

Environmental Assessment Firehouse Square Affordable Housing Project

1300 El Camino Real
Belmont, California 94002
SAN MATEO COUNTY • CA



Determinations and Compliance Findings

for HUD-assisted Projects

24 CFR Part 58

March 2020



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

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Project Identification: Firehouse Square Affordable Housing Project
1300 El Camino Real
Belmont, CA 94002

Responsible Entity: County of San Mateo, Department of Housing

Preparer: AEM Consulting

Month/Year: March 2020

Table of Contents

Project Information.....	8
Project Location	9
Project Location	10
Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:	11
Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:	17
Existing Conditions and Trends [24 CFR 58.40(a)]:	18
Existing Conditions.....	18
Trends	19
Funding Information	19
Estimated Total HUD Funded Amount:.....	19
Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:.....	19
Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities	20
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6	20
Airport Hazards	20
Coastal Barrier Resources	20
Flood Insurance	20
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5	21
Clean Air.....	21
Asbestos Containing Materials and Lead Based Paint.....	23
Coastal Zone Management	24
Contamination and Toxic Substances	24
Phase I Environmental Site Assessment (ESA)	24
Phase II Environmental Site Assessment.....	27
Soil and Groundwater Management Plan (SGMP).....	27
Report Requirement	30
Asbestos and Lead-Based Paint	30
Endangered Species.....	30
Explosive and Flammable Hazards	32
Farmlands Protection.....	32

Floodplain Management.....	32
Historic Preservation.....	33
Undertaking	33
Area of Potential Effects	33
Evaluation	33
Archaeology	35
Native American Tribal Consultation	36
Assessment of Effects	36
Conclusion.....	37
Consultation.....	37
Noise Abatement and Control	38
Sole Source Aquifers	40
Wetlands Protection	40
Wild and Scenic Rivers	40
Environmental Justice	41
Environmental Assessment Factors	43
LAND DEVELOPMENT.....	43
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	43
Conformance with Plans	43
Scale and Urban Design	43
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	44
Site Description.....	44
Slope	45
Groundwater.....	46
Seismic	47
Liquefaction	48
Erosion, Drainage and Stormwater Runoff	49
Drainage/Storm Water Runoff.....	49
Landslides	50
Hazards and Nuisances including Site Safety and Noise	50
Site Safety	50
Faulting and Seismicity.....	50

Traffic.....	50
Operational Noise	50
Construction Noise	51
Conclusion.....	51
Energy Consumption.....	51
SOCIOECONOMIC.....	51
Employment and Income Patterns	51
Demographic Character Changes, Displacement.....	52
Demographics	52
Displacement	52
COMMUNITY FACILITIES AND SERVICES	52
Educational and Cultural Facilities	53
Educational Facilities.....	53
Cultural Facilities.....	53
Commercial Facilities	54
Health Care and Social Services	54
Solid Waste Disposal / Recycling.....	54
Waste Water / Sanitary Sewers	55
Storm Drainage	55
Municipal Regional Stormwater Permit	56
Water Supply	57
Public Safety - Police, Fire and Emergency Medical.....	58
Police	58
Fire and Emergency Medical.....	58
Parks, Open Space and Recreation	59
Transportation and Accessibility	60
Transportation	60
Conclusion.....	61
Accessibility.....	61
NATURAL FEATURES	62
Unique Natural Features, Water Resources.....	62
Vegetation, Wildlife	62

Other Factors	62
Additional Studies Performed:	63
Field Inspection (Date and completed by):	63
List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:	63
List of Permits Obtained:	63
The Project requires a building permit to commence. No other permits are required.	63
Public Outreach [24 CFR 50.23 & 58.43]:	63
Cumulative Impact Analysis [24 CFR 58.32]:	63
Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]	63
No Action Alternative [24 CFR 58.40(e)]:	63
Summary of Findings and Conclusions:	63
Mitigation Measures and Conditions	64
Air Quality	64
Biological Resources	64
Contamination and Toxic Substances	65
Cultural Resources	66
Floodplains	66
Geotechnical	66
Noise	66
Stormwater	66
Determination:	67
Firehouse Square Source Documentation	68

Figures:

<i>Figure 1 Bird's Eye View - Existing Conditions</i>	10
<i>Figure 2 Perspectives</i>	12
<i>Figure 3 Site Plan</i>	13
<i>Figure 4 Basement Floor Plan</i>	14
<i>Figure 5 Floor Plans for floors 1 to 4</i>	15
<i>Figure 6 3D Model Aerial View</i>	16
<i>Figure 7 San Carlos Airport Influence Area Boundary</i>	75

Maps:

<i>Map 1 Region</i>	9
<i>Map 2 Local Setting</i>	9
<i>Map 3 Assessor Parcel Map</i>	10

Tables:

<i>Table 1 Regional Housing Needs Allocation</i>	17
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Appendices:

Appendix A – Project Description

Appendix B – Airports

Appendix C – Floodplains, Wetlands & Endangered Species

Appendix D – Air Quality

Appendix E – Contamination and Toxic Substances

Appendix F – Historic Preservation

Appendix G – Noise

Appendix H – Soils and Geotechnical



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Project Information

Project Name: Firehouse Square Affordable Housing Project (Flats portion)

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

Grant Recipient (if different than Responsible Entity): Housing Authority of the County of San Mateo
264 Harbor Blvd., Bldg. A
Belmont, CA 94002

State/Local Identifier:

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County of San Mateo, Department of Housing

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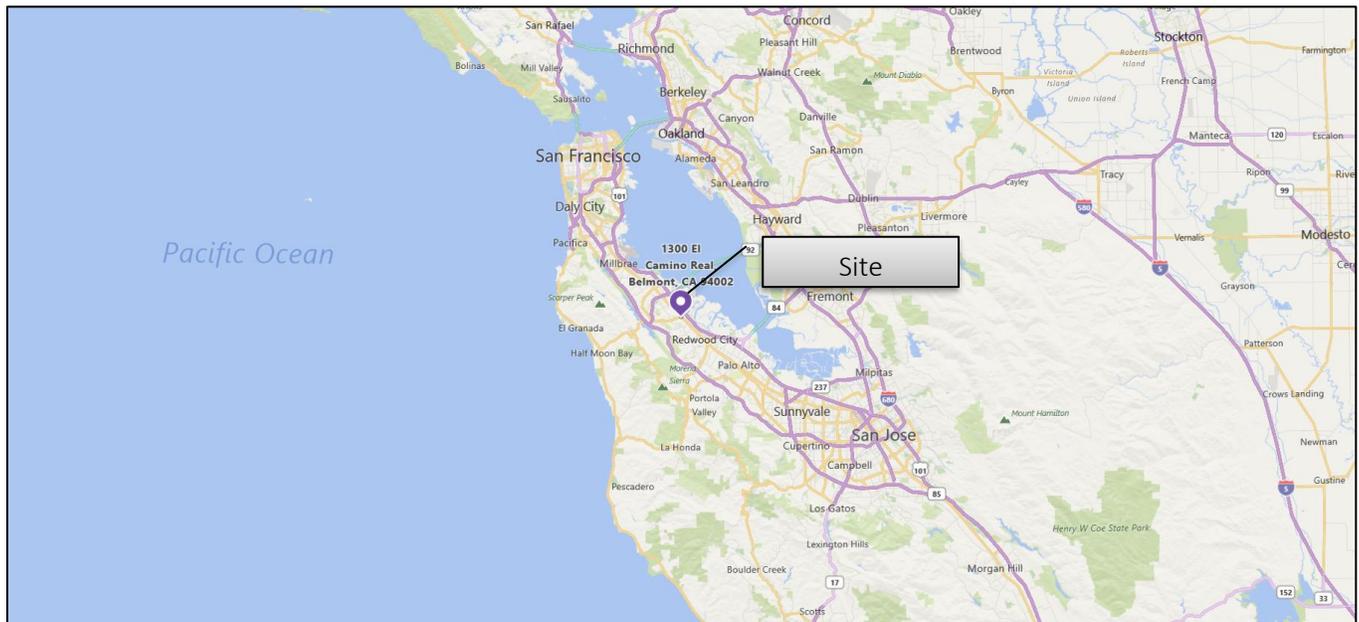
Project Location: 1300 El Camino Real, Belmont, San Mateo County, California
94002 (APNs 045-244-010, 045-244-160 and portions of
045-244-150)

Project Location

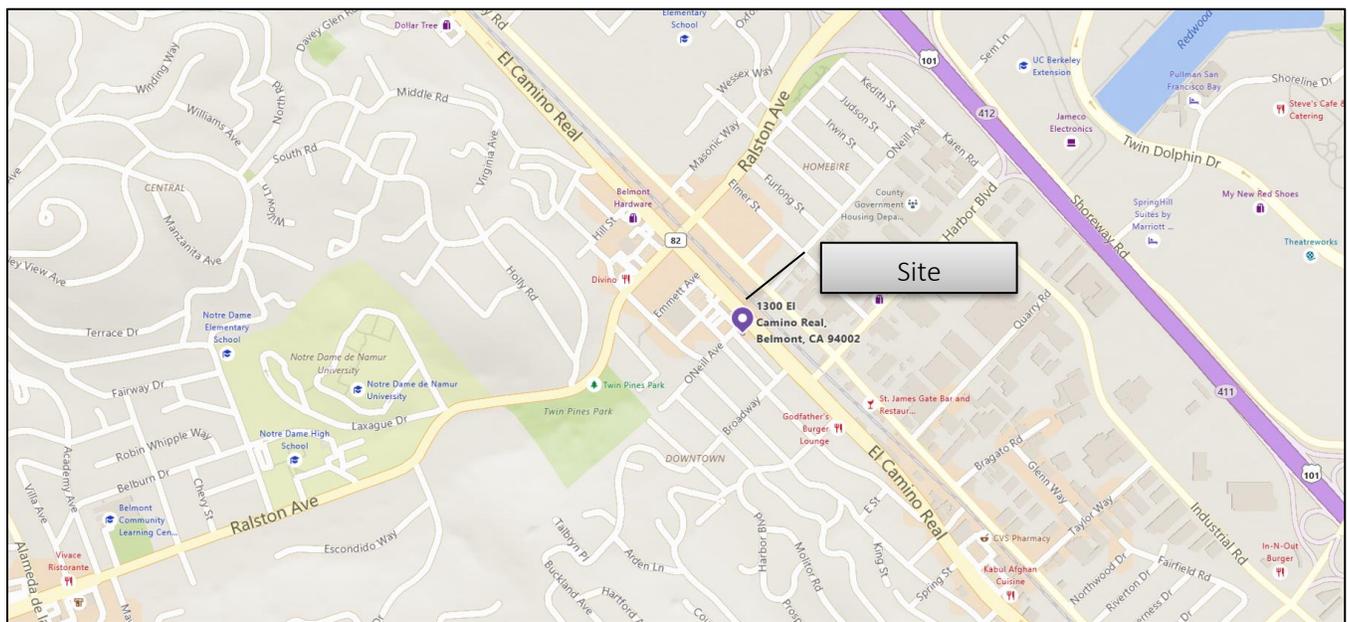
Firehouse Square Affordable Housing Project

1300 El Camino Real

Belmont, CA 94002



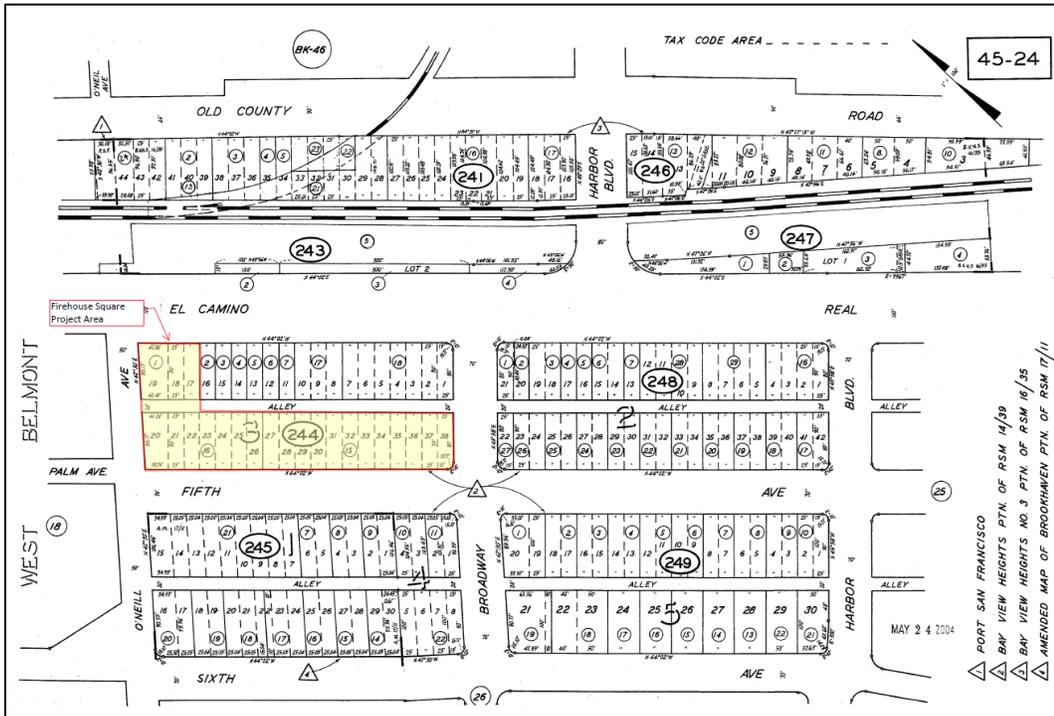
Map 1 Region



Map 2 Local Setting

Project Location

Firehouse Square Affordable Housing Project
 1300 El Camino Real
 Belmont, CA 94002



Map 3 Assessor Parcel Map

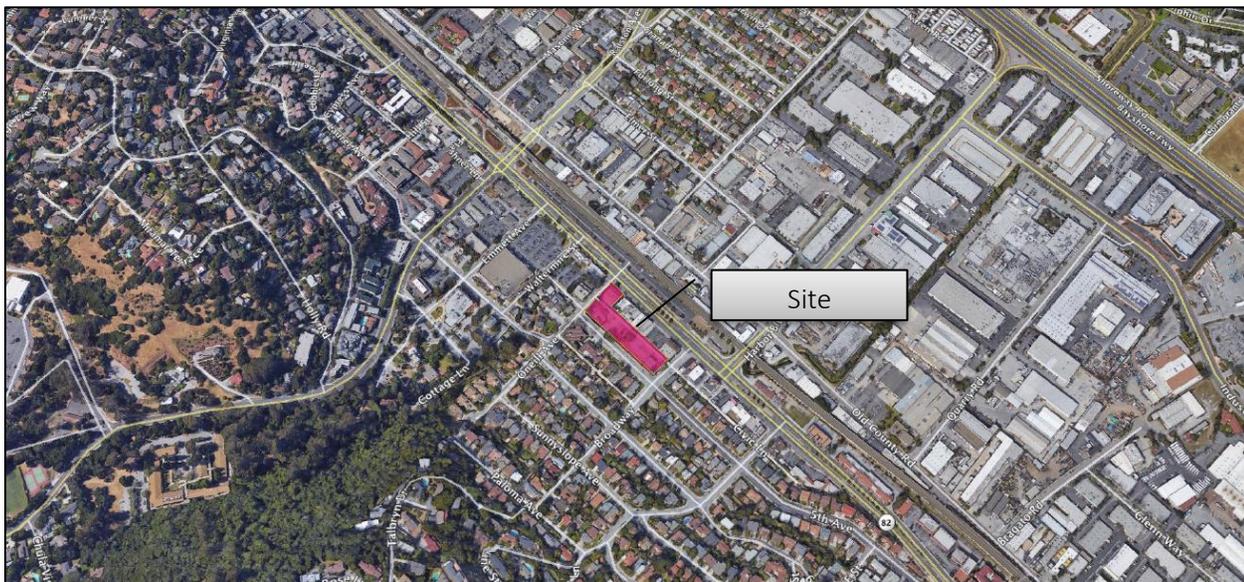


Figure 1 Bird's Eye View - Existing Conditions

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

Firehouse Square Affordable Housing Project (Flats Project or “Project”) 1300 El Camino Real, Belmont, San Mateo County, California 94002 (APNs 045-244-010, 045-244-160 and portions of 045-244-150):

The Firehouse Square (Flats Project) is an affordable housing development neighboring a market-rate Project at a site called Firehouse Square. The Flats Project will include 66 affordable housing units on a 0.72 acre site in a three- and four-story building with residential units over partial retail and below grade basement parking garage. The unit mix will be 18 studios, 12 one-bedroom units, 19 two-bedroom units, and 17 three-bedroom units. A 1,095 square foot community room will be created by adaptive re-use of the historic former firehouse façade. A total of 3,783 square feet of retail space will occupy the corner of El Camino Real and O’Neill Avenue. Onsite amenities also include laundry room, lobby and mail room, file room, offices, and ‘amenity’ space and 735 square feet of after school program space. A total of 47 parking spaces will be provided onsite along with 30 bicycle parking spaces.

