entity):

Consultant (if applicable): Ryan Birdseye, Principal
Birdseye Planning Group, LLC
P.O. Box 1956, Vista, CA 92085
760-712-2199

Direct Comments to: Van Diggans, HCD Specialist
County of San Mateo Department of Housing
264 Harbor Blvd, Building A
Belmont, CA 94002
(510) 470-7427 Email: vdiggans@smchousing.org

Project Location: The project site is 0.36 acres in size located at 678 Ralston Avenue, Belmont, San Mateo County, California (APN 040-313-280). The project is on the northwest side of Ralston Avenue between Old County Road to the southwest and Elmer Street to the northeast. The project location is shown in Figure 1 – Regional Map and Figure 2 – Site Map. The target demographic is low-income individuals and families.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]**:** CRP Affordable Housing and Community Development LLC, is proposing to develop The Ridge at Ralston, an affordable housing project on a 0.36-acre site located at 678 Ralston Drive in the City of Belmont, California (APN 040-313-280). The subject property is currently a single-story commercial building occupied by Green World Cleaners and is a drop-off location for offsite dry cleaning. The property also includes an asphalt paved parking area and associated landscaping. All existing improvements would be demolished to accommodate the proposed project.

The subject property is bordered to the northeast by a commercial restaurant building; to the northwest by a parking lot then Masonic Way; to the southeast by a commercial restaurant building and Ralston Avenue; and to the southwest by a commercial office building containing multiple tenants. The Belmont Caltrain Station is located approximately 400 feet to the southwest on the northeast side of El Camino Real. The site is within walking distance of grocery stores, restaurants, and shopping. The site plan is shown in Figure 3. Proposed elevations are shown in Figure 4. An APN tax map is provided as Figure 5.

The Project would replace an existing dry-cleaning business located at 678 Ralston Avenue in the City of Belmont, California 94002 (APN 040-313-280), with a 65-unit affordable housing project. The building would be a total of eight stories, consisting of seven residential stories above the ground level. The ground level would be devoted to podium parking, lobby, leasing office, bike room and additional common spaces. An outdoor courtyard would be located on the second level. Of the 65 units, 30 units would be one-bedroom averaging 560 square feet, 18 units would be two-bedrooms averaging 694 square feet and 17 units would be three-bedrooms averaging 982 square feet. A total of 19 automobile parking spaces and 62 long term and two short term bicycle parking spaces will be provided onsite. The Project shall be 100% affordable housing with rent and income-restricted affordable rental units for 55 years. The total project cost is estimated to be $61,272,000. Seventeen units will be funded by HOME-ARP, with preference for housing Homeless Households as defined by HUD.

The site is zoned Village Corridor Mixed Use, Village Station Core with no maximum density. The proposed project would create 65 units of affordable rental housing or a density of 181 du/acre. Because of the proposed project's proximity to high-quality public transit and the target income, the project's height and density are within the bonuses and concessions allowed

