City Council
Meeting Agenda

Tuesday, February 10, 2026

City Council Chambers
City Hall, One Twin Pines Lane, Belmont, California

General order of Business

1. CALL TO ORDER
2. ROLL CALL
3. ITEMS BEFORE 7:00 PM
4. PLEDGE OF ALLEGIANCE
5. REPORT FROM CLOSED SESSION
6. SPECIAL PRESENTATIONS
7. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA
8. COUNCILMEMBER ANNOUNCEMENTS
9. CONSENT BUSINESS
10. PUBLIC HEARINGS
11. GENERAL BUSINESS (none)
12. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF
13. MATTERS OF INTEREST/CLARIFICATION
14. ADJOURNMENT

City Council
Julia Mates, Mayor
Robin Pang-Maganaris, Vice Mayor
Gina Latimerlo, Councilmember
Tom McCune, Councilmember
Cathy Jordan, Councilmember

Staff
Afshin Oskoui, City Manager
Scott Rennie, City Attorney
Kathy Kleinbaum, Assistant City Manager
Ken Stenquist, Police Chief
Grace Castaneda, Finance Director
Ann Ritzma, Interim Admin Services Director
Carlos deMelo, Community Development Director
Brigitte Shearer, Parks and Recreation Director
Edric Kwan, Public Works Director
Jozi Plut, City Clerk

MEETING ATTENDANCE:
Council meetings, unless otherwise noted, are broadcast live to Belmont residents on

1. Comcast Cable Channel 27
2. Streamed live via the City's website at www.Belmont.gov
3. ZOOM https://belmont-gov.zoom.us/ **Meeting ID: 95745673035**
4. Attend the meeting in the Council Chambers, Belmont City Hall 2nd floor

PUBLIC COMMENT:

- Public in the Council Chamber present the Clerk a request to speak slip found at the table at the rear of the chamber.
- If participating virtually use the Raise Hand feature to request to speak.
    - For dial- in comments, call *67 1-(669) 900-6833 (your phone number will appear on the live broadcast if *67 is not dialed prior to the phone number)
    - enter **Meeting ID: 95745673035**, and press *9 to request to speak

All public comments are subject to a **3-minute time limit** unless otherwise determined by the Chair.

To submit a written public comment:
E-mail cclerk@belmont.gov before the Council discusses the item, noting the agenda topic or number in the subject line. Comments received up to three hours before the meeting will be distributed to the Council and included in the record but not read aloud during the meeting..

The Mayor has the authority to rule any speaker out of order, including speakers during the Public Comment period; If the subject raised is not within the subject matter jurisdiction of the City Council, during a public hearing or a general business item if the speaker is not presenting testimony or evidence relevant to the matter or if the speaker becomes disruptive to the proceedings and conduct of the meeting.

The Mayor also has the authority to order any person who willfully interrupts the meeting to be removed. All persons are expected to always conduct themselves with civility and courtesy. All persons giving comments shall speak directly to the Council and address issues, not individuals. Personal attacks, cursing and outbursts from the audience in support or opposition to a speaker are not tolerated to foster an environment where everyone feels welcome to speak.

LEVINE ACT:

The Levine Act (California Government Code Section 84308) limits campaign contributions that may be made to elected or appointed City officials (including councilmembers and the mayor) and certain candidates for elective city offices. The Act prohibits an agent of a party from contributing any amount to councilmember while a proceeding for a contract valued at $50,000 or more, permit, license, or other entitlement for use is pending that does not solely involve purely ministerial decisions. The Act also prohibits parties and participants in the above entitlement proceedings from contributing more than $500 during the proceeding and for 12 months after the proceeding and requires disclosure of the prohibited contributions. The Act prohibits certain officials, including local elected officials, from taking part in an entitlement proceeding if the official has received a contribution exceeding $500 from a party or participant in the proceeding within the preceding 12 months. An official is also prohibited from accepting, soliciting, or directing a contribution exceeding $500 from a party or participant in the proceeding for 12 months after a final decision is rendered in such a proceeding. The law is complex, and this brief description is not legal advice. If you or an agent have made any campaign contributions to a councilmember in the 12 months before a proceeding in which you have an interest or you are contemplating making a contribution within the 12 months after such a proceeding, you are urged to review the Levine Act and consider consulting an attorney. The California Fair Political Practices Commission (FPPC) is responsible for administering the Levine Act. More information about the Act and its implementing regulations can be found on the FPPC's website here: https://www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

ACCESSIBILITY

If you need assistance to participate in this meeting, please contact the City Clerk at (650) 595-7413. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

AGENDA POSTING: I declare a copy of this agenda was posted at City Hall, One Twin Pines Lane, and the City's website www.Belmont.gov Date: Time: /s/:

City of Belmont

City Council Regular Meeting Agenda
February 10, 2026
City Council Chambers
City Hall, One Twin Pines Lane, Belmont, California

NOTICE REGARDING MEETING SCHEDULE

The City Council may meet prior to 7:00 PM for Study Sessions, Closed Sessions, or other Special Topics. All other business will commence at 7:00 PM as a time-certain agenda item.

1. CALL TO ORDER

2. ROLL CALL

3. ITEMS BEFORE 7:00 PM

A. CLOSED SESSION (none)

B. STUDY SESSION (none)

The public will have an opportunity to address the City Council concerning this item.

C. SPECIAL SESSION/OTHER TOPICS (none)

ITEMS STARTING AT 7:00 PM

4. PLEDGE OF ALLEGIANCE

5. REPORT FROM CLOSED SESSION

6. SPECIAL PRESENTATIONS

A. Observing February 2026 as Black History Month

B. Central El Camino Real Multimodal Plan Update

Attachments:
Staff Report
Belmont Central ECR Plan Presentation

7. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

This portion of the meeting is reserved for persons wishing to address the Body on any City matter not on the agenda. The period for public comment at this point in the agenda is limited to 15 minutes, with a maximum of 3 minutes per speaker. Speakers who requested but did not receive an opportunity to speak during this comment period will be given an opportunity to address the Body later in the meeting. State law prohibits the Body from acting on non-agenda items.

8. COUNCILMEMBER ANNOUNCEMENTS

9. CONSENT BUSINESS

Consent business items are considered to be routine in nature and will be enacted by one motion. There will be no separate discussion on these items unless a member or staff request specific items to be removed for separate action. The City Attorney will read the title of ordinances to be adopted.

A. Approval of Minutes

Recommendation: Consider modifications and approval of minutes
Attachments:
January 27, 2026
February 4, 2026

B. 815 Old County Road Apartments
Recommendation: Adopt a resolution accepting the development's public improvements as complete and in compliance with the City's approved plans, authorize the release of improvement bond, and accept the maintenance and warranty bond covering the required one-year warranty period.
Attachments:
Staff Report
Resolution

10. PUBLIC HEARINGS

A. Charles Armstrong School Expansion Project
Recommendation:
1. Conduct a Public Hearing.
2. Consider Planning Commission recommendations related to the Project.
3. Introduce an ordinance approving an amendment to the Conceptual Development Plan for the School.
4. Review a resolution approving a Detailed Development Plan, Conditional Use Permit, Design Review, Grading Plan & Permit, and Tree Removal Permit for the Project and finding the Project exempt under CEQA Guideline 15314.

Attachments:
Staff Report - Charles Armstrong School Expansion Project
Attachment 1 - Conceptual Development Plan Ordinance
Exhibit A - Conceptual Development Plan Development Standards
Exhibit B - Conceptual Development Plan - Campus Site & Building Location Plan
Exhibit C - General Plan Conformity Analysis
Resolution Approving Conditional Use Permit and Related Entitlements
Exhibit A - Detailed Development Plan
Exhibit B - Findings for Entitlements
Exhibit C - Performance Standards & Conditions of Approval
Attachment 3 - 300 & 500-Foot Radius Maps of School & Project Site
Attachment 4 - Categorical Exemption Evaluation
Exhibit A - Air Quality Health Risk Assessment
Exhibit B - Arborist Report
Exhibit C - CNDDB Search Results Memo
Exhibit D - Archaeological Resources Assessment Report
Exhibit E - Geotechnical Report
Exhibit F - Noise and Vibration Study
Attachment 5 - Planning Commission Resolution - CDP and CEQA Categorical Exemption
Attachment 6 - January 6, 2026 Planning Commission Meeting Minutes
Attachment 7 - Public Outreach Communications

11. GENERAL BUSINESS (none)
General Business items are considered separately, typically in the order listed. The chair will call for public comment on each item when the body considers the item.

12. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF

A. **Verbal report from Councilmembers on Intergovernmental (IGR) and Subcommittee Assignments**

B. **Verbal report from City Manager**

13. MATTERS OF INTEREST/CLARIFICATION

Items in this category are for discussion and direction to staff only. However, Council/Board may take final action on an item if there is no need for additional staff analysis.

14. ADJOURNMENT

STAFF REPORT

Meeting Date:	February 10, 2026
Agency:	City of Belmont
Staff Contact:	Carlos de Melo, Community Development Director, (650) 595-7440, cdemelo@belmont.gov; Josh Sun, Senior Civil Engineer, (650) 730-5706, jsun@belmont.gov
Agenda Title:	Central El Camino Real Multimodal Plan Presentation
Agenda Action:	For Information Only

Recommendation

Receive a presentation and update regarding the Central El Camino Real Multimodal Plan. No action is required.

Strategic Focus Area

Infrastructure and Mobility

Background

El Camino Real is the main arterial of San Mateo County, connecting downtowns, businesses, schools, regional transit hubs, and other key destinations. While El Camino Real serves a range of trip purposes and users, its design reflects its historic role as a state highway focused on facilitating high speed auto travel. Consequently, the corridor is a barrier for pedestrians and cyclists and is challenging to navigate efficiently for buses.

In February 2025, SamTrans launched the Central El Camino Real Multimodal Plan ("Central El Camino Plan"), a corridor study for an 8.5-mile segment of El Camino Real (Caltrans State Route 82) within the cities of Belmont, San Carlos, San Mateo, and a short segment of Redwood City.

This Central El Camino Plan is a part of a broader effort called the Grand Boulevard Initiative (GBI), which is a collaboration in San Mateo County between 15 local jurisdictions, four countywide agencies, and Caltrans. This effort is supporting cities along the corridor by leading a joint, coordinated Caltrans process to advance local city visions. GBI aims to make El Camino Real a safer and more comfortable place to walk, bike, drive, and take transit by installing streetscape improvements along the corridor.

Historically, implementing improvements along this Caltrans facility has been challenging, with only incremental and piecemeal changes occurring over several decades. The Central El Camino Plan represents an important opportunity for Belmont, in partnership with SamTrans and neighboring jurisdictions, to advance coordinated roadway safety and active transportation improvements. The Plan will address a critical corridor-level planning gap and provide the foundation needed for Belmont and surrounding cities to complete the required first phase of the Caltrans project development process currently being led through GBI.

The SamTrans team previously presented the Central El Camino Plan project to the City Council at the May 27, 2025 meeting. At that time, the City Council received the project overview, provided initial feedback, and expressed general support for the effort. Council also indicated interest in continued engagement and welcomed future opportunities to provide input as the Plan advances through subsequent development stages.

Analysis

Central El Camino Plan

In Belmont, the Central El Camino Plan is identifying corridor needs, defining alternatives, and will select alternatives to advance to the next phase based on an analysis of tradeoffs as well as community and stakeholder feedback. This will allow Belmont to participate in the countywide Caltrans Project Initiation Document (PID) led by GBI.

The Central El Camino Plan builds upon Belmont's prior planning efforts along El Camino Real, including its Comprehensive Pedestrian and Bicycle Plan (2016), Belmont Village Specific Plan (2017), and Belmont Village Specific Plan Design Guidelines (2022). Through outreach conducted as part of these planning initiatives, Belmont residents have indicated concerns related to the heavy traffic volumes, limited safe routes to schools, high vehicle speeds, and gaps in bicycle and pedestrian facilities. The Central El Camino Plan integrates this community input, along with technical findings from these earlier efforts, to inform and shape the development of corridor design alternatives.

Phase 1 community engagement for the Central El Camino Plan identified priorities consistent with Belmont's local planning efforts, including the need for improved bus stop amenities and increased service frequency, safer pedestrian crossings, wider and better maintained sidewalks, enhanced pedestrian-scale lighting, separated bicycle facilities, and stronger bus connections to Caltrain stations. The project team conducted extensive outreach in Belmont during Phase 1, including a pop-up event at the Belmont Caltrain station, a resident listening session, and a walk audit along the El Camino Real corridor. As noted earlier, tonight's presentation is intended to provide a project update. While no formal City Council action is requested, the SamTrans team welcomes Council feedback to inform the next phase of the plan development.

Alternatives

1. Not Applicable

Attachments

A. Central El Camino Real Multimodal Plan Presentation

Fiscal Impact

☒ No Fiscal Impact	At this time, there is no direct fiscal impact related to this informational report. Fiscal impacts will get identified with requests for Council approval as necessary for any recommendations moving forward.
☐ Funding Source Confirmed:	

Source:	Purpose:	Public Outreach:
Staff	Council Vision/Priority	Posting of Agenda

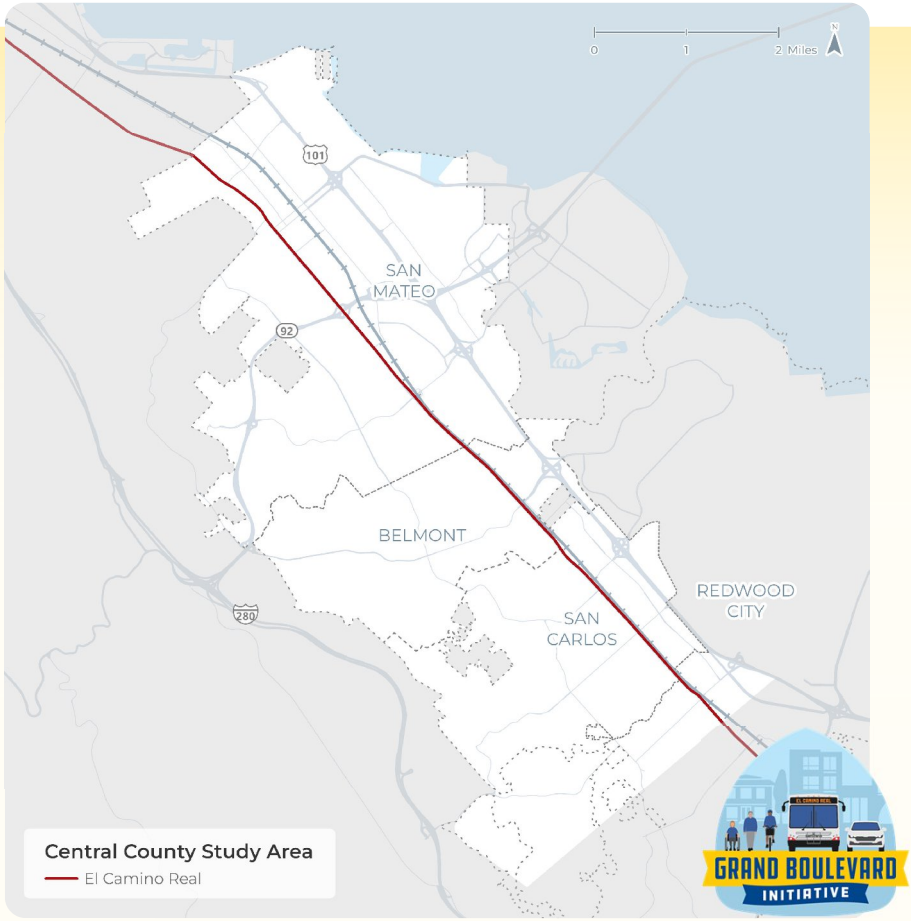
Central El Camino Real Multimodal Plan

February 10, 2026

Belmont City Council

SamTrans
Cassie Halls, Project Manager
Asiya Patel, Deputy Project Manager

City of Belmont
Carlos de Melo, Community Development Director
Josh Sun, Senior Civil Engineer



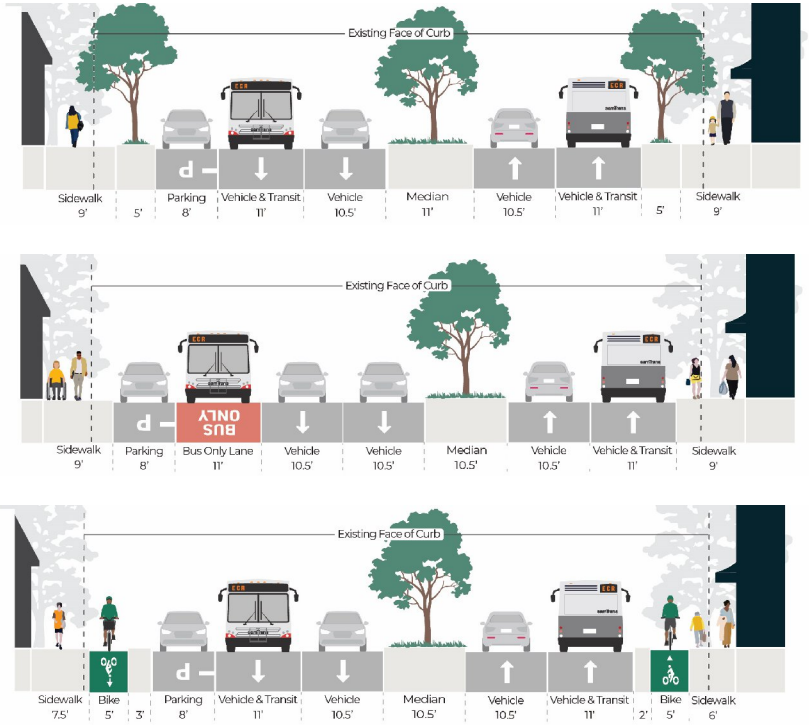
Agenda

1. Background on Grand Boulevard Initiative
2. Central El Camino Real Multimodal Plan
3. Next Steps: Belmont



What feedback we need from Council

- Council input is needed on design concepts for El Camino Real in Belmont
- We will use this feedback to narrow down concept alternatives
- We will come back to you in August to present the selected alternative concepts that will be advanced to the next phase



The Grand Boulevard Initiative



What is the Grand Boulevard Initiative?

The Grand Boulevard Initiative (GBI) is a partnership between cities, countywide agencies, Caltrans, advocates, and business groups.

GBI is serving as the implementing process for local jurisdictions to advance safety and mobility improvements on El Camino Real (SR 82) and ensure cohesion and continuity along the corridor.





GBI builds upon local corridor studies



Every city in San Mateo County has been working on complete streets studies for El Camino Real.

In parallel, GBI serves as a forum for collaboration and continuity across these local studies.



Community Based Organization Meeting at Catholic Charities



Listening Session conducted for the Atherton ECR Corridor Study

Central El Camino Real Multimodal Plan



Project Overview and Purpose

The Central El Camino Real Multimodal Plan: Envisioning a Vibrant Corridor

- The Central El Camino Plan is working to create a shared vision for El Camino Real across the **cities of San Mateo, Belmont, San Carlos, and a small portion of Redwood City**
- The goal of this project is to improve El Camino to **better serve people walking, biking, and taking transit**
- Recommendations of the Plan will be implemented as part of the **GBI countywide Caltrans project development process, which requires studying multiple alternatives**



Central El Camino Plan Timeline



Community Engagement

Phase 1 (May – Aug)	Phase 2 (Jan – Feb)	Phase 3 (Jul – Aug)
Online Mapping Tool	Online Survey	City Council
Virtual Listening Sessions	Virtual Listening Sessions	Stakeholder Engagement
Pop-Ups	Pop-Ups	
Walk Audits	Virtual Workshop	
CBO Outreach	CBO Outreach	
City Council	City Council	

Alignment with GBI/Caltrans Process



Project Initiation Document (PID)

- Selecting alternatives to be advanced

Project Approval & Environmental Document (PA&ED)

- Detailed analysis (including traffic studies), select preferred alternative

Plans, Specifications, & Estimates (PS&E)

- Design preferred alternative

Construction

- Build project

Phase 1 Community Engagement



What our outreach looked like

May – Aug 2025

Activities:

- Pop-ups
- Virtual listening sessions
- CBO meetings
- Online community survey
- Walk audits
- Chamber San Mateo presentation



Pop-up event at Belmont Music in the Park



Walk Audit Participants in Belmont Caltrain Station

Phase 1 Community Engagement

What we heard

"To cross to get to Caltrain you have to walk way far down..."