The Project site is located within the Belmont Village Specific Plan area, identified as a Priority Development Area or PDA in *Plan Bay Area* and is zoned VC - Village Core.

The Project will be 100% affordable.

Source: (1) (2) (See Appendix A for complete Plan Set)



O'NEILL 3

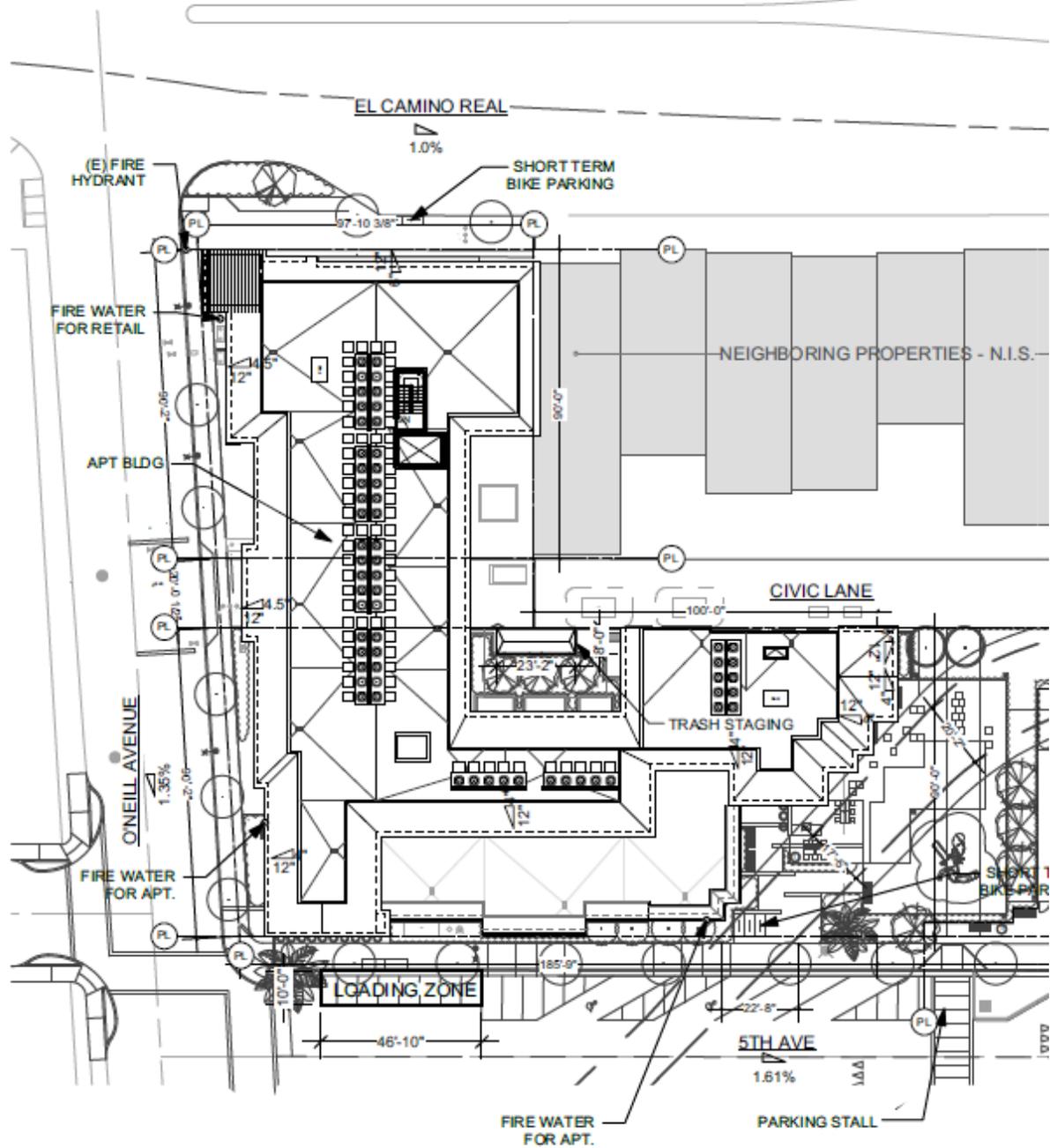


EL CAMINO REAL 2



5TH AVENUE 1

Figure 2 Perspectives



SARES REGIS



MidPen HOUSING

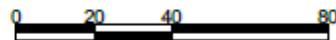
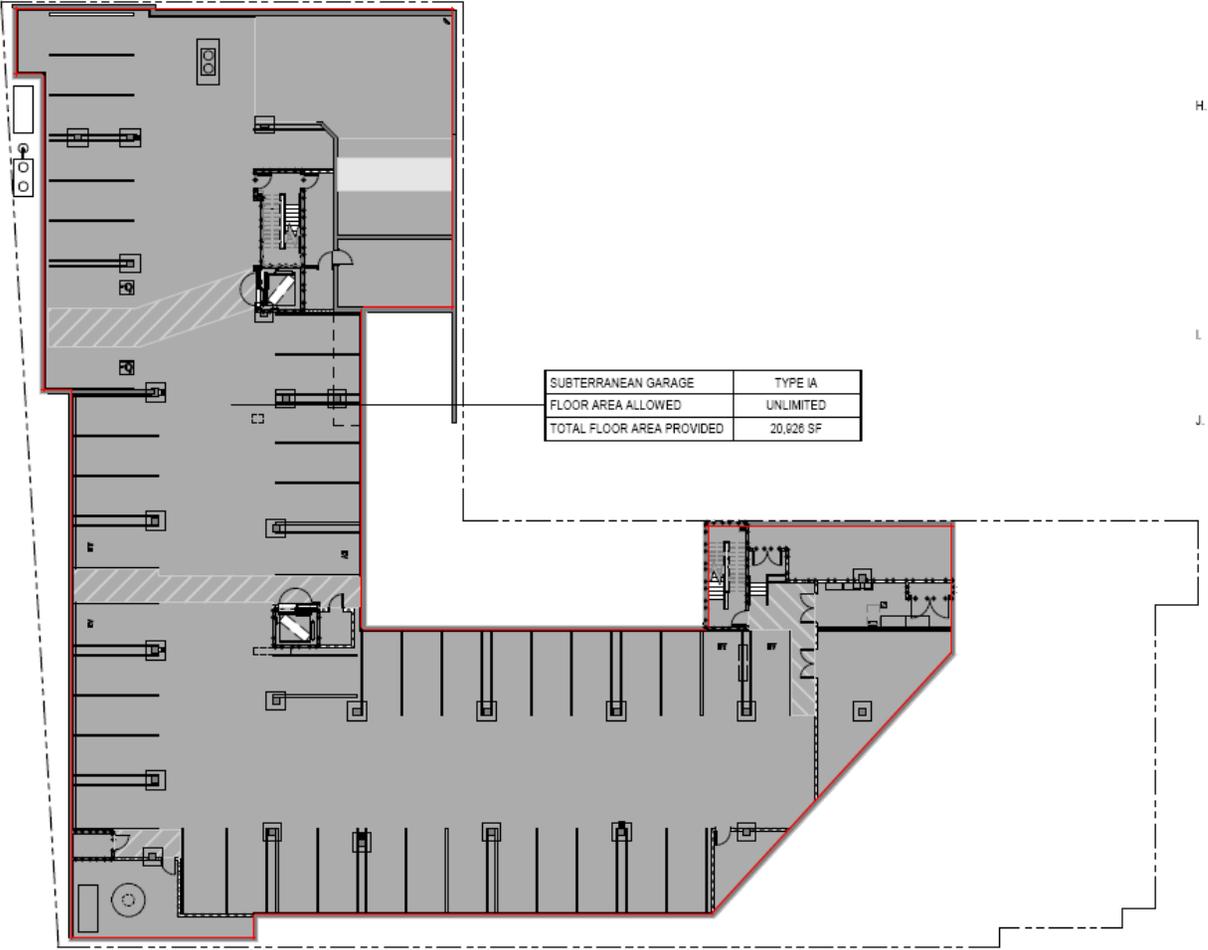


Figure 3 Site Plan



BASEMENT 1
1" = 20'-0"

Figure 4 Basement Floor Plan

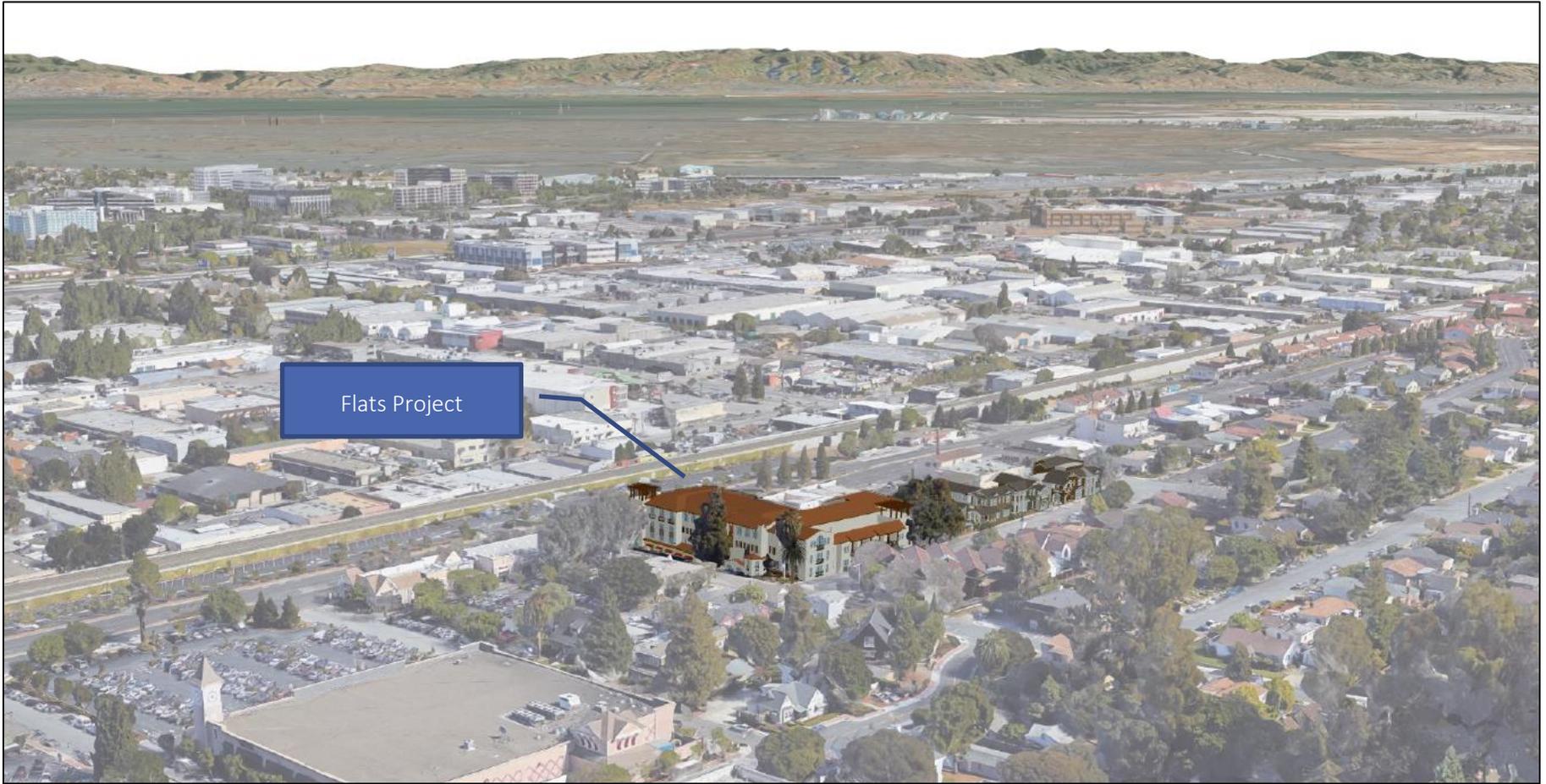


Figure 6 3D Model Aerial View

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

The provision of adequate affordable housing is a significant challenge for the San Francisco Bay Area due to scarce supply, rising population and escalating costs. The California Department of Housing and Community Development (HCD) and the Association of Bay Area Governments (ABAG) have identified the total housing need for the San Francisco Bay Area for an eight-year period (in this cycle from 2014 to 2022) and have allocated the need among Bay Area jurisdictions.

The Regional Housing Needs Allocation (RHNA) process addresses housing needs across income levels for each jurisdiction in California. All of the Bay Area's 101 cities and nine counties are given a share of the Bay Area's total regional housing need. The Bay Area's regional housing need is allocated by the California Department of Housing and Community Development (HCD), and finalized through negotiations with the Association of Bay Area Governments (ABAG). San Mateo County jurisdictions, through a unique process different from other Bay Area counties, collaboratively developed a formula to divide up San Mateo County's overall housing allocation among the 21 jurisdictions in the county.

Belmont's RHNA requires that land be made available for a total of 468 new units between 2014 and 2022. Forty-seven percent of those units will be for households making more than moderate income, 14 percent will be for households making moderate income, 13 percent for low-income, and 12 percent for very low income and extremely low-income households each. The total number of housing units and the distribution by income category requires the city to make sure there are adequate housing sites and programs to address a variety of housing choices, types and densities.

Source: (3)

Table 1 Regional Housing Needs Allocation

	Very Low and Extremely Low Income	Low	Moderate	Above Moderate	Total
Belmont	24%	13%	14%	47%	468

The City of Belmont policies call for increased development of affordable housing. The City's Housing Element identifies Housing production goals and policies for housing development. Goal 2 of the Regional Housing Needs Determination addresses the need for decent, adequate, and affordable housing to accommodate existing and future housing needs. In order to further these goals, Belmont is committed to assisting in the development of adequate housing that is affordable to all economic segments of the community.

GOAL 2: FACILITATE THE DEVELOPMENT OF A VARIETY OF HOUSING TYPES AT APPROPRIATE LOCATIONS.

Policy 2.1 Provide residential sites through land use, zoning, and specific plan designations to encourage a broad range of housing opportunities.

Policy 2.2 Facilitate the production of affordable housing through appropriate land use designations and flexible development standards

The Project is consistent with the goals and policies articulated in both the Housing Element of General Plan and the Belmont Village Specific Plan. The proposed Flats Project would accommodate a portion of the citywide demand for new housing that is near transit, jobs, retail services, and regional transportation.

The Flats Project would be accessible to various modes of public transit, thereby helping the City meet the objectives of the Housing Element of the General Plan to construct additional residential units in established neighborhoods that will contribute to the City's housing supply. The Project would provide 66 units of affordable housing, which would satisfy a portion of identified affordable housing needs for Belmont.

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

Existing Conditions

Covering 4.7 square miles, Belmont is located in San Mateo County on the San Francisco Peninsula, halfway between San Francisco and San Jose. The city is bisected by El Camino Real, Alameda de las Pulgas, and the Caltrain tracks, the peninsula commuter rail line and transportation corridor running in a north-south direction. Ralston Avenue connects the city and the region in an east west direction from Highway 92 /Interstate 280 to Highway 101. Residential uses are mostly concentrated west of El Camino Real, in Belmont's hillsides, while commercial and industrial uses are clustered mostly east of and along El Camino Real. The area around the intersection of El Camino Real and Ralston Avenue is considered the city's town center. Known as Belmont Village and designated a Priority Development Area (PDA), it has a variety of commercial, office, public, and residential uses.

