



TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
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**NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT And
ENVIRONMENTAL ASSESSMENT FOR THE TOWN OF COLMA
VETERANS VILLAGE PROJECT**

**POSTING
ONLY**

Date: May 19, 2016

To: California State Clearinghouse, California Environmental Quality Act (CEQA) responsible and trustee agencies, federal agencies, San Mateo County Clerk, and interested individuals and organizations

SHEILA ARKONCEL

**Subject: Notice of Preparation for the Veterans Village Project Environmental
Impact Report (EIR)/Environmental Assessment (EA)**

MAY 18 2016

CEQA Lead Agency: Town of Colma - 1190 El Camino Real, Colma, CA 94014-3212
Applicant: Mercy Housing California 66, L.P.
Project Location: 1670-1692 Mission Road
Project Description: A brief description of the project is attached.

The purpose of this Notice of Preparation (NOP) is to request comments on the scope and content of the environmental review the Town of Colma (Town) will conduct on the Veterans Village Project from state responsible and trustee agencies, federal agencies, and any other person or organization concerned with the environmental effects of the project. Pursuant to CEQA Guidelines §15082 (b), the Town is providing a 30-day period to respond to this NOP.

Please send your written response by the earliest possible date, but no later than 5 PM on June 20, 2016 to:

Mr. Michael Laughlin, City Planner
Town of Colma Planning Department
1190 El Camino Real, Colma, CA 94014-3212
or to michael.laughlin@colma.ca.gov (enter "Veterans Village NOP" in the 'Subject' line)

Agency responses should include the name of a contact person at the agency. Project information, including this NOP, is available on the Town's website: www.colma.ca.gov.

In addition, the Town of Colma City Council will be accepting comments on Wednesday, May 25, 2016 at 7:00 P.M., at the Colma Community Center, 1520 Hillside Boulevard, Colma, CA 94014

Signature:  Date: 5/19/16
Title: City Planner

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VETERANS VILLAGE PROJECT

PROJECT DESCRIPTION

The Town of Colma is the CEQA lead agency for the proposed project and is preparing an EIR because the project may have the potential to result in one or more significant environmental effects. Additionally, the San Mateo County Housing Authority (Housing Authority) is preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) because the applicant, Mercy Housing, is seeking federal funding through the U.S. Department of Housing and Urban Development (HUD). The Housing Authority is the local agency responsible for implementing HUD's NEPA requirements. Thus, the Town of Colma is the lead agency under CEQA and the Housing Authority is the lead agency under NEPA and a joint EIR/EA is being prepared.

The Veterans Village Project is a proposed 66-unit affordable housing community in the Town of Colma (Town). One of Mercy Housing's missions is to provide housing to underserved populations, including veterans. The project will provide affordable housing to veterans and provide on-site services to the residents.

The project proposal includes a new three story residential building and the preservation of a historic building for use by residents. Two large residential courtyards, a garden area, and park area are also planned as part of the proposed development. The project would provide a total of 69 parking spaces in two parking areas; one adjacent to Cypress Lawn Cemetery and another along the BART maintenance road immediately east of the project site.

Project Location and Site Description

The proposed affordable housing community would be located at 1670-1692 Mission Road in the Town of Colma (37°40'18" north latitude and 122°27'07" west longitude) (Figure 1). The project site is triangular shaped with frontage along Mission Road and is approximately 2.23 acres in size (Assessor's Parcel Number 011-370-220). The project is located within an area of the Town that contains a mix of land uses including cemetery, industrial (auto repair) and residential uses. A maintenance road to a BART ventilation shaft bounds the project site on the east, travels behind the project site and terminates at the BART ventilation shaft. In general, the project parcel is surrounded to the north and east by cemetery and BART uses and to the west and south by auto repair and commercial uses.

Access to the area is provided by nearby major roadways including Mission Road, El Camino Real, Junipero Serra Boulevard, Hickey Boulevard and Collins Avenue (Figure 2). Regional access to the project site is provided by State Route 280. The proposed project site contains vacant land, two unpaved areas used for automobile parking by nearby auto repair shops, and five historic structures associated with the Holy Cross Cemetery pump station (no longer in use). The site contains unmanaged vegetated areas and numerous trees.

The project site is part of what is considered the Holy Cross Cemetery, although the site appears to be physically separate from the cemetery by an embankment and the BART access road. The site contains five small structures associated with the Holy Cross Cemetery irrigation system. The Holy Cross Catholic Cemetery was the first cemetery to be established in the town in 1886. The cemetery includes graves of persons exceptionally significant in California's economic and political history and contains a collection of historic buildings, grave monuments, and mausoleums for the period 1886-1945. Previous historic resources evaluations prepared in 1993-1994 for the BART San Francisco Airport Extension found that the cemetery is considered significant under National Historic Register Criteria B (association with significant persons) and C (significant design and architecture) at a state-wide significance level. Although determined to be eligible for designation as a historic district, the cemetery has not officially been designated at a state or federal level.