"Harbor Blvd doesn't work for cyclists. It's problematic and dangerous"

Key takeaways for whole study area

- Congestion along El Camino Real at cross-streets leading to US-101
- Need for separated bike facilities
- Unsafe pedestrian crossings and narrow sidewalks
- Need for bus stop amenities, higher bus frequencies and better infrastructure

Key takeaways for **Belmont**

"O'Neill and El Camino [has]…notorious red light running"

- 201 (24%) of survey comments related to Belmont
- Primary feedback from Belmont:
  - Need for separated bike lanes to ensure safety of bicyclists (especially at Ralston Avenue)
  - Need for improved sidewalk infrastructure and crossings
  - Need for better traffic signal synchronization

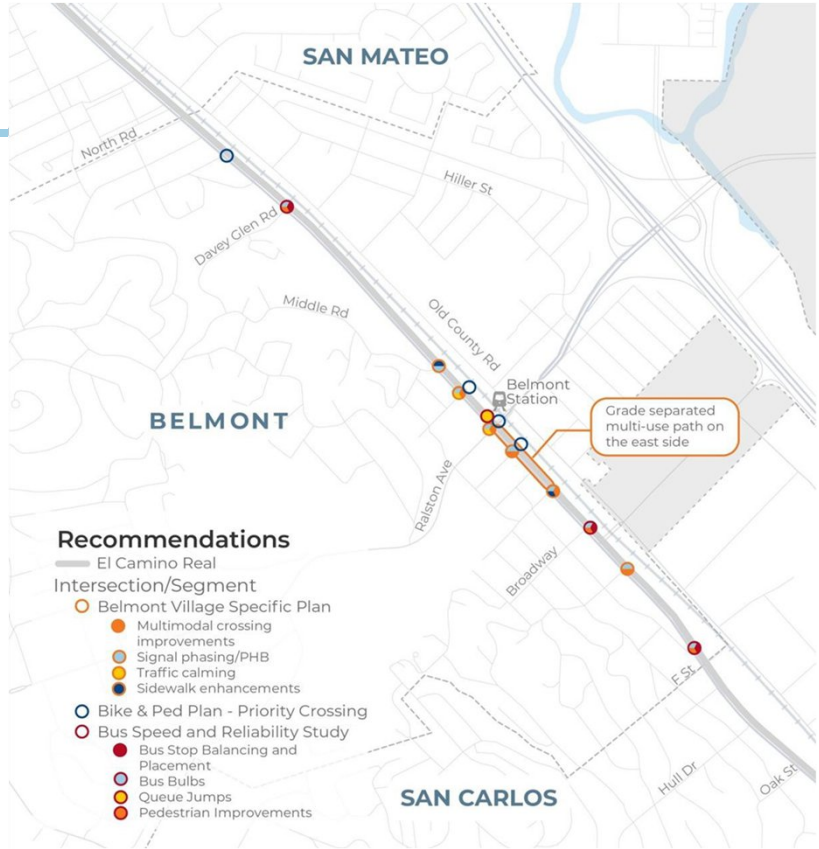
Concept Alternatives



Alternatives build on previous studies

Alternatives reflect priorities and include spot improvement recommendations from:

- Belmont Comprehensive Pedestrian and Bicycle Plan (2016)
- Belmont Village Specific Plan (2017)
- C/CAG Bicycle and Pedestrian Plan (2021)
- SamTrans Bus Speed & Reliability Study (2022)



Spot improvements included in all alternatives



Safety

- Traffic calming
- Traffic signal gap closures
- Medians
- Lighting



Active Transportation

- Crosswalk improvements
- More opportunities for crossing
- Street trees or urban greening



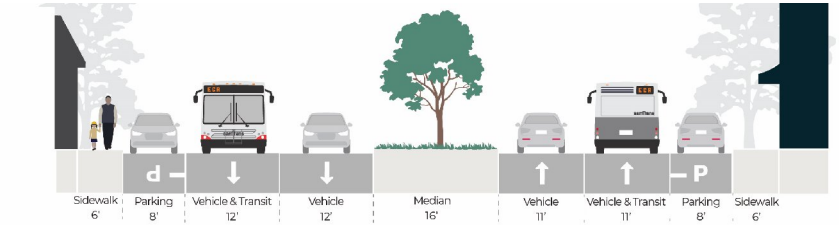
Transit

- Bus stop enhancements
- Transit signal priority
- Access improvements

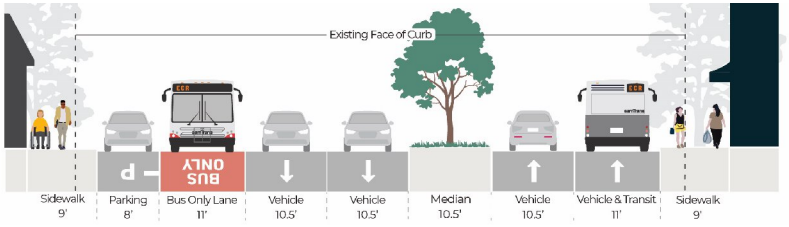
Concept Alternatives

Belmont

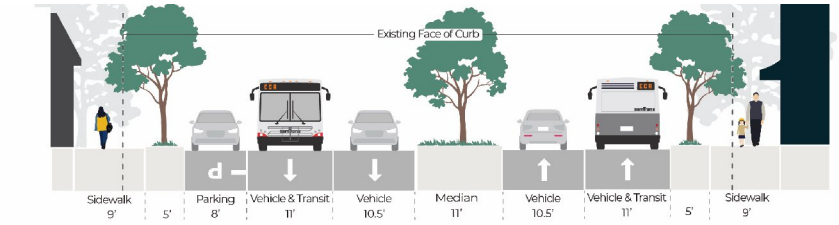
Existing: What El Camino Real looks like today



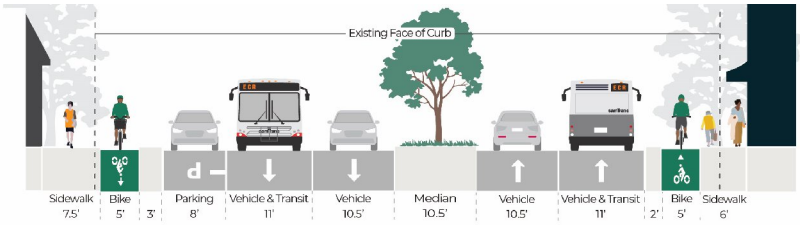
Transit: Faster bus service and wider sidewalks



Pedestrian: Wider sidewalks and more trees



Bicycle: Continuous separated bike lanes and wider sidewalks



Alternatives Evaluation

- Evaluation is corridor-wide
- Low means: doesn't meet criteria; Medium meets some; High meets all
- Results will be tallied to determine which alternatives rank highest
- *Addressing community input* will be revised based on Phase 2 engagement findings

Topic	Existing	Transit	Pedestrian	Bicycle
Alignment with Caltrans Policy	Low	Medium	Medium	High
Alignment with Local Policy	Low	High	Medium	Medium
Effect on People Walking	Low	Medium	High	High
Effect on People Biking	Low	Medium	Low	High
Effect on People Riding Transit	Low	High	Medium	Low
Effect on People Driving and Parking	Medium	Low	Medium	Low
Effect on the Environment	Low	High	Medium	High
Addressing Community Input	Low	Medium	Medium	Medium

Next Steps: Belmont



Activities Underway

Phase 2 Community Engagement

We have collected & will continue to collect feedback from **Belmont** residents at key touchpoints

Activity	Date	How we are communicating this
Online survey	January 12 – February 28	City and SamTrans social media, city newsletters, signs at bus stops, printed materials
Community-based organization meeting outreach	Mid to late January	Focused engagement with community-based organizations
Pop-up community outreach at Belmont Community and Senior Center	January 15	City and SamTrans social media, city newsletters
Virtual listening sessions	February 4, 11, and 12	Focused engagement with target audiences through commissions/chambers
City Council presentation	February 10	City and SamTrans social media, city newsletters
Virtual community workshop	February 26	City and SamTrans social media, city newsletters, printed materials

What feedback we need from Council

Project Phase	Proposed Timeline	Feedback needed
Phase 2 Engagement – Central El Camino Plan	Jan – Feb 2026	Concept alternatives
Phase 3 Engagement – Central El Camino Plan	Aug – Sept 2026	Narrowing down alternatives
Project Initiation Document (PID)	2026-2027	Refining alternatives
Project Approvals and Environmental Document (PA&ED)	**2027-2028**	**Selecting a preferred alternative**
Project Specifications and Estimates (PS&E)	2028-2029	Feedback on specific design details


EL CAMINO REAL
GRAND BOULEVARD
INITIATIVE

City Council Regular Meeting Minutes
City Council Chambers, City Hall, One Twin Pines Lane, Belmont, California

January 27, 2026

1. CALL TO ORDER 6:30 PM

ROLL CALL
COUNCILMEMBERS PRESENT: Latimerlo, McCune, Jordan, Mates
COUNCILMEMBERS ABSENT: Pang-Maganaris

2. ITEMS BEFORE 7:00 PM A. CLOSED SESSION (6:30 PM)

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Government Code Section 54956.9(d)(1), three cases:

I.) Hamamjy v. City of Belmont,
San Mateo Superior Court No. 24-CIV-05819

II.) Friends of Waterdog Open Space, Deniz Bolbol, Joseph P. Cuviello v. City of Belmont et al. San Mateo Superior Court No. 24-CIV-02320

III.) McGuire and Hester v. Carmel Construction West, LLC,
San Mateo Superior Court No. 25-CIV-00267

IV.) Belmont Village Community Association v. City of Belmont,
San Mateo Superior Court No. 26-CIV-00463

ADJOURNMENT to Regular meeting at 7:00 PM

B. STUDY SESSION (none)

C. SPECIAL SESSION/OTHER TOPICS (none)

ITEMS STARTING AT 7:07 PM

4. PLEDGE OF ALLEGIANCE
Led by Mayor Mates.

5. REPORT FROM CLOSED SESSION
City Attorney Rennie stated that the Council discussed four litigation items. He noted that Council concurred to defend the Belmont Village Community Association v. City of Belmont litigation.

6. SPECIAL PRESENTATIONS

A. HIP Housing Calendar Presentation

Lauren Boro, From HIP presented the calendar art winners and also provided an overview of HIP Housing programs.

B. Introduction of Poet Laureate
Public Works Director Shearer introduced the newly appointed Belmont Laureate Greg McCulloh

C. Mosquito Vector Control Annual Update
General Manager Weber provided an update on the Mosquito Vector Control programs.

7. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

8. COUNCILMEMBER ANNOUNCEMENTS
Councilmembers provided

9. CONSENT BUSINESS

A. December 9, 2025 Minutes
B. Monthly Financial Reports – October 2025 and November
C. **Resolution 2026-01** accepting the construction work and authorizing the issuance of a Notice of Completion for the Belmont Creek Restoration Project, City Contract Number 2024-6 35, including release of retention 35 days after recording of the Notice of Completion; and (2) initiate Belmont Creek Habitat Monitoring and Maintenance Plan and authorize budget transfer.
D. **Resolution 2026-02** authorizing the City Manager to negotiate and execute a Shared Cost Agreement with Linc Housing Development Project (Linc Project) for reimbursement of construction costs associated with overlapping improvements between the City of Belmont's Belmont Village Pedestrian and Bicycle Improvements Project and the Linc Project's frontage improvements, in the amount of $187,004.15 plus a 10% contingency.
E. Affirm City Council Vice Mayor Appointment and Calendar Year 2026 Intergovernmental Assignments
F. **Resolution 2026-03** establishing the classification of Director of Special Projects, approving the associated job description, and authorizing the City Manager to implement the classification, including placement within the City's salary schedule.

Discussion: Vice Mayor Jordan noted that the December 9, 2025 meeting minutes did not reflect the motion and second for the Vice Mayor selection and requested that the record be corrected.
In response to Councilmember Latimerlo, Public Works Director Kwan explained that the HAWK crossing included in the Linc Housing Development Project is identified as part of the City's Pedestrian and Bicycle Master Plan.

Public comment received via email correspondence.

ACTION: On a motion made by Councilmember McCune and seconded by Vice Mayor Jordan the Consent Business was approved by roll call vote (4-1, Pang-Maganaris absent).

10. PUBLIC HEARINGS (none)

11. GENERAL BUSINESS

A. State Legislative Advocacy for the City of Belmont - 2026 Update

Dane Hutchings, City Lobbyist with CPPG, presented an overview of current State legislation, with a focus on development issues and local control. He further advised that amendments to the City's Legislative Platform were prepared for Council consideration; however, the amendments were not reviewed during the presentation.

No public comment received.

ACTION: On a motion made by Councilmember Latimerlo and seconded by Mayor Mates Council approved the proposed adjustments to the City's Platform by a roll call vote (4-1, Pang-Maganaris absent).

A. Redwood Shores Sea Level Rise Protection Project

Senior Civil Engineer Wada introduced Chuck Anderson of Schaaf & Wheeler Consulting Engineers. She explained that the project is a multi-jurisdictional effort to address sea level rise risks within Belmont and noted the City is currently in the exploratory phase focused on information gathering and regional coordination. She further clarified that there is no obligation to the City at this time for design, maintenance, or funding commitments.

Mr. Anderson provided a presentation regarding the ongoing project in the Redwood Shores area of Redwood City and discussed potential opportunities for collaboration with Belmont.

Council discussion ensued.

Public comment provided by Doug Beasley, representing CA Cottage.

Informational item; no action taken.

B. CalPERS 180-Day Waiting Period Exception – Interim Administrative Services Director Appointment

City Attorney Rennie explained that CalPERS prohibits a retiree from returning to work within 180 days of retirement, subject to limited exceptions. He noted that recruitment for the Interim Administrative Services Director position is currently active and ongoing, and that the City has an operational need to fill the position during the recruitment period.

No public comment received.

ACTION: On a motion made by Councilmember McCune and seconded by Cuncilmember Jordan **Resolution 2026-04** approving an exception to the CalPERS 180-Day Waiting Period and Interim

Appointment of Ann Ritzma to Administrative Services Director was approved by a roll call vote (4-1, Pang-Maganaris absent).

12. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF

A. **Verbal report from Councilmembers on Intergovernmental (IGR) and Subcommittee Assignments**

Councilmembers reported on their assignments.

B. **Verbal report from City Manager**

A time-lapse video of the Twin Pines Park Belmont Creek Restoration Project was presented.

13. MATTERS OF INTEREST/CLARIFICATION

14. ADJOURNMENT Mayor Mates adjourned the meeting at 8:50 P.M. in memory of Renee Good and Alex Pretti.

Submitted by,
Jozi Plut, City Clerk

DRAFT

CITY COUNCIL SPECIAL MEETING MINUTES (COMMISSION INTERVIEWS)
City Hall, Suite 360, One Twin Pines Lane, Belmont, California

Wednesday, February 4, 2026

CALL TO ORDER: 4:03 PM
ROLL CALL

1. ITEMS OF BUSINESS

A. **Commission Interviews**

City Council discussed the interview process for vacancies on the Parks and Recreation Commission and the Planning Commission. The Council conducted applicant interviews and deliberated regarding the appointment process and potential appointments to be considered at the February 24 regular City Council meeting.

No formal action was taken.

2. ADJOURNMENT at 8:15 PM

Submitted by,
Jozi Plut, City Clerk

DRAFT

STAFF REPORT

Meeting Date:	February 10, 2026
Agency:	City of Belmont
Staff Contact:	Gilbert Yau, Public Works, (650) 595-7425, gyau@belmont.gov
Agenda Title:	815 Old County Road Apartments
Agenda Action:	Resolution

Recommendation

Adopt a resolution accepting the development's public improvements as complete and in compliance with the City's approved plans, authorize the release of improvement bond, and accept the maintenance and warranty bond covering the required one-year warranty period.

Strategic Focus Area

Infrastructure and Mobility

Background

On June 21, 2021, the Planning Commission approved the design review, grading plan, lot line adjustment, affordable housing plan, and density bonus for the 815 Old County Road apartment project. The project consists of the construction of a five-story building containing 177 apartment units, including an underground parking garage. The conditions of approval for the development included a lot merger, easement dedications, and a Transportation Demand Management (TDM) Program.

The developer for this project, CP VII 815 Belmont, LLC, is responsible for constructing all required public improvements in accordance with the approved conditions of approval. The major public improvements include:

- Restriping and installation of traffic control devices at the Old County Road/Masonic Way intersection.
- Signal modifications and associated improvements at the Old County Road /Ralston Avenue intersection.
- Design of upgrades to the Hiller Pump Station.
- Design and construction of a sewer main upgrade from Wessex Way to the Hiller Pump Station.
- Installation of sidewalks, driveways, curb, and gutter improvements along the project frontage.

Prior to the issuance of the building permit, the developer entered into an improvement and cost-sharing agreement with the City for the design and installation of the sewer gravity main upgrades, and design of the Hiller Pump Station upgrades. The agreement provided for reimbursement to the applicant for costs exceeding the 815 Old County Road project's fair-share portion of the improvement costs.

Analysis

CP VII 815 Belmont, LLC has completed the lot line adjustment and easement dedications required for the development. In addition, the developer has entered into an Operation and Maintenance (O&M) Agreement with the City for the ongoing maintenance of all on-site stormwater treatment facilities. The property owners and developer are responsible for the maintenance of all sidewalks, driveways, and frontage improvements fronting the parcel in accordance with applicable City ordinances. Other off-site improvements constructed outside the project frontage will become the responsibility of the City following the one-year maintenance period after acceptance of the improvements by the City.

CP VII 815 Belmont, LLC has completed construction of all required public improvements and is requesting that the City Council formally accept the improvements and authorize the release of the associated performance security bonds. On behalf of the City Engineer, City Public Works Inspectors have conducted inspections of the completed improvements and determined that the work has been constructed in substantial conformance with the City's approved plans, specifications, and standards. Based on these findings, staff recommends that the City Council accept the improvements and approve the release of the security bonds.

The ten percent (10%) maintenance and warranty bonds will be retained by the City to cover the one-year warranty period. These bonds will be released upon expiration of the warranty period and confirmation by the City Engineer that no claims or deficiencies related to defective improvements have been identified.