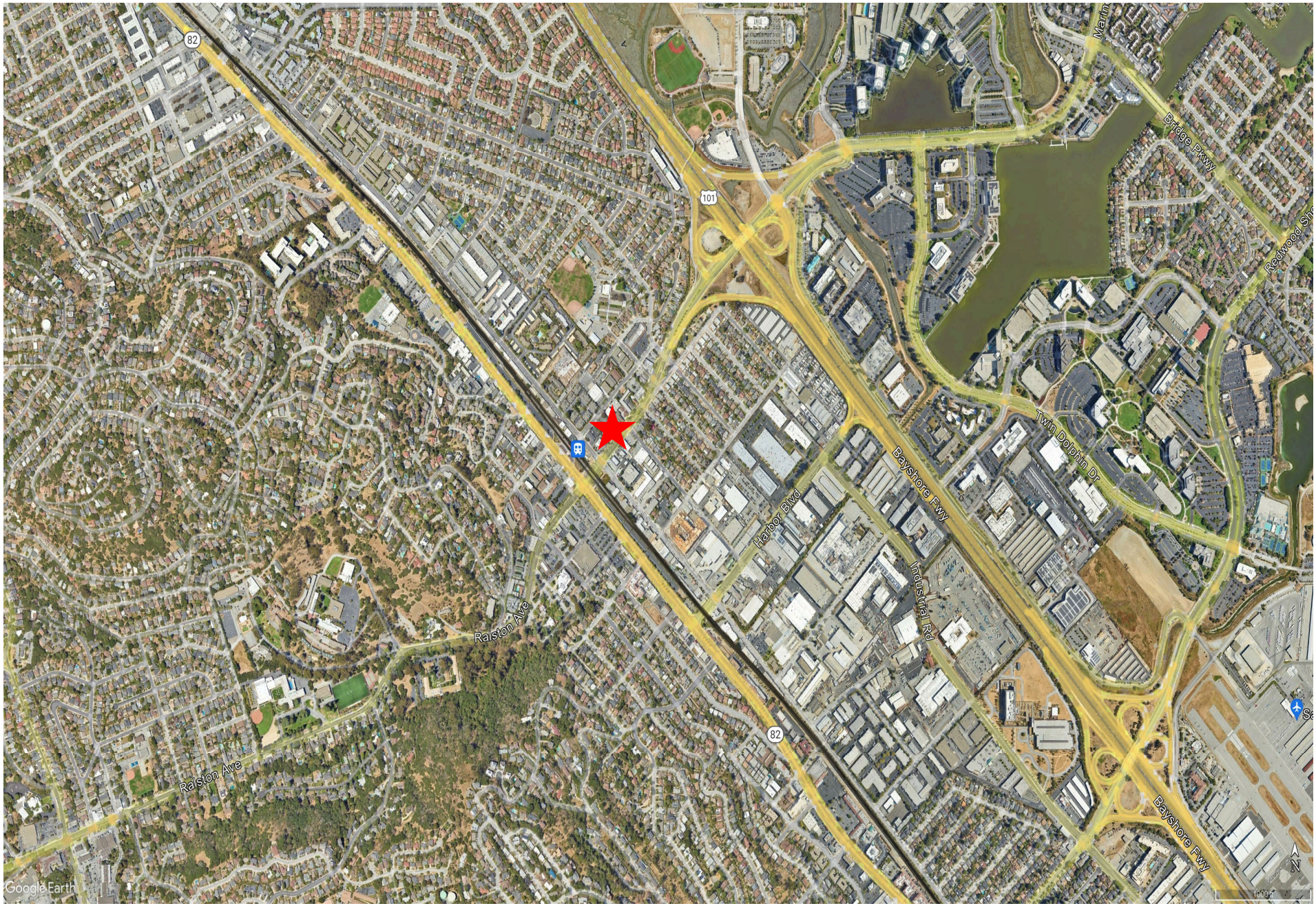

Figure 1— Regional Map

★ - Project Site

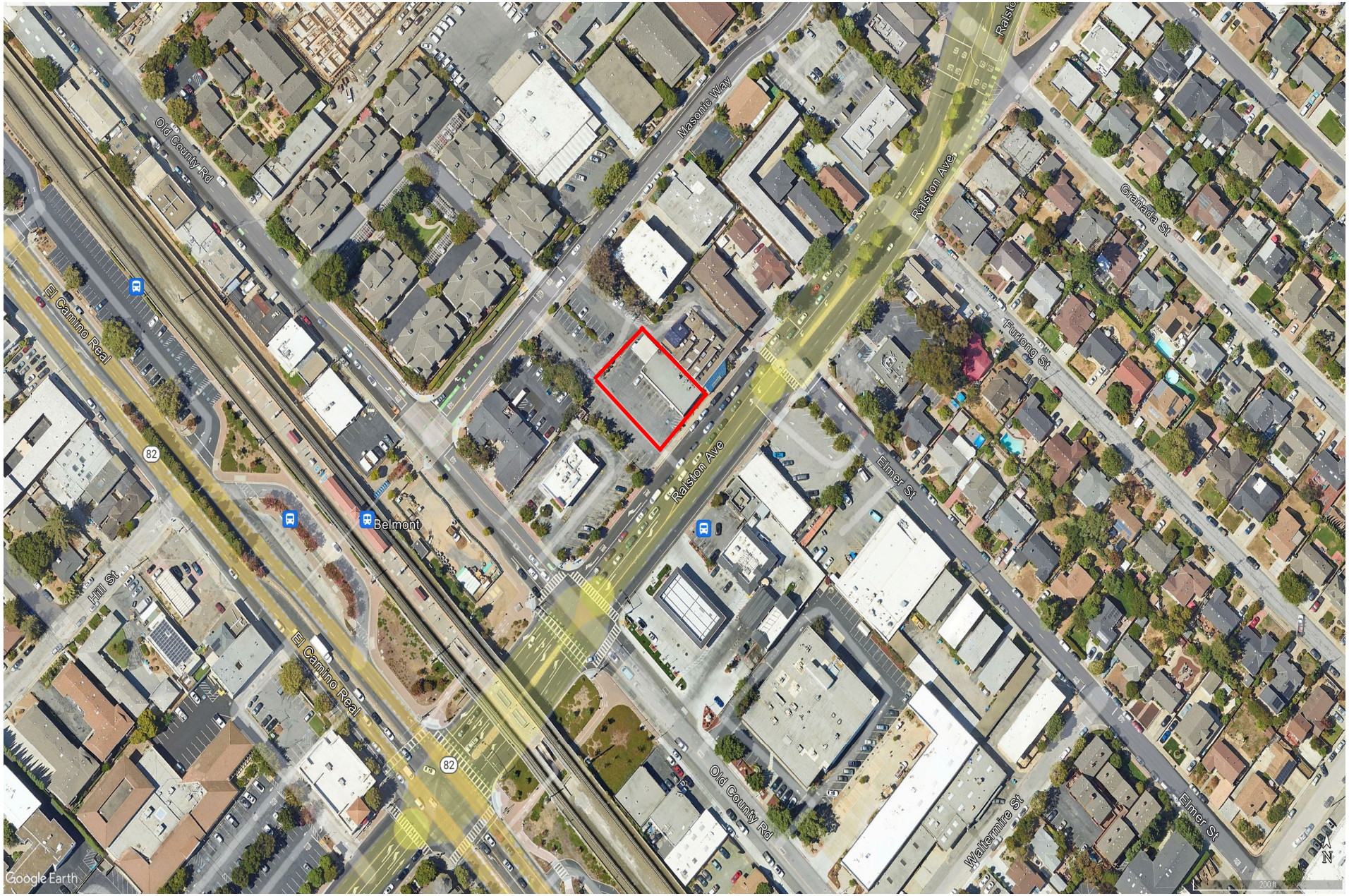

Figure 2— Vicinity Map - Project Site

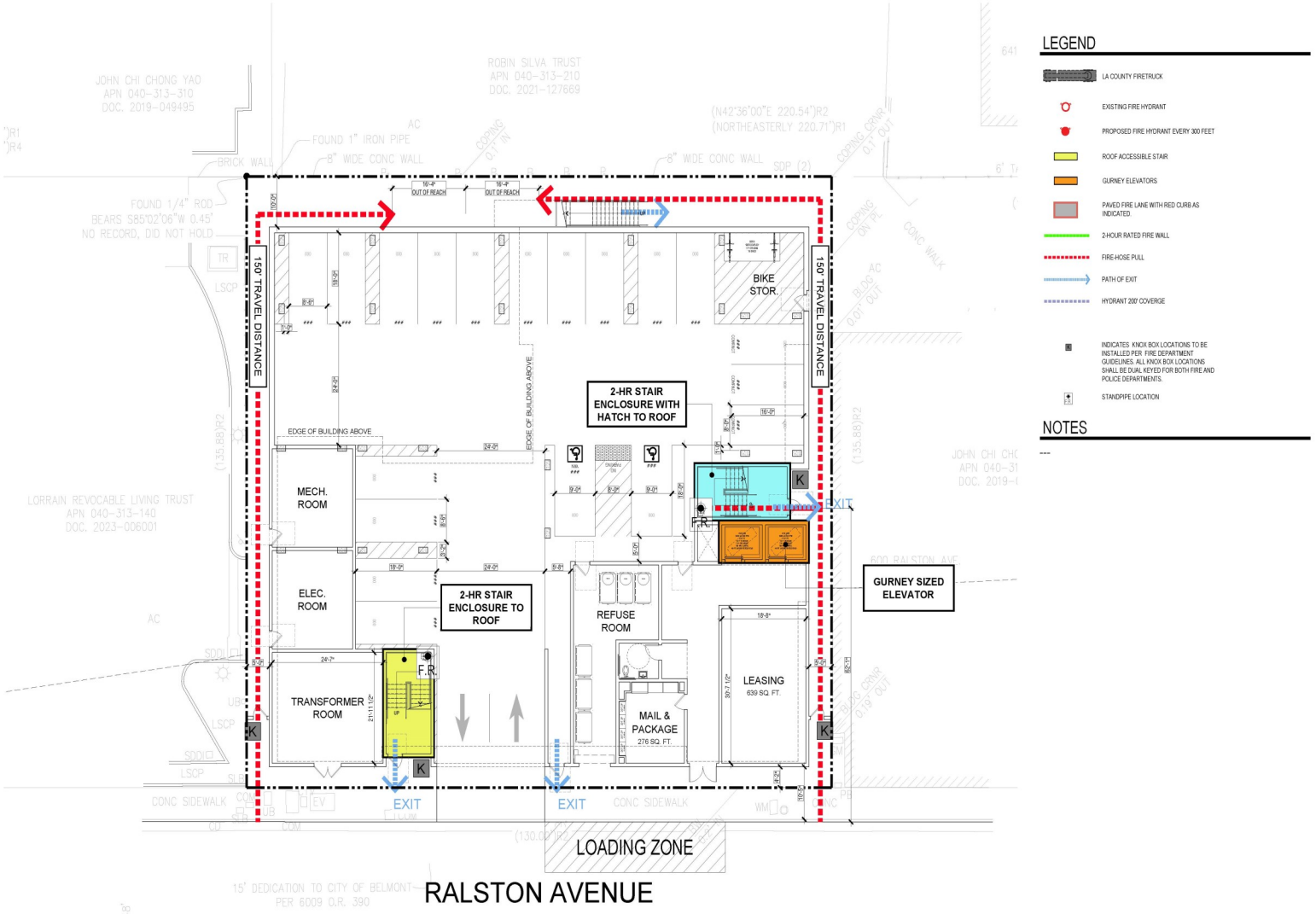

Figure 3—Site Plan

Figure 4—Elevations

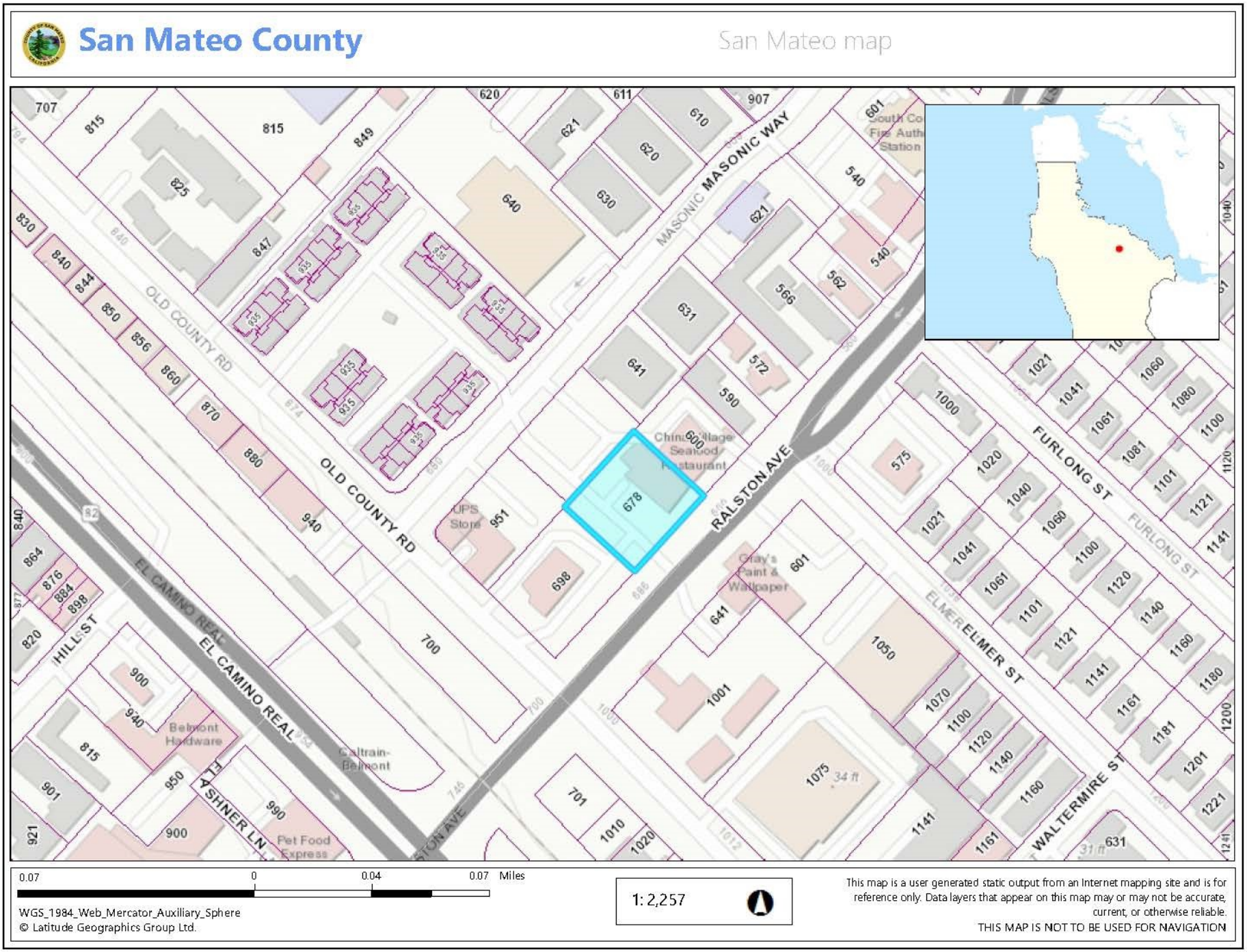

Figure 5—Assessor Map

the project under AB 1763, California's Affordable Housing Density Bonus Law and the City of Belmont's local Density Bonus ordinance. The proposed project also qualified for ministerial approval and exemption from California Environmental Quality Act (CEQA) under SB 35, California's law allowing for streamlined approval of qualifying affordable housing projects.

The project will be 100% affordable housing and will be subject to income and rent restrictions to ensure affordability by low-income households and individuals and families experiencing homelessness. For planning purposes, construction is expected to begin in late 2024 and be completed by summer 2026. The proposed project addressed herein will in part be constructed using federal funding; and thus, it is subject to National Environmental Policy Act (NEPA) review by the Department of Housing and Urban Development (HUD).

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]: The purpose of the proposed project is to increase the number of affordable housing rental units in the City of Belmont by creating 65 new apartments for low-income residents. This addresses the City of Belmont's need for affordable housing and is consistent with the goals of its 2023-2031 Housing Element. Under California law, Belmont must adopt and implement a Housing Element as a component of its General Plan. The Housing Element represents the City's plan for meeting its allocated share of the San Francisco Bay Area region's need for housing that is affordable at different income levels.

The site of the proposed project was originally identified as an opportunity site for affordable housing in the City of Belmont's 2015-2023 Housing Element and the site is within the Belmont Village Specific Plan and designated Village Corridor Mixed Use to accommodate high density affordable housing projects. The city also updated its local Density Bonus Ordinance to allow increased height and density as part of the Zoning Ordinance to incentivize the development of more affordable housing with greater income targeting than required by the California Density Bonus Law. Because of the proximity to the Belmont Caltrain Station, the Village Corridor Mixed Use area now allows for the highest residential density in the city, and the proposed project addresses this goal by providing additional density and height allowed by the city's Density Bonus ordinance and the California Density Bonus Law. The proposed project's plan for residential re-use of an existing commercial lot implements the city's zoning plan for the Village Corridor Mixed Use area to further higher density residential re-use in key commercial sites that take advantage of the regional transit access opportunities.

The City of Belmont has recently adopted its 2023-2031 Housing Element, available at https://www.belmont.gov/home/showpublisheddocument/21999/638103290836200000. The Housing Element addresses how the City of Belmont will meet specific quantitative housing goals for different income categories assigned to it by the 2023-2031 Regional Housing Needs Allocation (RHNA), as set forth below:

Income Category	Very Low 50% AMI	Low 80% AMI	Moderate 120% AMI	Market Rate and higher	Total

2023-31 Allocation of Units	488	281	283	733	1,785

In its 2023-2031 Housing Element, the City of Belmont included the proposed project in its list of entitled "pipeline" projects to be credited towards achievement of its 2023-2031 RHNA goals. The proposed project's 65 units will provide 8% of the RHNA goal of 488 Very Low-Income units and 281 Low-Income units for the eight-year cycle of its 2023-2031 Housing Element.

The Village Corridor Mixed-Use area has been designated a High Resource Area in the 2023 California Tax Credit Allocation Committee (CTCAC) Opportunity Maps and is designated in the 2024 Opportunity Map draft as a "Highest Resource Area". Development of affordable housing in a designated Highest Resource Area furthers the city's responsibility under federal and California law to affirmatively further fair housing by planning for and permitting affordable housing in areas of opportunity identified as High Resource and Highest Resource areas by the California Tax Credit Allocation Committee and near transit, community services and high-performing schools.

Existing Conditions and Trends [24 CFR 58.40(a)]: The project site is located at 678 Ralston Avenue, Belmont, San Mateo County, California. Belmont is situated on the San Francisco Peninsula in the central portion of San Mateo County. Located approximately midway between San Francisco to the north and San Jose to the south, Belmont is bordered by the San Francisco Bay to the east, the City of San Mateo to the north, the city of San Carlos to the south and Highway 92/Interstate 280 and unincorporated San Mateo County to the west. The City of Belmont covers approximately 4.7 square miles of land. The city is bisected by El Camino Real and Alameda de Las Pulgas; Caltrain, SamTrans and a transportation corridor runs in a north/south direction. Ralston Avenue connects the city and the region in an east-west direction from Highway 92/Interstate 280 to US 101.

According to the city's 2023-2031 Housing Element, the City of Belmont recognizes the challenges associated with building housing, especially affordable units, on infill sites. Many parcels in the downtown area and along El Camino Real are small. The City acknowledges that parcels may need to be consolidated under one owner to facilitate mixed use and affordable housing development. A review of pipeline projects indicates that housing developers have been successful in consolidating parcels to create larger project development sites. Certain zoning incentives, such as State and Local density bonus programs, or Belmont's local community benefits zoning, enable housing developers to achieve the densities required to support the financial impacts of lot consolidation.

The subject property is developed with a commercial building and parking that would be demolished to accommodate the proposed project. Vegetation on-site is limited to ruderal species located around the perimeter. The project site is currently served by CalTrain and SamTrans at the Belmont Caltrain Station located approximately 400 feet to the southwest at the intersection of El Camino Real and Ralston Avenue. SamTrans provides bus service in the area via Routes 62 and 397/398. The bus stop closest to the site is at the Belmont CalTrain Station.

The site is bordered by the following uses:

- North/Northeast: Village Corridor Mixed-Use/Village Corridor and Masonic Way
- Southeast/southwest: Village Corridor Mixed-Use and Ralston Avenue
- East: Village Corridor Mixed-Use and Single-family Residential
- West: Village Corridor and then Old County Road.