The project site is currently designated as commercial for both zoning and land use designations. The commercial land use allows residential development, including multiple dwellings with approval of a Use Permit. The Town's Housing Element identifies the project site for Planned Development rezoning, which is required for multi-family projects over 5 units. The Planned Development permit process and rezoning allows the Town the flexibility to develop site specific standards for height, setbacks, parking, ingress and egress and landscaping to allow for the site's unique nature and specific constraints.

Project Components

The project would demolish all on site features except for the main pump house building which will be restored and used either for workshop and classroom or general storage space for the development. A portion of the building will be utilized for bicycle storage. The project would construct 65-1 bedroom units and one two bedroom manager's unit in a single residential building varying between two to three stories in height (maximum 36 feet, 4 inches tall) and would include an indoor fitness center and laundry facility (Figure 3). The massing of the development steps down to one-story moving south across the site including offices for on-site staff, a community meeting space and the rehabilitated/restored pump house building. Landscaping included in the project plans generally surround the project site to screen off-site views of the development. Project plans also show several outdoor courtyards and green space areas. A total of 69 parking spaces are provided by the project in two lots, one on the north side of the project site (34 spaces) and one on the south east side along and in the BART right of way (35 spaces).

Project activities will require that the commercial activities of the existing machine shop and auto storage activities on the project site cease, and require the demolition of four existing small structures on the site. After removal of these structures and land uses, development would proceed with the construction of the proposed residential building, parking areas, a garden and a park area and a dog park area. The Town has determined the project is consistent with the current General Plan and zoning designation for the parcel. Impacts of the project would be related to the demolition of the existing small structures, tree removal and short-term construction impacts as the project is constructed.

Probable Environmental Effects

The Town of Colma is preparing an EIR/EA for the proposed project because the project may have the potential to result in one or more significant environmental effects, including potential effects on and/or from, but not limited to, cultural resources and traffic. Cumulative effects and alternatives that could reduce or minimize the proposed project's potentially significant effects will be discussed in the EIR/EA. The Veterans Village Project could result in the following potentially significant environmental effects:

Cultural and Historic Resources

The project site contains structures which date back to the early days of the Holy Cross Cemetery and have historical significance. In addition to the requirements of CEQA, the project is also required to comply with Section 106 of the National Historic Preservation Act because the project is applying for HUD funding. A historic architecture evaluation of the existing structures on the site concluded that the existing built features at the site are eligible for both the National and California Registers of Historic Resources, as such, their removal or alteration are considered significant impacts under CEQA and NEPA. Project plans include the removal of all built features on site except the main Holy Cemetery pump house building which will be rehabilitated and used as classroom and shop space or for storage in the proposed development. Section 106 requires consultation with the State Historic Preservation Officer (SHPO) which is currently underway. The EIR will discuss the project's potentially significant

impacts relating to the contribution of the buildings to Holy Cross and the historic structures found on site. The EIR/EA will describe proposed mitigation measures to minimize the project's impacts.

Traffic Impact Analysis

The EIR/EA will present the findings of a traffic report prepared for the project by a qualified transportation engineering firm. The purpose of the traffic analysis is to satisfy the requirements of the Town of Colma and the requirements of CEQA. The study will determine the traffic impacts of the proposed project including the two access drives to the proposed development on Mission Road and traffic impacts on two key intersections in the vicinity of the site: Mission Road/EI Camino Real and Mission Road/Lawndale Boulevard. The traffic report will also discuss multi-modal transit opportunities. A Congestion Management Agency (CMA) analysis is not required because the project would generate fewer than 100 peak-hour trips.

The traffic report would rely upon recent peak-hour traffic volume counts. Intersection operations would be evaluated using the 2000 Highway Capacity Manual (HCM) level of service methodology for signalized and unsignalized intersections during the peak hours. Vehicle queuing would be evaluated for the project's site access driveways.