Alternatives

1. Take no action.
2. Refer back to staff for more information.

Attachments

A. Resolution

Fiscal Impact

☒ No Fiscal Impact
☐ Funding Source Confirmed:

Source:	Purpose:	Public Outreach:
Staff	Statutory/Contractual Requirement	Posting of Agenda

RESOLUTION NO. 2026 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT ACCEPTING THE DEVELOPMENT PUBLIC IMPROVEMENTS AS COMPLETED AND COMPLYING WITH CITY APPROVED PLANS, AUTHORIZE THE RELEASE OF IMPROVEMENT BOND, AND ACCEPT A MAINTENANCE AND WARRANTY BOND FOR THE 177 UNITS APARTMENT AT 815 OLD COUNTY ROAD

WHEREAS, on June 21, 2021, the Planning Commission approved the design review, grading plan, lot line adjustment, affordable housing plan and density bonus for the 815 Old County Road apartments; and,

WHEREAS, a building permit was issued on April 28, 2022 for the construction of the development project; and,

WHEREAS, the developer for the housing project is CP VII 815 Belmont, LLC.; and,

WHEREAS, the developer has been conditioned to construct various public improvements related to the project; and,

WHEREAS, the developer/property owners are responsible to maintain improvements along the frontage of their property per applicable City Ordinance; and,

WHEREAS, public improvements constructed outside the frontage of the property will be the City's responsibilities after the one year maintenance period; and,

WHEREAS, the developer has completed construction of the public improvements and requesting the City Council accept the improvements and release the security bonds; and

WHEREAS, on behalf of the City Engineer, the City's Public Works Inspectors inspected the improvements and found them to follow the City approved plans and specifications.

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. Accept the development public improvements as completed and complying with the City approved plans.

SECTION 2. Authorize the release of improvement bond.

SECTION 3. Accept a maintenance and warranty bonds for the required one-year warranty period.

SECTION 4. The maintenance and warranty bond shall be released following expiration of the one-year warranty period, and confirmation by the City Engineer that no claims of defective improvements have been received.

* * *

ADOPTED February 10, 2026 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

_____
City Clerk

_____
Mayor

APPROVED AS TO FORM:

_____
City Attorney

STAFF REPORT

Meeting Date: February 10, 2026

Agency: City of Belmont

Staff Contact: Carlos de Melo, Community Development Director, (650) 595-7440, cdemelo@belmont.gov; Jeremy Ruiz, Assistant Planner, (650) 637-2994, jruiz@belmont.gov

Agenda Title: Charles Armstrong School Expansion Project (Appl. No. PA2024-0050)

Agenda Action: Ordinance

Recommendation

1. Conduct a Public Hearing.

2. Consider Planning Commission recommendations related to the Project.

3. Introduce an ordinance approving an amendment to the Conceptual Development Plan for the School.

4. Review a resolution approving a Detailed Development Plan, Conditional Use Permit, Design Review, Grading Plan & Permit, and Tree Removal Permit for the Project and finding the Project exempt under CEQA Guideline 15314.

Strategic Focus Area

Economic Development and Housing

Background

The Charles Armstrong School is located at 1405 Solana Drive (Assessor's Parcel Number 045-122-190) and zoned PD - Planned Development. The General Plan Designation for the school is PCF - Public/Community Facilities. Their proposal would allow the construction of new buildings in two phases for their campus:

- Phase 1 would consist of an approximate 11,900-square-foot Academic Wing (two buildings with a connecting roof and a small stand-alone building) to begin construction in late Spring 2026; and,
- Phase 2 would consist of an approximate 11,100-square-foot Athletics Building that is anticipated to be constructed during the 2031-32 school year.

Additional site improvements for the Phase 1 Academic Wing would include a new landscaped plaza connecting the buildings, stormwater management systems, utility infrastructure, and slope stabilization. Phase 3 for the project would involve renovations to existing building spaces.

The project also includes proposed operational modifications for the school, including increasing the

maximum allowed enrollment from the current cap of 260 students to 290 students, extending weekday hours of operation by one hour, adding weekend campus access, and increasing faculty and staff by approximately 11 positions.

Analysis

Since 1988, the school has advanced its mission to as one of three specialized private institutions in the San Francisco Bay area dedicated to serving students with dyslexia. In response to growing demand, the school is proposing to expand its facilities to better support its existing student population and faculty, modernize campus infrastructure for long-term needs, and increase overall student capacity.

Site/School History

- 1950s: The McDougal School was constructed in the mid-1950's as a K-6 public school with a 450-student population.
- July 1982: The City Council approved a Conditional Use Permit to convert the McDougal School Site from a public school to a non-school designation.
- May 1984: The City Council approved a City-initiated Rezoning and General Plan Amendment for the facility. The zoning was changed from SC – Service Commercial to PD - Planned Development and the general plan land use designation was changed from P - Public Facility to I-Institution.
- August 1984: The Planning Commission approved a Conditional Use Permit to operate a private school on land previously used for a public school. The school is certified by the State of California as a non-public special education school. Upon review of an application to add modular classrooms, the city became aware that the original Use Permit had been issued without approval of a Conceptual Development Plan.
- July 1987: The Charles Armstrong School requests approval of a Conceptual Development Plan (CDP), Conditional Use Permit and Design Review. A Resolution approving the Conditional Use Permit, Detailed Development Plan (DDP), and Design Review to allow classroom additions were approved on September 15, 1987.
- January through April 1988: The City Council adopted Ordinance 783 approving the CDP for the school and amended the zoning ordinance and zoning map to eliminate the agricultural development standards for the school and established the CDP within the PD zoning designation. The Planning Commission also approves a revised DDP, associated conditions of approval, and procedure/criteria for increasing the student enrollment cap for the school. The established enrollment cap as part of the 1988 City Council & Planning Commission entitlement actions was a maximum of 220 students.
- November 2002: The Planning Commission adopted a Conditional Use Permit (CUP) Resolution allowing the school to increase the enrollment cap from 220 to 260 students. The approved enrollment cap increase did not involve any increase in permissible floor area for the campus.
- 2003-2005: The school requests approval of a CDP Amendment to allow for enhanced school activities, and construction of approximately 15,600 square feet of additional building floor area for the campus. After significant public review/hearings by both the Planning Commission & City Council, the proposal is disapproved in Spring 2005.

Since 2002, no significant additions, changes to the number of students, or changes to the approved CUP for the school have occurred. While small (i.e. landscaping or playground equipment enhancement) projects have occurred at the site since 2002, no approval has been granted to permit any building additions or increased student enrollment.

Site Conditions

The 4.9-acre school campus is currently occupied by three single-story school buildings near the center of the site and an auditorium building, parking lot, basketball court, and outdoor activity areas. The site is bordered by Solana Drive and single-family residences to the north, single-family residences to the east, single-family residences within the jurisdiction of the City of San Carlos to the south, and single-family residences along Chula Vista Drive, McDougal Park, and the San Carlos Charter Learning Center to the west.

Project Entitlements

As noted earlier, the project requires the following permits and plans: a Conceptual Development Plan (CDP), Detailed Development Plan (DDP), Conditional Use Permit (CUP), Design Review (DR), Grading Plan & Permit (GP), and a Tree Removal Permit (TRP).

The project recommendation is to: 1) Introduce an ordinance approving an amendment to the CDP for the School; and 2) Review a resolution approving a DDP, CUP, DR, GP, and TRP for the Project. Should the Council introduce the CDP Amendment Ordinance for approval at the February 10th Public Hearing, the CDP Amendment Ordinance and the DDP, CUP, DR, GP, and TRP Resolution would be scheduled for consideration and approval at the February 24th City Council Meeting.

Conceptual Development Plan

Belmont's Zoning Ordinance (BZO) requires that a Planned Development (PD) be accompanied by a CDP containing specified information such as proposed land uses, locations of buildings, site circulation and parking. Attachment 1 – Exhibit B shows the CDP proposed by the applicant.

The PD zoning district allows flexibility in the design of a project in accordance with the goals, policies, and objectives of the General Plan. The requisite findings for approval of the CDP as set forth in Section 12.3.B (1-5) of the BZO are included in the CDP Ordinance for the Project. In accordance with the required CDP findings, the proposed project is well designed, includes a favorable balance of open space to developed area, is sensitive to existing terrain, and is compatible with surrounding uses. Additionally, given the project CEQA Analysis ancillary to the Categorical Exemption (CE) determination, and conditions of approval from City departments and consultants, the project would not adversely affect other property in the vicinity or the general welfare of the City.

Detailed Development Plan

As part of a Planned Development review, a DDP is required that details the entire project in plan form. The applicant has submitted detailed plans prepared by qualified design professionals

(engineers, architects, landscape architects, etc.), which demonstrate proposed site grading, finished grades, public improvements, utilities, site circulation, landscaping, building elevations, and building heights. A site plan has also been submitted that details building locations, distances between structures, minimum yards, parking, and building site coverage. The Detailed Development Plans are provided as Exhibit A to the DDP, CUP, Design Review (DR), Grading Plan (GP), and Tree Removal Permit (TRP) Resolution.

Conditional Use Permit

A CUP is required to establish the DDP for the site. The required CUP Findings as set forth in Section 11.5.1 of the Zoning Ordinance are included in the aforementioned DDP/CUP/DR/GP/TRP Resolution. Key issues reviewed under the CUP for the project include its: 1) compatibility with neighboring land uses; 2) potential burden on transportation systems and utilities; 3) potential traffic impacts; and 4) effect on other property in the vicinity and the general welfare of the City.

The requisite CUP findings can be made in the affirmative for the proposed additions to the existing school which is surrounded by a public park and single-family homes, all of which are compatible with the proposed development. In addition, the site is served by all utility providers and affords adequate ingress/egress and traffic circulation for employees, students, visitors, and emergency services.

Design Review

A Design Review Permit is required for the proposed project. The required findings are set forth in Section 13.5.3 of the Zoning Ordinance and are included in the attached DDP/CUP/DR/GP/TRP Resolution. Key design review concepts include scale, mass and color of buildings, incorporation of appropriate screening structures for accessory features, appearance and harmony of proposed signage, and adequacy of project landscaping.

The project conforms with the City's design review principles. The project is considerate of the size and shape of the site as reflected in the overall design and layout of the campus buildings. Buildings are oriented to maintain the existing drop-off areas, stepped back from adjacent residential boundaries, and roof slopes follow the natural grade.

The proposed buildings mitigate project-related bulk by including projected and recessed building walls, color and material variation, and ornamentation to add visual interest. Lastly, the proposed landscape plan includes the replanting of numerous drought-tolerant California native plants trees on the perimeter of the campus to soften and screen building walls.

Grading Plan

The project site would be re-graded to allow for construction of the school additions and ancillary improvements including 900 cubic yards of cut and 600 cubic yards of fill in two phases. Based on the proposed project plans, all construction staging will be contained within the site.

The grading plan has been reviewed by the Public Works Department and found to be reasonable and

does not include excessive grading. The project would be visually compatible with the surrounding area and developed similarly to the residential neighborhood. School buildings are located on generally flat pads and surrounded by landscaping, parking areas and/or playing fields.

A final grading plan will be reviewed and approved by the Public Works Department, prior to building permit issuance. There are no known geological hazards on site or in the immediate proximity of the subject property. Unless an exception is granted, grading is limited to the drier season (April 15-November 14) which also serves to prevent erosion. The findings for approval of the Grading Plan/Permit are included in the attached DDP/CUP/DR/GP/TRP Resolution.

Tree Permit

The proposed removal of 36 protected trees requires approval of a Tree Removal Permit (TRP) by the City Council.

The project included an arborist report, which assessed protected trees located onsite or adjacent to the site. The arborist report assessed the protected trees and recommended tree protection measures for trees to be retained on or adjacent to the site. Trees that did not meet the criteria for a protected tree were not assessed.

The Arborist Report, in combination with recent school site plan modifications, indicate that 36 protected trees of at least 10-inches diameter at 4.5 feet above grade or greater located at or near the project site would be removed during demolition and/or construction of the project. Accordingly, a minimum of 36 new trees are proposed for replanting.

Protected tree removals should occur only when necessary for the proposed development of the site, to accommodate the site improvements, such as grading, drainage improvements, fire access and safety, utilities, etc. As the impacted site areas need to be regraded to construct the school buildings and ancillary improvements, the proposed tree removal is necessary for the construction of the project. The findings for approval of the Tree Removal Permit are included in the attached DDP/CUP/DR/GP/TRP Resolution.

General Plan Conformance

The proposed CDP, DDP, CUP and additional project entitlements for the Armstrong school campus do not change the intended land use of the site. The proposal is in conformance with the PCF - Public/Community Facilities General Plan designation.

Neighborhood Outreach

The Charles Armstrong School facilitated a Neighborhood Night Out event at their campus as part of the August 5, 2025, community-wide event. The school also conducted a Neighborhood Outreach meeting on campus on October 16, 2025. At that meeting the school provided an overview of the project and facilitated community comments and feedback; the meeting was well attended with approximately 20-25 community members present. On November 4, 2025, the Planning Commission held a Study Session - which served as a dual-purpose opportunity to introduce the Armstrong school proposal and educate

the public about the project. Following that meeting, on November 25, 2025, the City Council heard a similar presentation from staff and the applicant team, and facilitated public comments, which also served as another neighborhood outreach opportunity regarding the project.

Planning Commission Hearing/Action – January 6, 2026

City staff and the Charles Armstrong School applicant team presented the project and responded to Commissioner questions and public comments. The meeting was well attended, with members of the public expressing a range of perspectives, including both support for and concerns about the project.

Commissioners deliberated the CDP Resolution, with staff clarifying that the CDP establishes the overarching development standards and permitted uses for the full campus project (Phases 1 and 2), while the DDP addresses building design and massing, architecture, landscaping, and tree removal and replacement.

The Commission's primary concerns focused on the Phase 2 athletic building, particularly related to siting, design details, and appearance, rather than on the concept of the building itself. Staff recommended that the Commission vote on the CDP Resolution as presented and consider any proposed modifications separately under the DDP Resolution.

Following extensive discussion, the Commission unanimously (6–0) recommended City Council approval of the Conceptual Development Plan and the CEQA Categorical Exemption Resolution.

With respect to the Detailed Development Plan, the Commission considered several potential amendments and motions. However, a majority was unable to reach consensus on the Phase 2 athletic building details. In accordance with City Council Protocols (Rules of Discussion IV.L.), tie votes result in a failed motion. As no motions received sufficient support, the Commission did not take affirmative action on the DDP or related entitlements. Additional details from the public hearing are provided in Attachment 6 – January 6, 2026 Planning Commission Meeting Minutes.

Charles Armstrong School Phase 2 Athletic Building Modifications

In response to concerns raised by adjacent San Carlos residents at the January 6, 2026 Planning Commission hearing regarding the height and views associated with the Phase 2 Athletic Building, the applicant has proposed revisions to the rear portion of the building. These elevation and building section modifications include relocating the HVAC and mechanical equipment and parapet away from the rear facade, as well as reducing the massing of a portion of the kitchen and ancillary spaces.

With these revisions, the side of the building closest to the neighboring properties has been reduced to 12.5 feet in height. In addition, the parapet has been shifted to approximately 28.5 feet from the property line and reduced to a height of 19.5 feet.

The school also proposes to retain three existing oak trees and plant four new trees along the rear of the building to provide additional visual screening for adjacent residential properties. These updates will be

presented at the February 10, 2026 City Council hearing and are reflected in the Detailed Development Plan architectural drawings included with this report (see Attachment 2 – Exhibit A).

Environmental Clearance (CEQA)

The proposed project is subject to environmental review under the provisions of the California Environmental Quality Act (CEQA). Per Section 21084 of the Public Resources Code, the CEQA Guidelines includes a list of classes of projects which have been determined not to have a significant effect on the environment and are exempt from the provisions of CEQA.

CEQA Guidelines Section 15314 – Minor Additions to Schools, or Class 14, consists of projects characterized as minor additions to existing schools within existing school grounds meeting the condition*: "the addition does not increase original student capacity by more than twenty-five (25) percent or ten (10) classrooms, whichever is less."* The project scope (proposed new buildings in phases, and school operation modifications) qualifies for this exemption under CEQA. The Planning Commission applied its own independent judgment and analysis to the project, and recommended that the project environmental review was completed in compliance with CEQA.

Alternatives

1. Refer back to staff for additional information.
2. Continue the item for further discussion.

Attachments

1. Conceptual Development Plan Ordinance & Exhibits
2. Resolution Approving Detailed Development Plan, Conditional Use Permit, Design Review, Grading Plan, and Tree Removal Permit, and finding the project exempt from CEQA & Exhibits
3. 300 & 500-Foot Radius Maps of School & Project Site
4. Categorical Exemption & Attachments
5. January 6, 2026 Planning Commission Resolution recommending City Council approval of CDP and CEQA Categorical Exemption
6. January 6, 2026 Planning Commission Meeting Minutes
7. Public Outreach Communications

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed: Fees from the project are accounted for in the Development Services Fund for planning review and permits, and the City Trees Fund for the tree removal permit.

Source:	**Purpose:**	**Public Outreach:**
Staff	Discretionary Action	Other*

*E-Notification of agendas and public meeting notice mailed to all properties within a 300-foot radius of the school property for the February 10, 2026 City Council meeting.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF BELMONT AMENDING THE CONCEPTUAL DEVELOPMENT PLAN FOR CHARLES ARMSTRONG SCHOOL AT 1405 SOLANA DRIVE TO ALLOW FOR EXPANSION OF THE SCHOOL

WHEREAS, Charles Armstrong School desires to renovate its existing campus at 1405 Solana Drive (Assessor's Parcel Number 045-122-190) and has applied (Appl. No. PA2024-0050) for approval of an amended conceptual development plan for the planned development zoned property, a conditional use permit, detailed development plan, design review, grading plan and permit, and a tree removal permit, which will allow for construction of an 11,893-square-foot academic wing and an 11,126-square-foot athletics building in two phases and campus operational modifications; and,

WHEREAS, on February 10, 2026, the City Council held a duly noticed public hearing to consider the Planning Commission's recommendations and receive public testimony and a staff report on the requested entitlements, including the amendment of the conceptual development plan; and,

WHEREAS, the City Council hereby adopts the staff report dated February 10, 2026, and the facts contained therein as its own findings of facts; and,

WHEREAS, the City Council did hear and use their independent judgment and considered all reports, recommendations, public input and testimony.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BELMONT DOES ORDAIN AS FOLLOWS:

SECTION 1. CONCEPTUAL DEVELOPMENT PLAN AMENDED

(a) The recitals above are true and correct.

(b) After reviewing all the relevant evidence before the City Council, including the information provided in the staff reports and enclosures to the Planning Commission and City Council, the public hearings and testimony received, the City Council incorporates herein by reference the staff report to the City Council dated February 10, 2026, and adopts the analysis and findings herein as its own findings of fact under Belmont Zoning Ordinance Section 12.3.B related to the Conceptual Development Plan amendment.

(c) Based on the evidence before the City Council, the City Council finds the proposed Conceptual Development Plan amendment is consistent with the General Plan.

(d) The application to amend the Conceptual Development Plan for Charles Armstrong School is approved based on the findings set forth herein and subject to the Conditions of Approval for the Project adopted by the City Council at its _____meeting, by Resolution _____.

(e) The Conceptual Development Plan for the Charles Armstrong School Planned Development District, previously adopted by Ordinance No. 783, is amended and replaced as shown on Exhibit A – Conceptual Development Plan – Development Standards, and Exhibit B – Conceptual Development Plan – Campus Site & Building Location Plan, attached hereto.

SECTION 2. EFFECTIVE DATE.

This Ordinance takes effect and will be enforced 30 days after its adoption.

* * *

The City Council of the City of Belmont, California introduced the foregoing ordinance, on **[insert date]** and adopted the ordinance at a regular meeting held on **[insert date]** by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

_____

Mayor

APPROVED AS TO FORM:

_____

City Attorney

Exhibit A
Ordinance 2026-____
Conceptual Development Plan - Development Standards
Charles Armstrong School – 1405 Solana Drive

The Conceptual Development Plan (CDP) for the Charles Armstrong School campus shall be constructed in two phases. The CDP for Phase 1 includes the development of a new academic wing (three new classroom buildings); Phase 1 is proposed to begin construction in 2026. Phase 2 includes the construction of an Athletics Building; Phase 2 is anticipated to be constructed in the 2031-2032 school year. The relative locations of all proposed Phase 1 and 2 improvements are delineated on Exhibit B – CDP Campus Site & Building Location Plan. The CDP shall also be consistent with the following development/use standards as referenced below.