The Belmont Village PDA encompasses the four quadrants surrounding the Ralston Avenue and El Camino Real intersection. The existing Downtown Specific Plan was adopted in 1990. Since then, several major Projects have advanced the goals of the Plan, including the Caltrain grade separation, the relocation of City Hall, the reconstruction of Safeway, and several other development and redevelopment Projects. The Village was also identified as an opportunity area in the 2003 Economic Development strategy and is specifically addressed in Belmont's Housing Element, last updated and adopted in May 2015. The Firehouse Square Flats would be within the Belmont Village Planned Development Area (PDA) area.

Source: (4)

In the Bay Area, the technology boom has increased the demand for new housing at all income levels, resulting in both lower-income residents and well-paid area professionals competing for housing in an overcrowded and expensive market. High housing costs can price lower-income families out of the market, cause extreme cost burdens, or force households into overcrowded conditions. The Project would contribute to the supply of housing for lower income families.

Source:

Site Characteristics

The 0.72 Project site is bounded by O'Neill Street on the northwest, El Camino Real and private commercial businesses on the northeast, Broadway on the southeast, and Fifth Avenue on the southwest. The Firehouse property consists of three adjoining parcels. The northern parcel, located at the corner of O'Neill Avenue and El Camino Real, is the site of an old building or buildings which appear to have been demolished around 2003, leaving foundations and concrete floor slabs. The southwest parcel, fronting O'Neill Avenue and Fifth Avenue, contains a closed, former fire station building. The southeast parcel, fronting Fifth Avenue and Broadway,

contains a one-story, vacant steel garage/storage building and a paved parking lot. The latter two parcels are separated from the northeast parcel and existing commercial businesses by a paved alley named Civic Lane.

Source: (4)

Trends

Income disparities in San Mateo County are some of the widest of any county in the United States. San Mateo According to decennial census data and American Community Survey (ACS) estimates, age distribution in Belmont has remained relatively constant from 2000 to 2013, with slight growth in the senior population. In 2000 and 2010, the largest age group was the 35 to 44 years old tier, representing 19.1 percent of the population in 2000, and 16.5 percent in 2010. People aged 45 to 54 years old became the largest age group in Belmont in 2013 by a small margin, accounting for 16.3 percent of the population.

All three subgroups within the senior population (65 to 74, 75 to 84, and over 85 years old) have grown over the last decade. While in 2000, 13.2 percent of Belmont's population was over the age of 65, in 2013, this number had increased to 15.4 percent. This number is likely to keep increasing as the baby boomer generation continues to age.

Source: (4)

Funding Information

Grant Number	HUD Program	Funding Amount
	Project-Based Section 8 Vouchers – CFDA No. 14.871	33 Vouchers

Estimated Total HUD Funded Amount: 33 Project-Based Section 8 Vouchers

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$58,000,000

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 <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Project site is not within 15,000 feet of a military airport or 2,500 feet of a civilian airport. The Project is in compliance with Airport Hazards requirements</p> <p>The Project site does not lie within any airport clear zone or accident potential zone. The nearest airport is San Carlos Airport (2.3 miles) and San Francisco International Airport (8.63 miles). The Project site is located several miles outside of the of the 60 dBA and 65 dBA Community Noise Equivalent Level (CNEL) airport noise contours based on the airports' noise contour maps.</p> <p>Source Documentation: (5) (6) (Appendix B)</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are no Coastal Barrier Resource System (CBRS) Units, or CBRS buffer zones, as defined under the Coastal Barrier Resources Act of 1982 (PL 97-348), as amended by the Coastal Barrier Improvement Act of 1990 (PL 101-591) located within California. The Project site is therefore not located within a CBRS Unit, or CBRS buffer zone.</p> <p>Source Documentation: (7)</p>
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 <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>Portions of the Project site are located in a Special Flood Hazard Area (SFHA). The area is a SFHA Designation Zone A. No Base Flood Elevations or depths are shown within this zone. Flood insurance is required in this zone. The flood map for the selected area is number 06001C0169G, effective 04/05/2019.</p> <p>The Project has received a Conditional Letter of Map Revision (CLOMR) for the Project.</p>

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
		<p>One component of the CLOMR is for existing conditions. The portion of the site within SFHA Zone A is an historic creek that is in an underground culvert. Based on hydraulic analyses by BKF Engineers, as submitted in the application for the CLOMR, the 100-year flow is partially contained in this culvert. The remaining portion of 100-year flow overflows uphill of the Project site and is mostly contained within the roadways. A portion of this additional flow encroaches into the site.</p> <p>The other component of the CLOMR is for proposed conditions once the Project is complete. Proposed conditions to block the additional flow from encroaching into the Project site include taller curbs, floodproofed lower portion of the building walls, and flood barriers at the building entrance. These barriers will meet the floodproofing guidelines by FEMA.</p> <p>The Project is required to obtain a Letter of Map Revision (LOMR) from FEMA after construction. The revised Flood Insurance Rate Map (FIRM) will remove the property that is currently in SFHA Zone A and no surface flow or inundation is expected in the building during a 100-year storm event. However, the revised map will show adjacent SFHA Zone AO. It is expected this Project will not be required to obtain flood insurance after obtaining the LOMR.</p> <p>The Project is Exempt from the 8-Step Decision-Making Process for Projects located in a floodplain per 24 CFR 55.12(c)(8)(ii).</p> <p><i>Mitigations Required</i></p> <p>Source Documentation: (8) (9) (10) (11) (12) (Appendix C)</p>
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The Project's county or air quality management district is in non-attainment status for the following: Ozone, Particulate Matter, <2.5 microns, Particulate Matter, <10 microns. This Project does not exceed <i>de minimis</i> emissions levels or the screening level established by the state or air quality management district for the</p>

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
		<p>pollutant(s) identified above. The Project is in compliance with the Clean Air Act.</p> <p>The California Emissions Estimator Model (CalEEMod) (version 2016.3.2) was used to estimate construction-related and operational emissions resulting from the Project to determine if it would exceed federal <i>de minimis</i> or local Bay Area Air Quality Management District (BAAQMD) construction and operational thresholds.</p> <p><i>Model results indicate that maximum annual emissions from construction, would be 2.2874 and 0.5719 tons per year of ozone precursors [reactive organic gases (ROG) and nitrogen oxides (NOx), respectively], 0.5101 tons per year of carbon monoxide (CO), and 0.06 tons per year of particulate matter of 10 microns or less (PM₁₀) and 0.00712 tons per year of fine particulate matter of 2.5 microns or less (PM_{2.5}).</i></p> <p>Based on the San Francisco Bay Area Air Basin's (SFBAAB) marginal nonattainment status for ozone precursors, moderate nonattainment status for PM_{2.5}, and maintenance status for CO, these emissions would be below the federal <i>de minimis</i> thresholds of 100 tons per year for ROG/VOC, NOx, CO, and PM_{2.5} pursuant to the 1990 amendments to the federal Clean Air Act.</p> <p><i>Average daily construction-related emissions associated with the Project would be 12.5 pounds per day of ROG, 3.13 pounds per day of NOx, and 0.32 pounds per day of exhaust PM₁₀ and 0.155 pounds per day of exhaust PM_{2.5}. It is important to note that the BAAQMD only considers exhaust PM in its thresholds of significance and emphasizes implementation of its basic and enhanced construction mitigation control measures to ensure that fugitive dust impacts are reduced to a less than significant level. These average daily construction-related emissions would be below the respective BAAQMD significance thresholds of 54 pounds per day for ROG, NOx and PM_{2.5}, and 82 pounds per day for PM₁₀.</i></p> <p><i>Operational emissions from the Project would result primarily from vehicle trips related to the apartment residents at the new residential building. Results from CalEEMod indicate that maximum</i></p>

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
		<p><i>annual emissions from the operation of the Project would be 1.5912 tons per year of ROG, 0.3948 tons per year of NOx, 1.7247 tons per year of CO, 0.3840 tons per year of PM₁₀, and 0.1111 tons per year of PM_{2.5}. These emissions would be below the federal de minimis thresholds of 100 tons per year for ROG/VOC, NOx, and CO as well as below BAAQMD's maximum annual operational emission thresholds of 10 tons per year of ROG, NOx, and PM_{2.5}, and 15 tons per year of PM₁₀.</i></p> <p><i>Average daily operational emissions from the Project would be 8.72 pounds per day of ROG, 2.2 pounds per day of NOx, and 0.06 pounds per day of exhaust PM₁₀ and 0.06 pounds per day of exhaust PM_{2.5}. These average daily operational-related emissions would be below the respective BAAQMD significance thresholds of 54 pounds per day for ROG, NOx, and PM_{2.5}, and 82 pounds per day for PM₁₀.</i></p> <p>Consequently, criteria pollutant emissions from construction and operation of the Project would not be significant with respect to both federal and local air quality standards.</p> <p>Construction activities will be conducted in accordance with City of Belmont Municipal Code, City of Belmont General Plan and 2016 California Green Building Standards Code.</p> <p>Asbestos Containing Materials and Lead Based Paint</p> <p>The southwest parcel, fronting O'Neill Avenue and Fifth Avenue, contains a closed, former City fire station building. The southeast parcel, fronting Fifth Avenue and Broadway, contains a one-story, vacant steel garage/storage building and a paved parking lot. Project activities could potentially result in a release of asbestos containing materials or lead based paint. However, the Project would be required to comply with BAAQMD Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing), which controls emissions of asbestos to the atmosphere during demolition activities in accordance with the US Environmental Protection Agency's (EPA) asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) and establishes appropriate waste disposal procedures. In addition, the federal Occupational</p>

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
		<p>Safety and Health Administration (OSHA) as well as California OSHA regulates all worker exposure during construction activities that impact lead-containing paint. In particular, California OSHA enforces the Lead in Construction Standard in Title 8 CCR 1532.1, which covers the requirements on lead safety in construction, and makes employers responsible for complying with those requirements.</p> <p><i>Mitigations Required</i></p> <p>Source Documentation: (13) (14) (15) (Appendix D)</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Compliance steps are not invoked. The Project site is not located within a coastal zone, as identified on the Local Coastal Program (LCP) Status Maps. effective July 1, 2009</p> <p>www.coastal.ca.gov</p> <p>Source Documentation: (16)</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Phase I Environmental Site Assessment (ESA)</p> <p>The approximately one-acre “L-shaped” Fire House property is composed of three parcels located along O’Neill Avenue, El Camino Real, 5th Avenue and Broadway in Belmont, California. The Assessor Parcel Numbers (APNs) for the Site include: 045-244-010; 045-244-060; and 045-244-050.</p> <p>In the 1930s, the northern portion of the Site was developed as a firehouse and training center for the City of Belmont/South County Fire Department located at 875 O’Neill Avenue. In the 1950s, the southern portion of the Site was developed as the City of Belmont City Hall located at 1365 5th Avenue. Retail businesses were also constructed adjacent to the Site along El Camino Real (1300 to 1360 El Camino Real).</p> <p>In the 1990s, the City Hall buildings and the fire-training center were demolished, and in the 2000s, the retail building located at 1300 El Camino Real (part of the Site) was demolished.</p> <p>Historical features at the firehouse included four underground storage tanks (USTs) that were used for storage of gasoline and</p>

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
		<p>diesel for the fire trucks, equipment and heating oil. Segments of sanitary sewers are also present within Civic Lane, which is an alley between the Site and the adjacent retail businesses. Operations at the adjacent businesses have included: a printing \business (1336 El Camino Real); flag and banner sales and a liquor store (1340 El Camino Real); and the Iron Gate Restaurant (1360 El Camino Real).</p> <p>In 1993, a 550-gallon gasoline UST was removed from the rear of the adjacent property located at 1340 El Camino Real (H2OGeol, 1993). Investigations conducted between 1993 and 1995 at 1340 El Camino Real revealed TPH in soil and groundwater near the former UST. In 1996, the SMCHS granted case closure of the 550-gallon UST (SMCHS, 1996).</p> <p>Between 1995 and 2009, investigations were conducted on the northern portion of the Site associated with the four USTs. The gasoline and diesel USTs were reportedly removed in the 1970s. In 1997, a 750-gallon heating oil UST was removed and in 2009 a 350-gallon heating oil UST was removed (NM, 2009). The investigation findings revealed total petroleum hydrocarbon (TPH) in soil, soil gas and groundwater associated with releases from the gasoline, diesel and 750-gallon heating oil UST.</p> <p>In 2010, the San Mateo County Health System (SMCHS) granted case closure for the USTs; however, residual TPH remains in soil and groundwater beneath the Site and adjacent properties to the east. However, the SMCHS indicated that an unknown quantity of hydrocarbon impacted soil remains beneath the Site and the “City of Belmont Building Department has been notified that should excavation or development of the property be proposed that may encounter impacted soil or groundwater, San Mateo County Health Division must be notified.</p> <p>Currently, the firehouse building at 875 O’Neill Avenue is vacant, the 1300 El Camino Real property remains undeveloped and a City of Belmont Police storage building is located near the former City Hall Buildings.</p> <p>In January 2014, a Phase II ESA was performed to further characterize the identified suspect and known RECs at the Site. The</p>

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
		<p>Phase II ESA included collection of soil samples from borings and soil gas samples from borings. Soil and soil gas samples were collected from borings to further characterize the presence of total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) on the northern portion of the Site near the former UST releases (875 O’Neill Avenue and 1300 El Camino Real). A soil gas sample was collected to characterize potential releases from the sanitary sewer line. Shallow soil samples were collected to characterize potential presence of lead in soil on the southern portion of the Site.</p> <p>Soil samples collected from borings near the former USTs revealed TPHg up to 192 mg/kg (boring W-2 at 12-feet below grounds surface) and TPHd up to 2,150 mg/kg (boring W-3 at 12-feet below ground surface), which are above the Regional Water Quality Control Board-San Francisco Bay Region (Regional Water Board) Environmental Screening Levels (ESLs) of 100 mg/kg and 100 mg/kg. Benzene, toluene, ethyl benzene and xylenes (BTEX) were not detected in the soil samples above the laboratory-reporting limits. Polycyclic aromatic hydrocarbons (PAHs) including naphthalene were detected in the soil samples but at levels below Regional Water Board ESLs. In addition, metals including lead were detected up to 8.05 mg/kg, which is below the Regional Water Board ESL of 80 mg/kg.</p> <p>Laboratory analysis of the shallow soil samples collected from borings W-4 to W-8 at 0.5-feet and 2-feet revealed lead up to 56 mg/kg, which is below its Regional Water Board ESL of 80 mg/kg. VOCs were detected in the soil gas samples but at concentrations below Regional Water Board ESLs.</p> <p>Due to the potential for encountering soil containing petroleum hydrocarbons during Site development and the SMCHS closure requirement, the presence of petroleum hydrocarbons in soil from the former USTs at 875 O’Neill Avenue represents a current recognized environmental condition, i.e., will require implementation of measures to mitigate soil conditions.</p>

Phase II Environmental Site Assessment

Langan performed the Phase II ESA to address the RECs identified in the Phase I ESA dated 31 May 2019 and to support the proposed redevelopment of the site. Ten exploratory borings were advanced for the collection of soil and/or groundwater samples. The laboratory analytical results from this investigation as well as previous investigations at the site indicate that residual concentrations of TPHg and TPHd in soil exceeding 1,000 mg/kg remain in the areas of the former USTs. The petroleum impacts were observed from a depth of approximately 6 feet bgs to a depth of 15 feet bgs (a total of 9 feet of contamination). The soil removed in this area will likely be transported and disposed of as Class II non-hazardous material.