In 2020, 58.0% of homes in Belmont were single family detached, 6.0% were single family attached, 3.1% were small multifamily (2-4 units), and 32.9% were medium or large multifamily (5+ units). Between 2010 and 2020, the number of single-family units increased more than multi-family units. Generally, in Belmont, the share of the housing stock that is detached single family homes is above that of other jurisdictions in the region.

In 2019, the largest proportion of homes in Belmont had a value in the range of $1,000,000 to $2,000,000. Home prices increased by 123.6% between 2010 and 2020. Rental prices also increased by 76.8% between 2009 to 2019. The typical contract rent in 2019 was $2,250. To rent a typical apartment in the City of Belmont without cost burden, a household would need to make $90,040 annually, according to the 2023-2031 Housing Element. As of the 2020 census, the population of Belmont was 26,813, an increase of 6.7% since 2000. Belmont's median income in 2020 was $80,888.

California is one of the most economically unequal states in the nation, and the Bay Area has the highest income inequality between high- and low-income households in the state. In Belmont, 59.5% of households make more than 100% of the Area Median Income (AMI), compared to 11.1% making less than 30% of AMI, which is considered extremely low-income. Of the 10,263 reported households in the City of Belmont, 2,318 are 0-50% AMI while 1,143 are extremely low-income. Therefore, extremely low-income households represent 49.3% of households who are 0-50% AMI.

Belmont has a high number of extremely low income, very low income and low income renter households that are either "cost-burdened" (with housing costs exceeding 30% of the household income) or "severely cost-burdened" (with housing costs exceeding 50% of the household income). 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, while those who spend more than 50% of their income on housing costs are considered "severely cost-burdened." In Belmont, 18.1% of households spend 30%-50% of their income on housing, while 15.0% of households are severely cost burden and use most of their income for housing.

The housing stock of Belmont in 2020 was made up of 58.0% single family detached homes, 6.0% single family attached homes, 3.1% multifamily homes with 2 to 4 units, 32.9% multifamily homes with 5 or more units, and 0.0% mobile homes. Production has not kept up with housing

demand for several decades in the Bay Area, as the total number of units built and available has not yet come close to meeting the population and job growth experienced throughout the region. In Belmont, the largest proportion of the housing stock was built from 1960 to 1979, with 5,131 units constructed during this period. Approximately 1.4% of the current housing stock was built (149 units) beginning in 2010. Between 2015 and 2021, 508 housing units were issued permits in Belmont. Of the total, 70% (356) of the permits issued in Belmont were for above moderate-income housing, 10% (48) were for moderate-income housing, and 20% (104) were for low- or very low-income housing.

Funding Information

Grant Number	HUD Program	Funding Amount
M21-DP060216	HOME ARP	$4,403,263

Estimated Total HUD Funded Amount: $4,403,263

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]**:** $61,272,000

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 24 CFR Part 51 Subpart D	Yes ☐ No ☒	The proposed project site is located 1.2 miles northwest of the San Carlos Airport. The San Carlos Airport, Airport Land Use Compatibility Plan (ALUCP), was prepared in April 2015 and includes an evaluation of airport compatibility with housing opportunity sites with San Carlos and surrounding cities, including the City of Belmont. Per Exhibit 4-2, the project site is located outside the 60 dB CNEL

		noise contour for San Carlos Airport. Per Exhibits 4-3 and 4-4, the project site is located outside the traffic pattern zone (Zone 6); and thus, outside the San Carlos Airport Safety Zone. **Federal Regulations Regarding Tall Structures** Section 14 Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, governs the FAA's review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction. **PART 77, SUBPART B, Notification Process** Federal regulations require any person proposing to build a new structure or alter an existing structure with a height that would exceed the elevations described in CFR Part 77, Subpart B, Section 77.9, to prepare an FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, and submit the notice to the FAA. The regulations apply to buildings and other structures or portions of structures such as mechanical equipment, flag poles, and other projections that may exceed specific elevations. The project site is located between the 205' and 255' mean sea level contour depicted in ALUCP Exhibit 4-6. Proposed buildings that would exceed this height are subject to the Part 77, Subpart B, notification process. The project site is approximately 34 feet above sea mean level and the building is approximately 95 feet above ground level and 129 feet above mean sea level. Thus, the building would not exceed the 205' above mean sea level limit; and therefore, would not be subject to the Part 77, Subpart B, notification process. *Source List: [a, b]*
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier	Yes ☐ No ☒	No coastal barrier resources under the protection of the Coastal Barrier Resources Act occur in California. The Coastal Barrier Resources Act does not apply.

Improvement Act of 1990 [16 USC 3501]		*Source List: [a]*
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The site is within Flood Hazard Zone X in Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06081C0169G (April 5, 2019). The Flood Disaster Protection Act of 1973 (42 U.S.C. 4012a) requires that projects receiving federal assistance and located in an area identified by FEMA as being within a Special Flood Hazard Area (SFHA) be covered by flood insurance under the National Flood Insurance Program (NFIP). The Zone X designation indicates the site is not within a Special Flood Hazard Area. Thus, no significant or adverse impacts associated with the Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 would occur. *Source List: [t]*
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☐ No ☒	The project site is located within the San Francisco Bay Area Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of air standards for which the region is designated as nonattainment. The San Francisco Bay Area Air Basin is a nonattainment area for ozone, Particulate Matter 10 (PM_{10}) and ($PM_{2.5}$). Thus, a project-related impact to air quality would occur if emissions generated by the project are equal to or exceed the established long-term quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant. Emissions thresholds have been recommended by the BAAQMD for both project construction and operation. **Construction Emissions**

Construction vehicles and equipment traveling within the project site excavation areas and site preparation activities have the potential to generate fugitive dust through the exposure of soil to wind erosion and dust entrainment. Dust is defined as particulate matter less than 10 microns in size and less than 2.5 microns in size (PM_{10} and $PM_{2.5}$, respectively). Project related construction activities would also emit ozone precursors (oxides of nitrogen (NO_X), reactive organic gases (ROG)) as well as carbon monoxide (CO). The majority of construction-related emissions would result from site preparation and the use of heavy-duty construction equipment.

The California Emissions Estimator Model (CalEEMod) version 2022.1.0 calculates daily maximum construction emissions during the various phases of project construction, including demolition, site preparation, excavation/grading, building construction, architectural coating (i.e., painting) and paving. It was assumed construction would begin in late 2024 and be completed in summer 2026. Emission thresholds and estimated construction emissions are shown in Table 1. Maximum daily emissions from construction activities would not exceed BAAQMD construction thresholds. Therefore, construction impacts would be less than significant.

Table 1
BAAQMD Significance Thresholds and Construction Emissions

Construction Emissions			
Pollutant	**Standard[1] (lbs/day)**	**Emissions (lbs/day)**	**Exceed Standard?**
ROG	54	17.3	No
NOx	54	15.9	No
SOx	*No Standard*	0.03	*N/A*
CO	*100 (tons per year)[2]*	16.6 (2.1 tons per year)	No
PM_{10}	82 (exhaust)[3]	7.9	No
$PM_{2.5}$	54 (exhaust)[3]	4.1	No

Source: CalEEMod calculations (Appendix A)
Note: Summer emissions are reported as they are the highest emissions.
1. Concentrations reported in maximum daily emissions (pounds per day) which represent the worse-case scenario. Maximum daily emissions would not occur each day of the construction period.
2. Federal *De minimis* threshold reported for CO
3. PM emission standard applies only to exhaust emissions.

Operating Emissions

Operating emissions were calculated using CalEEMod version 2022.1.0. The basic modeling parameters assumed the project would operate like a mid-rise multifamily apartment building. In addition to resident trips, employees, and vendors would also generate trips. Overall trip generation is assumed to be captured within the Institute of Traffic Engineers (ITE) rates included as default values for land use type selected in CalEEMod 2022.1.0. Operating emissions and thresholds of significance are shown below in Table 2.

Table 2
BAAQMD Air Quality Significance Thresholds and Operational Emissions

Pollutant	Standard (lbs/day)	Operating Emissions (lbs/day)	Exceed Standard?
ROG	54	2.9	No
NOx	54	1.4	No
SOx	*No Standardz*	0.02	*N/A*
CO	*100 tons per year*[1]	10.9 (1.9 tons per year)	*No*
PM_{10}	54	1.73	No
$PM_{2.5}$	54	0.49	No

Source: CalEEMod calculations
[1] Tons per year federal De minimis standard

As shown in Table 2, project emissions would not exceed significance thresholds. While project operation would generate CO emissions, they would not exceed local BAAQMD standards.

Toxic Air Contaminants. Toxic Air Contaminants (TAC) are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A wide range of sources, from industrial plants to motor vehicles, emit TACs. TACs can be

		emitted directly and can also be formed in the atmosphere through reactions among different pollutants. This evaluation addresses potential community health effects associated with direct TAC emissions, not those formed in the atmosphere. Common stationary source types of TAC include gasoline stations, dry cleaners, and diesel backup generators. An existing gas station is located southeast of the site and is an existing source of TACs. Potential health risks associated with locating a new residential project proximal to an existing source of TACs (i.e., a gasoline station) are evaluated based on thresholds of significance referenced in the BAAQMD California Environmental Quality Act (CEQA) Guidelines (May 2017). These thresholds are consistent with those presented in the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (OEHHA, 2015). For the purpose of this evaluation, a cancer risk level of more than 10 in one million, or a non-cancer (i.e., chronic or acute) risk greater than 1.0 hazard index (HI) from a single source would be a significant cumulatively considerable contribution and create a potentially adverse health risk to future residents. To assess the potential health risk associated with siting the proposed project proximal to the existing gas station, the BAAQMD 2*022 CARB and CAPCOA Gasoline Service Station Industrywide Look-up Tool, Version 1.0 (February 18, 2022)*, was used. The analysis assumed a annual gas throughput of 1,500,000 million gallons and a distance of 49.47 meters from the edge of the fueling canopy and the building southeastern facade. The cancer risk level is estimated to be 3/17 per million. This is less than 10; and thus is less than significant. The Chronic HI is estimated to be 0.04 per million. The Acute HI is estimated to be 0.17 per million. Both the Chronic and Acute HI is less than 1.0; and thus, less than significant. As stated, a dry-cleaning operation is located on-site and based on the Phase I Environmental Site

		Assessment (ESA) (March 2023), a dry-cleaning operation has been operating since 2004. Cleaning operations ceased in July 2022 and now the building is used for drop-off and pick-up. The Phase I ESA summarized testing conducted in March 2022 to identify subsurface constituents that may adversely affect reuse of the project site. Based on the analytical results, the Phase I concluded that residual concentrations of perchloroethylene (PCE) and 1,1 dichloroethene (DCE) were detected in soil gas beneath the subject property. The likely source was the onsite dry-cleaning operations; however, the soil gas detections did not exceed applicable regulatory screening criteria, indicating there was no vapor intrusion concern for the current and/or future occupants of the subject property. As a best management practice, the Phase I recommended the installation of a vapor barrier if the site is used for residential purposes. Prior to completion of the Phase I ESA, a soil and gas investigation report was prepared (January 2023). As reported in the Phase I, based on the analytical results, residual concentrations of PCE and 1,1-DCE were detected in soil gas beneath the subject property. The source of the identified impacts is likely the on-site dry-cleaning operations. However, the soil gas detections do not exceed applicable regulatory screening criteria, indicating there is no vapor intrusion concern for the current and/or future occupants of the subject property. While not required for mitigation purposes, a vapor intrusion mitigation system (VIMS) will be installed under the proposed building slab as a precaution. This is included herein as a Condition of Approval. **Carbon Monoxide Hotspots.** Carbon monoxide is a colorless, odorless, poisonous gas that may be found in high concentrations near areas of high traffic volumes. CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. All air basins within California meet both state and federal CO standards. Numerous factors are

		related to the formation of CO hotspots and under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels. The BAAQMD CEQA Guidelines include a screening procedure for carbon monoxide which provides a conservative indication of whether the proposed project would result in the generation of CO concentrations that would substantially contribute to an exceedance of the significant threshold. If the screening criteria are met, the proposed project would result in a less-than-significant impact to air quality with respect to concentrations of local CO. The proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria is met: *Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan and local congestion management agency plans.* The project is not large enough to trigger a traffic study; and thus, local traffic impacts are assumed to be less than significant. The project will not adversely affect regional and local transportation planning or result in an inconsistency with regional or local transportation plans. *The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.* Baseline traffic volumes were obtained from the City of Belmont General Plan Update Draft EIR (June 2017). The morning peak hour volumes at the Ralston Avenue/Old County Road intersection, the intersection closest to the project site, was estimated to be 2,847 vehicles. The project would generate approximately 354 daily trips. The addition of project would result in a total hourly volume of 3,201 which is less than the 44,000 vehicle per hour threshold.