A. Minimum Lot Size. 4.92 Acres (214,315 sq. ft.)

B. Permitted Uses.

1. A private school for up to 290 students, including supporting/accessory activities and uses such as a gymnasium, kitchen, and multipurpose room for the subject property.
2. Community recreational use of playgrounds, and other recreational facilities during off-school hours; the school will post signage that delineates when their school facilities are open to the community to avoid any confusion. Access for school staff and small-group activities until 10:00 p.m. on weekdays, and weekend access from 9:00 a.m. to 6:00 p.m. on the campus.
3. Allowance of twelve (12) weekend events annually involving 25 or more attendees (e.g., schoolwide gatherings, accreditation visits, graduation).
4. Permission of three (3) special Saturday evening events each year such as a musical or alumni gathering or benefit event with activities ending by 10:00 p.m.
5. Authorized dismissals on nearby neighborhood streets for up to four (4) special events per year to ease traffic congestion associated with large on-campus gatherings.
6. Coordinated and shared use of McDougal Park for limited weekend or additional weekday access including during the school's four-week summer session. No additional exclusive use of McDougal Park is requested by the school.

C. Maximum Floor Area of buildings: 53,579 sq. ft.

D. Maximum Floor Area Ratio (FAR): 0.25

E. Minimum Setbacks:

Criteria - Setbacks[1]	**CDP Standards**	**Proposed Project – Right Side & Rear Setback**
Front	30’	No change to existing setbacks which exceed CDP minimum.
Left Side	25’	No change to existing setbacks which exceed CDP minimum.
Right Side	15’	Academic Building A - 42’8” Academic Building B - 25’2” Academic Building C - 16’9”
Rear	15’	Athletics Building + Kitchen - 18’5”
1 Setbacks as measured from property line to closest proposed building wall.		

F. Maximum Building Height: The maximum building height may be 40 feet, as measured from finished grade to the top most point of the roof above (including mechanical equipment and all other building features).

Criteria	**CDP Standards**	**Proposed Project**
Height	Maximum of 40 feet	Academic Building A -33’6”
		Academic Building B - 34’2”
		Academic Building C - 21’3”
		Athletics Building + Kitchen - 32’0”

G. Off-Street Parking: 85 Parking Spaces (four of which are ADA accessible) pursuant to Section 8 (parking) of the Zoning Ordinance for School Uses and shall be consistent with Exhibit B – CDP Campus Site/Building Location Plan. In addition, the school will add one parking space for any additional employees during the traditional school day beyond 85.

H. Landscaping/Lighting: Landscaping shall be native or locally acclimated, draught-tolerant species and consistent with all applicable state and local landscape requirements. All lighting shall be downcast on the project site and shall not create glare off-site. Parking lot and walkway lighting shall be the minimum required for safety. There shall be no floodlighting of landscape plantings, buildings, courtyards, patios, or areas between buildings.

I. Building Materials: Building materials shall be consistent with Elevation Drawings and submitted materials via an approved Detailed Development Plan (DDP) for the school.

J. Circulation Plan: – Circulation shall be consistent with Exhibit B – CDP Campus Site/Building Location Plan, except as modified via an approved Detailed Development Plan (DDP) or amendment thereto, after review and approval by

the Director of Public Works in consultation with the Police and Fire Departments.

K. Fencing: Fencing standards shall be consistent with the materials and standards as outlined below.

Criteria	CDP Standards	Proposed Project
Fencing	Chain Link and Wood – Maximum of 6 feet in height	Chain Link and Wood – Maximum of 6 feet in height

L. Roof Mounted Mechanical Equipment: Installation of roof mounted mechanical equipment shall be consistent with the standards as outlined below.

Criteria	CDP Standards	Proposed Project
Roof-mounted Mechanical Equipment	Screened from Public Vantage Points	Screened from Public Vantage Points

M. Signage: Signage shall be consistent with standards outlined below, except as modified by a Detailed Development Plan (DDP) or amendment thereto.

Criteria	CDP Standards	Proposed Project
Signage	Per Detailed Development Plan (DDP)	Vehicular Directional Monument Sign – 20 sq. ft.
		LED Monument Signs - 60 sq. ft.
		Building Identification Signs
		Informational Signage

N. Floor Area: Permitted floor area for the school shall be consistent with the standards outlined below except as modified by a Detailed Development Plan (DDP) amendment thereto, provided that total floor area does not exceed 0.25 FAR (53,579 sq. ft.) for the campus.

CDP Standards	**Proposed Project**
Building	Floor Area
Existing **a) Classroom Building 1** **b) Classroom Building 2** **c) Classroom Building 3** **d) Multi-Purpose Building**	Total - 29,677 sq. ft. Classroom 1 - (7,346 sq. ft.) Classroom 2 - (6,840 sq. ft.) Classroom 3 - (6,840 sq. ft.) Multi-Purpose Building - (8,651 sq. ft.)
New Academic Wing – Phase 1 **e) Building A** **f) Building B** **g) Building C**	Total - 11,893 sq. ft. Building A - (6,364 sq. ft.) Building B - (4,237 sq. ft.) Building C - (1,292 sq. ft.)
New Athletic Building – Phase 2 **h) Gymnasium** **i) Support/Kitchen**	Total - 11,126 sq. ft. Gymnasium - (7,973 sq. ft.) Kitchen - 1,400 sq. ft.; Ancillary support space – 1,753 sq. ft.
Total Floor Area & FAR	52,696 sq. ft. (0.246)

O. Minor deviations of up to 10% of numeric standards from the Detailed Development Plan may be approved administratively by the Director of Community Development or their designee, except for the Phase 2 Athletics Building setback standards for abutting residential properties.

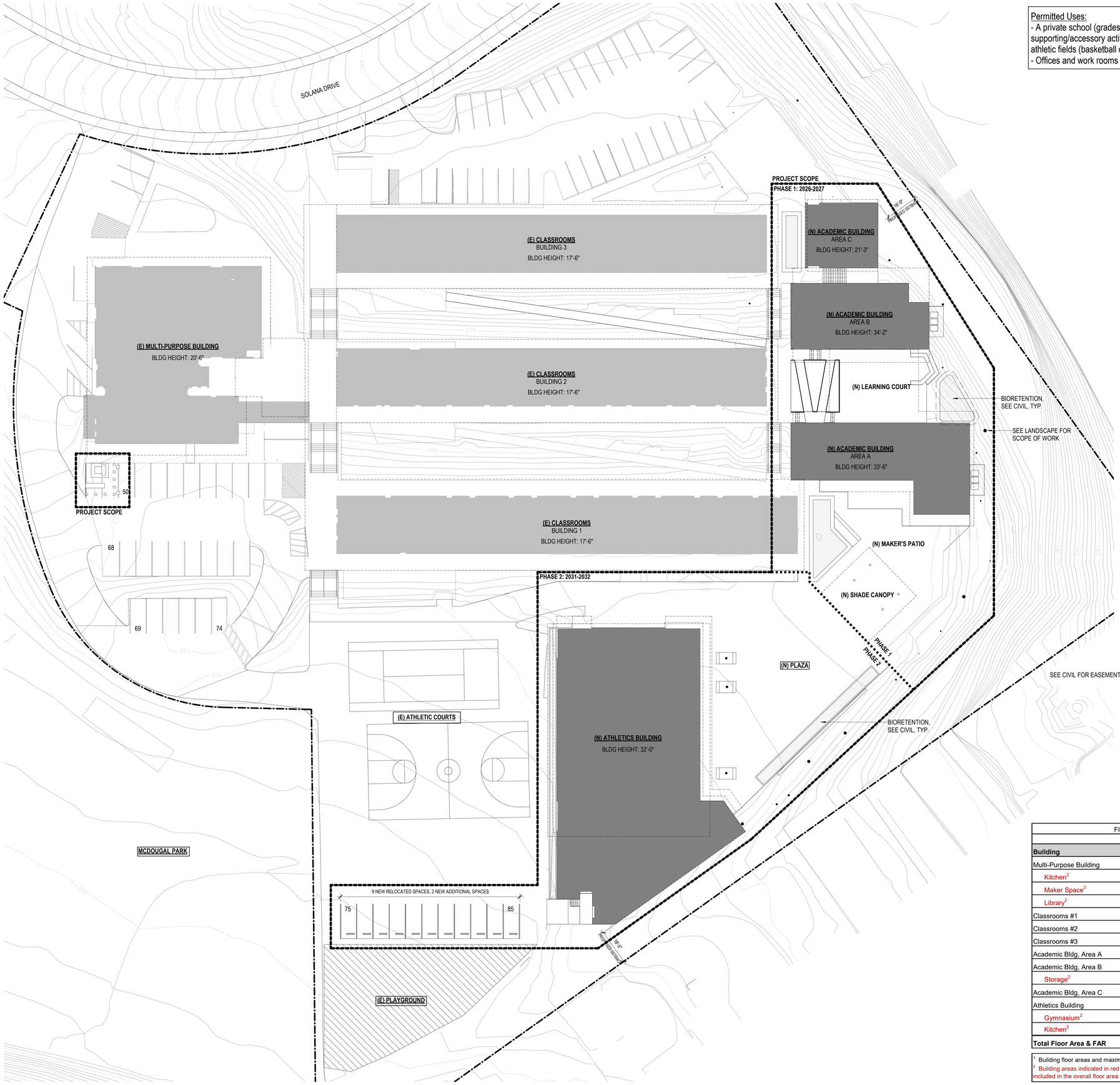
Exhibit B

Ordinance 2026-_____

Conceptual Development Plan - Campus Site & Building Location Plan

Charles Armstrong School - 1405 Solana Drive

Permitted Uses:
- A private school (grades 2-8) for up to 290 students and 85 staff members, including supporting/accessory activities and uses such as a gymnasium, multipurpose room, and athletic fields (basketball courts and play park)
- Offices and work rooms for employee usage ancillary to the school of the site.



Floor Area Ratio & Height from Submitted Plans [1]				
Lot Area = 213,250 SF				
Building	**Phase**	**Floor Area (GSF)**	**FAR**	**Height**
Multi-Purpose Building	Existing	8,651	0.041	±20'-6"
Kitchen[2]		800	0.004	
Maker Space[2]		500	0.002	
Library[2]		1,200	0.006	
Classrooms #1	Existing	7,346	0.034	±17'-6"
Classrooms #2	Existing	6,840	0.032	±17'-6"
Classrooms #3	Existing	6,840	0.032	±17'-6"
Academic Bldg, Area A	New, Phase 1A	6,364	0.030	33'-6"
Academic Bldg, Area B	New, Phase 1A	4,237	0.020	34'-2"
Storage[2]		220	0.001	
Academic Bldg, Area C	New, Phase 1B	1,292	0.006	21'-3"
Athletics Building	New, Phase 2	11,126	0.052	32'-0"
Gymnasium[2]		7,973	0.037	
Kitchen[2]		3,153	0.015	
Total Floor Area & FAR		**52,696**	**0.247**	

[1] Building floor areas and maximum heights as delineated in project plans submittal.
[2] Building areas indicated in red are portions of the same building in which they are located, and are already included in the overall floor area for that building.

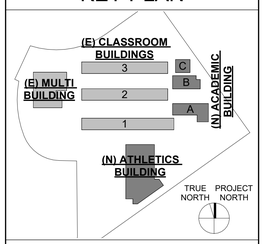
A1 SITE PLAN
1" = 20'-0"

8/1/2024 9:40:51 AM

RATCLIFF
5856 Doyle Street
Emeryville, CA 94608
Tel 510 899 6400
www.ratcliffarch.com

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION	1	08/02/2024

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

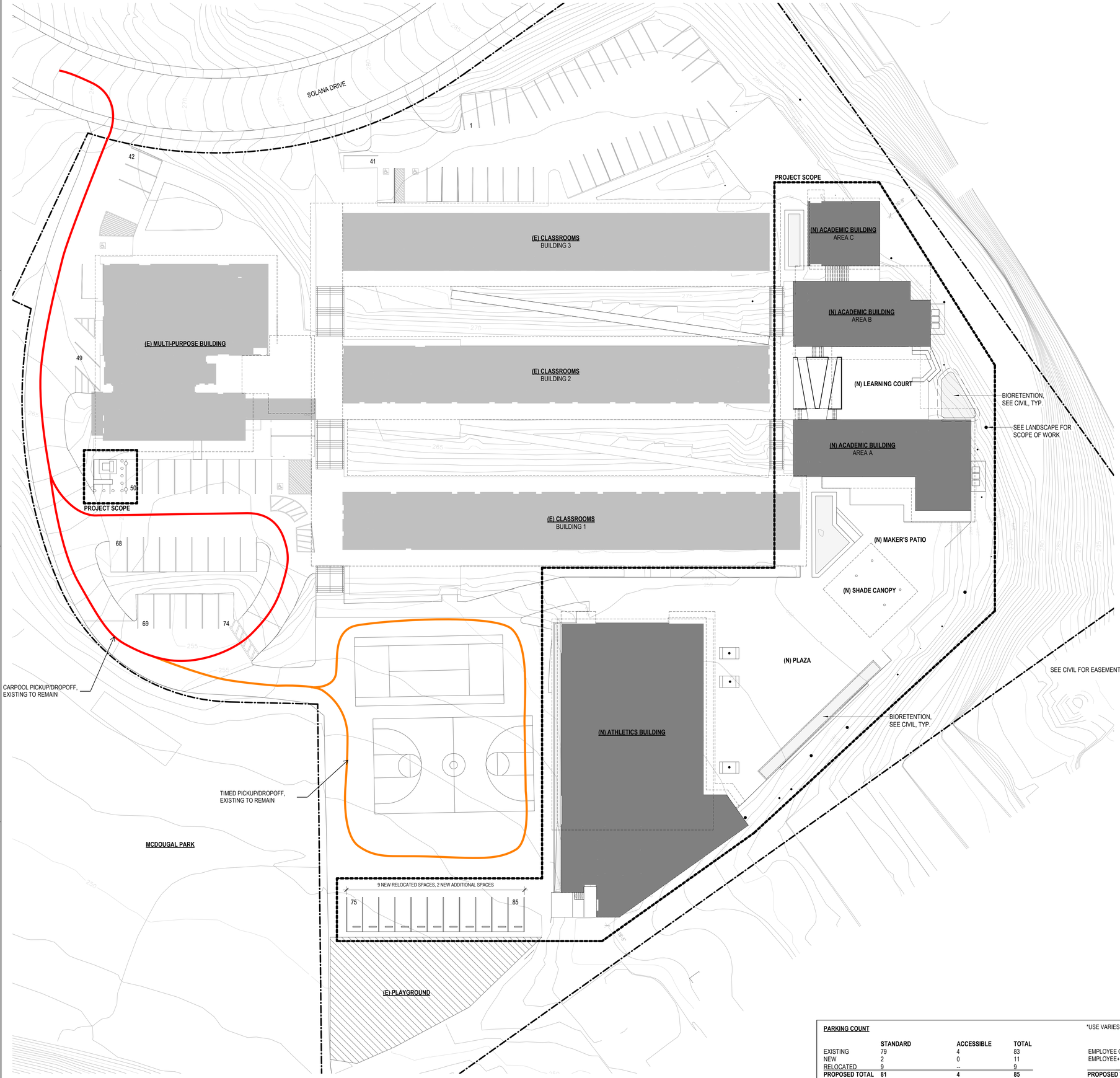
NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

CDP CAMPUS SITE/BUILDING LOCATION PLAN

SCALE: 1" = 20'-0"
PROJECT NUMBER: 24404

12/19/2025 ENTITLEMENTS APPLICATION



PARKING COUNT

	STANDARD	ACCESSIBLE	TOTAL
EXISTING	79	4	83
NEW	2	0	11
RELOCATED	9	--	9
PROPOSED TOTAL	**81**	**4**	**85**

*USE VARIES BASED ON DAY/TIME

	STANDARD	ACCESSIBLE	TOTAL
EMPLOYEE ONLY	46	3	49
EMPLOYEE+PUBLIC SHARED*	35	1	36
PROPOSED TOTAL	**81**	**4**	**85**

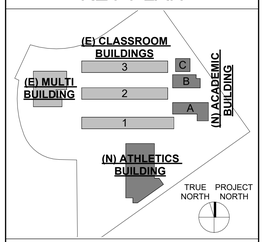
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12/19/2025 ENTITLEMENTS APPLICATION

Exhibit C

General Plan Conformity Analysis – Charles Armstrong School Project
1405 Solana Drive – PA2024-0050

In determining General Plan consistency for the project, applicable goals and policies of the City's General Plan must be considered by decision-makers. The goals and policies of applicable area plans also must be considered because they are ancillary long-range plans that connect to and support the General Plan; however, there are no area plans applicable to the project site. The applicable goals and policies of the City's Climate Action Plan (CAP) must also be considered. A key factor when evaluating policy consistency is whether the project would substantially further or advance the goals and policies of the applicable plans.

A General Plan consistency analysis for the project is presented in Table 0-1 below. Based on this analysis, the project would be consistent with the General Plan because it would substantially further or advance the General Plan's goals and policies. The project also would be consistent with the CAP's goals and policies.

Table 0-1 Project Consistency with the Goals and Policies of the Belmont General Plan and Belmont Climate Action Plan

Goal or Policy	Determination and Discussion
City of Belmont General Plan	
Land Use Goal 2.1: *Promote a diversity of compatible land uses throughout the city, to enable people to live close to job locations, adequate and convenient commercial services, and public services and facilities such as transit, parks, and schools*.	Consistent. The project would enhance a long-standing community-serving educational use in an established residential neighborhood. The school's expansion would strengthen local access to specialized educational services without introducing land use conflicts or disrupting the existing neighborhood fabric.
Land Use Goal 2.2: *Support the creation and enhancement of "complete neighborhoods" in Belmont, with well-integrated single-family and multi-family residential development, pedestrian and bicycle-friendly environments, and activity nodes featuring schools, parks, and neighborhood commercial areas.*	**Consistent.** Refer to the determination in Land Use Goal 2.1.
Land Use Policy 2.3-4: *Focus new development in or directly adjacent to already-developed areas, where it can be served by existing public services and infrastructure*.	**Consistent.** Refer to the determination in Land Use Goal 2.1.
Land Use & Design Policy 2.13.1-4 & Conservation Element Policy 5.3.6: *Minimize light and glare from new development; Avoid light pollution and unnecessary glare by requiring development projects to use design features and shielding methods that cast outdoor light downward and minimize glare and to install the*	**Consistent.** The project would include lighting for building entries, walkways, and gathering spaces that would be fully shielded and directed downward. No pole-mounted or high-wattage floodlights are proposed. Lighting would be limited to that necessary for safe circulation and site security, consistent with the City's dark-sky goals. Final fixture selection and photometric design would be in compliance with the City's lighting standards.