Because the development has a one-level below grade parking garage, which requires removal of soil up to 15 feet below grade, and groundwater is approximately 11.5 to 13.5 feet bgs, soil vapor sampling was not performed. The removal of vadose zone soil will alleviate any vapor intrusion risk. Based on the groundwater contamination in the vicinity of the former USTs, waterproofing membrane compatible with the petroleum hydrocarbons is recommended for waterproofing the foundation elements.

Based on the concentrations of petroleum hydrocarbons in soil and groundwater, a Soil and Groundwater Management Plan (SGMP) should be prepared and submitted to the San Mateo County Environmental Health Division (SMCHS) and/or the Regional Water Quality Control Board, as appropriate, for review and approval. The procedures in the SGMP should be followed during construction. Additionally, the SGMP should include a Health and Safety (H&S) Plan to outline and implement proper construction worker health and safety and monitoring procedures during soil excavation tasks.

Soil and Groundwater Management Plan (SGMP)

Langan Engineering and Environmental Services, Inc. prepared a *Soil and Groundwater Management Plan* in November 2019. The SGMP provides procedures and measures to manage contaminated soil and groundwater that may be encountered during subsurface soil intrusive or development activities at the Site. The conceptual redevelopment plan in the SGMP includes the construction of a subterranean parking garage. This will require the excavation of soil to approximately 16 feet below ground surface (bgs). Because

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
		<p>groundwater is 11.5 to 13.5 feet bgs, dewatering of the excavation is anticipated.</p> <p>The SGMP includes the following main elements:</p> <ul style="list-style-type: none"> • Prepare a health and safety plan to provide measures to protect on-site construction workers from potential exposure to residual hazardous substances that may be encountered during soil intrusive or development activities at the Site. • Provide oversight during implementation of the SMP during demolition activities to oversee any handling or excavation of potentially impacted soil and as-needed oversight during excavation, grading, and trenching activities. • Implement soil management measures associated with the following tasks: <ul style="list-style-type: none"> ○ Soil excavation, grading, and construction of new foundations, utility vaults, and utility lines and implement actions to suppress odor and dust. ○ Materials segregation of soils in areas near the former USTs where petroleum impacts were observed from a depth of approximately six feet bgs to a depth of 15 feet bgs, characterization, and transport and disposal to an appropriate landfill. ○ Stockpiling to adequately cover, control dust, profile, and appropriately manage excavated material. ○ Soil tracking and disposition in accordance with appropriate state and local requirements for the generated materials. ○ Reuse of on-site soils that are not adjacent to documented or newly discovered impacted soil within the boundaries of the Site. ○ Soil import evaluation in accordance with the “Clean Imported Fill Material” information advisory developed by the California DTSC in 2001.

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
		<ul style="list-style-type: none"> ○ Stormwater management to minimize stormwater runoff and sediment transport from the Site. ○ Groundwater management that adheres to discharge permits obtained from either Water Board or City of Belmont Public Works Department. ○ Contingency procedures for unknown or unexpected conditions. ● Submit a report to the Regional Water Board documenting implementation of the SMP. <p>As directed by the Regional Water Board the soil reuse criteria in the SGMP will be modified be consistent with the Regional Water Board’s draft soil reuse criteria.</p> <p>The SGMP indicates the potential need for an on-site dewatering groundwater treatment system including a sedimentation tank and carbon filtration unit. Treatment of groundwater may be necessary to address the presence of PFAS in groundwater above applicable screening levels. However, because PFAS are a class of emerging constituents, there may not be discharge permit requirements that appropriately address PFAS treatment. As such, Regional Water Board staff request to be notified during the permitting process. This request was accepted.</p> <p>This plan was conditionally approved by the San Francisco Bay Regional Water Quality Control Board on February 19, 2020. The approval is conditioned on:</p> <ul style="list-style-type: none"> ● MidPen shall complete an evaluation of imported fill (if needed) and submit the evaluation for Regional Water Board approval prior to soil import to ensure that the plan incorporates additional consideration of soil quality parameters that are protective of pathways not addressed by the ESLs. ● MidPen shall notify Regional Water Board staff during the groundwater permitting process and incorporate measures to address PFAS in groundwater, if 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
		<p>Report Requirement</p> <p>MidPen is required to incorporate the above conditions into the Workplan and submit an SGMP implementation report within 90 days of completion of SGMP implementation. The SGMP implementation report must document the following information:</p> <ul style="list-style-type: none"> • Details regarding the excavation and disposal (or reuse) of soil, stormwater management, dewatering, unanticipated conditions • Summary of any residual contaminants that were left on site after completion of redevelopment activities and associated recommendations <p>MidPen is also required to submit all documents in electronic format to the State Water Resources Control Board’s GeoTracker database pursuant to the California Code of Regulations (Title 23, Section 3890 et.seq.). MidPen has accepted these requirements.</p> <p>Asbestos and Lead-Based Paint</p> <p>Suspect asbestos-containing materials (ACM) or lead based paint were not specifically noted during the Property survey. Based on the construction date of the demolished buildings which predate the ban on asbestos, it is possible that construction materials containing asbestos and/or lead-based paint were used and may be present in the soil.</p> <p><i>Mitigations Required.</i></p> <p><i>A Health & Safety Plan is required.</i></p> <p>Source Documentation: (17) (18) (19) (20) (Appendix E)</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Features at the Site include: the former City of Belmont Firehouse building; concrete building pads for the former Fire training center building and the Ross Lighting retail store (1300 El Camino Real); City of Belmont Police storage building on the corner of 5th Avenue and Broadway; landscape areas and paved parking areas. The Site is currently unoccupied.</p> <p>The property has not been identified as containing species identified as candidate sensitive, or special status in any local or</p>

<p>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The site is not a critical habitat. Therefore, no impact would occur.</p> <p>Due to the urbanized nature of the area surrounding the Project site and the lack of a major water body the Project site does not support habitat for native resident or migratory species or contain native nurseries. The proposed Project would not interfere with wildlife movement or impede the use of native wildlife nursery sites and no impact would occur.</p> <p>The Project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The proposed Project would not conflict with the provisions of any adopted conservation plan and impacts would occur.</p> <p>Species of Concern: The U.S. Fish and Wildlife was contacted for a list of Threatened and Endangered species that may occur within the boundary of the proposed Project and/or may be affected by the proposed Project. There are 18 endangered, threatened or candidate species in this section of San Mateo County but the site does not provide any endangered or threatened species' habitat. See Appendix C for a list of these species.</p> <p>There is no aquatic habitat on the site for fish or crustaceans. There are no wetlands on the site. There is no riparian habitat on or near the site.</p> <p>Project implementation will not impact wetland or riparian habitats as defined by the California Department of Fish & Wildlife or the United States Army Corps of Engineers. There are no areas of surface water (ponds, pits, lagoons), wetlands or riparian habitats within the property boundaries.</p> <p>The development of this site will not interfere with the movement of any native resident or migratory fish or wildlife species, or result in impacts to established native resident or migratory wildlife corridors. The Project will not affect the use of native wildlife nursery sites.</p>

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
		<p>Site development will not result in impacts to listed federal or state plant or wildlife species.</p> <p>Source Documentation: (21) (22) (Appendix C)</p>
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>No above ground storage tanks (ASTs) were found within a quarter mile of the Project site</p> <p>Source Documentation: (17)</p>
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Project site consists of urban land; therefore, the Project would not affect farmlands (PL 97-98, December 22, 1981).</p> <p>Source Documentation: (23) (Appendix H)</p>
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p>Portions of the Project site are located in a Special Flood Hazard Area (SFHA). The area is a SFHA Designation Zone A. No Base Flood Elevations or depths are shown within this zone. Flood insurance is required in this zone. The flood map for the selected area is number 06001C0169G, effective 04/05/2019.</p> <p>The Project has received a Conditional Letter of Map Revision (CLOMR) for the Project.</p> <p>One component of the CLOMR is for existing conditions. The portion of the site within SFHA Zone A is an historic creek that is in an underground culvert. Based on hydraulic analyses by BKF Engineers, as submitted in the application for the CLOMR, the 100-year flow is partially contained in this culvert. The remaining portion of 100-year flow overflows uphill of the Project site and is mostly contained within the roadways. A portion of this additional flow encroaches into the site.</p> <p>The other component of the CLOMR is for proposed conditions once the Project is complete. Proposed conditions to block the additional flow from encroaching into the Project site include taller curbs, floodproofed lower portion of the building walls, and flood barriers at the building entrance. These barriers will meet the floodproofing guidelines by FEMA.</p>

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
		<p>The Project is required to obtain a Letter of Map Revision (LOMR) from FEMA after construction. The revised Flood Insurance Rate Map (FIRM) will remove the property that is currently in SFHA Zone A and no surface flow or inundation is expected in the building during a 100-year storm event. However, the revised map will show adjacent SFHA Zone AO. It is expected this Project will not be required to obtain flood insurance after obtaining the LOMR.</p> <p>The Project is Exempt from the 8-Step Decision-Making Process for Projects located in a floodplain per 24 CFR 55.12(c).</p> <p><i>Mitigations Required</i></p> <p>Source Documentation: (8) (9) (10) (11) (12) (Appendix C)</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Undertaking</p> <p>The Flats Project will construct 66 affordable housing units on a 0.72 acre site in a three- and four-story building with residential units over partial retail and below grade basement parking garage.</p> <p>Area of Potential Effects</p> <p>The APE was determined to be the Firehouse Square property itself, and 21 of the surrounding and facing properties, and the Waltermire Historic District.</p> <p>Evaluation</p> <p>An Historic Resource Evaluation (HRE) was completed by Evans & De Shazo, Inc. (EDS) Senior Architectural Historian, Brian Matuk M.S., and EDS Principal Architectural Historian, Stacey De Shazo, M.A., both who exceed the Secretary of Interior’s professional qualification standards in Architectural History and History. The methods used to complete the HRE included a record search and review of documentation available at local repositories, as well as various online sources to provide an understanding of the twenty-four total parcels and the surrounding area to assist in the development of the historic context, and a field survey of the Direct Area of Potential Effects (APE) and the Indirect APE to document the built environment resources to determine the age, materials, use, style, and assess the potential eligibility for listing on</p>

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
		<p>the National Register of Historic Places (NRHP). The report identified the properties below as appearing eligible for the National Register of Historic Places.</p> <p>The ca. 1876 Good Shepherd church at <u>Parcel 18</u> has distinct elements from two periods—the original ca. 1876 construction in its original front-gabled rectangular building form, and 1936 to reflect the additions to the building that appear to have the potential to have acquired significance in their own right. As such, the ca. 1876 Good Shepherd church is evaluated for NRHP eligibility under Criterion C with respect to a Vernacular chapel, with a period of significance of ca. 1876, and English Cottage style with a period of significance of 1936. The ca. 1875 Good Shepherd church appears to retain the distinctive characteristics of the English Cottage style, including the series of multi-light windows, gable-on-hip roof form, and use of medieval England-inspired features that include the lancet arch entry openings and surrounds, and appears to be eligible for listing in the NRHP under Criterion C with the period of significance of 1936.</p> <p><u>Parcel 19</u> includes a 1901 house constructed in the Shingle Style, and is one of the earliest extant houses in Belmont, and also designated as a contributor to the local Waltermire Historic District. As with other single-family houses within the Waltermire Historic District, the 1901 house individually conveys significance related to early settlement and residential development in Belmont west of what was the downtown area focused around “Corners” area of Old County Road. As such, it appears that the 1901 house within Parcel 19 is eligible for individual listing in the NRHP under Criterion A at the local level.</p> <p><u>1936 firehouse, 875 O’Neill Avenue (APN 045-244-160):</u></p> <p>Based on the attached Historic Resource Evaluation (HRE) by Evans & De Shazo, Inc. (EDS) determined that the 1936 firehouse on the subject property appears to be individually eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for the theme related to Works Progress Administration (WPA) Projects and under Criterion C for the theme related to the Spanish</p>

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
		<p>Colonial Revival style and the firehouse property type. The 1936 firehouse on the subject property (Parcel 01b in attached report) currently retains all seven aspects of integrity including location, design, setting, materials, workmanship, feeling, and association.</p> <p>While the proposed Project design appears to attempt to incorporate the 1936 firehouse into the new four-story building, only the north elevation of the 1936 firehouse appears to be retained in the design (see Figure 139 in attached HRE). As such, it appears that the overall form and design of the building would be lost as a result of the Project, as well as the setting of the building on the corner lot.</p> <p>Therefore, three built environment resources, including the 1936 Belmont Firehouse at Parcel 01b within the Direct APE, the 1901 house at Parcel 19, and 1876 Good Shepherd church at Parcel 18 within the Indirect APE appear eligible for individual listing in the NRHP.</p> <p><u>Waltermire Historic District</u></p> <p>The 1936 Belmont Firehouse is listed as a contributor to the local Waltermire Historic District (District).</p> <p>Archaeology</p> <p>The Project is demolition and new construction; therefore the Area of Potential Effects for archaeology is the limit of the subject parcels to the depth required for construction.</p> <p>An Historic Property Survey (HPS) was completed by Evans & De Shazo, Inc. (EDS) Principal Archaeologist, Sally Evans, M.A., RPA (#29300590), and EDS Senior Archaeologist, Gilbert Browning, M.A., RPA (#36826964) who both exceed the Secretary of Interior professional qualification standards in archaeology. The methods used to complete the HPS included a record search at the Northwest Information Center (NWIC), a review of background information pertaining to the prehistory, history, and ethnohistory of the Belmont area, and a field survey of the entire Project area. The Native American Sacred Lands Inventory and tribal</p>

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
		<p>consultation for the Project was completed by AEM Consulting (see Native American Tribes below).</p> <p>A review of historic maps and the identification of four historic isolated artifacts within the Project area, as well as a review of the soils and geology of the Project area, indicate that the Project area has the potential to contain buried prehistoric or historic-period archaeological resources; and due to this potential for archaeological resources to be present under the existing built-environment within the Project area, Project-specific mitigations are required.</p> <p>Native American Tribal Consultation</p> <p>The Project has the potential for accidental discovery of buried Native American tribal resources during Project construction. There are no Federally recognized Native American Tribes listed by HUD for San Mateo County.</p> <p>The Native American Heritage Commission (NAHC) was contacted on March 28, 2019 with a request for a search of the Sacred Lands File. On March 29, 2019, the NAHC replied with a letter stating that a search of the Sacred Lands File was conducted with negative results.</p> <p>Assessment of Effects</p> <p>It does not appear that the Project will cause an adverse effect to the ca. 1876 Good Shepherd church at Parcel 18.</p> <p>It does not appear that the Project will cause an adverse effect to the 1901 house at Parcel 19.</p> <p><u>1936 firehouse, 875 O’Neill Avenue (APN 045-244-160):</u></p> <p>It appears that the Project (demolition) would compromise the integrity of design, setting, materials, workmanship, feeling, and association of the 1936 firehouse, and would render the building unable to convey its significance under Criterion A and Criterion C. As such, the Project would result in the 1936 firehouse no longer being eligible for listing in the NRHP, and would therefore constitute an adverse effect to an Historic Property under Section</p>

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
		<p>106 of the NHPA, as amended. As such, EDS recommends the following mitigation measures be carried out to lessen the adverse effect on Historic Properties:</p> <ul style="list-style-type: none"> • HABS Level II documentation of the 1936 firehouse • 3D laser scanning for documentation • Permanent exhibit within the new building, accessible to the public, pertaining to the history of the firehouse and its significance as a WPA Project. <p>Conclusion</p> <p>As Agency Official for this Project, my finding is the undertaking will result in adverse effects to historic properties due to demolition of the firehouse on the subject property, which appears eligible for listing in the National Register of Historic Places. To resolve adverse effects, the Agency Official proposes the following conditions of approval be imposed upon the Project sponsor:</p> <ul style="list-style-type: none"> • The Project applicant shall conduct HABS Level II documentation of the 1936 firehouse on the subject property located at 875 O’Neill Avenue in Belmont, CA. The documentation shall include 3D laser scanning. All of the information shall also be provided to the local historical society and available to the public. • The Project application shall create a permanent exhibit accessible to the public pertaining to the history of the firehouse and its significance as a WPA Project. The applicant shall consult with interested parties (agencies and the public) to determine the final exhibit components and placement. <p>Consultation</p> <p>On May 20, 2019, the Agency Official initiated consultation with the State Historic Preservation Officer, with a letter and Cultural Resources Evaluation for Section 106 prepared for the Project. The Agency Official concurred with the description of the undertaking and its Area of Potential Effects and with the recommended determination of adverse effects to historic properties as defined</p>