		The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway). Neither Ralston Avenue nor Old County Road use a tunnel, travel in an underpass, are located in a below grade corridor or street canyon. The project would provide podium level parking. No parking garage is proposed. The proposed project would meet the screening criteria. No further analysis would be required. Impacts would be less than significant. *Source List: [a, d, o, gg]*
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The project site is not located in a coastal zone, as defined by the California Coastal Act (Public Resources Code, Division 20, Section 3000 Et. Seq.). The site was evaluated for potential impacts to lands within the San Francisco Bay Conservation and Development Commission (BCDC) and San Mateo County Local Coastal Program jurisdiction. The BCDC, in addition to its permit authority under California state law, exercises authority under Section 307 of the federal Coastal Zone Management Act (CZMA)(16 U.S.C. section 1456) over federal activities and development projects and non-federal projects that require a federal permit or license or are supported by federal funding. The consistency provisions of Section 307 of the California Coastal Zone Management Act (CZMA) states that any federal activity, including a federal development project, that affects any land or water use or natural resource of the BCDC's coastal zone, must be conducted in a manner that is "consistent to the maximum extent practicable" with the enforceable policies of the BCDC's federally- approved coastal management program. Per the San Francisco Bay Plan (May 2020) Plan Map 6, the project site is not located within BCDC jurisdiction nor are any coastal

		resources within the City of Belmont identified. The closest resource identified with the BCDC jurisdiction is the Redwood Shores Ecological Area which is located approximately 0.8 miles northeast of the site. Per the California Coastal Commission Local Program Area Maps for San Mateo County, all areas within the County subject to the Local Coastal Program (LCP) are located on west side the County along the Pacific Ocean. There are no LCP areas on the San Francisco Bay side of San Mateo County. Therefore, no adverse coastal zone impacts are anticipated. *Source List: [cc, dd]*
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☒ No ☐	The proposed project's Phase I Environmental Site Assessment (ESA conducted by Partner Engineering and Science, Inc., March 2023) did not identify any Recognized Environmental Condition (REC) on the project site. However, the subject property has been occupied by various dry cleaners since 2004, including Park Avenue Cleaners (2004-2006), Green Earth Cleaners (2007-2009), Green Cleaners (2009-2020) and Green World Cleaners (2020-Present). Dry cleaning operations ceased onsite in July 2022, and the subject property currently operates as a drop - off only location for offsite dry cleaning. According to a Subslab Gas Sampling Report prepared by Pangea, on March 14, 2022, Pangea installed four Subslab gas probes (SS-1 through SS-4) behind the current dry cleaning machine near cracked and stained vinyl flooring (SS-1), in the boiler room of the building adjacent to a compressor and tank (SS-2), in the steam iron and employee break area (SS-3), and near the customer lobby (SS-4). Subslab gas samples collected from each probe were analyzed for volatile organic compounds (VOCs) and Total Petroleum Hydrocarbons Gasoline (TPHg) and compared to the San Francisco Regional Water Quality Control Board (SFRWQCB) Tier 1 Environmental Screening Levels (ESLs) and human

		health Environmental Screening Levels (ESLs) for residential and commercial site use established in January 2019. According to the analytical results, tetrachloroethylene (PCE) was detected at a maximum concentration of 19.8 micrograms per cubic meter (µg/m3) in the sample located next to the existing dry-cleaning machine. This concentration was less than the PCE commercial ESL of 67 µg/m3 but exceeded the residential ESL of 15 µg/m3. PCEs and additional constituents were detected in other samples; however, none exceeded the residential standards. Thus, it was concluded that that a small release of PCE occurred near the existing dry-cleaning equipment and was limited to the northern corner of the building which does not pose a vapor intrusion concern for the current and/or future occupants of the subject property. As stated, while not necessary for remediation purposes, a VIMS would likely be installed as part of the project. Due to the age of the subject property building, there is a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) are present. Readily visible suspect ACMs and painted surfaces were observed and determined to be in fair condition. Several areas of the building materials including ceiling and wall materials were noted during the assessment to be broken, chipped, have signs of water damage and/or have peeling paint. Should these materials be removed or replaced, the identified suspect ACMs and LBP would need to be sampled to confirm the presence or absence of asbestos and/or lead prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants. *Source List: [g, y, z]*
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☐ No ☒	The project site is 100 percent developed and/or disturbed and located within a developed area of the City. As stated in the General Plan Update Draft Environmental Impact Report (June 2017), special status species that have the potential to occur in the

		City of Belmont are either associated with the hillside/canyon and open space areas in the western portion of the City or in the O'Neill Slough located northwest of the site. Most of these areas are protected from future development by existing land use designations: parks and open space areas, creek corridors, sloughs and areas of undevelopable topography or where geologic or other hazards exist. The only federally designated critical habitat in San Mateo County is for the California Red-legged frog and that is located around San Andreas Lake and Crystal Springs Reservoir. The closest point is approximately 3.6 miles west of the site in unincorporated San Mateo County. There is no critical habitat for any species proximal to the site. Based on the developed condition of the project site and surrounding properties and lack of critical habitat for federally-listed species, there is no potential for project-related impacts to federally-listed wildlife, plant, and migratory bird and raptor species to be impacted by the project. *Source List: [a, o, ee]*
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	The proposed project is a residential project designed to provide affordable housing for income qualifying tenants. It would not require the ongoing use, storage or routine transport of hazardous, explosive or flammable materials. Aside from common household chemicals, no hazardous materials would be used on-site. The project would not emit or release hazardous waste or emissions. As stated above, the project site is not on a list of hazardous material sites nor would the project introduce hazardous materials to the site or otherwise have any adverse impacts related to toxic substances, explosive or flammable operations. The California EPA Regulated Site database was reviewed to determine whether above-ground petroleum storage tanks or other potentially explosive chemicals are located within one mile of

		the site. The regulated sites are fueling stations with below ground tanks, retail establishments selling chemicals such as motor oil, service shops with waste oil stored on-site or hazardous waste generators with material stored on-site. No above ground storage tanks other tanks within one mile of the project site that could contain flammable material or hazardous facilities which store, handle, or process hazardous substances of a flammable or explosive nature were identified. *Source List: [a, g, y, z, ii]*
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	The project site is developed and located within an urbanized area in the City of Belmont. The site is categorized as Urban and Built-Up Land, as indicated on the State Farmland Mapping and Monitoring Program maps for San Mateo County. The site does not include prime or unique farmland, or other farmland of statewide or local importance. No impact to farmland resources defined under the Farmland Protection Policy Act per 7 CFR 658 would occur. *Source List: [e]*
Floodplain Management **Executive Order 11988**, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	All federally funded development projects are evaluated per Executive Order 11988 as discussed below. Those occurring in mapped flood zones require evaluation consistent with Part II of EO 11988. The site is within Flood Hazard Zone X in Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06081C0169G (April 5, 2019). The Zone AH designation indicates a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over a 30-year period. No analysis per Part II of Executive Order 11988 is required. *Source List: [t]*

Historic Preservation National Historic Preservation Act of 1966, particularly Sections 106 and 110; 36 CFR Part 800	Yes ☐ No ☒	A Limited Cultural Resource Study of the site was completed by Tom Origer & Associates, Inc. (July 2023). The report presents the results of a records search of the California Historical Resources Information System (CHRIS) by the Northwest Information Center (NWIC), Native American Heritage Commission (NAHC) outreach, archival review, fieldwork, analysis, and management recommendations. **Archaeological Resources.** The site is developed with a existing commercial building. Origer & Associates staff completed the built environment survey of the APE on July 27, 2023. At that time, the existing structure and current conditions of the APE were documented. The site is completely paved. Results of the NWIC records search indicate that no cultural resources have been previously documented within the APE and 12 have been recorded within a 0.25-mile buffer around the APE. A request was sent to the State of California's Native American Heritage Commission (NAHC) seeking information from the Sacred Lands File and the names of Native American individuals and groups that would be appropriate to contact regarding this project. Letters were also sent to the following groups: • 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 San Francisco Bay Area; • The Ohlone Indian Tribe; and • Wuksache Indian Tribe/Eschom Valley Band. The NAHC replied with a letter dated July 27, 2023, which indicated that the Sacred Lands File has no information about the presence of Native American cultural resources in the APE area. A list of additional contacts was provided.

		Shelby Brown of the Amah Mutsun Tribal Band responded on July 14, 2023, via email. Ms. Brown provided a document with recommendations for this project. On July 28, 2023, Andrew Galvan of The Ohlone Indian Tribe responded via email. Mr. Galvan asked if the APE was near archaeological site CA-SMA-150 (P-41-000152). Mr. Galvan was concerned because a burial had been found at that site in June. Eileen Barrow responded by stating that the current boundary of the site was over 1,200 feet away from the APE. In addition, Ms. Barrow informed Mr. Galvan that the current APE was completely paved and so the recommendations of this report were going to include a survey of the property to be conducted by a qualified archaeologist after removal of the building and asphalt and prior to any construction activities. Mr. Galvan replied by stating that he would like an Ohlone representative present when the archaeologist conducts the survey. Because the site is completely paved, an archaeological survey of the APE could not be conducted. The preparer recommended the survey be conducted after building demolition of removal of the pavement and related improvements. **Historic Resources.** The architectural APE consists of the project parcel and six surrounding parcels. The surrounding parcels consist of commercial buildings and a parking lot. The building within the APE (i.e., project site), as well as three adjacent buildings within the architectural APE are old enough to be considered potentially eligible for inclusion on the California or National Registers. One parcel contains a parking lot and was not evaluated. The two remaining buildings are too recently constructed to be considered eligible for inclusion on the California or National Registers. The commercial building within the APE was formally evaluated. The current evaluation

		determined that the building within the APE does not meet criteria for inclusion on the California or National Registers. Three other buildings within the architectural APE meet the age threshold for consideration to the California or National Registers. Although these buildings could be considered important under the context of post-World War II development of Belmont, these buildings are not a part of any designed or cohesive commercial area within the city. They are not a part of a district, given the range of construction dates. The buildings do not meet Criterion A of the National Register (or Criterion 1 of the California Register). The buildings are not associated with any people important to the history of Belmont; therefore, they do not meet Criterion B of the National Register (or Criterion 2 of the California Register). All of the buildings have some mid-century modern architectural elements, but none were distinctive architecturally and so do not meet Criterion C of the National Register (Criterion 3 of the California Register). Buildings do not generally meet Criterion D of the National Register (Criterion 4 of the California Register). In summary, no eligible historic properties are located within the APE and no recommendations are warranted. **Unanticipated Discoveries.** It is possible that unanticipated discoveries, including human remains, may occur during excavation or other soil disturbing activities. If so, potential impacts would be avoided or reduced to less than significant with implementation of Mitigation Measures CUL-1, CUL-2 and CUL-3. On October 31, 2023, the Agency Official initiated consultation with the State Historic Preservation Officer (SHPO), which included review of the Limited Cultural Resource Study. In a letter dated December 11, 2023, SHPO stated no objection to the Agency Official's finding of no significant impact provided the recommendations referenced above

<table>
<tr><td></td><td></td><td>and recommended in the Limited Cultural Resource Study, are implemented to address any possible pre-contact materials or human remains that might result if the subsurface excavation disturbs native soil. These recommendations are included herein as Mitigation Measure CUL-1, CUL-2 and CUL-3. Upon discovery of a possible archeological resource, the Agency Official would contact SHPO pursuant to 36 CFR Part 800.13.