Goal or Policy	Determination and Discussion
minimum amount of outdoor lighting necessary for safety and security.	
Circulation / Mobility, and Complete Streets Goal 3.1: *Provide for the safe and efficient movement of people and vehicles within and through the community that fosters accessibility and connectivity; accommodates a mixture of automobiles, transit, bicyclists, and pedestrians; and encourages higher transit ridership.*	**Consistent.** The project would maintain and enhance internal circulation for pedestrians and vehicles, including Americans with Disabilities Act-compliant access routes, drop-off/pick-up staging, and designated parking areas. The small enrollment increase (from 260 to 290) would not generate significant new trips, and the Transportation Demand Management (TDM) practices—such as staggered dismissal and carpool coordination—would reduce potential traffic impacts. The campus is near existing transit corridors, and the project design/scale would accommodate multimodal access without altering public street infrastructure.
Circulation / Mobility, and Complete Streets Goal 3.8: *Provide a balanced and well-managed parking supply that accommodates demand while maximizing efficiency.*	**Consistent.** The project would increase the existing on-site parking supply of 83 by two spaces to 85 spaces across the upper and lower lots. With a projected staffing increase of approximately 11 persons and all staff being required to park on campus, the parking demand would remain within capacity because of staggered schedules and part-time staffing. Armstrong also would implement carpooling strategies and formalize this protocol in its TDM Plan. No on-street parking demand or oversupply is expected to occur.
Conservation and Biological Resources Goal 5.3: *Protect and restore biological and ecological resources in Belmont, including sensitive wildlife species and their habitats.*	**Consistent**. The project would be entirely within a previously developed school campus and would not impact any sensitive biological resources or wildlife habitats. Although 61 trees would be removed (including 39 protected trees, 33 of which are coast live oaks), the project would comply with the City's protected tree replacement standards by providing 33 new oak trees onsite and 6 other preferred species replacement trees, or through in-lieu fees if all replacements cannot be accommodated. As noted below, pre-construction nesting bird surveys would be conducted as required by the City through its standard conditions of approval. The project landscape plan would incorporate native and drought-tolerant species, supporting urban biodiversity and long-term ecological value on site. No riparian zones or undeveloped habitat areas would be disturbed.
Conservation and Biological Resources Policy 5.3-3: *To the greatest extent feasible, ensure that development does not disturb sensitive habitat and special status species by requiring appropriate and feasible mitigation measures.*	Consistent. The project site is fully developed and urbanized, with no identified sensitive habitats. However, there is the potential for nesting birds and bats (specifically the Alameda Sparrow and the Pallid Bat) and the San Francisco Dusky-footed Woodrat which are special-status species. Preconstruction surveys would be conducted by a qualified biologist at the appropriate times prior to construction in accordance with the City standard COAs. If special-status

Goal or Policy	Determination and Discussion
	species are encountered, protective measures would be implemented as identified and determined by the qualified biologist. In addition, the project design would incorporate best practices, such as native plantings, tree protection measures, and erosion control BMPs that would align with the intent of this policy.
Conservation and Biological Resources Policy 5.3-5*: In design and construction, require use of best practices that preserve natural resources, such as soil, trees, native plants, and permeable surfaces*.	**Consistent.** Refer to the determination in Conservation and Biological Resources Goal 5.3.
Conservation and Biological Resources Policy 5.3-7: *Encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure the maximum number and variety of well-adapted plants are maintained.*	**Consistent.** Refer to the determination in Conservation and Biological Resources Goal 5.3.
Conservation and Water Quality Policy 5.5-3: *Require development projects to incorporate structural and non- structural best management practices (BMPs) to mitigate or reduce the projected increases in pollutant loads, in accordance with the NPDES permit guidelines.*	**Consistent.** The project would include Low Impact Development-based stormwater infrastructure, designed in compliance with National Pollutant Discharge Elimination System and Special Provision C.3 requirements. Bioretention areas and on-site treatment systems would improve runoff quality and reduce peak flow, consistent with City and regional water quality objectives.
Conservation and Water Quality Policy 5.5-5: *Implement water pollution prevention methods to the maximum extent practicable, supplemented by pollutant source controls and treatment.*	**Consistent.** Refer to the determination in Conservation and Water Quality Policy 5.5-3.
Conservation and Water Supply 5.6: *Preserve water resources and provide for long-range community water needs by adopting best management practices for water use and conservation.*	**Consistent.** The project would include a drought-tolerant landscape plan, in accordance with the current Mid-Peninsula Water District (MPWD) water efficiency in the landscape ordinance (WELO). The project applicant has secured an "Intent to Serve" letter from MPWD, and the project would be required to meet all applicable CALGreen (indoor water efficiency) standards at the time of building permit issuance.
Water Supply Policy 5.6-4: *Set appropriate conditions of approval for each new development proposal to ensure that the necessary water supply facilities and water resources are in place prior to occupancy.*	**Consistent.** Refer to the determination in Conservation and Water Supply Policy 5.6.

Goal or Policy	Determination and Discussion
Conservation and Water Policy 5.6-5: *Continue the City's Water Conservation Strategy to reduce water use, control water cost, and promote environmental sustainability in municipal buildings, parks, landscaped areas, and athletic fields, as feasible and appropriate*.	**Consistent.** Refer to the determination in Conservation and Water Supply Policy 5.6.
Air Quality Policy 5.10-3: *Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.*	**Consistent**. In addition to the implementation of the City's standard COAs for construction air quality emissions minimization such as the use of equipment with Tier 4 engines, as developed through the General Plan EIR, the applicant and their construction contractor would implement Bay Area Air Quality Management District (BAAQMD) best practices for dust control, including regular watering of exposed soils, vehicle washdowns, and covering of haul trucks. Diesel equipment would meet the California Air Resource Board's emissions standards. These measures would minimize short-term emissions, furthering City and regional compliance efforts to ensure that regional thresholds are not exceeded.
Air Quality Policy 5.11-2: *Support the Climate Action Plan's goals and implement the CAP's reduction measures and strategies to reduce greenhouse gas emissions.*	**Consistent.** The project would support the City's CAP goals by avoiding fossil fuel use, by including efficient mechanical systems, and by using low-energy fixtures. The new buildings would maximize daylighting and natural ventilation. A new electrical service would power the entire campus.
Safety Goal 6.1: *Minimize risks of property damage and personal injury posed by geologic and seismic hazards*.	**Consistent.** A comprehensive geotechnical investigation was prepared for the project and reviewed by the City, and no considerable geologic hazards were found on site (see Project Description Attachment E). The investigation report provides detailed recommendations for grading, drainage, slope stabilization, and foundation design. These recommendations would be implemented, including slab-on-grade and shallow mat foundations, over-excavation of fill areas, and minor shoring. No pile driving or deep foundations are proposed. Thus, the project would meet City standards for seismic and slope safety and minimize the risk of geotechnical hazards.
Safety Policy 6.1-1: *Continue to maintain and enforce appropriate standards to ensure new development is designed to meet current safety codes and requirements associated with seismic activity. Require public and private development to be located, designed, and constructed to minimize the risk of loss of life and injury in the event of a major earthquake or other natural disaster.*	**Consistent.** Refer to the determination in Safety Goal 6.1.

Goal or Policy	Determination and Discussion
Safety Policy 6.1-2: *Continue to regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards on sites having a history or threat of seismic dangers, erosion, landslides, or shrink swell.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Policy 6.1-4: *Continue to require geotechnical site analysis for proposed development on sites as specified in the Municipal Code, prior to allowing site development.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Policy 6.1-5: *Geotechnical studies shall identify any geologic hazards affecting the proposed project site, any necessary mitigation measures, and a statement of the site's suitability for the proposed development and whether or not it will be safe from geologic hazard for its expected life. The study shall identify net developable areas, if any, based on landslide or ground shaking potential or erosion risk. Impacts from the development, such as those resulting from increased water runoff, shall also be determined. Such studies must be signed by a licensed Certified Engineering Geologist or Geotechnical Engineer and are subject to review and approval by City staff and/or contracted employees.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Policy 6.1-6: *Require any geotechnical studies to include the study of expansive and creeping soils, as well as analysis of erosion, seismic, and other geotechnical hazards, and make recommendations, as warranted.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Policy 6.1-8: *Ensure consideration of seismic and geologic hazards at the earliest possible point in the development process, preferably before comprehensive engineering work has commenced.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Goal 6.3: *Protect soils, surface water, and groundwater from contamination from hazardous materials.*	**Consistent.** The project has not proposed the use, storage, or disposal of hazardous materials during operation. Construction activities would comply with all applicable stormwater pollution prevention measures, including best management practices for erosion control, materials handling, and spill prevention. No existing or historical hazardous waste concerns have been identified on site, and excavation would be monitored for any unexpected conditions.

Goal or Policy	Determination and Discussion
Safety Goal 6.5: E*nsure that utilities that are essential to contemporary life are available and adequate to meet the demands of the Belmont community while also ensuring the utilities maintain and enhance Belmont's physical diversity, visual qualities, and small-town characteristics.*	**Consistent.** The project would connect to all essential utilities (i.e., water, sewer, electrical, internet). A new electrical service would be installed to support the all-electric design. An "Intent to Serve" letter has been secured from MPWD. No natural gas infrastructure is proposed.
Safety Policy 6.5-5: *Require all new development to be connected to the City's sewer system.*	**Consistent.** Refer to the determination in Safety Goal 6.5.
Noise Goal 7.1: *Strive to achieve an acceptable noise environment for the environmental, health, and safety needs of present and future residents of Belmont.*	**Consistent.** Construction noise would occur during City-approved project hours, and the project would not require nighttime work. No operational noise exceedances are anticipated; mechanical systems would be screened and compliant with City thresholds. Ventilation systems would allow indoor use with the windows closed.
Noise Policy 7.1-2: *Use the Community Noise Level Exposure Standards, as review criteria for new land uses. Require all new development that would be exposed to noise greater than the "normally acceptable" noise level range to reduce interior noise through design, sound insulation, or other measures.*	**Consistent.** Refer to the determination in Noise Goal 7.1.
Noise Policy 7.1-3: *Require noise-reducing mitigation to meet allowable outdoor and indoor noise exposure standards in [General Plan] Table 7-2. Noise mitigation measures that may be approved to achieve these noise level targets include but are not limited to the following:* • *Construct façades with substantial weight and insulation;* • *Use sound-rated windows for primary sleeping and activity areas;* • *Use sound-rated doors for all exterior entries at primary sleeping and activity areas;* • *Use minimum setbacks and exterior barriers;* • *Use acoustic baffling of vents for chimneys, attic and gable ends; and,* • *Install a mechanical ventilation system that provides fresh air under closed window conditions.* *Alternative acoustical designs that achieve the prescribed noise level reduction may be approved, provided a qualified Acoustical Consultant submits information demonstrating that the required reductions to meet the specific*	**Consistent.** The project would be designed with durable, well-insulated façades, and sound-rated windows and doors consistent with City standards for noise control. Mechanical ventilation systems would provide fresh air under closed-window conditions, maintaining interior noise levels below 45 dBA Ldn. These design features would achieve compliance with the allowable interior and exterior noise exposure standards identified in General Plan Table 7-2. A qualified acoustical consultant prepared a project-specific mechanical equipment noise study based on a preliminary list of HVAC equipment, which indicates that the proposed design and construction methods would achieve compliance with the City's interior and exterior noise standards. If any alternative acoustical designs or materials are proposed during building permit review, they would be reviewed and approved by the qualified acoustical consultant to ensure compliance with City standards for stationary noise sources.

Goal or Policy	Determination and Discussion
targets for outdoor activity areas and interior spaces can be achieved and maintained.	
Noise Policy: 7.1.8: *Continue to enforce applicable Federal and State Noise Insulation Standards (CCR, Title 24) and noise requirements.*	**Consistent.** The project would comply with all applicable State Building Code (Title 24) noise insulation standards for educational facilities. The project's design incorporates acoustical materials and mechanical ventilation that meet the minimum insulation performance standards for sensitive uses such as classrooms and activity areas.
Noise Policy: 7.1.10: *Require developers of new development anticipated to generate a substantial amount of vibration during construction to implement mitigation practices to reduce vibration, which can include: operating heavy equipment as far as practical from residential uses; using smaller bulldozers (operating weight less than 20,000 pounds) when grading must occur within approximately 50 feet of residential uses or other vibration sensitive uses; and using quiet pile driving technology when feasible.*	**Consistent.** No pile-driving or other high-vibration activities are proposed. Construction would primarily involve standard building and grading equipment, operated at distances greater than 50 feet from nearby residences. Equipment would be staged as far from property lines as feasible, and smaller, lower-impact machinery would be used for fine grading and finishing work. These practices would ensure compliance with City standards and avoid substantial vibration effects on adjacent sensitive uses.
Noise Policy Goal 7.2: *Protect noise-sensitive land uses, such as schools, hospitals, and senior care facilities, from encroachment of and exposure to excessive levels of noise.*	**Consistent.** Refer to the determination in Noise Goal 7.1.
City of Belmont Climate Action Plan	
CAP Goal 3.1.1: *Increase municipal, residential, and commercial energy efficiency, renewable energy, efficient water use, and green building.*	**Consistent.** The project would be all-electrically powered and meet CALGreen and WELO standards. It would include on-site recycling and composting as well as drought-tolerant landscaping, Construction waste would be diverted in accordance with Recology guidelines.
CAP Goal 3.2.1: *Reduce emissions from transportation through efficient land use, alternate modes of transportation, and operational innovations*.	**Consistent.** The project would support this goal by maintaining a neighborhood-serving school in close proximity to housing and transit. The project would also formalize an existing TDM program that includes staggered drop-off and dismissal times, carpool coordination, and on-site staff parking restrictions. Implementation of these operational practices would reduce single-occupancy vehicle trips and lower transportation-related emissions, in alignment with CAP objectives.
CAP Goal 3.3.1: *Reduce solid waste generated and sent to landfills.*	**Consistent.** Armstrong maintains a waste diversion program, and the project would include adequate space for recycling and compost collection.

RESOLUTION NO. 2026 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT APPROVING A CONDITIONAL USE PERMIT, DETAILED DEVELOPMENT PLAN, DESIGN REVIEW, GRADING PLAN AND PERMIT, TREE REMOVAL PERMIT AND CEQA EXEMPTION FOR THE CHARLES ARMSTRONG SCHOOL FOR PROPERTY LOCATED AT 1405 SOLANA DRIVE (ASSESSOR'S PARCEL NUMBER 045-122-190) (APPL. NO. PA2024-0050)

WHEREAS, the Charles Armstrong School, applicant/property owner, requests approval of the following entitlements: Conditional Use Permit, Detailed Development Plan, Design Review, Grading Plan and Permit, and a Tree Removal Permit for the construction of an 11,893-square-foot Academic Wing (Phase 1); 11,126-square-foot Athletics Building (Phase 2); and school campus operational modifications, ancillary to a Conceptual Development Plan for the Planned Development Zoned property located at 1405 Solana Drive (Assessor's Parcel Number 045-122-190); and,

WHEREAS, on February 10, 2026, the City Council of the City of Belmont ("City"), following notification in the prescribed manner, conducted a public hearing, at which hearing the Council considered public testimony and a staff report on the aforementioned requested entitlements; and,

WHEREAS, the City Council considered whether the Project is subject to CEQA Guidelines Section 15314, considered the cumulative impact of the project, and whether any unusual circumstances existed; and,

WHEREAS, concurrently, Council will consider introducing an ordinance amending the Conceptual Development Plan for the property; and,

WHEREAS, the City Council hereby adopts the staff report dated February 10, 2026, and the facts contained therein as its own findings of facts; and,

WHEREAS, the City Council did hear and use their independent judgment and considered all said reports, recommendations and testimony herein above set forth.

NOW, THEREFORE, the City Council of the City of Belmont resolves as follows:

SECTION 1. The City Council finds that the Project does not result in an increase of original student capacity by more than 25% or ten classrooms, that the Project qualifies as a minor addition to an existing school within existing school grounds within the scope of CEQA Guideline 15314, that the cumulative impact of successive projects of the same type in the same place, over time is not significant, and that no unusual circumstances exist that give rise to a reasonable possibility that the Project will have a significant effect on the environment. Accordingly, the Community Development Director is directed to file an notice of exemption for the Project under Section 15314.

SECTION 2. The City Council approves the design review and detailed development plan included in Exhibit A, the conditional use permit, grading plan and permit, and tree removal permit based on the findings contained in Exhibit B, subject to the Conditions of Approval in Exhibit C and contingent upon adoption of an ordinance amending the conceptual development plan for the Charles Armstrong School on property located at 1405 Solana Drive.

* * *

ADOPTED _____ by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

_____
City Clerk

_____
Mayor

APPROVED AS TO FORM:

_____
City Attorney

CHARLES ARMSTRONG SCHOOL

NEW ACADEMIC & ATHLETICS BUILDINGS

1405 Solana Drive
Belmont, CA 94002

DETAILED DEVELOPMENT PLAN
January 30, 2026



PROJECT DIRECTORY

OWNER
Charles Armstrong School
1405 Solana Drive
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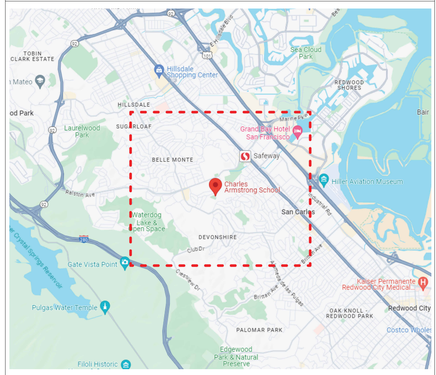
LIGHTING & ELECTRICAL
OMM
4340 Redwood Highway, Suite 245
San Rafael, CA 94903

PHONE: (415) 492-0420 x112
CONTACT: Pieter Colenbrander

DRAWING INDEX.

SHEET #	SHEET NAME
000 GENERAL	
G-001.	COVER SHEET
000 GENERAL: 1	
010 CIVIL	
C0.0	SITE TOPOGRAPHIC SURVEY
C1.0.	EXISTING CONDITIONS & DEMOLITION PLAN
C2.0.	SITE PLAN
C3.0.	GRADING AND DRAINAGE PLAN
C4.0.	UTILITY PLAN
C5.0.	STORMWATER CONTROL PLAN
C6.0.	FIRE ACCESS PLAN
C7.0.	CONSTRUCTION DETAILS
C7.1.	CONSTRUCTION DETAILS
C8.0.	BEST MANAGEMENT PRACTICES
010 CIVIL: 10	
020 LANDSCAPE	
L-101	OVERALL LANDSCAPE PLAN
L-102	ENLARGED LANDSCAPE PLAN
L-103	ENLARGED LANDSCAPE PLAN
020 LANDSCAPE: 3	
030 ARCHITECTURAL	
AS-100	EXISTING SITE CONTEXTUAL PLAN & PHOTOS
AS-100B	EXISTING SITE CONTEXTUAL PLAN & PHOTOS
AS-101.	EXISTING SITE PLAN
AS-103.	PROPOSED ROOF PLAN
AS-104	PROPOSED PARKING & CIRCULATION PLAN
AS-105	TRASH/WASTE PICKUP PLAN
A-105.	ATHLETICS BUILDING - FFE 258
A-202	ATHLETICS BUILDING ELEVATIONS
A-300.	SECTIONS
A-600	ACADEMICS BUILDING MATERIALS BOARD
A-601.	ATHLETICS BUILDING MATERIALS BOARD
A-900.	RENDERINGS
030 ARCHITECTURAL: 12	
050 STRUCTURAL	
S-101	ACADEMIC BUILDING AREA A - FFE 260
S-102	ACADEMIC BUILDING AREAS A & B - FFE 271
S-103	ACADEMIC BUILDING AREA C - FFE 276
S-104	ACADEMIC BUILDING AREA B - FFE 284
S-105	ACADEMIC BUILDING A, B & C - ROOF FRAMING PLAN
S-106	ATHLETICS BUILDING - FFE 258
S-107	ATHLETICS BUILDING - ROOF FRAMING PLAN
050 STRUCTURAL: 7	
080 ELECTRICAL	
ES-103	PRELIMINARY SITE PLAN - LIGHTING - PHOTOMETRIC PLAN
E-205	ATHLETICS BUILDING - FLOOR PLAN - EXTERIOR LIGHTING
080 ELECTRICAL: 2	
TOTAL SHEET COUNT: 35	

VICINITY MAP



LOCATION MAP



APPROXIMATE PROJECT SITE AREA: 55,000 SF

PROJECT DESCRIPTION

The proposed new buildings at Charles Armstrong School include an approximate 11,900 SF new Academic Building which will contain classrooms and a creative hub including art and makers' spaces. The building is adjacent to the existing classroom buildings to limit circulation across campus and fosters indoor-outdoor connection with integrated outdoor learning spaces.