The traffic report will analyze the following scenarios:

- 1 Existing Conditions
- 2 Existing + Project Conditions
- 3 Cumulative Conditions
- 4 Cumulative + Project Conditions

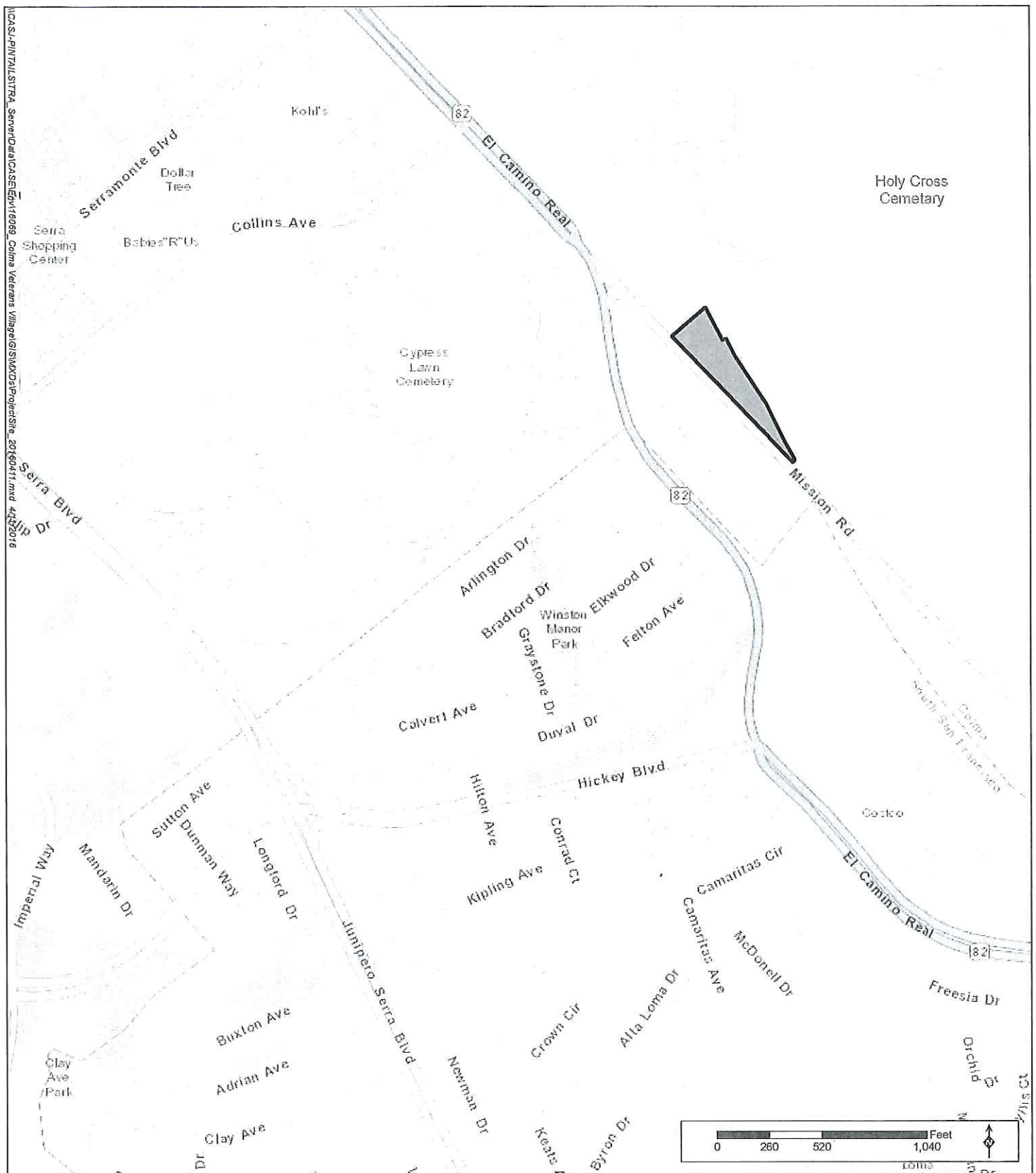
The traffic report and the EIR/EA will discuss: the existing transportation setting (roadways, bike and pedestrian facilities, transit service, existing intersection geometry and traffic volumes, observed existing traffic and parking conditions, project traffic estimates, intersection level of service analysis, vehicle queuing, impacts to transit, bikes, and pedestrians, site access, circulation and parking).

Additional Resource Areas

Several environmental resource areas could have less than significant impacts or potentially significant impacts that can be reduced to less than significant levels through the application of mitigation measures, or standard construction Best Management Practices (BMPs), or standard conditions of approval. These resource areas include:

- Aesthetics
- Land Use
- Air Quality
- Biological Resources
- Geology and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Greenhouse Gases
- Noise
- Public Services
- Recreation
- Utilities and Service Systems

The project site does not contain agricultural or forestry lands or mineral resources and thus would not result in environmental effects to these natural resource areas.