Source List: [a, n. o. p, x]</td></tr>
<tr><td>Noise Abatement and Control

Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</td><td>Yes ☐ No ☒</td><td>Construction
The proposed project would generate short-term noise during project construction. As shown in the table below, maximum noise levels related to construction would be approximately 85 A-weighted decibels (dBA) at a distance of 25 feet (EPA, 2010).

Typical Noise Levels at Construction Sites
<table><tr><th>Construction Phase</th><th>Average Noise Level at 25 Feet</th></tr><tr><td>Clearing</td><td>84 dBA</td></tr><tr><td>Excavation</td><td>85 dBA</td></tr><tr><td>Foundation/Conditioning</td><td>85 dBA</td></tr><tr><td>Laying Sub-base/Paving</td><td>81 dBA</td></tr><tr><td>Finishing</td><td>84 dBA</td></tr></table>
These numbers correlate with the noise analysis prepared for the City of Belmont General Plan Update and Draft Environmental Impact Report which states that construction noise levels can be expected to be above 80 dBA at 50 feet from the noise source.

Construction Noise.
The Belmont Municipal Code Section 15-102 (d) generally limits construction activities (including excavation and grading) to the hours of 8:00 a.m. to 5:00 p.m., Monday to Friday (with the exception of</td></tr>
</table>

		holidays), and 10:00 a.m. to 5:00 p.m. on Saturdays. Construction is prohibited on Sundays and holidays. The nearest sensitive properties to the site are multifamily units located at 590 Ralston Avenue approximately 90 feet northeast of the site. According to the Belmont General Plan Update Draft EIR (Figure 4.10.1 and 4.10.2), the 24-hour average noise level (Ldn) along Ralston Avenue corridor ranges from 65 to 70 dBA at the property boundaries. At 90 feet, assuming there are no intervening buildings to screen construction noise, a construction noise level of 85 dBA would attenuate to 79 dBA at the apartment units. The existing building located between the site and apartment units will provide approximately 6 dB of screening during demolition, site preparation and grading. Provided construction occurs with the time period allowed by municipal code, impacts would be less than significant. **Operation Noise.** Daytime and nighttime noise standards are provided in Section 10 of the Belmont Municipal Code. The City of Belmont Noise Ordinance establishes a daytime exterior noise limitation of 65 dBA and a nighttime exterior noise limitation of 55 dBA for all properties (residential and non-residential). Additionally, interior noise levels transmitted through a common wall in a multi-family residential unit may not exceed 45 dBA during the daytime and 35 dBA during the nighttime. According to HUD site acceptability standards, a maximum of 65 dB is considered an acceptable exterior noise level. A maximum of 45 dB is acceptable for interior living spaces. As stated above, the project site is located on the boundary between the 65 and 70 dBA Ldn/CNEL which includes noise from Ralston Avenue as well as the Caltrain rail line located approximately 400 feet southwest of the site. Exterior 24-hour average (Ldn) traffic-related noise was estimated along

		Ralston Avenue using the HUD DNL Calculator. Traffic volumes were obtained from traffic counts conducted in 2020 during preparation of the 2021 Traffic Engineering and Safety and Speed Limit Survey Update (February 2021). The Average Daily Traffic (ADT) on the segment of Ralston Avenue between Hiller Street to the northeast and El Camino Real to the southwest 26,593 vehicles. The Ldn at approximately 45 feet (the distance from the nearest units to the centerline of Ralston Avenue is estimated to be 65 dBA Ldn. While consistent with the Belmont General Plan Update Noise Element, existing noise levels equal the 65 dBA HUD exterior standard. The project is conservatively estimated to generate 354 vehicle trips per day. Using the HUD Ldn calculator, project-related trips were added to existing volumes. Project traffic would have no effect on the DNL; thus, the project would have no adverse exterior noise impact. The interior noise standard is 45 dBA CNEL. Interior noise levels are estimated using exterior noise levels as the baseline and subtracting the typical insertion loss or attenuation achieved by adhering to Title 24 of the California Building Code. The insertion loss associated with the sound reduction properties of proposed exterior walls, window, and door construction design can range from 25 to 30 dBA with doors and windows closed. Using the estimated noise level of 65 dBA DNL as the baseline exterior noise level, an insertion loss of 25 to 30 dBA would result in an interior noise level of 35 to 40 dBA DNL, which would meet the interior noise standard. No adverse interior noise impacts are identified. The project site is located proximal to San Carlos Airport. According to the San Carlos Airport Land Use Compatibility Plan (April 2015), the project site is outside the 60 Ldn/CNEL noise contour (see Exhibit

		4-2). This would be consistent with HUD standards; thus, no adverse aircraft noise impacts would occur. *Source List: [a, h, n, o, u]*
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	There are no sole source aquifers in San Mateo County as designated by the US Environmental Protection Agency Pacific Southwest Region 9. The closes sole source aquifer is approximately 127 miles southeast of the site in the Fresno, California area. The project would not use groundwater or otherwise impact groundwater recharge. No impacts to sole source aquifers as defined per 40 CFR 149 would occur. *Source List: [l]*
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	The site is in an urbanized area. According to the U.S. Fish and Wildlife Service's Wetlands Online Mapper, no wetlands are located on or immediately adjacent to the project site. No adverse impacts related to wetlands protection are anticipated. *Source List: [k, n, o]*
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The project site is located within the City of Belmont. There are no river segments located proximal to the site. The closest river segment designated wild and scenic the is the Tuolumne River located in the western Sierra Mountains located approximately 110 miles east of Belmont. The project would have no adverse impacts on wild or scenic rivers. *Source List: [j]*
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes ☐ No ☒	The project would provide 65 affordable apartment units for income qualifying families and individuals. The project site is developed with an existing commercial building. The project would not remove housing or otherwise displace minority or low-income communities to accommodate construction. An environmental justice population is considered to be a local community with a higher representation of people below the poverty line or with a higher representation of ethnic minorities, compared to a

		reference population, which is often the population of the local jurisdiction performing the review. For purposes of this analysis, the local population is considered to be the future residents of the proposed project, while the reference population is represented by the population of the City of Belmont as a whole. According to the U.S. Census, Belmont's population as of July 2021 was 28,335. The racial make-up of Belmont was 54.6% White alone; 1.2% Black/African American; 0.2% American Indian/Alaska Native alone; 29.9% Asian alone; 7.7% 2 or more races; 12.12% Hispanic or Latino ethnicity; and 49.1% White alone not Hispanic or Latino ethnicity. According to CalEnviroScreen, a tool administered by the California Office of Health Hazard Assessment, the proposed project is not located in an area where a disadvantaged community is burdened by adverse effects of health pollution. Because of the income-targeting proposed by the project, the development of the project may introduce an environmental justice population to the area. However, the site is in an area comprised of commercial and office uses. No hazardous materials are known to occur on the site. No mitigation measures are required to avoid any potentially significant or adverse environmental impacts affecting surrounding properties. The project is not known to be located in an area subject to climate change nor would any effects from climate change disproportionately impact low income or minority populations introduced to the area as a result of the project. According to the City of Belmont Housing Element, the projected housing need obligation for the 2023 to 2031 planning period is 1,785 units. Of the total, the city will need to accommodate 769 low to extremely low-income housing units. The 65 units provided by the proposed project would provide approximately 8% of the city's low-income housing goal. There is no evidence based on project scope and location of the proposed project, that any populations with

		limited housing choices or that otherwise are considered to have special life challenges would be adversely affected by the project. Further, to date, no public comment known to the applicant, either in favor of or opposing the project because of potential environmental justice concerns, has been received. The project site is proximal to commercial uses that may benefit future project residents. As addressed below, the project site is also proximal to significant regional transit services that will promote access to regional employment and economic opportunities. The proposed project is served by Nesbit Elementary School (400 feet), which is rated 6 out of 10 on the Great Schools evaluation, by Ralston Middle School (2.3 miles), which is rated 9 out of 10 on the Great Schools evaluation, and by Carlmont High School (1.2 miles), which is rated 9 out of 10 on the Great Schools evaluation. Opportunity Maps find that the project site is in a "Highest" Resource Area. Based on evidence presented herein, the project would be consistent with Executive Order 12898. *Source List: [a, v]*

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 or 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	1	The site is located with the Belmont Village Specific Plan area and zoned Village Corridor Mixed-Use. There is no assigned maximum density. The proposed density is 181 dwelling units/acre. The proposed project would create 65 units of affordable rental housing. The proposed building height is 95'2" which would exceed the allowable height for the Village Corridor Mixed-Use area; and thus, is a requested concession per the California Density Bonus Law and the City of Belmont Density Bonus Ordinance 360. The site does not provide a public thoroughfare, nor would it impede on any existing or planned roadway though the area. Because the project area is largely developed currently with a commercial and office uses, the project would not result in the construction of improvements that would physically divide an existing community. Improvements would facilitate circulation to/from the site and on public roads surrounding the site consistent with that anticipated in the General Plan. The proposed project would remove the existing commercial building and construct a new 8-story building designed to reflect contemporary architecture consistent with the Village Corridor Mixed-Use land use designation in the Belmont Village Specific Plan. The surrounding area is comprised of single and multistory commercial and office buildings. The proposed project would be taller than those proximal to the site. Any shadows would be cast on existing commercial buildings and Masonic Way to the west in the morning and on Ralston Avenue to the east in the afternoon/evening. There are no sensitive uses occurring proximal to the proposed project that would be adversely affected by the building height or resulting shadow effect. The scale and design of the project would not conflict with

		existing aesthetic and built environmental characteristics of the area. The proposed project would improve the visual environment by removing an aged commercial building on the site and construct a new modern building. The proposed project fulfills the land use goals for the Belmont Village Specific Plan and Village Corridor Mixed-Use area, as supplemented by the City's Density Bonus Ordinance. The proposed project also fulfills the city's goals to increase the availability of low income and very low-income housing as stated in its 2023-2031 Housing Element. The proposed project would create a minor beneficial impact under this threshold. *Source List: [a, n, o, p]*
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	**Soils**. The following is summarized from the G*eotechnical Engineering Investigation Report* prepared by CTE Cal, Inc. (March 18, 2023). The site is located on the southern end of San Francisco Peninsula, which is part of the Coast Ranges Province. The Coast Ranges Province are a series of parallel ranges running northwest to southeast. They are dominated by northwest trending, sedimentary foundations. These foundations are a result of collisions between the North American plate and the Pacific Ocean plate, which formed mountains and valleys. Plate boundary fault movements in this area are mostly concentrated along the San Andreas, Hayward, and Calaveras faults, with the San Andreas fault lying due west of the site. Based on geologic reconnaissance and field observations, alluvial materials encountered during the investigation are considered consistent with Quaternary deposits as shown on the California Geological Survey, Geologic Data Map. The mapped area shows one surficial geological unit, alluvial stream, basin, fan and terrace deposits. The subject site is not located within a seismic hazard zone for susceptibility to liquefaction or landslides. The subject site is not in an Alquist-Priolo special studies zone. The site is not in a tsunami inundation hazard zone. Oscillatory waves (seiches) are considered unlikely to affect the site because there are no large confined bodies of water in the area. With implementation of recommendations in the

		geotechnical report regarding soil preparation and foundation construction, the potential impacts associated with on-site geology and soils issues would be less than significant. **Slope Erosion.** The site is not located within and adjacent to a mapped earthquake landslide zone. With implementation of recommendations in the Geotechnical Report, construction and post-construction impacts related to landslides or other impacts associated with slope stability will be less than significant. **Stormwater Runoff.** The site is nearly 100 percent pervious under existing conditions. Precipitation is presumed to runoff the site northwest and southeast onto Ralston Avenue and Masonic Way. The project would disturb less than one acre of soil during construction; thus, the applicant would not be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. However, the project would be subject to requirements in the City of Belmont Green Infrastructure Plan (September 2019) which implemented the San Mateo Countywide C.3 Regulated Projects requirements regarding stormwater management post-construction. Prior to construction, the applicant would be required to submit a Best Management Practices (BMP) plan sheet and related documents required for approval of a stormwater construction pollution prevention permit. With implementation of BMPs specified in the construction permit documentation and post-construction water quality management plan, no adverse impacts would occur. *Source List: [a, o, s, hh]*
Hazards and Nuisances including Site Safety and Noise	2	**Hazards and Nuisances**. The proposed project is a residential project designed to provide housing for income qualifying tenants. It would not require the ongoing use, storage or routine transport of hazardous materials. Aside from common household chemicals, no hazardous materials would be used on-site. The project would not emit or release hazardous waste or emissions.