A new Athletics Building, approximately 11,100 SF, will provide an all-weather regulation court for games and multi-purpose spaces for gathering. In addition to a gymnasium, it contains a commercial kitchen to allow a nutrition program on site, as well as skills-based classes for students.

To provide these campus upgrades a new transformer will be situated on site, and a new plaza area links to the proposed Academic Building and Athletics Building, with perimeter seating and additional vegetation, as well as stormwater management.

PLAN AND SECTION

- EARTH
- AGGREGATE BASE COURSE
- CONCRETE
- CONCRETE MASONRY UNIT
- BRICK MASONRY
- LIMESTONE, SANDSTONE, GRANITE
- MARBLE
- STEEL, STAINLESS STEEL (LARGE SCALE)
- ALUMINUM (LARGE SCALE)
- OTHER METALS (LARGE SCALE)
- WOOD FRAMING - CONTINUOUS (LARGE SCALE)
- WOOD FRAMING - DISCONTINUOUS (LARGE SCALE)
- PLYWOOD (LARGE SCALE)
- FINISH WOOD (LARGE SCALE)
- SEMI-RIGID INSULATION (LARGE SCALE)
- BATT INSULATION (LARGE SCALE)
- MORTAR, SAND, FIREPROOFING, STUCCO, GYPSUM BOARD
- TERRAZZO (LARGE SCALE)
- COMPOSITE BOARD (LARGE SCALE)
- ACOUSTIC TILE (LARGE SCALE)
- PROTECTION BOARD (LARGE SCALE)
- CERAMIC TILE (LARGE SCALE)
- GLASS (LARGE SCALE)
- THERMA-FIBER

ELEVATION

- PANEL FORMED CONCRETE
- SCREEN WALL METAL PANEL
- METAL PANEL
- VISION GLASS, G1
- SPANDREL GLASS, G1B
- CEMENT PLASTER

REFERENCE SYMBOLS

REFERENCE INDICATOR - COMMON
DETAIL NUMBER ON SHEET TYP. → B3
SHEET NUMBER TYP. → A401

DETAILS
PARALLEL VIEW
DETAIL AREA
DETAIL NUMBER TYP. → C3
SHEET NUMBER TYP. → A501

PERPENDICULAR VIEW
VIEW DIRECTION
DETAIL NUMBER TYP. → B2
SHEET NUMBER TYP. → A501

ELEVATIONS
EXTERIOR ELEVATION
VIEW DIRECTION
ELEVATION REFERENCE → A3
SHEET NUMBER TYP. → A401

INTERIOR ELEVATION
ELEVATION REFERENCE → 3
VIEW DIRECTION
SHEET NUMBER TYP. → A401

SECTIONS
BUILDING SECTION
SECTION REFERENCE → 3
SECTION DIRECTION → A301
SHEET NUMBER TYP.
3 / A301

WALL SECTION
SECTION DIRECTION
SECTION REFERENCE → B2
SHEET NUMBER TYP. → A501

OTHER SYMBOLS

MATCH LINE
1 / A110 → REFERENCE
1 / A111 → SHEET NUMBER

GRID LINES AND BUBBLES
1
A

REVISION
REVISION AREA
1 → REVISION

NORTH
TRUE
N

PARTITION FIRE RATINGS
- NON RATED
- ONE HOUR
- TWO HOUR
- THREE HOUR
- FOUR HOUR

TAGS

OBJECT TAGS
DOOR: 101 → FLOOR LEVEL, ROOM NUMBER
WINDOW: XX → IDENTIFIER
CEILING HEIGHT: 10'-0"
WALL: 01 A / 6A LEAD → 01 A / 6A LEAD → WALL TYPE, WALL IS ACOUSTIC, LEAD LINING, WALL HEAD CONFIGURATION, WALL STUD SIZE
EQUIPMENT: F12 → IDENTIFIER; DESCRIPTION F12 → DESCRIPTION OR CLIENT CODE, IDENTIFIER
FURNITURE: F01 → IDENTIFIER

ROOM TAGS
ROOM: ROOM NAME → NAME; 1-101 → NUMBER
NAME, NUMBER, SQ FT, OCCUPANTS PER SF, OCCUPANTS, CODE GROUP

MATERIAL TAGS
MATERIAL → IDENTIFIER; MATERIAL EXTENTS ALONG WALL
FLOOR AND BASE: EP1 → BASE MATERIAL; CP1 → FLOOR FINISH MATERIAL
CASEWORK: EP1 / SS1 / CP1 → UPPER CASEWORK, COUNTER TOP, LOWER CASEWORK
WALL MULTI FINISH TAG: PT1 / WP1 / WP2 → WALL FINISH, GUARDRAIL, WAINSCOT

NOTES
SYSTEM TAG: F1 → IDENTIFIER
KEYNOTE: 1

PHASING GRAPHICS

- EXISTING PARTITION TO REMAIN
- PORTION OF (E) PARTITION TO BE DEMOLISHED
- NEW PARTITION

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PROFESSIONAL ARCHITECT
JEFFREY W. RATCLIFF
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

COVER SHEET

SCALE: As indicated
PROJECT NUMBER: 24404

SHEET NUMBER: G-001.

01/30/2026 DETAILED DEVELOPMENT PLAN

2/3/2026 4:59:41 PM

ANNOTATIONS

&	AND	(E)	EXISTING	JAN	JANITOR	QT	QUARRY TILE
@	AT	E	EAST	J-BOX	JUNCTION BOX	QTY	QUANTITY
Ø	DIAMETER OR ROUND	EA	EACH	JT	JOINT		
#	POUND OR NUMBER	ECU	EVAPORATIVE COOLING UNIT				
+/-	PLUS OR MINUS	ED	EMERGENCY DEPARTMENT			(R)	REMOVE
		EF	EACH FACE OR EXTERIOR FINISH	KIT	KITCHEN	R	RISER OR RADIUS
A/C	AIR CONDITION	EHD	ELECTRIC HAND DRYER	KPL	KICK PLATE	RB	RUBBER BASE
AAP	ALARM ANNUNCIATOR PANEL	EIFS	EXTERIOR INSULATION AND FINISH SYSTEM	KWY	KEYWAY	RD	ROOF DRAIN
AB	ANCHOR BOLT	EJ	EXPANSION JOINT			RDG INS	RIGID INSULATION
ABC	AGGREGATE BASE COURSE	EL	ELEVATION			REF	REFERENCE
AC	ASBESTOS CEMENT OR	ELAST	ELASTOMERIC	L	ANGLE OR LENGTH	REFL	REFLECTED
	ASPHALTIC CONCRETE	ELAST CTG	ELASTOMERIC COATING	LAB	LABORATORY	REFR	REFRIGERATOR
ACOUS	ACOUSTIC	ELEC	ELECTRICAL	LAD	LADDER	REG	REGISTER
ACP	ASPHALTIC CONCRETE PAVING	ELEV	ELEVATOR	LAM	LAMINATE	REINF	REINFORCED
ACS DR	ACCESS DOOR	EMER	EMERGENCY	LAM GL	LAMINATED GLASS	REQ	REQUIRE
ACS FLR	ACCESS FLOOR	ENAM	ENAMEL	LAV	LAVATORY	REQD	REQUIRED
ACT	ACOUSTICAL CEILING TILE	ENCL	ENCLOSURE	LED	LIGHT EMITTING DIODE	REST	RESTROOM
AD	AREA DRAIN	ENGR	ENGINEER	LF	LINEAR FOOT	REV	REVISION
ADA	AMERICANS WITH DISABILITIES ACT	EP	EDGE OF PAVEMENT OR ELECTRICAL PANEL	LIB	LIBRARY	RFG	ROOFING
ADH	ADHESIVE	EPB	ELECTRICAL PANEL BOARD	LIN	LINEAR	RH	ROOF HATCH
ADJ	ADJACENT OR ADJUSTABLE	EQ	EQUAL	LKR	LOCKER	RLG	RAILING
AFF	ABOVE FINISHED FLOOR	EQUIP	EQUIPMENT	LNDSCP	LANDSCAPE	RM	ROOM
AGGR	AGGREGATE	ESMT	EASEMENT	LT	LIGHT	RND	ROUND
ALT	ALTERNATE	EST	ESTIMATE	LT GA	LIGHT GAUGE	RO	ROUGH OPENING
ALUM, AL	ALUMINUM	EW	EACH WAY	LTG	LIGHTING	RS	ROUGH SAWN
ANOD	ANODIZED	EWC	ELECTRIC WATER COOLER	LTG PNL	LIGHTING PANEL	RTF	RUBBER TILE FLOOR
APPROX	APPROXIMATE	EWH	ELECTRIC WATER HEATER	LVR	LOUVER	RTG	RATING
ARCH	ARCHITECTURAL	EXIST	EXISTING			RV	ROOF VENT
ASB	ASBESTOS	EXP	EXPANSION OR EXPOSED			RWD	REDWOOD
ASPH	ASPHALT	EXP BT	EXPANSION BOLT	MACH	MACHINE	RWL	RAIN WATER LEADER
ASSY	ASSEMBLY	EXT	EXTERIOR	MAS	MASONRY		
AV	AUDIO VISUAL OR AIR VENT			MATL	MATERIAL		
AVG	AVERAGE			MAX	MAXIMUM	S	SOUTH
AWT	ACOUSTICAL WALL TREATMENT	FA	FIRE ALARM	MB	MACHINE BOLT	SA	SUPPLY AIR
		FAAP	FIRE ALARM ANNUNCIATOR PANEL	MBR	MEMBER	SAF	SELF-ADHERED FLASHING
		FACP	FIRE ALARM CONTROL PANEL	MC	MEDICINE CABINET	SBSTR	SUBSTRATE
BAT	BATTEN	FCTY	FACTORY	MECH	MECHANICAL	SC	SOLID CORE
BB	BASEBOARD OR BULLETIN BOARD	FD	FLOOR DRAIN	MED	MEDIUM	SCD	TOILET SEAT COVER DISPENSER
BD	BOARD	FDTN	FOUNDATION	MEMB	MEMBRANE	SCHED	SCHEDULE
BITUM	BITUMINOUS	FE	FIRE EXTINGUISHER	MFD	MANUFACTURED	SCP	SCUPPER
BKBD	BACKBOARD	FEC	FIRE EXTINGUISHER CABINET	MFR	MANUFACTURER	SCWD	SOLID CORE WOOD DOOR
BKG	BACKING	FF	FINISHED FACE	MH	MAN HOLE	SD	SMOKE DETECTOR, SOAP DISPENSER,
BLDG	BUILDING	FH	FIRE HYDRANT	MID	MIDDLE		OR STORM DRAIN
BLK	BLOCKING	FHC	FIRE HOSE CABINET	MIN	MINIMUM	SECT	SECTION
BLT IN	BUILT-IN	FHMS	FLAT HEAD MACHINE SCREW	MIRR	MIRROR	SF	SQUARE FOOT
BM	BEAM	FHWS	FLAT HEAD WOOD SCREW	MISC	MISCELLANEOUS	SGL	SINGLE
BO	BY OWNER	FIN FLR	FINISHED FLOOR	ML	METAL LATH	SH	STAINLESS STEEL SHELF
BP	BUILDING PAPER	FIN GRD	FINISHED GRADE	MLWK	MILLWORK	SHR	SHOWER
BRG	BEARING	FIXT	FIXTURE	MO	MASONRY OPENING	SHT	SHEET
BRZ	BRONZE	FLASH	FLASHING	MOD BIT	MODIFIED BITUMIN	SHV	SHELVING
BUR	BUILT-UP ROOFING	FLDG	FOLDING	MS	MACHINE SCREW OR MOP SINK	SIG	SIGNAL
		FLG	FLANGE	MTD	MOUNTED	SIM	SIMILAR
		FLR	FLOOR	MTL	METAL	SKLT	SKYLIGHT
C&G	CURB AND GUTTER	FLR REG	FLOOR REGISTER	MULL	MULLION	SLNT	SEALANT
CAB	CABINET	FLR SK	FLOOR SINK			SM	SHEET METAL
CB	CATCH BASIN	FLUOR	FLUORESCENT			SMS	SHEET METAL SCREW
CC	CENTER TO CENTER	FO	FINISHED OPENING	(N)	NEW	SND	SANITARY NAPKIN DISPENSER
CEM PLAS	CEMENT PLASTER	FO_	FACE OF _	N	NORTH	SND INS	SOUND INSULATION
CER	CERAMIC	FR	FIRE RATING OR FIRE RESISTANT	NA	NOT APPLICABLE	SNDU	SANITARY NAPKIN DISPOSAL UNIT
CFCI	CONTRACTOR FURNISHED /	FRG	FIBER REINFORCED GYPSUM	NAT	NATURAL	SP	STANDPIPE
	CONTRACTOR INSTALLED	FRMG	FRAMING	NF	NEAR FACE	SPEC	SPECIFICATION
CFOI	CONTRACTOR FURNISHED /	FRP	FIBERGLASS REINFORCED PLASTIC	NIC	NOT IN CONTRACT	SPKLR	SPRINKLER
	OWNER INSTALLED	FRZ	FREEZER	NKL	NICKEL	SPKR	SPEAKER
CFLG	COUNTERFLASHING	FS	FULL SCALE OR SIZE	NM	NON METALLIC	SPT	SPECIMEN PASS-THROUGH
CG	CORNER GUARD	FSTNR	FASTENER	NO	NUMBER	SQ	SQUARE
CH	COAT HOOK	FT	FEET	NOM	NOMINAL	SS	SANITARY SEWER, SERVICE SINK,
CI	CAST IRON	FTG	FOOTING	NR	NOISE REDUCTION		STANDING SEAM, OR STORM SEWER
CIP	CAST IN PLACE	FURG	FURRING	NTS	NOT TO SCALE	SST	STAINLESS STEEL
CJ	CONSTRUCTION JOINT OR	FURN	FURNISH OR FURNITURE			STD	STANDARD
	CONTROL JOINT	FUT	FUTURE			STL	STEEL
CL	CENTERLINE	FWC	FABRIC WALL COVERING	O/	OVER	STOR	STORAGE
CLG	CEILING			OA	OVERALL	STRUC	STRUCTURAL
CLO	CLOSET			OC	ON CENTER	SURF	SURFACE
CLR	CLEAR	G DISP	GARBAGE DISPOSER	OCEW	ON CENTER EACH WAY	SUSP	SUSPENDED
CMPTR	COMPUTER	GA	GAUGE	OCC	OCCUPANCY	SYS	SYSTEM
CMU	CONCRETE MASONRY UNIT	GALV	GALVANIZED	OD	OUTSIDE DIAMETER OR DIMENSION		
CNTR	COUNTER	GB	GRAB BAR	OF	OUTSIDE FACE		
CO	CASED OPENING OR CLEANOUT	GC	GENERAL CONTRACTOR	OFCI	OWNER FURNISHED /	T	TREAD
COL	COLUMN	GDR	GUARD RAIL		CONTRACTOR INSTALLED	T&G	TOUNGUE AND GROOVE
CONC	CONCRETE	GEN	GENERAL	OFOI	OWNER FURNISHED /	TB	THROUGH BOLT
COND	CONDITION	GFCI	GROUND FAULT CIRCUIT INTERRUPTER		OWNER INSTALLED	TD	TOWEL DISPENSER OR TRENCH DRAIN
CONN	CONNECT OR CONNECTION	GL	GLASS	OFF	OFFICE	TDR	TOWEL DISPENSER / RECEPTACLE
CONSTR	CONSTRUCTION	GL BLK	GLASS BLOCK	OH	OVERHANG	TEL	TELEPHONE
CONT	CONTINUOUS	GLU LAM	GLU LAMINATED WOOD	OPNG	OPENING	TEMP	TEMPORARY
CONTR	CONTRACT OR CONTRACTOR	GLZ	GLAZING	OPP	OPPOSITE	TER	TERRAZO
COORD	COORDINATE	GPC	GYPSUM PLASTER CEILING	OPT	OPTIONAL	TH	THICK OR THICKNESS
CORR	CORRIDOR	GRTG	GRATING	OR	OPERATING ROOM	THRES	THRESHOLD
COTG	CLEANOUT TO GRADE	GSM	GALVANIZED SHEET METAL	ORD	OVERFLOW ROOF DRAIN	TMPD GL	TEMPERED GLASS
CP	CONTROL PANEL	GT	GREASE TRAP	ORIG	ORIGINAL	TO_	TOP OF _
CPT	CARPET OR	GV	GRAVITY VENT	OSHA	OCCUPATIONAL SAFETY	TP	TELEPHONE POLE
	COMMON PATH OF TRAVEL	GYM	GYMNASIUM		AND HEALTH ADMINISTRATION	TPD	TOILET PAPER DISPENSER
CSK	COUNTERSUNK	GYP BD	GYPSUM BOARD	OVFL	OVERFLOW	TRTD	TREATED
CT	CERAMIC TILE	GYP PLAS	GYPSUM PLASTER			TS	TUBE STEEL
CTR	CENTER					TSTAT	THERMOSTAT
CW	COLD WATER			PA	PUBLIC ADDRESS	TV	TELEVISION
		HB	HOSE BIB	PAR	PARAPET	TYP	TYPICAL
		HC	HANDICAP OR HOSE CABINET	PB	PANEL BOARD, PANIC BAR, OR PULL BOX		
DBL	DOUBLE	HCWD	HOLLOW CORE WOOD DOOR	PBD	PARTICLE BOARD		
DCS	DIAPER CHANGING STATION	HD	HAND DRYER	PC	PORTLAND CEMENT	UNFIN	UNFINISHED
DED	DEDICATED	HDBD	HARDBOARD	PCP	PORTLAND CEMENT PLASTER	UON	UNLESS OTHERWISE NOTED
DEMO	DEMOLITION	HDR	HEADER	PERF	PERFORATED	UR	URINAL
DEPT	DEPARTMENT	HDW	HARDWARE	PERIM	PERIMETER	UTIL	UTILITY
DET	DETAIL	HGR	HANGER	PERM	PERMANENT		
DF	DRINKING FOUNTAIN	HIM	HEALTH INFORMATION MANAGEMENT	PERP	PERPENDICULAR		
DFJ	DEFLECTION JOINT	HLDN	HOLDDOWN	PL	PROPERTY LINE	VAR	VARIES
DIA	DIAMETER	HM	HOLLOW METAL	PLAM	PLASTIC LAMINATE	VB	VINYL BASE
DIM	DIMENSION	HNDRL	HANDRAIL	PLAS	PLASTER OR PLASTIC	VCT	VINYL COMPOSITION TILE
DISP	DISPENSER	HORIZ	HORIZONTAL	PLBG	PLUMBING	VENT	VENTILATE OR VENTILATION
DPTN	DEMOUNTABLE PARTITION	HOSP	HOSPITAL	PLYWD	PLYWOOD	VERT	VERTICAL
DR	DOOR	HP	HIGH POINT	PNL	PANEL	VEST	VESTIBULE
DS	DOWNSPOUT	HS	HAND SINK	PR	PAIR	VFAT	VINYL FACED ACOUSTICAL TILE
DSP	DRY STANDPIPE	HT	HEIGHT	PRCST	PRECAST	VIF	VERIFY IN FIELD
DW	DISHWASHER	HVY	HEAVY	PREFAB	PREFABRICATED	VNR	VENEER
DWG	DRAWING	HW	HOT WATER	PRELIM	PRELIMINARY	VR	VAPOR RETARDER
DWR	DRAWER	HVAC	HEATING, VENTILATING, AND AIR	PRKG	PARKING	VTR	VENT-THROUGH-ROOF
			CONDITIONING	PROJ	PROJECT	VWC	VINYL WALL COVERING
		HYD	HYDRANT	PROP	PROPERTY	VWF	VINYL WALL FABRIC
				PS	PULL STATION		
				PSF	POUND PER SQUARE FOOT		
		ID	INSIDE DIAMETER	PSI	POUND PER SQUARE INCH	W	WEST
		IDF	INTERMEDIATE DISTRIBUTION FRAME	PT	PAINT	W/	WITH
		IF	INSIDE FACE	PTD	PAPER TOWEL DISPENSER	W/O	WITHOUT
		IN	INCH	PTN	PARTITION	WBL	WOOD BLOCKING
		INC	INCANDESCENT	PTR	PAPER TOWEL RECEPTACLE	WC	WALL COVERING OR WATER CLOSET
		INSUL	INSULATION	PVG	PAVING	WD	WOOD
		INT	INTERIOR	PWR	POWER	WDP	WOOD PANELING
		IR	INSIDE RADIUS			WGL	WIRED GLASS
		IWH	INSTANTANEOUS WATER HEATER			WH	WATER HEATER
						WM	WIRE MESH OR WATER METER
						WP	WALL PROTECTION
						WPT	WORKING POINT
						WR	WASTE RECEPTACLE OR WATER RESISTANT
						WSCT	WAINSCOT
						WT	WEIGHT
						WWF	WELDED WIRE MESH