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
		<p>for Section 106, i.e., eligible for the National Register of Historic Places. The consultation proposed mitigation for adverse effects.</p> <p>On June 18, 2019 the State Historic Preservation Officer responded with a letter stating that they agree that the undertaking will result in adverse effects to historic properties. The Office of Historic Preservation stated that a Memorandum of Agreement (MOA) is required to memorialize the efforts to resolve adverse effects.</p> <p>Subsequently, and in response, a draft Memorandum of Agreement and <i>Cultural Resources Management Plan</i> was developed. The Plan included additional study and procedures for protection of historic properties during construction. The Agreement codified all of the proposed mitigation.</p> <p>The Advisory Council on Historic Preservation was invited to participate in development of the Programmatic Agreement on November 4, 2019. The Council declined to participate on November 22, 2019.</p> <p>A public <i>Notice of Preparation of a Memorandum of Agreement for Historic Preservation</i> was published in the San Mateo County Times on October 14, 2019. The Notice informed the public about the development of a Agreement for the Project and invited interested parties and members of the public to participate the Project. No parties came forward or expressed interest within 15 days.</p> <p>A <i>Memorandum of Agreement</i> was then developed and executed on December 13, 2019. The CRMP is included as an attachment to the Memorandum of Agreement.</p> <p>The developer is required to adhere to the Programmatic Agreement and any related reporting requirements at all times during implementation of the Project, as described therein.</p> <p><i>Mitigations Required</i></p> <p>Source Documentation: (24) (25) (26) (27) (26) (28) (29) (30) (31) (32) (33) (34) (35) (36) (Appendix F)</p>
Noise Abatement and Control	Yes No	The conceptual design of the proposed Project includes 66 apartments. The Project is new construction; therefore, the HUD Noise

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
Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	<input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Standards below apply to the Project. The Project would introduce new noise sources to the neighborhood from vehicles used on adjacent and nearby roadways by new residents and visitors. The Project would also generate short-term noise during the construction of the new building.</p> <p>According to the HUD regulations, development in Normally Unacceptable Noise Zones require a minimum of 5 decibels additional sound attenuation for buildings having noise-sensitive uses if the Ldn is greater than 65 dBA but does not exceed 70 dBA, or a minimum of 10 dBA additional sound attenuation if the Ldn is greater than 70 dBA but does not exceed 75 dBA. Noise attenuation measures in Unacceptable Noise Zones require the approval of the Assistant Secretary for Community Planning and Development, or the Certifying Officer for activities subject to 24 CFR Part 58.</p> <p>HUD's regulations do not contain standards for interior noise levels. Rather a goal of Ldn 45 dBA is set forth and the attenuation requirements are geared towards achieving that goal. It is assumed that with standard construction any building will provide sufficient attenuation so that if the exterior level is 65 dBA or less, the interior Ldn will be 45 dBA or less.</p> <p>HUD requires that all airports within 15 miles, railroads within 3,000 feet and highways/major arterial streets within 1,000 feet be considered in a noise analysis. HUD recommends Projecting out future traffic 10 years from the first year of a Project's occupancy to determine the future noise environment at the site.</p> <p>San Francisco International Airport (OAK) is located approximately 6 miles to the northeast of the Project site. However, the Project site is located several miles outside of the of the 60 dBA and 65 dBA Community Noise Equivalent Level (CNEL) airport noise contours based on the airport's noise contour maps. Consequently, the contribution of airport noise from SFO would not materially contribute to the noise environment at the Project site based on the airport's noise contour maps and is not included in the HUD DNL Calculator assessment.</p> <p>The resulting exterior noise levels at the Project site based on the DNL Calculator would fall within HUD's "normally unacceptable" range, which is more than 65 dBA LDN and less than 75 dBA LDN.</p>

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
		<p>Since the Project site would be exposed to noise levels exceeding 65 dBA LDN, mitigation is required. The future residential building must be designed to meet an interior CNEL (or DNL) of at least 45 dBA as required under Title 24 of the California Code of Regulations. The City of Belmont would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission. Compliance with this requirement would ensure that interior noise levels of the Project residential units would meet the interior noise goal of HUD and the State of California.</p> <p><i>Mitigations Required</i></p> <p>Source Documentation: (37) (38) (39) (40) (41) (Appendix G)</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Project is not served by a U.S. EPA designated sole-source aquifer, is not located within a sole source aquifer watershed, and would not affect a sole-source aquifer.</p> <p>Source Documentation: (42)</p>
<p>Wetlands Protection</p> <p>Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Project site is located in an urbanized area and has been developed for urban uses prior to 1960. The surrounding area is also highly developed with commercial and residential uses. Review of the National Wetland Inventory provided by the U.S. Fish and Wildlife Service (USFWS) also identified no wetlands or riparian areas within the Project sites.</p> <p>No further consultations are required.</p> <p>Source Documentation: (43) (Appendix C)</p>
<p>Wild and Scenic Rivers</p> <p>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>No wild and scenic rivers are located near the site.</p> <p>Source Documentation: (44) (Appendix H)</p>
ENVIRONMENTAL JUSTICE		

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
<p>Environmental Justice</p> <p>Executive Order 12898</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>An environmental justice population is considered to be a local community with a higher representation of people either 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.</p> <p>For the purpose of this analysis, the local population is considered to be the future residents of the Project site, while the regional population is the represented by the City of Belmont as a whole.</p> <p>In order to assess the most current status of the Project site, the following data is based on 2016 Census information. The 2010 United States Census reported that Belmont had a population of 25,835. The population density was 5,579.8 people per square mile (2,154.4/km²). The racial makeup of Belmont was 17,455 (67.6%) White, 420 (1.6%) African American, 72 (0.3%) Native American, 5,151 (19.9%) Asian, 198 (0.8%) Pacific Islander, 964 (3.7%) from other races, and 1,572 (6.1%) from two or more races. Hispanic or Latino of any race were 2,977 persons (11.5%).</p> <p>According to the CalEnviroScreen the area is not a disadvantaged community that is burdened by adverse effects from pollution. CalEnviroScreen is a screening tool that evaluates the burden of pollution from multiple sources in communities while accounting for potential vulnerability to the adverse effects of pollution. CalEnviroScreen ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors and prevalence of certain health conditions. Data used in the CalEnviroScreen model come from national and state sources.</p> <p>Because the Project would introduce an environmental justice population to the area through the development of affordable housing, this analysis further considered Project impacts and their potential to disproportionately affect the Project’s introduced environmental justice population. The Project will not raise environmental justice issues and has no potential for new or continued disproportionately high and adverse human health and</p>

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
		environmental effects on minority or low-income populations. The Project is suitable for its proposed use. Source Documentation: (45) (46) (47) (Appendix H)

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

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	<p>Conformance with Plans</p> <p>The Project site is located within the Belmont Village Specific Plan area, identified as a Priority Development Area or PDA in Plan Bay Area and is zoned VC -Village Core. The Project is consistent with the applicable general plan designation and all applicable general plan policies. The Project is consistent with the Belmont Village Specific Plan and the City of Belmont General Plan.</p> <p>Scale and Urban Design</p> <p>One of the parcels of the Project site is currently vacant. The mixed-use buildings would fill in the spatial void. The Project will provide 66 rental apartments. The proposed Project would include design features and landscaping improvements to enhance the visual quality of the area consistent with the standards set out in the Belmont Village Specific Plan. The Project avoids abrupt changes and provides a gradual transition by observing the height and setback requirements. Accordingly, the proposed</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Project would not degrade the existing visual character or quality of the Project site or its surroundings.</p> <p>The Project is located within the Village Corridor Mixed Use district. This area includes a mix of businesses and residential land uses that are vital to the whole city as well as central to the Belmont Village neighborhood. The vision for this district is to maintain a diversity of housing types (lofts, apartments, townhouses, etc.) as well as a range of commercial and office uses. Multi-story Mixed Use development will enhance the allhours streetlife and walkability of the area, as will a consistent street tree scheme.</p> <p>Source Documentation: (48) (49) (50)</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p>There are no adverse impacts after mitigation to follow recommendations in the Preliminary Geotechnical Investigation For Due Diligence Evaluation Firehouse Square Fifth Avenue and O’Neill Avenue prepared by Rockridge Geotechnical in 2013.</p> <p>Site Description</p> <p>The L-shaped site consists of three City-owned parcels encompassing a total area of about 1.21 acres. It includes the entire block bordered by bordered by Fifth Avenue to the west, Broadway to the south, O’Neill Avenue to the north, and Civic Lane (alley) to the east, as well as a parcel at the southeast corner of El Camino Real and O’Neill Avenue (1300 ECR). The 1300 ECR parcel is currently vacant, although concrete floor slabs from former buildings cover most of the site. A one-story former fire station building is present in the northwest corner of the Fifth and O’Neill parcel. A one-story steel garage building is present at the south end of the Fifth and Broadway parcel. A former creek channel crosses through the central portion of the site. The creek currently runs through underground culverts. The culverts consist of a 7-foot-square reinforced concrete box culvert and a 72-inch-diameter reinforced concrete pipe, where they cross the subject site. The property is not located within any areas zoned as geologic hazards (high landslide potential, very high liquefaction potential, steep slopes, or moderate to high expansion potential).</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Rockridge Geotechnical prepared a Preliminary Geotechnical Investigation in March 2017. Rockridge concluded there are no major geotechnical or geological issues that would preclude development of the site as proposed. The primary geotechnical issues affecting the proposed development include: 1) the presence of moderately expansive near-surface soil, and 2) the potential for about 1/2 inch of liquefaction-induced differential settlement over a horizontal distance of 30 feet. The estimated differential settlements may be reduced to an amount that can be tolerated by the superstructure by supporting the building on a stiffened mat foundation or a post-tensioned slab-on-grade (P-T slab). So long as the recommendations contained in the Investigation are followed, development can proceed.</p> <p>There are no major geotechnical or geological issues that would preclude development of the site as proposed. The primary geotechnical issues affecting the proposed development include:</p> <p>1) the potential for up to one inch of liquefaction-induced settlement in the location of CPT-3, (Core Penetration Test) and 2) shallow groundwater relative to the proposed below-grade parking level. The proposed podium structures will likely include a below-grade parking level; however, the proposed garage slab elevation is not currently known. The native soils encountered in CPTs below the assumed garage subgrade elevations are generally stiff to hard fine-grained deposits that are capable of supporting the proposed structure on conventional shallow footings. Therefore, the proposed buildings can be supported on conventional shallow spread footings bearing on native, undisturbed soil.</p> <p>Slope</p> <p>The subject site is relatively flat with very little topography which precludes the potential for landslides and/or other hazards typically associated with hillside properties. Surface water at the site consists of direct precipitation onto the property. Construction of the proposed Project would result in ground surface disturbance during excavation, and grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed Project.</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The existing site grades vary from roughly Elevation 48 feet at the southwest corner of the site (Fifth Avenue and Broadway), to Elevation 43 feet in the northwest corner of the site (Fifth Avenue and O’Neill Avenue), to Elevation 40 to 42 feet along the Civic Lane alley, to Elevation 38 to 39 feet in the northeast corner of the site (El Camino Real sidewalk).</p> <p>Groundwater</p> <p>Groundwater was measured at depths of about 24 and 25 feet bgs in CPT-1 and CPT-3, respectively. Water was not detected in CPT-2 and CPT-4. The groundwater level may not have been stabilized at the time the measurements were taken. In addition, preliminary field investigation was performed at the end of the dry season.</p> <p>Groundwater measurements were also obtained by PGS during their December 2004 investigation at the 1300 ECR parcel. At the completion of drilling, PGS allowed the water to stabilize at PGS-1 for about 3-1/2 hours and at PGS-2 for about one hour. They recorded a stabilized water level at a depth of about 10 feet bgs at PGS-1, which corresponds to roughly Elevation 32 feet. They recorded a stabilized water level at a depth of about 12 feet bgs at PGS-2, which corresponds to approximately Elevation 28 feet.</p> <p>The groundwater level at the site is expected to fluctuate several feet seasonally with potentially larger fluctuations annually, depending on the amount of rainfall. To estimate the highest potential groundwater level at the site, information on the State of California Water Resources Control Board GeoTracker website (http://geotracker.swrcb.ca.gov) was reviewed. The most significant historic groundwater data on the GeoTracker website is from three wells located in the southeast portion of the Fifth and O’Neill parcel and the Civic Lane alley. A single groundwater reading was reported by Golder Associates, Inc. in their Second Quarter 2007</p> <p>ground water monitoring report. The readings were taken in May 2007 and the water was measured at depths ranging from 11.6 to 12.3 feet bgs, which correspond to elevations of about 31.1 to 31.7 feet (Mean Sea Level).</p>

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

	<p>Seismic</p> <p>The site is located in the Coast Ranges geomorphic province that is characterized by northwest-southeast trending valleys and ridges. These are controlled by folds and faults that resulted from the collision of the Farallon and North American plates and subsequent shearing along the San Andreas fault system. Movements along this plate boundary in the Northern California region occur along right-lateral strike-slip faults of the San Andreas Fault system. The major active faults in the area are the San Andreas, San Gregorio, and Hayward Faults.</p> <p>The U.S. Geological Survey's 2007 Working Group on California Earthquake Probabilities has compiled the earthquake fault research for the San Francisco Bay area in order to estimate the probability of fault segment rupture. They have determined that the overall probability of moment magnitude 6.7 or greater earthquake occurring in the San Francisco Bay Region during the next 30 years is 63 percent. The highest probabilities are assigned to the Hayward/Rodgers Creek Fault and the northern segment of the San Andreas Fault. These probabilities are 31 and 21 percent, respectively (USGS, 2008).</p> <p>The ground shaking intensity felt at the Project site will depend on: 1) the size of the earthquake (magnitude), 2) the distance from the site to the fault source, 3) the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and 4) subsurface conditions. The site is less than six kilometers from the San Andreas Fault. Therefore, the potential exists for a large earthquake to induce strong to very strong ground shaking at the site during the life of the Project. Analyses indicate the non-liquefiable soil overlying the potentially liquefiable soil layers is sufficiently thick and the potentially liquefiable layers are sufficiently thin such that the potential for surface manifestations from liquefaction, such as sand boils, are very low. Considering the potentially liquefiable layers do not appear to be continuous, the risk of lateral spreading is low.</p> <p>Development associated with the Proposed Project would be required to conform to the current seismic design provisions of the most current version of the California Building Code (CBC), to provide for the latest in earthquake safety and minimize losses from an earthquake. Policy 6.1-1 requires the enforcement of standards to meet current safety codes associated with seismic activity.</p> <p>The CBC contains the latest seismic safety requirements to resist groundshaking through modern construction techniques, which are</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>periodically updated to reflect the most recent seismic research. In addition, proposed General Plan Policy 6.1-2 requires the regulation of development on sites that have a history or threat of seismic dangers; Policy 6.1-4 requires geotechnical site analysis for proposed development on certain sites; and Policy 6.1-5 requires geotechnical studies that address the potential for groundshaking. With implementation of these policies, which supplement the existing building code requirements, the potential impacts from groundshaking would be minimized to the greatest extent feasible and are less than significant.</p> <p>Liquefaction</p> <p>Portions of the Planning Area and the BVSP Area are at risk of liquefaction. Almost all of the area east of U.S. Highway 101 and some land west of U.S. Highway 101 along Chesterton Avenue is at risk of liquefaction due to the presence of soils that are often saturated or characteristic of wetlands. This area is developed with residential, commercial, and recreational uses. In addition, limited areas along the Belmont Creek are at risk. Most of this more limited area is located in Twin Peaks Park, but the western end of the risk area includes the Carlmont Village Shopping Center.</p> <p>The impacts from ground failure, including liquefaction, from development of land uses associated with the proposed General Plan and Phase I Zoning would be addressed through site-specific geotechnical studies prepared in accordance with CBC requirements and standard industry practices. Development would be required to conform to the current seismic design provisions of the CBC to minimize losses from ground failure as a result of an earthquake. These</p> <p>future Projects would also be required to adhere to General Plan policies, including Policy 6.1-3 which prohibits development at high or very high risk of liquefaction. Policy 3.4-6 in the Circulation Element requires the location and design of new roadways to prevent erosion and minimize grading. Therefore, the potential impact related to seismically related ground-failure including liquefaction is less than significant.</p>