		As referenced, Partner Engineering and Sciences, Inc., prepared a Phase I ESA (March 2023) for the project site. As summarized above, Phase I ESA determined that a small release of PCE occurred near the existing dry-cleaning equipment and was limited to the northern corner of the building which does not pose a vapor intrusion concern for the current and/or future occupants of the subject property. The project site is not on a list of hazardous material sites nor would the project introduce hazardous materials to the site or otherwise have any adverse impacts related to toxic substances, explosive or flammable operations. On-site soils do not contain contaminants in concentrations that exceed ESL standards established by the San Francisco Bay Area Regional Water Quality Control Board. The project site would be constructed consistent with current City of Belmont requirements for fencing, lighting and other features related to site safety. No impacts related to hazards, nuisance or site safety would occur. Regarding noise, the project site is located on the boundary between the 65 and 70 dBA Ldn/CNEL which includes noise from Ralston Avenue as well as the Caltrain rail line located approximately 400 feet southwest of the site. The Ldn at approximately 45 feet (the distance from the nearest units to the centerline of Ralston Avenue is estimated to be 65 dBA Ldn. While consistent with the Belmont General Plan Update Noise Element, existing noise levels equal the 65 dBA HUD exterior standard. The project is conservatively estimated to generate 354 vehicle trips per day. Using the HUD Ldn calculator, project-related trips were added to existing volumes. Project traffic would have no effect on the DNL; thus, the project would have no adverse exterior noise impact. The interior noise standard is 45 dBA CNEL. Interior noise levels are estimated using exterior noise levels as the baseline and subtracting the typical insertion loss or attenuation achieved by adhering to Title 24 of the California Building Code. The insertion loss associated with the sound reduction properties of proposed exterior

		walls, window, and door construction design can range from 25 to 30 dBA with doors and windows closed. Using the estimated noise level of 70 dBA DNL as the baseline exterior noise level, an insertion loss of 25 to 30 dBA would result in an interior noise level of 35 to 40 dBA DNL, which would meet the interior noise standard. No adverse interior noise impacts are identified. *Source List: [a, h, n, o, q, u, y, z, hh]*
Energy Consumption	2	Neither construction nor operation of the project would require significant amounts of energy. During construction, the proposed project would require the use of electricity, gasoline and diesel fuel to power the construction equipment. However, this energy consumption would be short-term and temporary and would not have adverse impacts on long-term energy consumption for the overall housing complex. Further, the proposed project will utilize building materials that meet or exceed California Energy Code Title 24, Part 6 standards set forth by the California Energy Commission. The proposed project will implement water conservation strategies focused on achieving the goals set forth by Senate Bill X7-7 (2010) which mandates a statewide 20% per capita reduction in water consumption by 2020. This would be accomplished in part by using low flow plumbing fixtures (i.e., faucets, shower heads and toilets) and well as installation of drought tolerant native landscaping and on-site recycling as required by AB 939. The proposed project will also meet Title 24 energy requirements and comply with California Building Code's (CBC) Zero Net Energy requirements if in effect at time the building permits are issued for the building. The proposed project is intended to achieve a LEED Sliver rating for sustainability. Therefore, no adverse energy consumption impacts would occur and the proposed project may provide a minor beneficial impact. *Source List: [a, w]*

Environmental Assessment Factor	Impact Code	Impact Evaluation

SOCIOECONOMIC		
Employment and Income Patterns	2	During construction, the project would generate temporary employment opportunities. These jobs would not substantially affect overall employment patterns in the city. Operation of the project would require two full-time building managers and 1-2 case managers. Staff required to manage the project would be 3-4 FTE and provided by a third-party vendor. The number of jobs would not substantively increase employment opportunities in the City. Anticipated new jobs would be a minor benefit associated with the proposed project. Based on CalEEMod 2022.1.0 population estimates, the project would house approximately 187 residents. It is unknown whether new residents would retain existing jobs or seek new employment opportunities proximal to the project site. The addition of 65 new housing units would increase the number of residents in the City of Belmont; however, it is not anticipated to change existing employment patterns or otherwise induce growth to the extent income patterns were adversely affected. *Source List: [a, d]*
Demographic Character Changes, Displacement	1	The proposed project site is developed with an existing commercial building and adjacent parking. The proposed project would develop 65 new housing units for income qualifying tenants. According to the California Department of Finance, the May 2023 population of Belmont was 26,763. Based on CalEEMod 2022.1.0 population estimates, the project would house approximately 187 residents. This would be 0.06 percent increase in the city's 2023 population. The addition of 187 new residents would not change the demographic characteristics of the City of Belmont. The project area is currently comprised primarily of commercial uses. The Belmont Village Specific Plan and Village Corridor Mixed-Use zoning plan was designed in part to facilitate the replacement of low-value commercial uses with multi-family housing in site locations that would facilitate transit use. The City's Density Bonus ordinance was designed to facilitate projects of the height and density

		proposed by the project such that it would be feasible for the housing to be affordable to low income and very low income households and further the goals of the city's 2023-2031 Housing Element. Further, redevelopment of the site would not adversely affect the character or displace any existing residents. Because the proposed project facilitates the land use plan envisioned for the Village Corridor Mixed Use area and contributes to the housing production and affordability goals of the city's 2023-2031 Housing Element, the proposed project has a minor beneficial effect on the Demographic Character of the area. *Source List: [a, d, v]*
Environmental Justice	2	The socioeconomic evaluation of potential environmental justice impacts considers whether low-income and/or minority communities would be disproportionately and/or adversely affected by the construction and operation of a proposed project. As stated, the proposed project would provide 65 residential units for low-income households. The proposed project site is developed with a commercial building and is surrounded by existing commercial and office buildings. There is no evidence of undetected hazardous materials or previous use, manufacturing or storage of on-site of hazardous materials on the site. There are no existing manufacturing or other uses proximal to the project that emit air emissions or that would otherwise cause or contribute to adverse environmental conditions in the project area. There is no evidence of cultural resources on or proximal to the site. The project site is not located proximal to coastal resources that could be adversely affected as a result of sea level rise. The project site is not located proximal to wildfire hazard areas or steep slopes that could become unstable or otherwise cause landslide or mudflow hazards in the event a wildfire were to occur. The project would not require the construction of new roads or utility infrastructure into areas that are currently undeveloped. All stormwater would be managed on-site to ensure compliance with state water quality standards.

		Project-relate air emissions would be well below the daily standards established for the San Francisco Bay Area Air Basin. Both interior and exterior noise levels would meet HUD standards. The project is not located in an area that is significantly pollution-burdened according to CalEnviroScreen. It is not a Disadvantaged Community that is already adversely pollution burdened. The proposed project is in a High Resource Area identified by the 2023 California Tax Credit Allocation Committee (and identified as being in a "Highest" Resource Area by the 2024 map draft) for purposes of identifying affordable housing locations that will affirmatively further fair housing for populations that have historically experienced discrimination. The project would have no adverse direct or indirect environmental effects; thus, no low-income or minority populations residing on or proximal to the site would be adversely affected by construction and operation of the project. No adverse environmental justice impacts would occur for the population that the project will introduce to the area. *Source List: [a, v]*

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The school nearest the site is Nesbit Elementary School located at 500 Biddulph Way approximately 0.2 miles northeast of the site. The project would be served by elementary and intermediate schools within the Belmont-Redwood Shores School District and Carlmont High School located within the Sequoia Union High School District. The schools that would serve the site include Nesbit Elementary School (400 feet from the site), Ralston Middle School (2.3 miles from the site), and by Carlmont High School (1.2 miles from the site.) Library services are provided by the Belmont Library located at 1110 Avenida de las Pulgas approximately 1.3 miles southwest of the site.

		Other cultural facilities in the area include the Carlmont Performing Arts Center, Better Together Dance Theatre and Belmont Historical Society Museum. The development of new school facilities occurs as part of an ongoing District-wide planning effort to ensure adequate facilities are available to serve the student population. Developer impact fees contribute to the District's ability to meet any impact on the need for new school facilities. Although the proposed project will include some two-bedroom and three-bedroom rental units for families, any impact on the need for school facilities would be offset by the required payment of developer impact fees. With respect to library services, it is possible that residents may visit the library; however, the addition of approximately 187 residents (CalEEMod 2022.1) would not exceed the service population to the extent that new library facilities are required. Furthermore, a portion of the impact fees paid by the applicant will be allocated to the expansion of library facilities. Regarding other cultural facilities, the performing arts venues referenced above may host events that would be of interest to project residents. The addition of 187 new residents is not anticipated to adversely affect educational and cultural facilities. *Source List: [a, d]*
Commercial Facilities	2	The proposed project would not provide commercial space. Existing businesses proximal to the site include restaurants, medical services, a gas station, coffee/donut shop and others that provide miscellaneous goods and services. Groceries, pharmaceuticals, clothing and household goods are available along Old County Road southwest of the site. The need for goods and services required by approximately 187 new residents would be met by existing businesses within the area. No adverse impact to commercial facilities would occur as a result of the project. *Source List: [a]*

Health Care and Social Services	2	The proposed project would provide new residential units to serve families. The project is expected to accommodate up to 187 new residents. This would not increase the general population to the degree that expanded health care services or social services would be required. Multiple urgent care facilities are located proximal to the project site. The Carlmont Medical Center is located at 1090 Alameda de las Pulgas approximately 1.2 miles southwest of the site. These facilities would be accessible to project residents. No adverse impacts related to health care are anticipated. The San Mateo County Health System provides a full range of health and social services for low income residents, as well as pregnancy, children and family services, services for teens, adults and aging, and mental health and substance abuse services. The project does not represent a significant change in the demographics of the area such that there would likely be increased demand for social services. The proposed project would provide limited social services on-site designed to help residents benefit from the existing health care and social services for which they are eligible. The limited social services planned at the proposed project may foster the use of preventative health and social services that may lower the long-term health and social service needs of the residents. No significant impact to existing health or social services is expected. *Source List: [a, d]*
Solid Waste Disposal / Recycling	2	Construction activities would temporarily generate solid waste in the form of construction debris (e.g., drywall, asphalt, lumber, and concrete) and household waste associated with a residential living facility. To address statewide recycling goals, Belmont adopted Ordinance No. 8860, which requires that waste generated from demolition, and construction activities be salvaged, reused or recycled. Municipal Code Section 7-801 addresses green building requirements which among other benefits, is intended to reduce waste material in landfills generated