Source: ESRI, 2016; MIG/TRA, 2016


 Project Boundary

Figure 2 Project Site

Veterans Village Project

BUILDING AREA

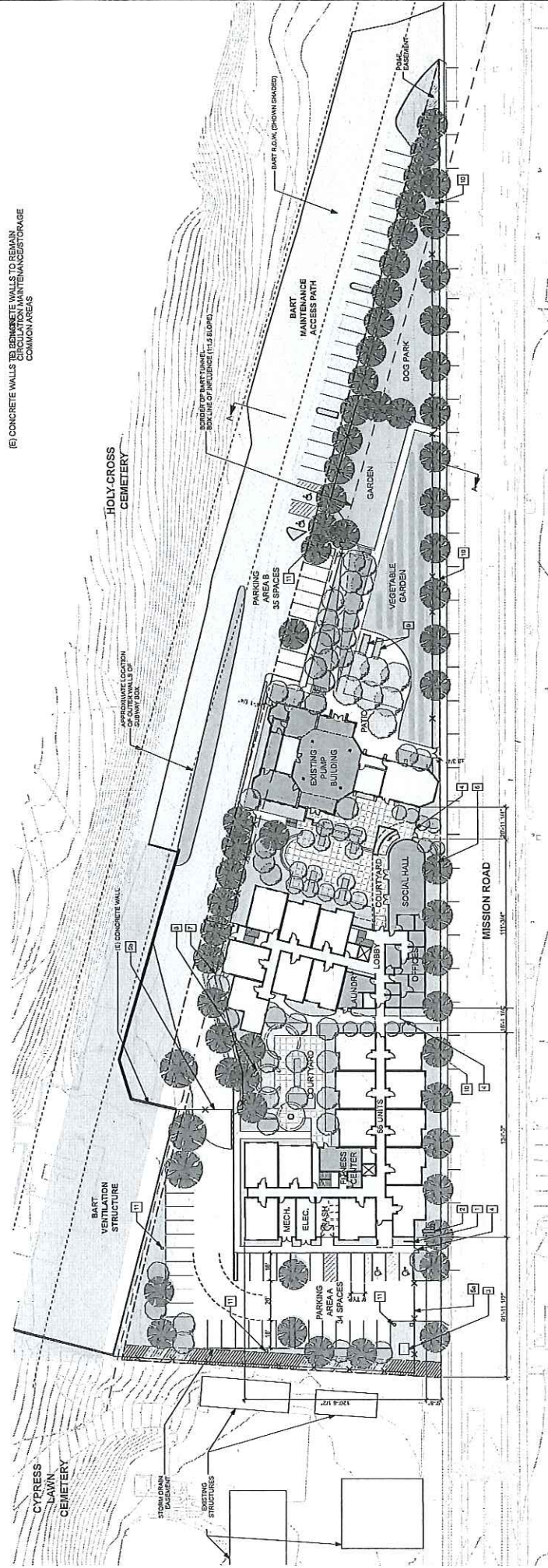
| | NUMBER OF UNITS | | SQUARE FOOTAGE | | |
|--------------|-----------------|------------|----------------|-------------------|----------------------|
| | BUILDING A | | BUILDING A | | |
| | STUDIOS | 1 BEDROOMS | 2 BEDROOMS | RESIDENTIAL GROSS | PUMP BUILDING COMMON |
| 3RD FLOOR | 0.0% | 22 | 98.5% | 14,753 | 15,150 |
| 2ND FLOOR | | 24 | | 15,374 | 15,762 |
| GROUND FLOOR | | 19 | | 11,862 | 20,894 |
| SUBTOTAL | 0 | 65 | 1 | 42,109 | 51,06 |
| TOTALS | | | | 42,109 | 51,06 |

SHEET NOTES

1. GAS METER
2. BACK FLOW PREVENTERS
3. PAD MOUNTED TRANSFORMER
4. ENTRY GATE W/ PERFORATED ALUMINUM PANEL
5. MOTORIZED SLIDING VEHICLE GATE
6. LOW CONCRETE WALL WITH BUILDING SIGNAGE, SEE A5.1
7. CONCRETE RETAINING WALL, SEE CIVIL DRAWINGS
8. CONCRETE SEAT WALLS, SEE LANDSCAPE DRAWINGS
9. RAISED ACCESSIBLE PLANTERS
10. EXISTING HYDRANT
11. PARKING POLE LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS & A2.1 FOR EXTERIOR BUILDING FIXTURES

LEGEND

- PROPERTY LINE
- BART TUNNEL LINE OF INFLUENCE
- OUTER WALLS OF SUBWAY BOX
- (N) METAL FENCE, S.I.D.
- ACCESSIBLE PARKING SPACE
- EASEMENT, SEE SURVEY
- RESIDENTIAL
- CIRCULATION/MAINTENANCE
- COMMON AREAS



SITE PLAN
SCALE: 1" = 30'

Source: Van Meter Williams Pollack LLP, 2016

Figure 3 Site Plan
Veterans Village Project