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	<p>Erosion, Drainage and Stormwater Runoff</p> <p>Erosion is the wearing away of soil and rock by processes such as mechanical or chemical weathering, mass wasting, and the action of waves, wind and underground water. Excessive soil erosion can eventually lead to damage of building foundations and roadways. In the Planning Area, areas that are susceptible to erosion as a result of the Proposed Project are those that would be exposed during construction and along the shoreline where soil is subjected to wave action. Typically, the soil erosion potential is reduced once the soil is graded and covered with concrete, structures, asphalt, or slope protection. As required by Chapter 9 of the Belmont Municipal Code, earthwork and ground-disturbing activities, unless below minimum requirements, require a grading permit, compliance with which minimizes erosion, and the City's grading permit requirements ensure that construction practices include measures to protect exposed soils such as limiting work to dry seasons, covering stockpiled soils and use of straw bales and silt fences to minimize offsite sedimentation.</p> <p>In addition, development that disturbs more than one acre would be subject to compliance with a National Pollutant Discharge Elimination System (NPDES) permit, including the implementation of best management practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil, and the implementation of a storm water pollution prevention plan (SWPPP) through the local jurisdiction. BMPs that are required under a SWPPP include erosion prevention measures that have proven effective in limiting soil erosion and loss of topsoil.</p> <p>Generally, once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete, the erosion hazard is substantially eliminated or reduced.</p> <p>Drainage/Storm Water Runoff</p> <p>BVSP Policy 5.1-7 requires development in the BVSP to include low impact development features to increase on-site infiltration and to reduce stormwater pollutant loads, which will further contribute to groundwater recharge opportunities in connection with new development in the BVSP Area.</p> <p>As a result of implementation of existing local regulations, the policies of the proposed General Plan, and regulations in the Phase I Zoning, the</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>impact of development under the BVSP and associated zoning regulations would be less than significant.</p> <p>Landslides</p> <p>In Belmont, this hazard is primarily located in various areas of northwest Belmont, but there is one large hazard area in southeast Belmont in the Sunnyslope neighborhood. Landslides may occur on slopes of 15 percent or less, but the probability is greater on steeper slopes. Above 30 percent, conventional single pad type construction is unsuitable, and construction requires substantial grading and retaining walls. Slopes in Belmont that are greater than 30 percent are primarily located in the western area of the city, especially in the Western Hills and San Juan Hills plan areas. Within the BVSP Area, the southwestern edge along Sixth Avenue and Hill Street is adjacent to areas outside of the BVSP Area with slopes of over 30 percent and includes areas of high landslide risk. The Project site is outside of the landslide hazard area.</p> <p><i>Mitigations Required</i></p> <p>Source Documentation: (49) (23) (43) (51) (52) (53) (54) (55) (Appendix H)</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>2</p>	<p>Site Safety</p> <p>The Project will not itself create a risk of explosion, release of hazardous substances or other dangers to public health. The Project is not located near any hazardous operations.</p> <p>Faulting and Seismicity</p> <p>See discussion above in <i>Soil Suitability</i>.</p> <p>Traffic</p> <p>The Project would not result in any significant effects relating to traffic, noise. Approval of a 66-unit multi-family building on the site would not result in any significant effects in traffic circulation, traffic patterns, and existing noise levels.</p> <p>Operational Noise</p> <p>The operation of the Project would not generate noise levels that would be considered substantial in terms of existing or future noise levels in the</p>

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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>area. Future noise levels in the Project vicinity will continue to result from local transportation related noise sources. Occasionally audible noises from the proposed residential land uses will not measurably contribute to daily average noise.</p> <p>Construction Noise</p> <p>Noise generated during construction activities on the site could cause a substantial temporary increase in noise levels at surrounding land uses. Hours of construction are restricted to hours per local ordinance.</p> <p>Conclusion</p> <p>Community noise levels will not be significantly affected by the development. The only contribution of the Project to long-term noise levels would be from the normal automobile traffic generated from the Project which will contribute to less than a 3 dBA increase, a less than significant impact.</p> <p>Source Documentation: (41) (48) (49) (56) (57) (Appendix G)</p>
Energy Consumption	2	<p>The Project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulation as enforced by the City of Belmont.</p> <p>Source Documentation: (14)</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<p>No permanent existing employees would be affected by the Project. Construction of the Project site would result in temporary construction job growth at the Project site but this is a small number that is anticipated to be accommodated by the existing employment pool. No impact is anticipated from the Project on employment and income within the Project area.</p> <p>Source Documentation: (49)</p>

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Environmental Assessment Factor	Impact Code	Impact Evaluation
Demographic Character Changes, Displacement	2	<p>Demographics</p> <p>The Project would not induce substantial population growth that would not otherwise have occurred. No impact is expected because of the Project, as it represents no significant change to the demographics of the area. The Project by its definition is to provide affordable housing for approximately 66 households. The increase in residential population resulting from the proposed Project would not be substantial and is within the Association of Bay Area Governments' (ABAG) 2020 Population Projections in their 2013-2040 Regional Transportation Plan. Less than significant impact is expected to result from the proposed Project, as it would not create a significant change to the demographics of the area.</p> <p>Displacement</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally-funded programs and Projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally-funded Projects.</p> <p>Section 205 of the URA requires that, "Programs or Projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or Projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or Project advancement and completion."</p> <p>As the site is currently unoccupied by residents or businesses, no relocation will occur.</p> <p>Source Documentation: (58) (59)</p>
COMMUNITY FACILITIES AND SERVICES		

Impact Codes: (1) Minor beneficial impact; (2) No impact anticipated; (3) Minor Adverse Impact – May require mitigation; (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
Educational and Cultural Facilities	2	<p>Educational Facilities</p> <p>The Project by its definition is to provide 66 affordable housing units. The Projected increase in student population is negligible from the Project. Safe access facilities to the neighborhood schools exist via public transportation, sidewalks, controlled intersections and crosswalks. No impact upon educational facilities is expected.</p> <p>The Belmont-Redwood Shores School District (BRSSD) provides public education for Belmont and Redwood Shores residents from kindergarten through eighth grade. No BRSSD schools are located within the Planning Area; however, two elementary schools – Central Elementary School and Nesbit Elementary School – are located within a ten-minute walking distance of the Village. Students living within the Planning Area may attend these or other nearby schools within the school district. Public education for ninth to twelfth grades is provided by Sequoia High School District (SHSD) to residents in southern San Mateo County. Belmont residents are served by SHSD’s Carlmont High School. Less than significant impact is expected to result from the proposed Project, as it would not create a significant change to the demographics of the area and only incrementally increase the demand on educational facilities.</p> <p>Cultural Facilities</p> <p>In addition to parks and recreation facilities, there are a number of community facilities located in the Planning Area that provide services and amenities for the Belmont community. They are primarily centered around the Belmont Civic Center in the southwest quadrant. Located at One Twin Pines Lane, City Hall houses City administrative offices, City Council chambers, and the Police Department. Twin Pines Senior and Community Center is located in Twin Pines Park and provides daytime programming and activities for adults throughout the week. Its facilities, including a large conference room and kitchen, can be rented for public and private events. Also located within the Planning Area in Twin Pines Park, the Manor House is a historic home that was built in 1908 and can be rented for public and private events.</p> <p>Located to the west of the Planning Area, Notre Dame de Namur University is a significant community resource and provides a number of arts, cultural, and educational events throughout the school year that are open to the</p>

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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Belmont community. With its proximity to the Village, many of these events are accessible to residents and employees in the Planning Area.</p> <p>The Project represents an incremental demand for cultural facilities; impacts are considered less than significant.</p> <p>Source Documentation: (50)</p>
Commercial Facilities	2	<p>The Project site is within adequate and convenient distance to retail services that provide essential items such as food, medicine, banks and other convenience shopping. Commercial facilities are in close proximity to the Project site and are accessible by public transit or within walking distance.</p> <p>Source Documentation: (50)</p>
Health Care and Social Services	2	<p>The Project will not impact any health care or social service facilities. Health Care. Social services are located both within a convenient and reasonable distance to residents of the Project. The Project does not represent a significant change to the demographics of the area or on area social services as it serves the existing population. Implementation of the Project represents a less than significant impact to social services. Furthermore, there is adequate public transportation available from the Project to these services.</p> <p>Currently there are 95 health care professions and a total of 298 doctors and professionals providing care to residents in Belmont. Public Health Services are provided by San Mateo County Department of Public Health is located at 225 37th Ave - San Mateo, CA.</p> <p>Hospitals serving San Mateo County include Kaiser Permanente: Redwood City & So. San Francisco; Mills-Peninsula Health Services: Burlingame & San Mateo; San Mateo Medical Center: Hospital in San Mateo, clinics in Daly City, Half Moon Bay, Redwood City, South San Francisco and Sequoia Hospital: Redwood City, Seton Medical Center: Daly City & Moss Beach.</p> <p>Source Documentation: (60)</p>
Solid Waste Disposal / Recycling	2	<p>The City of Belmont is a member of the South Bay Waste Management Authority, which is also known as Rethink Waste. Waste collection, waste reduction, recycling, and composting services are provided in Belmont by Recology of San Mateo County, under a franchise agreement with the City of Belmont. Recology collects residential and commercial solid waste, including recyclable and organic materials, and processes and ships the waste at Rethink</p>

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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Waste’s Shoreway Environmental Center, a regional recycling and transfer station. Household hazardous waste pickup service is provided by Rethink Waste, and disposal of small amounts of hazardous waste from businesses is provided by San Mateo County. Meeting the collection, transfer, recycling, and disposal needs of the Projected population of the Project and the Village as a whole over the planning horizon is not expected to be an issue.</p> <p>Source Documentation: (50)</p>
<p>Waste Water / Sanitary Sewers</p>	<p>2</p>	<p>Owned, operated, and maintained by the City of Belmont, the existing wastewater system in Belmont consists of approximately 85 miles of gravity sewer pipelines ranging in size from six to 27 inches in diameter, and five miles of force mains. Over 80 percent of the City’s wastewater system is composed of 6-inch diameter vitrified clay pipe. In addition, the sewer collection system includes 11 wastewater pump stations. Most of the wastewater generated in the City is conveyed to the Silicon Valley Clean Water (SVCW) treatment plant, which discharges the effluent to the San Francisco Bay. The SVCW treatment plant is located at Redwood Shores, and serves all its member agencies, including the West Bay Sanitary District (WBSD), City of Redwood City, City of San Carlos, and City of Belmont.</p> <p>Buildout of the Plan is expected to increase flows in the Planning Area. New development in Belmont will be connected to the City’s wastewater system per State law. Under existing conditions, the Planning Area generates demand for about 147,000 gallons per day (GPD) of wastewater demand, which is expected to rise to 260,000 GPD after implementation of the Belmont Village Specific Plan. Under existing conditions, Belmont Village generates demand for about 147,000 gallons per day (GPD) of wastewater demand, which is expected to rise to 260,000 GPD after implementation of the Belmont Village Specific Plan. The capacity of the existing wastewater system is adequate for accommodating the anticipated flow in average and peak dry weather flow conditions by 2030.</p> <p>Storm Drainage</p> <p>Four main drainage areas – Belmont Creek, Laurel Creek, O’Neill Slough and Island Park Belmont Creek – together collect about 80 percent of the storm runoff in the city, while the rest flows to the City of San Mateo and the City of San Carlos. Belmont Creek is the primary storm drainage conveyance of the city, conveying approximately 60 percent of the city’s storm runoff, and it</p>

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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>runs through the southern portion of Belmont Village. Open spaces, such as Twin Pines Park, assist in absorption of rainwater that would otherwise drain through Belmont Creek. Falling rain in the Planning Area is generally directed to storm drains located along Masonic Way, El Camino Real, and Sixth Avenue, as well as Belmont Creek or the culvert connecting to the creek.</p> <p>The City's storm drainage infrastructure consists of 28 miles of storm drainpipes and two storm pump stations, which are owned, operated, and maintained by the City. The existing storm drain system for Belmont Village was mostly constructed between the 1950s and 1970s. The City's 2009 Storm Drain Master Plan identified several critical improvements in Belmont Village, which will be implemented over the horizon of the Specific Plan. Between Ralston Avenue and Broadway, a segment of the pipes along El Camino Real are recommended for improvements due to the proximity to Belmont Creek and the potential for flooding and backwater from the creek. A segment on the northern portion of Hiller Street travels through the 101 interchange and discharges into the O'Neill Slough, and pipe improvements are needed along this section of Hiller Street for increased capacity. Other necessary improvements are focused on Belmont Creek, including a flap gate on El Camino Real and resizing the box culvert between Fifth Avenue and El Camino Real to increase capacity.</p> <p>Municipal Regional Stormwater Permit</p> <p>The City complies with the Municipal Regional Stormwater Permit (MRP), issued by the San Francisco Regional Water Quality Control Board in 2009 and reissued with revisions in November 2015, for its storm water pollution control measures. The MRP requires local agencies in San Mateo County to incorporate reduction in surface water drainage pollution runoff and establish control measures in development Projects, which provide specific guidelines on design measures for runoff of pollutants of concern, source controls, stormwater treatment measures, hydromodification management, and construction site controls. To address water quality and flow-related impacts of stormwater runoff, the City also enforces National Pollutant Discharge Elimination System (NPDES) permits that are issued to entities in Belmont that have stormwater discharges, such as industrial activities and construction activities. Based on this permit requirement, new development should not adversely affect the existing storm drain system and all system</p>

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		<p>deficiencies to be addressed will be on the recommendation of the City's Master Plan.</p> <p>Low Impact Development Low Impact Development (LID) technologies and designs mimic natural watershed processes by replicating pre-urban development hydrologic conditions on site. LID usually directs stormwater runoff to natural vegetated systems, such as landscaped planters, swales, and gardens that reduce, filter, or slow the runoff before it makes its way into the storm drainage system. Developments in the Planning Area will be required to employ LID techniques in order to capture and treat stormwater runoff at its source. On-site treatment reduces the amount of pollutants picked up in comparison to stormwater that drains to a central collection site. LID can be incorporated into public realm streetscape and natural or common open spaces within the community. They can be designed as drainage courses within landscaped greenways and buffers, drainage swales in roadway or parking medians or planter strips, planter boxes and vegetated curb extensions, or even as demonstration or infiltration gardens to enhance the civic and recreational quality of the Planning Area.</p> <p>Source Documentation: (50)</p>
Water Supply	2	<p>The Mid-Peninsula Water District (MPWD) provides water for the City of Belmont, including Belmont Village. Currently, the District purchases all of its water from the San Francisco Public Utilities Commission (SFPUC). Most of the water supply is drawn from the Sierra Nevada Mountains through the Hetch Hetchy Regional System, and the rest is produced by the SFPUC from its local watersheds and facilities in Alameda and San Mateo counties. None of the alternative water sources within Belmont, including surface water, groundwater, and recycled water, are currently viable or financially feasible to be developed.</p> <p>MPWD operates and maintains a complex water distribution system, including nine pressure zones, 20 pumps, 11 water tanks, 13 water regulating valves, 813 fire hydrants, and 105 miles of water mains.</p> <p>According to the 2015 Urban Water Management Plan (UWMP), MPWD's maximum guaranteed supply, known as its maximum wholesale allocation, is 3.891 million gallons per day (mgd), or 1,420.22 million gallons (MG) per year, in accordance with its contract with the SFPUC. An Interim Supply Allocation was imposed by the SFPUC that reduces the supply to 3.71 mgd</p>