		by construction activities. Recology of San Mateo County, a private company, provides solid waste collection service to City of Belmont under contract with the City. The City is part of a regional joint powers authority that manages solid waste collection and recycling services for several cities. Solid waste collected in the City of Belmont is disposed of at the Corinda Los Trancos (Ox Mountain) Class III Municipal Solid Waste Landfill, Half Moon Bay, California, approximately 8 miles southwest of Belmont. The facility is permitted to accept 3,598 tons per day. As of 2015, the facility has a remaining capacity of 22,180,000 tons based on a capacity of 60,500,000 tons. The project is projected to generate approximately 12 tons of solid waste annually (65 pounds daily) that would be landfilled assuming 75 percent is recycled as required per AB 939. The landfill is permitted to accept 3,598 tons of solid waste daily as stated. The addition of 44 pounds daily would be a negligible increase in daily volumes landfilled. The project would be required to provide domestic waste recycling containers to reduce the volume of waste entering area landfills and support statewide recycling mandates required by the California Integrated Waste Management Act of 1989 (Assembly Bill 939) and Assembly Bill 341 (2011). Assembly Bill (AB) 341 amended AB 939 to include a provision stating that at least 75% of solid waste be source-reduced, recycled, or composted by the year 2020 and annually thereafter. No adverse impact to landfills associated with project-related waste disposal would occur. *Source List: [a, d, i]*
Waste Water / Sanitary Sewers	2	Sewer requirements for incoming development projects are administered by the City of Belmont. 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 7,689 connections as of June 30, 2021. The sewer system consists of 75 miles of gravity sewers (approximately 2,937- line segments), 2,700 manholes, 5 miles of force mains, and 10 pump stations. The sewers

		range in size from two (2) inches to twenty-seven (27) inches in diameter The wastewater collected is treated at the Silicon Valley Clean Water treatment plant in the City of Redwood City. Sewer trunk lines are continually monitored in the field to determine remaining capacity. The Engineering Division plans its capital improvement projects several years prior to pipelines actually reaching capacity. The project site is located in an urbanized area that is connected to existing infrastructure. The project would connect to the existing wastewater infrastructure serving the site pursuant to the City's Municipal Code requirements. Prior to the issuance of building permits, wastewater impact fees would be paid to the City to cover fair share costs associated with adequate wastewater conveyance, treatment and disposal. *Source List: [a, o, p]*
Water Supply	2	The City of Belmont purchases potable water from the Mid-Peninsula Water District from supplies provided by the San Francisco Public Utilities Commission (SFPUC) via the Hetch Hetchy Regional Water System. The project would be served by the City of Belmont water system. The project is subject to water fees that would be paid by the applicant prior to receipt of a building permit. No new or expanded water connections would be required for the project. The project is estimated to generate a water demand of approximately 5,188 gallons per day based on implementation of SB X7-7 requirements. As stated, the project is consistent with the current mixed-use zoning; thus, the Mid-Peninsula Water District and City of Belmont would have adequate capacity to provide both water and sewer services. *Source List: [a, d, o, p, w]*
Public Safety - Police, Fire and Emergency Medical	2	The Cit of Belmont Fire Protection District provides fire and emergency medical services to the City of Belmont. The closest station is Station 14 located at 911 Granada Street, approximately 500 feet northeast of the site. Given the nature of the project, demand for fire and emergency

		service may increase over existing conditions. The project would be designed and constructed consistent with applicable codes and standards for access, fire suppression infrastructure and fuel management. The payment of impact fees would fund any additional staffing required to maintain or improve the efficiency of department operations. Thus, the project would not require the construction of a new fire station to maintain service ratios. Law enforcement services are provided by the City of Belmont Police Department. The Police Department operates from the local headquarters building located at One Twin Pines Lane which is located less than one-quarter miles south west of the project site. The project may generate demand for police services beyond existing conditions. However, the project is consistent with the land use designation for the site. The payment of impact fees would fund any additional staffing required to maintain or improve the efficiency of department operations. Thus, the project would not require the construction of new or expanded law enforcement facilities. While the project may increase the residential population within the City of Belmont, demand for fire and police services are evaluated cumulatively as part of the project review process. Any increased demand for fire services or police protection services caused by the proposed project would not be to the extent that new facilities would be required. Staffing needs are evaluated based on changing demographics within each service area and adjustments made within each department. No adverse impacts related to police services would occur. *Source List: [r, bb]*
Parks, Open Space and Recreation	2	The project would construct 65 new apartment units. On-site amenities would be provided by the project for use by the residents. No additional off-site park land would be provided to accommodate the project. Existing parks near the site include the Davey Glen Park which is located approximately 0.6 miles northwest of the site. The Belmont

		Sports Complex is located approximately 0.7 miles northwest of the site. The payment of impact fees by the project applicant will contribute to funding available for improvements to existing park resources within the City of Belmont. Thus no adverse impacts related to parks, open space and recreation would result from the planned project. *Source List: [a]*
Transportation and Accessibility	2	Project construction and material staging would occur on the project site. During construction, some temporary traffic control measures may be required to allow vehicles to safely enter and exit the site. San Mateo Transit (SamTrans) provides service in the area via Routes 68, 62 and 398. The bus stop closest to the site is at the Belmont Station approximately 400 feet southwest of the project site. Bus transit is directly accessible via existing ADA compliant sidewalks and curbs at the transit station. Residents can also access the Caltrain rail transit system at the nearby Belmont Station, which is designed to increase access to regional employment while reducing the need for individually owned vehicles to commute from home to work. Pedestrian and bicycle access is also provided throughout the area. Striped bicycle lanes and sidewalks are provided in both directions of both Ralston Avenue and Old County Road. According to the rating methodology available at Walkscore.com, the site is in an area with a Walk Score of 79, which qualifies as Very Walkable and a Bike Score of 76, which qualifies as very accessible for bicycles. The proposed project will include 62 parking spaces for bicycles. *The City of Belmont SB 743 VMT CEQA Thresholds (February 2021)* identifies the screening criteria for a Vehicle Miles Traveled (VMT) impact analysis. Housing projects or mixed-use projects with at least 75% housing that are within the Belmont Village Specific Plan, or within 1/4 mile of El Camino Real, or within ½ mile of the Caltrain Station,

		or any project in Belmont that generates less than 110 daily trips or that contains at least 50% affordable housing, are exempt from VMT analysis. The project is within the Belmont Village Specific Plan, within ½ mile of the Belmont Caltrain Station, would provide 100 percent affordable housing; and thus, would meet multiple criteria. Therefore, no VMT analysis was required or performed. The project is presumed to have a less than significant VMT or traffic impact. The project would provide 19 vehicle parking spaces and 62 bicycle parking spaces. More bicycle parking spaces than vehicle parking spaces are provided because of the site's proximity to public transit and the low-income targeting of the intended resident population. One vehicle parking space would be accessible and one space would be dedicated for accessible van parking. A portion of the vehicle parking spaces would be reserved for the property management staff. Residents would be assigned remaining vehicle parking spaces. While not all residents are expected to have personal vehicles, some will and those not assigned parking on the site would be required to park their vehicles off-site along street corridors. Street parking is available along both Ralston Avenue and Masonic Way. Because the site is located within a commercial area, residential parking would occur during evening/weekends; and thus, is not anticipated to adversely affect overall parking supply. The property management of the proposed project will work with residents to obtain free or discounted transit passes as needed to encourage the use of transit rather than personal vehicles. Of the 65 total units in the proposed project, 10 would be ADA mobility units. Additional units will be adapted for those with visual or auditory disabilities. Two elevators would be provided to allow ADA access to/from the ground floor. The building and project site would be developed with ADA compliant sidewalks connecting to the existing sidewalk system. The proximity to the Belmont Station increases accessibility of people with disabilities to regional employment opportunities. The proposed project

		is walkable to nearby grocery shopping, health care and other services. The project will have a minor beneficial effect on accessibility. Because the project will facilitate resident access to adjacent streets and transit services and project operational impacts would be less than significant, the project would not adversely affect transportation or accessibility. *Source List: [a, o, aa]*

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	The proposed project site is located within an urbanized area and on a developed site within the City of Belmont. No federally listed plant or animal species occur on or proximal to the site. No jurisdictional features occur on the site. *Source List: [a, k, n, o]*
Vegetation, Wildlife	2	There are no federally listed sensitive plants or animal species, habitats, or wildlife migration corridors in the area or on-site. No local or federally listed species would be adversely affected by the proposed project. The proposed project does not contain any trees or vegetation under existing conditions. Native tree species will be added along the project frontage as well as within the exterior courtyard. The courtyard and landscaped planters around the building will be planted with native shrubs and accent vegetation. *Source List: [a, k, n, o, ee]*
Other Factors: Climate Change; and Energy	2	**Climate Change.** The Bay Area Air Quality Management District (BAAQMD) has not formally adopted thresholds of significance for GHG emissions. Rather the agency leaves the determination to each local agency for determination. These thresholds indicate that project emissions that exceed 1,100 tons of CO2e per year could be considered significant.

		Air impact modeling was conducted using CalEEMod version 2022.1.0 which estimates the project will generate approximately 357 metric tons of CO2e annually which includes all construction emissions amortized over a 30-year period. This would be less than the 1,100 annual metric ton standard referenced above. Thus, impacts related to GHG emissions would be less than significant. The project site is approximately 34 feet above sea level and upland from and not located proximal to coastal areas that may be subject to sea level rise. The site is not located near wildland areas that may be subject to wildfire or other natural conditions that could be affected by climate change. As stated, the project site is located proximal to bus and rail transit and will have a limited parking supply which in part, is intended to increase the unit count on the site, disincentivize vehicle ownership, and increase the use of the nearby high-quality regional transit resource, the Belmont (Caltrain) Station. Proximity to transit services will contribute to an overall reduction in GHG emissions associated with commuting to/from work and other destinations. Impacts associated with mobile source air emissions would be less than significant. **Energy.** Project construction would utilize common methods for site preparation, grading and installation of all infrastructure. Construction vehicles and equipment would utilize fossil fuels such as gasoline, diesel fuel, and motor oil. However, construction would be short-term and temporary. The project is not anticipated to include any unique features or construction techniques that would generate high energy demand or be wasteful or otherwise result in inefficient use of fuels or other sources of energy. The project would conform with all state and local requirements regarding construction-related energy use, including anti-idling regulations. The project would be required to comply with California Energy Code Title 24 requirements. Further, the project would implement water conservation strategies focused on achieving the goals set forth by Senate Bill X7 7 (2010)

		which mandates a statewide 20% per capita reduction in water consumption by 2020. The proposed project will have to meet Title 24 energy requirements and comply with California Building Code's (CBC) Zero Net Energy requirements if in effect at time of building permit issuance. The project would comply with applicable elements of state and local plans through the implementation of measures addressing energy efficient design, water conservation and related features that reduce energy demand. While the project would increase demand for public utilities in the region; for reasons stated above, this would not represent a significant impact with respect to energy consumption. *Source List: [a, d, w]*

Additional Studies Performed: The following additional studies were performed:

- Air Emission Calculations, July 2023
- Phase I Cultural Resource Assessment, July 2023
- Exterior Noise HUD Ldn Calculations, July 2023
- Phase I Environmental Site Assessment, March 2023
- Soil Gas Investigation Report, January 2023

Field Inspection (Date and completed by)**:** CRP Affordable Housing and Community Development, Inc. (last inspected by Partner Engineering and Sciences, Inc., March 2023).