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		<p>(1,354.15 MG per year) through 2018. Under existing conditions, the Planning Area generates demand for about 145,000 gallons per day (GPD) of potable water, which is expected to rise to about 261,000 GPD after implementation of the Belmont Village Specific Plan. According to the 2015 UWMP, the water supply is sufficient to meet current and Projected water demands, including anticipated growth in Belmont Village, so the MPWD does not plan to increase its overall water supply. MPWD continues to focus on rigorous conservation and water system maintenance to ensure efficient water use and to prevent waste.</p> <p>The Project water requirements of the proposal will not result in a significant consumption of the community's available water supply or result in a significant deterioration of water quality. Impacts are considered less than significant.</p> <p>Source Documentation: (48) (50)</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>Police</p> <p>The Belmont Police Department provides full police services for the Belmont community, including the Village. The Police Department is located in City Hall in the southwestern quadrant of the Village. Police services are bolstered by Police Explorers, and Citizen Volunteers. Specialized units in the department include K9, SWAT, Crisis Negotiation, and Crime Scene Investigation, and they are made up of personnel from various parts of the department.</p> <p>In 2016, the Belmont Police Department had an average response time to Priority 1 calls of four minutes and a service ratio of 1.2 sworn officers per 1,000 residents.</p> <p>Fire and Emergency Medical</p> <p>Fire and emergency medical services are provided by the Belmont Fire Protection District. As part of a countywide fire service deployment plan, the City shares fire resources with other jurisdictions throughout San Mateo County. The jurisdictions altogether utilize 58 engine companies and seven truck companies. The Fire District operates two fire stations, including Fire Station 14, which is located in the northeast quadrant of the Village, on Granada Street between Masonic Way and Ralston Avenue. Fire Station 14 is staffed with three firefighters per 24-hour shift; it also has one front line and</p>

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		<p>one reserve fire engine, as well as one utility vehicle and one hazardous materials response unit.</p> <p>The average response time for the District was four minutes and 32 seconds in 2015.</p> <p>The Belmont Fire Protection District is one of the designated Paramedic First Response Service Providers of the San Mateo County Pre-Hospital Emergency Medical Services Group. As such, both engines in the District are required to maintain a 24/7 advanced life support capability, which includes a countywide response time standard of six minutes and 59 seconds for medical emergencies. Lastly, the Fire District provides countywide hazardous materials response services under contract with the County of San Mateo.</p> <p>Implementation of the Project could increase the demand for fire protection, emergency medical and police protection services. However, the increase would be incremental and would not be substantial given the overall demand for such services on a citywide basis. Impacts are considered less than significant.</p> <p>Source Documentation: (48) (50)</p>
Parks, Open Space and Recreation	2	<p>Belmont has many parks and open space resources. The Planning Area includes the eastern portion of Twin Pines Park, which is located to the west of City Hall in the southwest quadrant. The 19-acre park extends to the west of the Planning Area. Belmont Creek runs through the park, forming the southern boundary of the Planning Area. An integral part of Belmont's Civic Center, Twin Pines Park features a range of amenities, including picnic areas, lawns, playgrounds, and restrooms. A priority of the Specific Plan is to physically and visually connect the Village Core with the creek and park through wayfinding, consistent landscaping, and circulation improvements at the Twin Pines Lane entrance. Twin Pines Park will continue to be an important amenity for existing and future residents and employees over the planning horizon of the Specific Plan.</p> <p>Several of the city's parks and recreation facilities are accessible by foot, bike, or a short drive from the Planning Area. O'Donnell Park and Alexander Park are a short distance from the Project site in eastern Belmont, providing additional park facilities for Planning Area residents and employees. College View Park and Davey Glen Park was completed in 2017, are in the neighborhoods to the northwest of the Village. The Belmont Sports Complex</p>

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		<p>is an important resource about a half-mile east of the Planning Area boundary, but it is located across Highway 101 and accessible on foot via the Children’s Bridge. The City also has a joint-use agreement for use of school recreation facilities outside of school hours with Nesbit and Central Elementary Schools, which are located within a short distance of the Planning Area.</p> <p>The City of Belmont offers diverse recreational programming throughout the year for residents of all ages. Recreational opportunities include summer camps for kids, activities for teens, fitness and evening classes for adults, and communitywide events like Movies in the Park. Many of the recreational programs take place in the facilities in Twin Pines Park or across Highway 101 at the Belmont Sports Complex, making them accessible to Planning Area residents.</p> <p>A key component of providing new public open space amenities in Belmont Village is the establishment of a central public plaza in the Village Core. This new facility will be located along 5th Avenue between Emmett and Waltermire streets and could be placed either adjacent to the roadway or in the roadway median, with one travel lane on each side and traffic-calming features and pedestrian signage and facilities to allow safe and convenient access. This Village Plaza would serve as the centerpiece of the Village Core, providing seating, landscaping, public art, and a flexible and unique community gathering space in the heart of the Village’s activity center.</p> <p>Implementation of the Project could incrementally increase the demand for parks and open spaces. Impacts are considered <i>less than significant</i>.</p> <p>Source Documentation: (50)</p>
Transportation and Accessibility	2	<p>Transportation</p> <p>SamTrans offers bus service, including Redi-Wheels and RediCoast paratransit service, to San Mateo County community members. SamTrans bus stops are generally spaced 1/4-mile apart, and located on the far-side of an intersection. Six bus routes provide access to Belmont Village and an additional four provide access directly to the Belmont Caltrain Station. Express and multi-city routes travel along El Camino Real and Mid-County routes along El Camino Real, Ralston Avenue, and Hiller Avenue.</p>

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Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>El Camino Real service has approximately 15-minute headways, which is expected to remain for the foreseeable future. Ten- or five-minute headways could be appropriate with increases in ridership and density. Should bus rapid transit (BRT) be provided along El Camino Real, the Ralston Avenue stop would likely be included for the connection to the Belmont Village and Caltrain. SamTrans service to schools has been adequate and there are no plans to increase service.</p> <p>SamTrans does not track ridership or stop boardings within the Planning Area; however, no major changes in ridership are expected within the Planning Area. SamTrans expects about one percent ambient growth system-wide; however, this would not be uniform in all areas.</p> <p>SamTrans buses are equipped with exterior bike racks that accommodate two bikes, and is currently working to provide space for three bicycles. Two additional bikes are allowed inside the bus, depending on how much room is available. SamTrans does not guarantee that there will be space on a specific bus.</p> <p>Caltrain has a station adjacent to El Camino Real, north of Ralston Avenue. Average weekday passenger boarding at this station in 2015 was 699, a 4.5 percent increase from 2014. In 2015, 95 bicyclists boarded the train at the station on an average weekday, and 102 disembarked at the station. Weekend numbers were higher, where 454 bicyclists boarded and 442 disembarked (on average).</p> <p>Parking A total of 47 parking spaces will be provided onsite along with 28-30 bicycle parking spaces.</p> <p>Conclusion</p> <p>Pedestrian, bicycle and transit facilities are expected to adequately serve the Project. The Project impacts are considered less than significant.</p> <p>Accessibility</p> <p>Site development, common use areas, access and adaptability of the units shall comply with the State's Disabled Accessibility Regulations (2013 California Building Code (CBC) Chapter 11A) and HUD funding requirements for accessibility. The building will be elevator-served for access from the parking garage</p>

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Environmental Assessment Factor	Impact Code	Impact Evaluation
		Source Documentation: (48) (49) (61)
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>A former creek channel crosses through the central portion of the site through underground culverts. The culverts consist of a 7-foot-square reinforced concrete box culvert and a 72-inch-diameter reinforced concrete pipe where they cross the subject site. In order to minimize disruption to the underground creek culverts, the below-grade garage will likely consist of two separate podiums constructed on both sides of the existing culverts.</p> <p>Source Documentation: (51) (57)</p>
Vegetation, Wildlife	2	<p>The site does not support sensitive habitats associated with special status plant or wildlife species. The site does not support wetland or riparian habitats.</p> <p>Source Documentation: (57) (62)</p>
Other Factors	1	<p>The Project will provide affordable housing for low-income individuals and families. The Project will provide a safe, clean, and sanitary place for residents in a location convenient to public transportation, commercial facilities, services and jobs. The proposed Project is beneficial to both residents and the community.</p> <p>Source Documentation: (63)</p>

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Additional Studies Performed:

See Source Documentation List

Field Inspection (Date and completed by):

May 1, 2019 Site Visit by Cinnamon Crane, Associate, AEM Consulting

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

See Source Documentation List

List of Permits Obtained:

The Project requires a building permit to commence. No other permits are required.

Public Outreach [24 CFR 50.23 & 58.43]:

The Project review has resulted in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, interested parties, and landowners/occupants of parcels located within the Project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent the Project will be included in the FONSI Notice.

Cumulative Impact Analysis [24 CFR 58.32]:

There are no cumulative impacts anticipated as a result of the Project.

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

A reduced-density of the Project site was considered but deemed infeasible. Deviations from the original plans and zoning would not utilize the current plans, approvals and entitlements already achieved.

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

No change to the site would occur. The impacts discussed in the Environmental Assessment would not occur. The site would continue in its current state. Additional affordable housing units would not be created. The no action alternative would not achieve any of the stated goals of the developer, property owner, the County of San Mateo or the City of Belmont or regional plans for affordable housing.

Summary of Findings and Conclusions:

The Project is suitable from an environmental standpoint. As long as the mitigation measures are adhered to, there is no anticipated significant impact from the Project. The Project will provide a safe, sanitary, and affordable place for residents.

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

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

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

Law, Authority, or Factor	Mitigation Measure
<p>Air Quality</p>	<p>AQ1. Project activities could potentially result in a release of asbestos containing materials or lead based paint. The Project is required to comply with BAAQMD Regulation 11, Rule 2 (Asbestos Demolition, Renovation and Manufacturing), which controls emissions of asbestos to the atmosphere during demolition activities in accordance with the US Environmental Protection Agency's (EPA) asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) and establishes appropriate waste disposal procedures. In addition, the Project is required to comply with the federal Occupational Safety and Health Administration (OSHA) as well as California OSHA who regulates all worker exposure during construction activities that impact lead-containing paint. In particular, California OSHA enforces the Lead in Construction Standard in Title 8 CCR 1532.1, which covers the requirements on lead safety in construction, and makes employers responsible for complying with those requirements.</p>
<p>Biological Resources</p>	<p>BR1. Adequate measures should be taken to avoid any inadvertent taking of raptor nests and other nesting birds protected under the Migratory Bird Treaty Act when in active use. These should be accomplished by taking the following steps:</p> <ol style="list-style-type: none"> a. If vegetation removal and initial construction is proposed during the nesting season (March to August), a focused survey for nesting raptors and other migratory birds should be conducted by a qualified biologist within 14 days prior to the onset of vegetation removal or construction, in order to identify any active nests on the proposed Project site and in the vicinity of proposed construction. b. If no active nests are identified during the construction survey period, or if development is initiated during the non-breeding season (September to February), vegetation removal and construction may proceed with no restrictions.

Law, Authority, or Factor	Mitigation Measure
	<p>c. If protected bird nests are found, an adequate setback should be established around the nest location and vegetation removal and construction activities restricted within this no-disturbance zone until the qualified biologist has confirmed that any young birds have fledged and are able to function outside the nest location. Required setback distances for the no-disturbance zone should be based on input received from the California Department of Department of Fish and Wildlife (CDFW), and may vary depending on species and sensitivity to disturbance. As necessary, the no-disturbance zone should be fenced with temporary orange construction fencing if construction is to be initiated on the remainder of the development site.</p> <p>d. A report of findings should be prepared by a qualified biologist and submitted to the City of Belmont for review and approval prior to initiation of construction within the no-disturbance zone during the nesting season (March to August). The report should either confirm absence of any active nests or should confirm that any young are located within a designated no-disturbance zone and construction can proceed.</p> <p>BR2. Obtain a Tree Removal Permit from the Director of Belmont, Public Works Department prior to removal of any trees.</p>
<p>Contamination and Toxic Substances</p>	<p>HZ1. Prior to demolition activities at the site, all presumed LBP and ACBMs should be sampled and tested and handled/removed in accordance with federal, state and local regulatory requirements by the applicant or their contractor.</p> <p>HZ2. A <i>Health & Safety Plan</i> shall be prepared and implemented at all times during construction.</p> <p>HZ3. The developer shall adhere to the <i>Soil and Groundwater Management Plan</i> prepared for the Project by Langan Engineering, as approved by the San Francisco Regional Water Quality Control Board, and dated November 4, 2019 or later.</p> <p>HZ4. MidPen shall complete an evaluation of imported fill (if needed) and submit the evaluation for Regional Water Board approval prior to soil import to ensure that the plan incorporates additional consideration of soil quality parameters that are protective of pathways not addressed by the ESLs.</p> <p>HZ5. MidPen shall notify Regional Water Board staff during the groundwater permitting process and incorporate measures to address PFAS in groundwater, if appropriate.</p> <p>HZ6. Report Requirement:</p> <p>a. MidPen is required to incorporate the above conditions into the Workplan and submit an SGMP implementation report within 90</p>

Law, Authority, or Factor	Mitigation Measure
	<p>days of completion of SGMP implementation. The SGMP implementation report must document the following information:</p> <ul style="list-style-type: none"> i. Details regarding the excavation and disposal (or reuse) of soil, stormwater management, dewatering, unanticipated conditions. ii. Summary of any residual contaminants that were left on site after completion of redevelopment activities and associated recommendations. <p>HZ7. MidPen is required to submit all documents in electronic format to the State Water Resources Control Board's GeoTracker database pursuant to the California Code of Regulations (Title 23, Section 3890 et.seq.).</p>
Cultural Resources	<p>CR1. The developer shall comply with the <i>Memorandum of Agreement between the County of San Mateo and the California State Historic Preservation Officer regarding the Firehouse Square Project located at 1300 El Camino Real, Belmont, California</i> and dated December 13, 2019 at all times until the Project is completed and to the satisfaction of the Office of Historic Preservation.</p>
Floodplains	<p>FL1. The Project is required to obtain the final Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) after construction.</p>
Geotechnical	<p>G1. The applicant shall follow all recommendations in the <i>Preliminary Geotechnical Investigation For Due Diligence Evaluation, Firehouse Square Fifth Avenue and O'Neill Avenue</i> prepared by Rockridge Geotechnical in 2013.</p>
Noise	<p>N1. Follow all STC ratings for window and wall components as detailed in the Project's <i>Noise Waiver</i> (see Appendix G).</p>
Stormwater	<p>SW1. Submit a Hydrology Report to the City of Belmont Public Works Department satisfaction of the site design measures that maximize pervious areas, source control measures to keep pollutants out of stormwater, use of construction BMPs, and post construction treatment measures.</p>

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: March 19, 2020

Name/Title/Organization: Cinnamon Crake, President, AEM Consulting

Certifying Officer Signature: _____ 

Date: 3-19-20

Name/Title: Raymond Hodges, Interim Director
County of San Mateo, 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).