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

a. Project Plans and Site Inspection, July 2023

b. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport, ESA Airports, October 2015. https://ccag.ca.gov/wp-content/uploads/2015/11/SQL_FinalALUCP_Oct15_read.pdf

c. Birdseye Planning Group, LLC, Air Emission Calculations, July 2023

d. California Emission Estimator Model, 2022.1.

e. California Department of Conservation, Division of Land Resource Protection. Farmland Mapping and Monitoring Program Map. Available at http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx. Accessed online June 2023.

f. California Department of Forestry and Fire Protection, Fire Hazard Severity Zone, June 2023.https://egis.fire.ca.gov/FHSZ/

g. California State Department of Water Resources, Water Resources Control Board, Geotracker website, https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=678+Ralston+Avenue%2C+Belmont%2C+CA

h. Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment Manual* (September 2018)

i. CalRecyle, Corinda Los Trancos (Ox Mountain) Landfill, SWIS Facility/Site Activity Details Fact Sheet https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223

j. National Wild and Scenic Rivers System, accessed online June 2023. https://www.nps.gov/subjects/rivers/index.htm

k. United States Fish & Wildlife Service, Wetlands Mapper, accessed July 2023 https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/

l. US Environmental Protection Agency, Sole Source Aquifer website accessed July 2023 https://www3.epa.gov/region9/water/groundwater/ssa.html.

m. California Department of Transportation. *Officially Designated State Scenic Highways*, website visited June 2023

n. City of Belmont 2035 General Plan, November 2017 https://www.belmont.gov/departments/community-development/2035-general-plan-update/final-adopted-general-plan

o. City of Belmont, 2035 General Plan Update Draft Environmental Impact Report, June 2017 https://www.belmont.gov/departments/community-development/2035-general-plan-update/draft-environmental-impact-report

p. City of Belmont, Belmont Village Specific Plan, November 2017 https://www.belmont.gov/departments/community-development/belmont-village-specific-plan/final-belmont-village-specific-plan-documents

q. City of Belmont Municipal Code Section 15-102 (Noise)

r. City of Belmont, Police Department website, accessed June 2023.

s. City of Belmont, Green Infrastructure Plan, September 2029. https://www.belmont.gov/home/showpublisheddocument/18852/637056120458830000

t. Federal Emergency Management Agency. *Flood Insurance Rate Map No.* 06081C0169G, April 5, 2019. https://msc.fema.gov/portal/search?AddressQuery=678%20Ralston%20Avenue%2C%20Belmont%2C%20CA

u. HUD DNL Calculator, accessed July 2023 https://www.hudexchange.info/programs/environmental-review/dnl-calculator/

v. City of Belmont Housing Element Update, 2023-2031, April 2023. https://www.belmont.gov/home/showpublisheddocument/21999/638103290836200000

w. California Energy Code, Title 2022 Building Energy Efficiency Standards, 2022 https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards

x. Tom Origer and Associates, Inc., Limited Cultural Resources Study of 678 Ralston Avenue, Belmont, San Mateo County, California, July 2023

y. Partner Engineering and Sciences, Inc., Phase I Environmental Site Assessment for 678 Ralston Avenue, Belmont, CA, March 2023

z. Partner Engineering and Sciences, Inc., Soil Gas Investigation Report, January 2023

aa. County of San Mateo, *San Mateo County VMT Analysis Interim Guidelines (September 2020)*

bb. City of Belmont Fire Department, website accessed June 2023https://www.belmont.gov/Home/Components/StaffDirectory/StaffDirectory/96/20

cc. San Francisco Bay Conservation and Development Commission, San Francisco Bay Plan, May 2020. https://bcdc.ca.gov/pdf/bayplan/bayplan.pdf

dd. California Coastal Commission, Coastal Zone Boundary Maps, website accessed June

2023 https://www.coastal.ca.gov/maps/czb/

ee. US Environmental Protection Agency, Red-legged Frog, San Mateo County, Habitat Map, https://www.epa.gov/sites/default/files/2015-07/documents/sanmateo-jj.pdf

ff. California Department of Finance, Population Estimates for Counties and Cities, 2023. https://dof.ca.gov/forecasting/demographics/estimates-e1/

gg. Bay Area Air Quality Management District, California Environmental Quality Act, Air Quality Guidelines, May 2017.

hh. CTE Cal, Inc., G*eotechnical Engineering Investigation Report*, March 9, 2023.

ii. CalEPA Regulated Site Portal, accessed July 2023 https://siteportal.calepa.ca.gov/nsite/map/export

List of Permits Obtained: The following permits and/or discretionary actions will be obtained by the project applicant:

- To be determined. No permits have been obtained yet. At the moment that use of Federal funds was contemplated, all project actions were halted to conduct this Environmental Assessment.

Public Outreach [24 CFR 50.23 & 58.43]: No public outreach has been completed at this time. Tribal outreach was performed per the SB35 application process and also in preparation of the Cultural Resource Study by Tom Origer & Associates, Inc. The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, tribes already contacted, interested parties, and landowners/occupants of parcels located within the proposed project's Area of Potential Effects. The FONSI Notice will include information about where the public may find the Environmental Review Record pertinent to the proposed Project.

Cumulative Impact Analysis [24 CFR 58.32]**:** The proposed project is the construction of an affordable housing building that would provide 65 affordable units to income qualifying tenants. The proposed project is located within the Belmont Village Specific Plan and consistent with Village Corridor Mixed-Use designation, the city's Density Bonus ordinance, and the city's 2023-2031 Housing Element. The use, the height, and the density of the proposed project reflect the plans already determined to create no significant cumulative impacts. No cumulative impacts different from or greater than what was evaluated as part of the environmental review process for approval of the Belmont Mixed-Use designation would occur as a result of the project.

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

A reduced density of the project was considered but determined not to be feasible. Because the site is located within 1/2 mile of a major transit stop, there is no maximum density per Public Resource Code Section 21155 nor is a maximum density assigned to the site as part of the Belmont Village Specific Plan. The project is proposing 181 units per acre because of the impact of the city and state Density Bonus laws which are expressly designed to increase the financial feasibility of creating low-income housing. The unit count, in part, was limited by construction methods and related costs associated with taller buildings. The proposed building height allows the project to maximize the unit count while balancing related construction and operational costs. This enables the project to house the target population of low-income residents. A lower density project would not have been financially feasible for the applicant. According to the City of Belmont's 2023-2031 Housing Element, the projected housing need obligation for the 2023 to 2031 planning period is 1,785 units. Of the total, the city will need to accommodate 769 low to extremely low-income housing units. The 65 units provided by the project would provide approximately 8% of the low-income housing goal. The use, density and height of the proposed project will contribute to the City addressing the land use goals for the Belmont Mixed Use area and achieving its allocated share of the Regional Housing Need, as determined by the Association of Bay Area Governments.

Offsite Alternative: Consideration of an offsite alternative is not warranted because no significant impacts that cannot be avoided or mitigated to less than significant were identified.

Reduced Project: Reducing the size of the proposed project would incrementally reduce impacts across a range of issue areas such as air quality, water supply and wastewater. As stated, the project would construct 65 units. No significant or adverse environmental impacts would occur and reducing the project size would adversely affect the ability to house low income and very low-income households. Reducing the building footprint or number of units below the minimum proposed is not a feasible or economically viable alternative.

No Action Alternative [24 CFR 58.40(e)]: If the proposed project is not implemented, the deterioration of the existing site would worsen. The site would likely remain developed with the existing commercial building until another applicant proposed to develop on the site consistent with the zoning designation. It is not known if or when another development would be proposed on the site or whether the alternative would achieve the income targeting provided by the proposed project. Without construction of the proposed project, the benefits associated with the affordable housing project would not occur.

Summary of Findings and Conclusions: CRP Affordable Housing and Community Development, Inc. is proposing to develop The Ridge at Ralston Avenue Affordable Housing project on a 0.36-acre site located in the City of Belmont, California (APN 040-313-280). The proposed project is suitable from an environmental standpoint. Provided the mitigation measures are adhered to, there is no significant impact from the proposed project. The project will provide safe and affordable housing for low-income residents in a High Resource Area and is a benefit to the community.

The subject property is developed with an existing commercial building and related improvements that would be demolished to accommodate the proposed project. The subject property is bordered to the northwest by a parking lot then Masonic Way and Ralston Avenue to the southeast. The Belmont Station (CalTrain, and SamTrans) is located 400 feet to the southwest. Surrounding uses are comprised of a commercial restaurant building to the southwest by a commercial office building containing multiple tenants.

The project would replace the existing use with a 65-unit affordable housing project with ground level podium parking and seven residential floors above. The building would be a total of eight stories. Space on the ground level would be devoted to a lobby, leasing office, bike room, and additional common spaces. An outdoor courtyard area would be located on the second level. Of the 65 units, 31 units would be one-bedrooms averaging 560 square feet, 18 units would be two-bedroom average 694 square feet and 16 units would be three-bedroom averaging 982 square feet. Amenities would include laundry rooms and common areas. A total of 19 parking spaces would be provided as allowed by Municipal Code reductions per State Density Bonus Law and related concessions. Access to the parking garage would be from the southeast side of the building via Ralston Avenue.

Vegetation on-site is limited to ruderal species located around the perimeter. The project site is located within Flood Zone X; and thus, not within a Special Flood Hazard Area. No adverse impacts associated with a 100-year flood event would occur. No significant air quality impacts would occur.

No historic or archaeological resources are known to be present onsite. However, Mitigation Measures CUL-1, CUL-2 and CUL-3 is recommended for implementation at the City's discretion because of the possibility that excavation or ground disturbing activities would occur in native soil. SHPO has been consulted and found no objection to the Finding of No Significant Impact provided these measures are implemented. The proposed project exterior noise levels along Ralston Avenue would be under the HUD and City of Belmont standards for residential areas. The project would not noticeably change exterior noise levels. Interior noise standards would be met. The project would not change the existing noise environment.

The project would not adversely affect public services. The proposed project would not result in adverse effects on water or energy or generate the need for new or expanded water, wastewater, or solid waste facilities. ACMs and Lead Based Paint (if any) located at the subject property would be identified prior to and during demolition and disposed of per local regulation. No impacts associated with hazards or hazardous materials would occur. The proposed project would increase the intensity of the use on-site; however, because the project would be 100% affordable, it would not have an adverse effect on VMT or cause operational traffic impacts. The project would conform to applicable Federal, State, and regional regulations affecting air emission, water quality, cultural resources, geologic hazards and related environmental resources addressed herein.

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

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

Law, Authority, or Factor	Mitigation Measures and Conditions Based on the geologic formation upon which the APE lies, there is a moderate potential for buried archeological site indicators. However, because the APE is completely built over and paved, the moderate potential can only be fully assessed if native soils are disturbed. Therefore, the following conditions are required.
Historic Preservation National Historic Preservation Act of 1966, particularly Sections 106 and 110; 36 CFR Part 800	**CUL-1: Archaeological Survey.** The Report recommends that a surface survey be conducted by an archeologist after the building, asphalt and concrete have been demolished and removed, and before the start of construction activities. Ohlone Indian Tribe requested that an Ohlone representative be present during this surface survey. The County, as the Responsible Entity, will require that earth-moving crew be trained in cultural sensitivity and that a qualified archeologist or any tribal representatives who respond to invitations to participate shall be present when subsurface work is undertaken, to assess whether native soils are disturbed and to monitor for any archeological or historic resources. Upon discovery of a possible archeological resource or artifact, the Responsible Entity will follow the recommendations of the monitoring tribal representatives (if they have responded to the invitation to monitor). The Responsible Entity will consult further with SHPO following the post review discovery portion. **CUL-2: Inadvertent Discoveries.** If buried materials are encountered, all soil-disturbing work must be halted at the location of any discovery until a qualified archaeologist completes a significance evaluation of the find(s) pursuant to Section 106 of the National Historic Preservation Act (36CFR60.4). Prehistoric archaeological site indicators expected within the general area include: chipped chert and

	obsidian tools and tool manufacture waste flakes; grinding and hammering implements that look like fist-size, river-tumbled stones; and for some rare sites, locally darkened soil that generally contains abundant archaeological specimens. Historical remains expected in the general area commonly include items of ceramic, glass, and metal. Features that might be present include structure remains and pits containing historical artifacts. **CUL-3: Discovery of Human Remains.** If human remains are encountered, all work is to be halted until the County Coroner can assess the human remains. The County Coroner must contact the Native American Heritage Commission if human remains are determined to be Native American.
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	**HAZ-1:** While not necessary for remediation purposes, a Vapor Intrusion Management System (VIMS) would be installed as part of the project as a Condition of Approval.

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: 12/13/2023

Name/Title/Organization: Ryan Birdseye, Principal Birdseye Planning Group

Certifying Officer Signature: Rose Cade Date: 12/13/2023

Name/Title: Rose Cade, Deputy Director, San Mateo County Department of Housing

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).