Firehouse Square Source Documentation

March 2020

1. *Project Description - Firehouse Square*. June 2019.
2. BDE Architecture. *1300 El Camino Real 50% Design Submittal, Belmont, California*. San Francisco, CA : s.n., December 18, 2019.
3. City of Belmont. *Belmont Housing Element 2015-2023*. May 2015.
4. —. *Draft Environmental Impact Report: General Plan, Phase I Zoning, Belmont Village Specific Plan and Climate Action Plan*. 2017. SCH#2016082075.
5. Alphabet. Google Earth Map. [Online] May 2, 2019.
6. San Mateo County Department of Parking and Building. *Aircraft Noise Contours*. 2014.
7. United States Government. *The Coastal Barrier Resources Act of the United States*. Enacted October 18, 1982. CBRA, Public Law 97-348.
8. Federal Emergency Management Agency. *Flood Insurance Rate Map*. United States Department of Homeland Security. 2019. 06081C0169G, Effective April 5, 2019.
9. FEMA. *Letter to Mayor of Belmont April 6, 2019*. 2019. 11-09-1227V.
10. —. *Conditional Letter of Map Revision*. 2018. 18-09-0746R.
11. BKF Engineers. *Conditional Letter of Map Revision Application for Belmont Creek at O'Neill, FEMA Application Package, Belmont, California*. Redwood City, CA : s.n., January 4, 2018. Application ID: R2353930312091.
12. Federal Emergency Management Agency. *Conditional Letter of Map Revision (CLOMR), City of Belmont, Firehouse Square - 1300 El Camino Real*. Washington, D.C. : s.n., October 26, 2018. Case No.: 18-09-0746R.
13. Crake, Cinnamon. *Greenhouse Gas Emissions modeling data - Firehouse Square, San Mateo County, Annual Emissions*. s.l. : California Air Pollution Control Officers Association (CAPCOA), June 20, 2019. CalEEMod Version 2016.3.2.
14. Commission, California Building Standards. *California Green Building Standards Code*. [Online] [Cited: July 19, 2018.] <http://www.ladbs.org/docs/default-source/publications/code-amendments/2013-california-green-building-standards-code.pdf?sfvrsn=5>.
15. Bay Area Air Quality Management District. *BAAQMD CEQA Guidelines - Assessing the Air Quality Impacts of Projects and Plans*. s.l. : Planning and Research Division, May 2017.
16. Commission, California Coastal. *Local Coastal Programs*. [Online] May 4, 2019. <https://www.coastal.ca.gov>.
17. West Environmental Services and Technology. *Phase One Environmental Site Assessment Firehouse Square Development Belmont CA*. March 2014.
18. Langan Engineering and Environmental Services, Inc. *Phase II Environmental Site Assessment, Firehouse Square, 875 O'Neill & 1300 El Camino Real, Belmont, California*. July 12, 2019.
19. —. *Soil and Groundwater Management Plan, Firehouse Square, 875 O'Neill Avenue and 1300 El Camino Real, Belmont, California*. San Jose, CA : s.n., November 4, 2019. 770658701.

20. Seward, Terry. *Letter to Nevada Merriman, MidPen Housing in re: 875 O'Neill Avenue and 1300 El Camino Real, Belmont, San Mateo County - Conditional Approval of Soil and Groundwater Management Plan*. Oakland, CA : San Francisco Bay Regional Water Quality Control Board, February 19, 2020. File No. 41S0218 (EK).
21. U.S. Fish and Wildlife Service. *List of threatened and endangered species that may occur in proposed Project location and/or may be affected by proposed Project, Firehouse Square*. Sacramento, CA : Sacramento Fish and Wildlife Office, June 20, 2019. Consultation Code: 08ESMF00-2019-SLI-2263.
22. —. *National Wetlands Inventory, 1300 El Camino Real*. May 4, 2019.
23. Natural Resources Conservation Service. Custom Soil Resource Report. *Web Soil Survey*. [Online] [Cited: May 4, 2019.] <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>.
24. Evans & De Shazo, Inc. *A Historic Resources Evaluation for the Firehouse Square Project located at 1300 El Camino Real, Belmont, San Mateo County, California*. Sebastopol, CA : s.n., May 15, 2019.
25. —. *A Historic Property Survey for the Firehouse Square Project, 1300 El Camino Real, Belmont, San Mateo County, California*. Sebastopol, CA : s.n., May 17, 2019.
26. Totton, Gayle. *Letter to Cinnamon Crake, AEM Consulting in RE: Firehouse Square (Flats) Project, City of Belmont; San Mateo USGS Quadrangle, San Mateo County, California*. West Sacramento, CA : Native American Heritage Commission, March 29, 2019.
27. Crake, Cinnamon. *Letter to the Native American Heritage Commission*. s.l. : AEM Consulting, March 28, 2019.
28. Ken Cole. *Letter to Julianne Polanco, State Historic Preservation Officer in Re: Request for Section 106 Review: Firehouse Square (Flats portion) 1300 El Camino Real, Belmont, San Mateo County, California 94002, US HUD - Project-Based Section 8 Vouchers program*. Belmont, CA : County of San Mateo, Department of Housing, May 20, 2019.
29. Polanco, Julianne. *Letter to Ken Cole, County in San Mateo in re: Firehouse Square (Flats portion) Affordable Multifamily Housing Development Project at 1300 El Camino Real, Belmont, CA*. Sacramento, CA : State of California, Department of Parks and Recreation, Office of Historic Preservation, June 18, 2019. Refer to HUD_2019_0528_001.
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31. San Mateo County Times. *Certified Proof of Publication*. s.l. : Bay Area News Group, Published on October 14, 2019.
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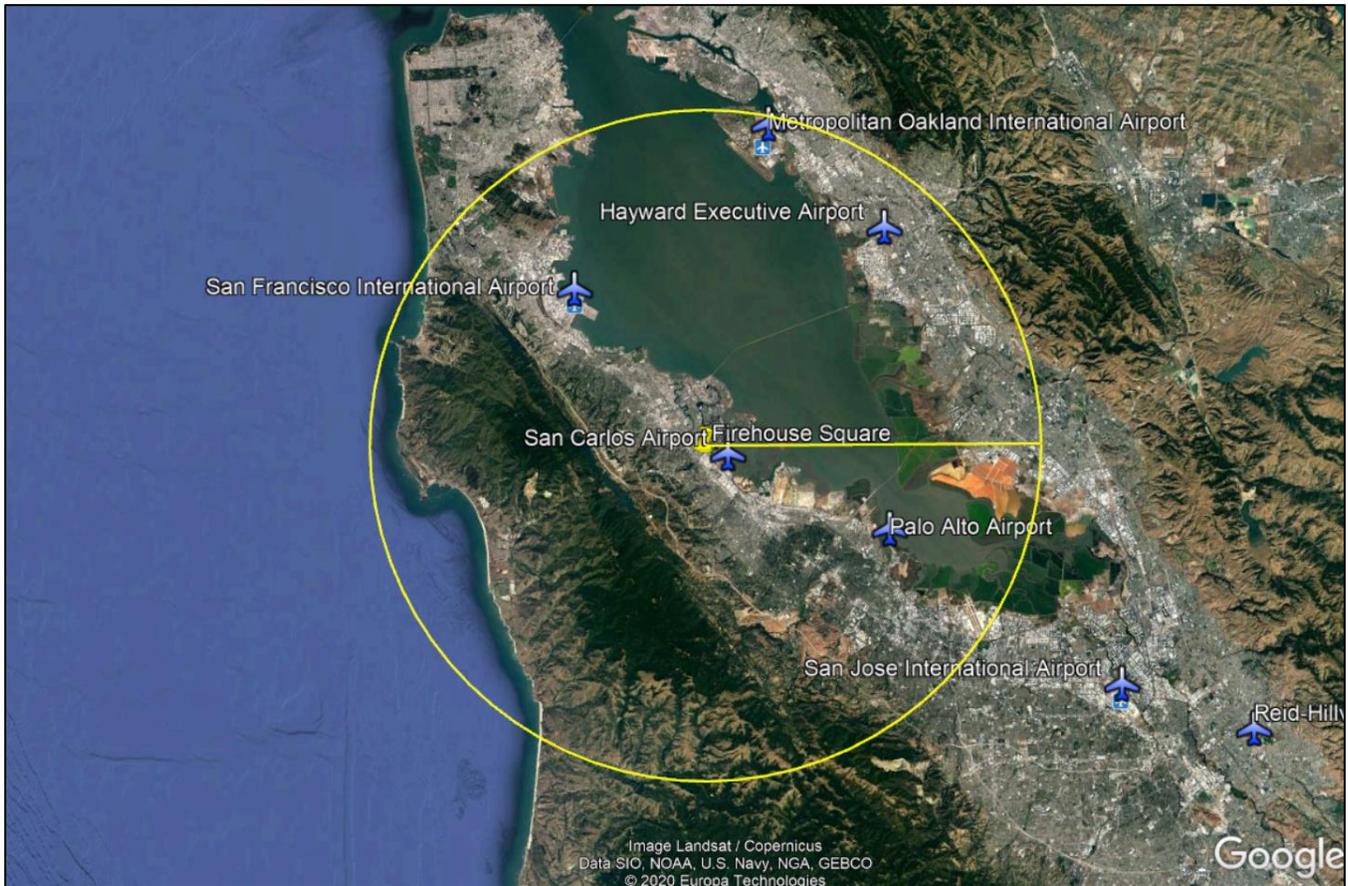
Appendix A – Project Description

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- **BDE Architecture.** *1300 El Camino Real Design Submittal, Belmont, California.* San Francisco, CA : s.n., December 3, 2018.

Appendix B – Airport Clear Zones

Firehouse Square
 1300 El Camino Rea
 Belmont, CA 94002

Airports within 15 miles of the subject site.



Airport type	Name	Distance from subject (Miles)	Airport Clear Zone
Major Airports	San Francisco International Airport	8.85 miles to the north	No
Major Airports	Oakland International Airport	14.52 miles to the north	No
Minor Airport	San Carlos Airport	1.36 miles to the southeast	No
Minor Airport	Palo Alto Airport	9.63 miles south	No

Airport type	Name	Distance from subject (Miles)	Airport Clear Zone
Minor Airport	Hayward Executive Airport	12.51 miles northeast	No

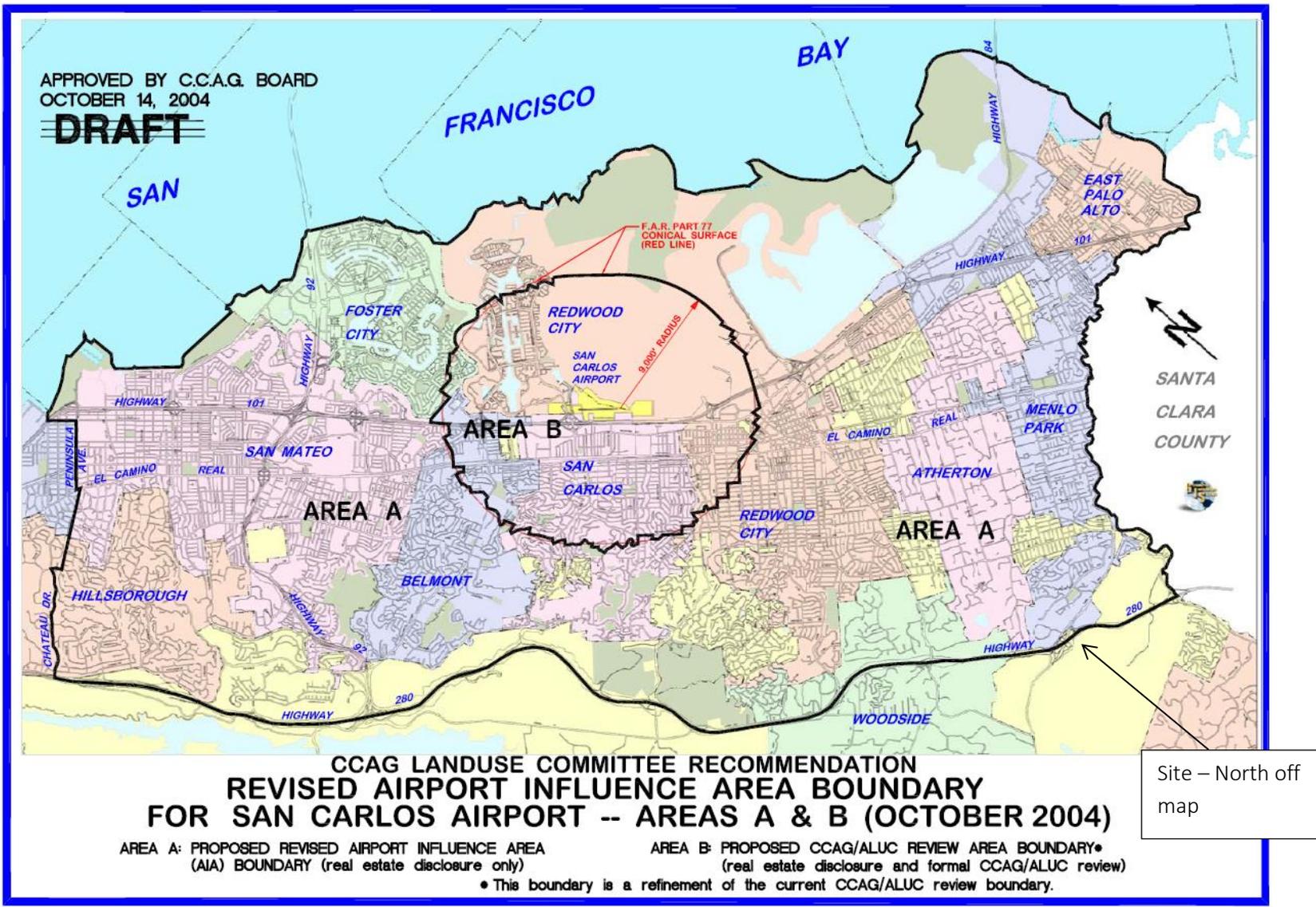


Figure 7 San Carlos Airport Influence Area Boundary

Appendix C– Floodplains, Wetlands & Endangered Species

- **Federal Emergency Management Agency.** *Conditional Letter of Map Revision (CLOMR), City of Belmont, Firehouse Square - 1300 El Camino Real.* Washington, D.C. : s.n., October 26, 2018. Case No.: 18-09-0746R.
- **BKF Engineers.** *Conditional Letter of Map Revision Application for Belmont Creek at O'Neill, FEMA Application Package, Belmont, California.* Redwood City, CA : s.n., January 4, 2018. Application ID: R2353930312091.
- **Federal Emergency Management Agency.** *Flood Insurance Rate Map.* United States Department of Homeland Security. 2019. 06081C0169G, Effective April 5, 2019.
- **U.S. Fish and Wildlife Service.** *List of threatened and endangered species that may occur in proposed Project location and/or may be affected by proposed Project, Firehouse Square.* Sacramento, CA : Sacramento Fish and Wildlife Office, June 20, 2019. Consultation Code: 08ESMF00-2019-SLI-2263.
- **U.S. Fish and Wildlife Service.** *National Wetlands Inventory, 1300 El Camino Real.* May 4, 2019.

Appendix D – Air Quality

- **Crake, Cinnamon.** *Greenhouse Gas Emissions modeling data - Firehouse Square, San Mateo County, Annual Emissions.* s.l. : California Air Pollution Control Officers Association (CAPCOA), June 20, 2019. CalEEMod Version 2016.3.2.

Appendix E – Contamination and Toxic Substances

- **Seward, Terry.** *Letter to Nevada Merriman, MidPen Housing in re: 875 O’Neill Avenue and 1300 El Camino Real, Belmont, San Mateo County - Conditional Approval of Soil and Groundwater Management Plan.* Oakland, CA : San Francisco Bay Regional Water Quality Control Board, February 19, 2020. File No. 41S0218 (EK).
- **Langan Engineering and Environmental Services, Inc.** *Soil and Groundwater Management Plan, Firehouse Square, 875 O’Neill Avenue and 1300 El Camino Real, Belmont, California.* San Jose, CA : s.n., November 4, 2019. 770658701.
- **Langan Engineering and Environmental Services, Inc.** *Phase II Environmental Site Assessment, Firehouse Square, 875 O’Neill & 1300 El Camino Real, Belmont, California.* July 12, 2019.
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Appendix F – Historic Preservation

- **e106@achp.gov.** *E-mail to Barbara Deffenderfer, San Mateo Housing in re: Receipt of Executed Section 106 Agreement.* [E-mail] December 26, 2019.
- **Cole, Kenneth,** Polanco, Julianne and Franklin, Matt. *Memorandum of Agreement between the County of San Mateo and the California State Historic Preservation Officer regarding the Firehouse Square Project located at 1300 El Camino Real, Belmont, California.* Executed December 13, 2019.
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Appendix G – Noise

- **Illingworth and Rodkin Inc.** *Updated Environmental Noise Feasibility Assessment Firehouse Square*. 2018..

Appendix H – Soils and Miscellaneous

- **Geosphere Consultants, Inc.** *Geotechnical Engineering Peer Review Proposed Firehouse Square Multi-Use Development*. 2018. 91-03897-L.
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