CODE SUMMARY

PROJECT INFORMATION

PROJECT NAME: CHARLES ARMSTRONG SCHOOL NEW ACADEMIC & ATHLETICS BUILDINGS
PROJECT ADDRESS: 1405 SOLANA DR. BELMONT, CA 94002

APPLICABLE CODES

LOCAL

GENERAL: 2022 CALIFORNIA BUILDING STANDARDS ADMINISTRATIVE CODE, CALIFORNIA CODE OF REGULATIONS (C.C.R.), TITLE 24, PART 1

BUILDING: 2022 CALIFORNIA BUILDING CODE, VOLUMES 1 AND 2 (CCR TITLE 24, PART 2)

ELECTRICAL: 2022 CALIFORNIA ELECTRICAL CODE (CCR TITLE 24, PART 3)

MECHANICAL: 2022 CALIFORNIA MECHANICAL CODE (CCR TITLE 24, PART 4)

PLUMBING: 2022 CALIFORNIA PLUMBING CODE (CCR TITLE 24, PART 5)

ENERGY: 2022 CALIFORNIA ENERGY CODE (CCR TITLE 24, PART 6)

FIRE: 2022 CALIFORNIA FIRE CODE (CCR TITLE 24, PART 9)
2022 NFPA 13 - STANDARD FOR INSTALLATION OF AUTOMATIC FIRE SPRINKLER SYSTEMS; AS AMENDED
2022 NFPA 72 - NATIONAL FIRE ALARM CODE; AS AMENDED

ADA: 2010 AMERICANS WITH DISABILITIES ACT (28 CFR, PART 36)

GREEN BUILDING
2022 CALIFORNIA GREEN BUILDING STANDARDS
2022 CALIFORNIA REFERENCED STANDARDS (CCR TITLE 24, PART 12)

OCCUPANCY: (E) EDUCATION

REQUIRED EXIT WIDTHS: BY BUILDING

REQUIRED PLUMBING FIXTURES

EXISTING:		19 TOILETS	11 LAVATORIES
NEW:		11 TOILETS	7 LAVATORIES
PROPOSED TOTAL:		**30 TOILETS**	**18 LAVATORIES**

CONSTRUCTION TYPE: TYPE II-B

STORY HEIGHT: PROPOSED (2) STORIES

FLOOR AREAS:

(E) CLASSROOM BUILDING 1:	7,346 GSF
(E) CLASSROOM BUILDING 2:	6,840 GSF
(E) CLASSROOM BUILDING 3:	6,840 GSF
(E) MULTI-PURPOSE BUILDING:	8,651 GSF
(E) BUILDINGS TOTAL	**29,677 GSF**
*	
(N) ACADEMIC BUILDING:	11,893 GSF
A: 6,364 GSF	
B: 4,237 GSF	
C: 1,292 GSF	
(N) ATHLETIC BUILDING:	11,126 GSF
GYMNASIUM: 7,973 GSF	
SUPPORT/KITCHEN: 3,153 GSF	
PROPOSED TOTAL	**52,696 GSF**
(N) OUTDOOR LEARNING COURT:	2,768 GSF

FIRE PROTECTION: PROPOSED BUILDINGS TO BE FULLY SPRINKLERED
EXISTING BUILDINGS NON-SPRINKLERED

GENERAL NOTES

1. THE CONSTRUCTION DOCUMENTS INCLUDE BUT ARE NOT LIMITED TO; THE GENERAL CONDITIONS, SUPPLEMENTAL CONDITIONS, DIVISION 1, THE MATERIAL AND PRODUCT SPECIFICATIONS. DEFINITIONS FOR THE COMPLETE CONSTRUCTION DOCUMENTS ARE DESCRIBED IN THE GENERAL AND SUPPLEMENTAL CONDITIONS. ALL OF THE CONSTRUCTION DOCUMENTS SHALL BE CONSIDERED TOGETHER AS A WHOLE FOR COMPLETE DESCRIPTION OF THE WORK.
2. THE DRAWINGS ARE DIAGRAMMATIC. INFORMATION SHOWN AT A LARGER SCALE SUPERSEDES THAT OF A SMALLER SCALE. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR COMPLETE DESCRIPTION OF THE BUILDING SYSTEMS.
3. EXISTING CONDITIONS ARE SHOWN FOR REFERENCE ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING CONDITIONS AND BE RESPONSIBLE FOR THE ACCURACY OF SUCH CONDITIONS PRIOR TO STARTING THE WORK.
4. WRITTEN DIMENSIONS TAKE PRECEDENCE. DO NOT SCALE THE DRAWINGS. IF UNABLE TO LOCATE DIMENSIONS FOR ANY ITEM OF WORK, CONSULT THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.
5. VERIFY ALL DRAWING DIMENSIONS PRIOR TO STARTING THE WORK. NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR VARIATIONS. DO NOT PROCEED WITH THE AFFECTED OR RELATED WORK UNTIL THE DISCREPANCIES OR VARIATIONS ARE RESOLVED BY THE ARCHITECT.
6. ALL DIMENSIONS NOTED "VERIFY" AND "VIF" ARE TO BE CHECKED BY THE CONTRACTOR PRIOR TO STARTING THE WORK. NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR VARIATIONS.
7. THE NOTATION "TYP" CONVEYS THE MEANING THAT ALL ASSOCIATED CRITERIA FOR LIKE OR SIMILAR ITEMS BE CONSISTENT WHEREVER SUCH NOTE OCCURS.
8. THE ARCHITECT SHALL BE NOTIFIED IN WRITING OF ANY EXISTING MATERIALS SUSPECTED OF BEING HAZARDOUS. WORK CONFINED TO THE AFFECTED AREA SHALL BE SUSPENDED UNTIL APPROPRIATE STEPS TO TEST AND ABATE THE MATERIALS, AS REQUIRED.
9. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING CONDITIONS TO REMAIN. ANY EXISTING CONDITION THAT IS DAMAGED OR ALTERED DURING CONSTRUCTION SHALL BE RETURNED TO ITS PREVIOUS STATE.
10. ALL WORK SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA CODE OF REGULATIONS AND ANY/ALL GOVERNING AUTHORITIES HAVING JURISDICTION OVER THE WORK AS IDENTIFIED IN THE CONTRACT DOCUMENTS.

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PROFESSIONAL ARCHITECT — CA WETHERELL — No. C-18257 — REN. 12-31-27 — STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

NOTES

SCALE: 12" = 1'-0"

PROJECT NUMBER: 24404

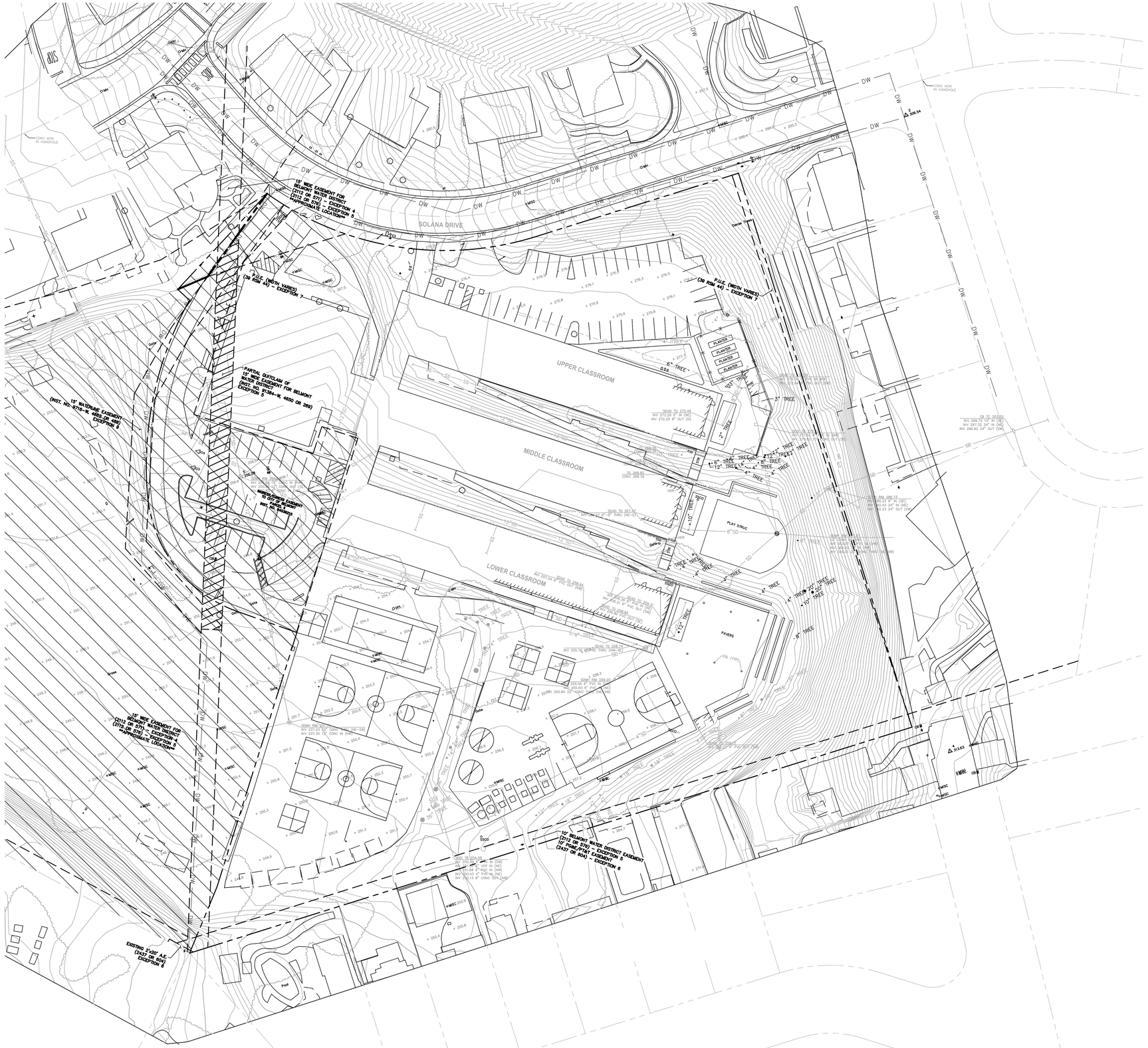
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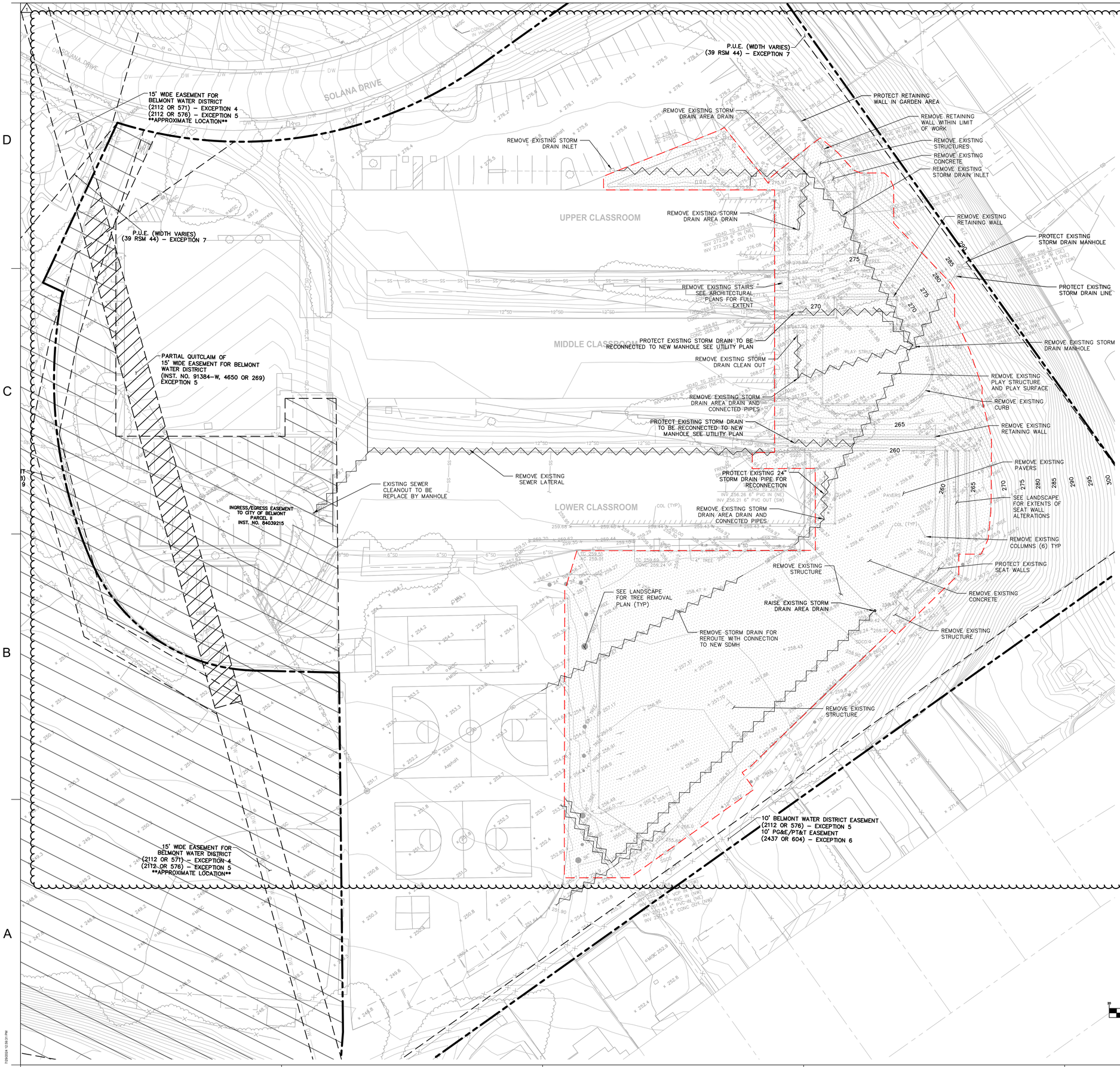
01/30/2026 DETAILED DEVELOPMENT PLAN

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SOLANA DRIVE
UPPER CLASSROOM
MIDDLE CLASSROOM
LOWER CLASSROOM
PLAY STRUC
PAVERS
PLANTER
PLANTER
PLANTER
PLANTER
15' WIDE EASEMENT FOR BELMONT WATER DISTRICT (2112 OR 571) - EXCEPTION 4 APPROXIMATE LOCATION
P.U.E. (WIDTH VARIES) (39 RSM 43) - EXCEPTION 7
PARTIAL QUITCLAIM TO 15' WIDE EASEMENT FOR BELMONT WATER DISTRICT (INST. NO. 91364-W, 4650 OR 389) EXCEPTION 3
15' WATERLINE EASEMENT (INST. NO. 67418-W, 4650 OR 486) EXCEPTION 2
AGREEMENT FOR RIGHT TO USE EASEMENT (INST. NO. 67418-W, 4650 OR 486)
15' WIDE EASEMENT FOR BELMONT WATER DISTRICT (2112 OR 571) - EXCEPTION 4 APPROXIMATE LOCATION
10' BELMONT WATER DISTRICT EASEMENT (2112 OR 576) - EXCEPTION 5 (2 POWER POLES) EXCEPTION 6 (2457 OR 924) - EXCEPTION 6
EXISTING 3'-0" A.C. (2457 OR 924) EXCEPTION 6
Pool
SDMH TO 275.48 INV 272.29 8" IN (NE) INV 272.29 8" OUT (N)
SDAD TO 267.42 INV 254.41 8" PVC IN (NE)
SDAD TO 255.56 INV 237.33 12" CONC IN (NE) INV 237.30 12" CONC IN (SW)
SDAD TO 254.56 INV 252.20 8" PVC IN (NE) INV 252.05 8" PVC IN (W)
SDAD TO 255.56 INV 255.60 8" PVC IN (NE) INV 250.80 22" CONC IN (NE) INV 250.80 22" CONC IN (SW)
SDAD TO 258.73 INV 253.53 8" IN (NE) INV 253.43 24" IN (NE) INV 253.23 24" OUT (SW)
SDAD TO 267.42 INV 254.41 8" PVC IN (NE)
SDAD TO 255.56 INV 237.33 12" CONC IN (NE) INV 237.30 12" CONC IN (SW)
SDAD TO 254.56 INV 252.20 8" PVC IN (NE) INV 252.05 8" PVC IN (W)
SDAD TO 255.56 INV 255.60 8" PVC IN (NE) INV 250.80 22" CONC IN (NE) INV 250.80 22" CONC IN (SW)
SDAD TO 258.73 INV 253.53 8" IN (NE) INV 253.43 24" IN (NE) INV 253.23 24" OUT



EXISTING CONDITION NOTES:

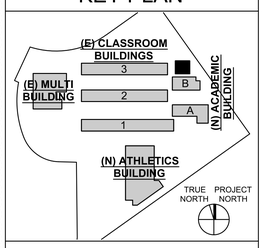
1. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE KNOWN UNDERGROUND UTILITIES. THE TYPES, LOCATIONS, EXTENTS, SIZES AND DEPTHS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND WERE OBTAINED FROM VARIOUS SOURCES, INCLUDING TOPOGRAPHIC FIELD SURVEYS, AND AS-BUILT DRAWINGS PROVIDED BY THE PROPERTY OWNER. ABANDONED UNDERGROUND UTILITIES MAY EXIST, THE LOCATION OF WHICH ARE NOT KNOWN. CONTRACTOR IS CAUTIONED THAT THE TYPES, LOCATIONS, EXTENTS, SIZES AND DEPTHS OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS MAY NOT BE THE TYPES, LOCATIONS, EXTENTS, SIZES AND DEPTHS ENCOUNTERED IN THE FIELD.
2. ONLY EXCAVATION AND PHYSICAL EXPOSURE WILL REVEAL THE ACTUAL TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR POTHOLING EXISTING UNDERGROUND UTILITIES WITHIN THE AREA OF WORK. CONTRACTOR SHALL RETAIN A PRIVATE UTILITY LOCATOR TO IDENTIFY EXISTING UTILITIES. THE CONTRACTOR SHALL POTHOLE AS NECESSARY AT CONNECTION LOCATIONS AND PROPOSED UTILITY CROSSINGS TO FULLY LOCATE AND IDENTIFY EXISTING UTILITIES. POTHOLING SHALL BE DONE AND THE RESULTS, INCLUDING ANY CONFLICTS IDENTIFIED, REPORTED TO THE ENGINEER PRIOR TO THE START OF WORK.
3. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS WORK TO AVOID CONFLICTS BETWEEN SEWER LATERALS, STORM DRAINS, WATER MAINS, AND ALL OTHER UNDERGROUND UTILITIES.
4. CONTACT USA (UNDERGROUND SERVICES ALERT) AT 1-800-227-2600, AND AFFECTED UTILITY COMPANIES A MINIMUM OF 2 WORKING DAYS PRIOR TO STARTING WORK TO REQUEST UTILITIES BE MARKED.
5. CONTRACTOR TO PHASE UTILITY WORK AS REQUIRED AS TO KEEP SERVICES TO EXISTING BUILDINGS IN PLACE

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ISSUE SCHEDULE	NO.	DATE
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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

EXISTING CONDITIONS & DEMOLITION PLAN

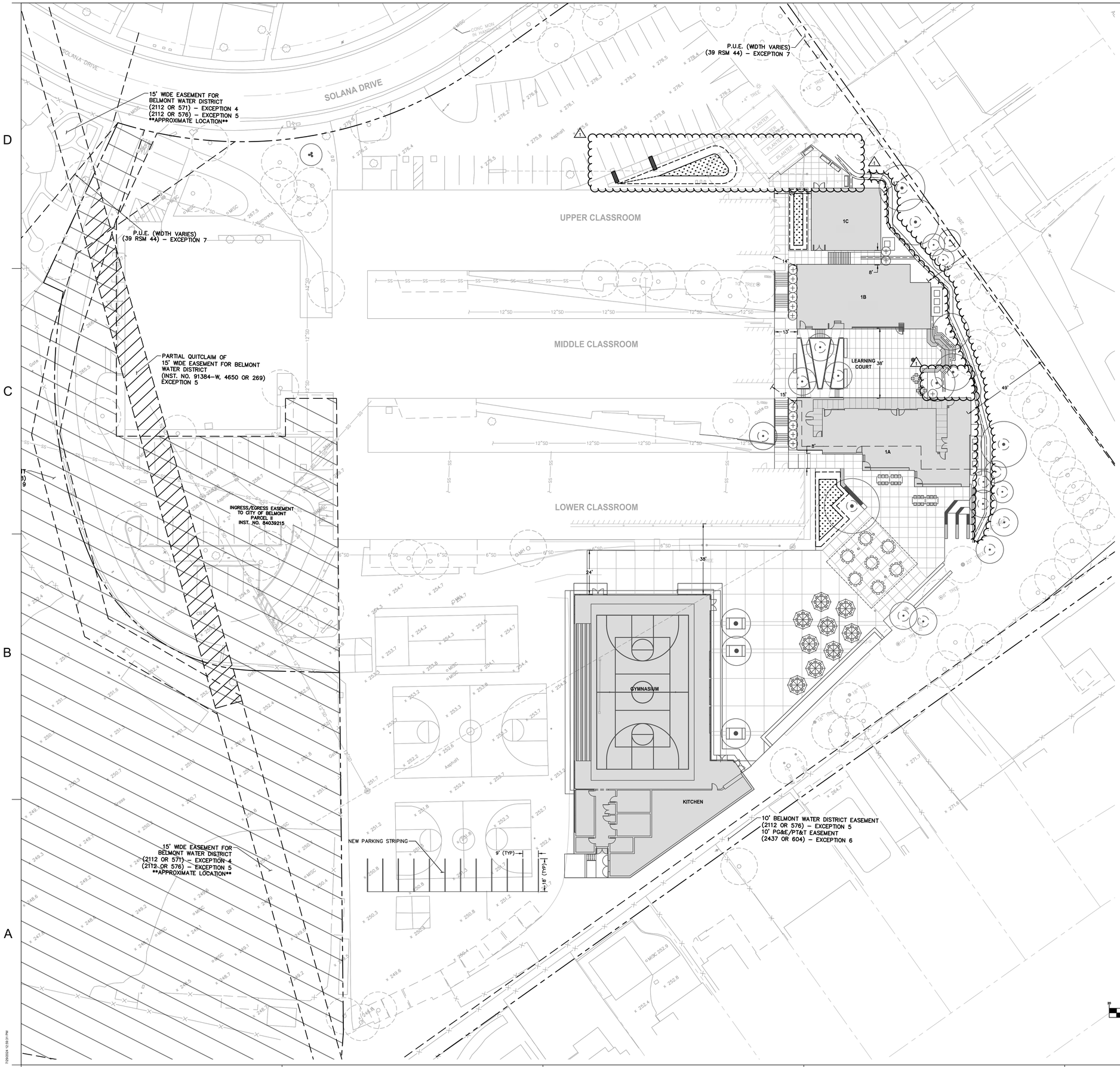
SCALE:

PROJECT NUMBER: 24404

SHEET NUMBER: C1.0

01/30/2026 DETAILED DEVELOPMENT PLAN

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LEGEND:

- PROPERTY LINE
- PROPOSED BUILDING
- NON–STRUCTURAL BIORETENTION AREA
- STRUCTURAL BIORETENTION AREA
- FLOW THROUGH PLANTER AREA

NOTES:

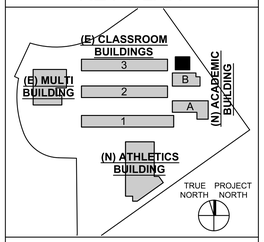
1. SEE ARBORIST REPORT FOR (E) TREE INFORMATION

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KEY PLAN



CHARLES ARMSTRONG SCHOOL

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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

SITE PLAN

SCALE:

PROJECT NUMBER: 24404

SHEET NUMBER: C2.0

01/30/2026 DETAILED DEVELOPMENT PLAN

7/29/2024 12:29:31 PM

PHASE 1 APPROXIMATE CUT/FILL REPORT		
CUT (CU. YD.)	FILL (CU. YD.)	NET (CU. YD.)
1,250	350	900<CUT>

PHASE 2 APPROXIMATE CUT/FILL REPORT		
CUT (CU. YD.)	FILL (CU. YD.)	NET (CU. YD.)
150	750	600<FILL>

PHASE 1&2 COMBINED APPROXIMATE CUT/FILL REPORT		
CUT (CU. YD.)	FILL (CU. YD.)	NET (CU. YD.)
1,400	1,100	300<CUT>

LEGEND:

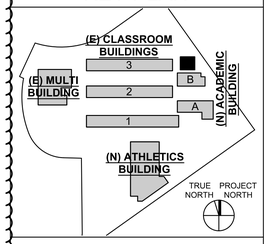
- PROPERTY LINE
- PROPOSED BUILDING
- NON-STRUCTURAL BIORETENTION AREA (7/C7.0)
- "J" DITCH DRAINAGE CHANNEL (8/C7.0)
- 18" CONCRETE SWALE (9/C7.0)
- CURB-O-LET WITH RECTANGULAR DRAINAGE CHANNEL (10/C7.0)
- ACO TRENCH DRAIN KLASSIKDRAIN K100/KS100 4" WIDE, ADA HEEL-PROOF OR APPROVED EQUAL
- STORM DRAIN/SANITARY SEWER MANHOLE (1/C7.0)
- 6" STORM DRAIN AREA DRAIN (4/C7.0)
- STORM DRAIN OVERFLOW BASIN/INLET (3/C7.0, 7/C7.0)
- SD — STORM DRAIN LINE, HDPE ADS N-12 UNLESS OTHERWISE NOTED (5/C7.0)
- SD — EXISTING STORM DRAIN LINE

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KEY PLAN



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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

GRADING AND DRAINAGE PLAN

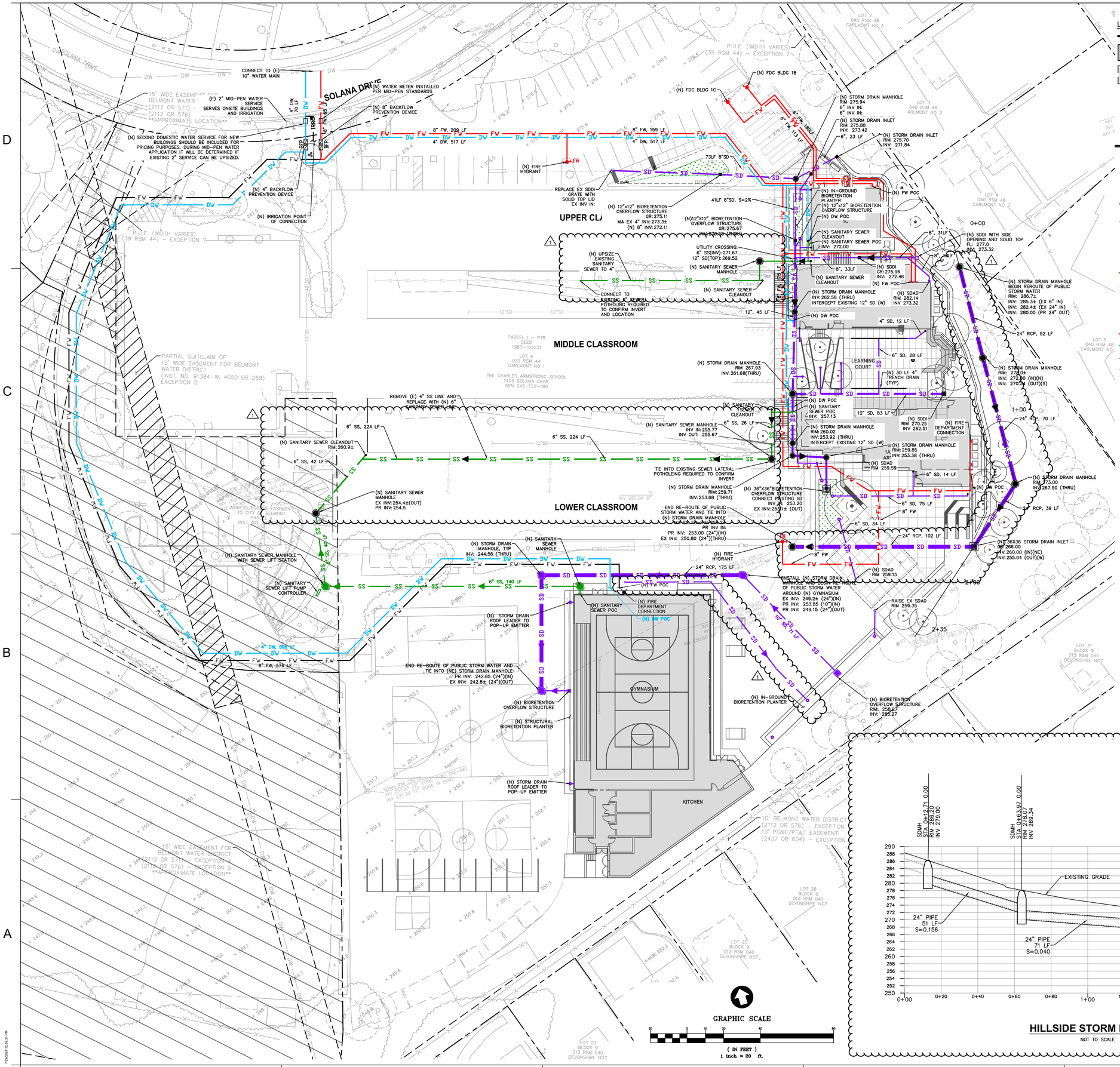
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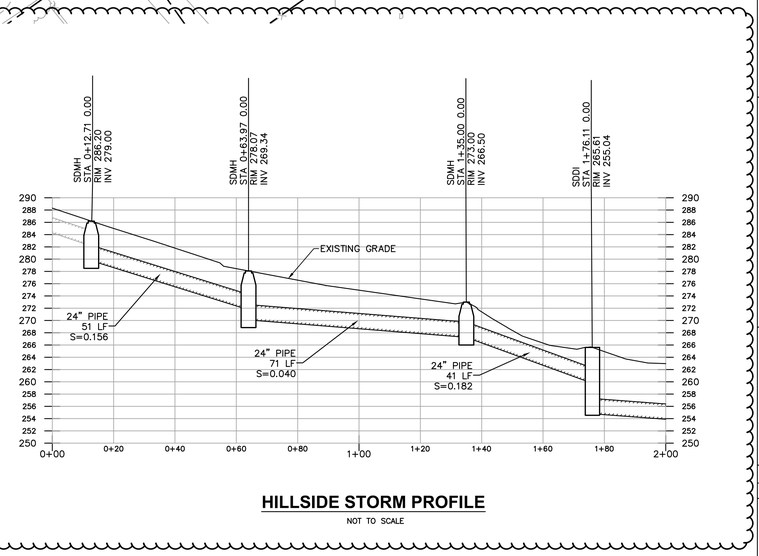
PROJECT NUMBER: 24404

SHEET NUMBER: C3.0

01/30/2026 DETAILED DEVELOPMENT PLAN

7/29/2024 12:39:31 PM





HILLSIDE STORM PROFILE
NOT TO SCALE

LEGEND:

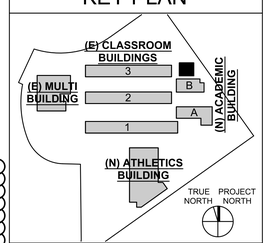
- PROPERTY LINE
- PROPOSED BUILDING
- NON–STRUCTURAL BIORETENTION AREA (7/C7.0)
- "J" DITCH DRAINAGE CHANNEL (8/C7.0)
- 18" CONCRETE SWALE (9/C7.0)
- CURB–O–LET WITH RECTANGULAR DRAINAGE CHANNEL (10/C7.0)
- ACO TRENCH DRAIN KLASSIKDRAIN K100/KS100 4" WIDE, ADA HEEL–PROOF OR APPROVED EQUAL
- STORM DRAIN/SANITARY SEWER MANHOLE (1/C7.0)
- 6" STORM DRAIN AREA DRAIN (4/C7.0)
- STORM DRAIN OVERFLOW BASIN/INLET (3/C7.0) (7/C7.0)
- SD — STORM DRAIN LINE, HDPE ADS N–12 UNLESS OTHERWISE NOTED (6/C7.0)
- SD — EXISTING STORM DRAIN LINE
- STORM DRAIN POP–UP EMITTER (2/C7.0)
- UNDERGROUND DOWNSPOUT CONNECTION
- SANITARY SEWER CLEANOUT (5/C7.0)
- SS — SANITARY SEWER LINE PVC SDR 26 (6/C7.0)
- SS — EXISTING SANITARY SEWER LINE
- BACKFLOW PREVENTER (13/C7.1) (14/C7.1)
- FIRE HYDRANT (15/C7.1)
- FIRE DEPARTMENT CONNECTION (17/C7.1)
- FW — 8" FIRE WATER LINE C900 PVC (16/C7.1)
- DW — 4" DOMESTIC WATER LINE C900 PVC (16/C7.1)
- DW — EXISTING DOMESTIC WATER LINE
- 265 — EXISTING CONTOUR

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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

UTILITY PLAN

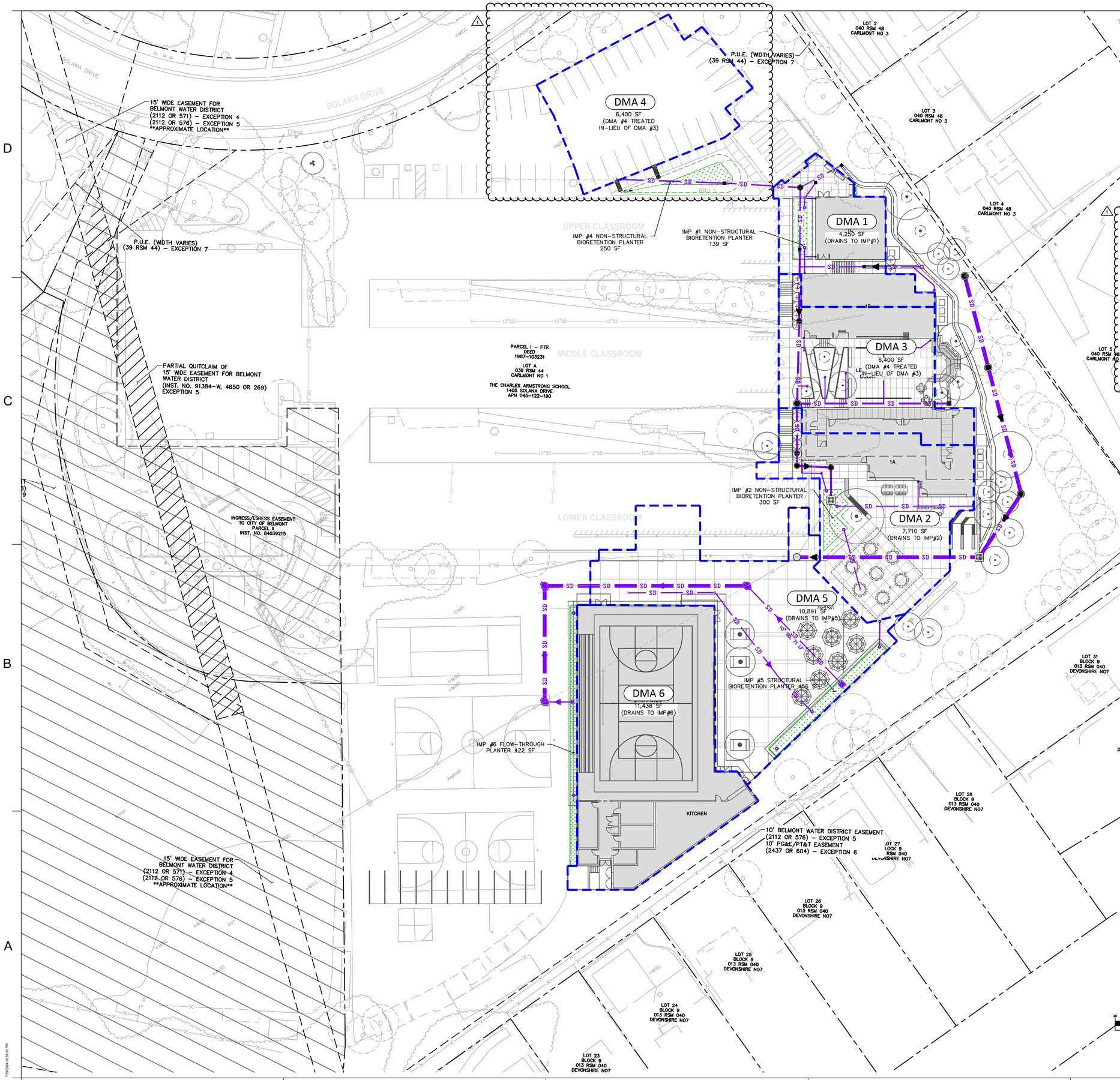
SCALE:

PROJECT NUMBER: 24404

SHEET NUMBER: C4.0

01/30/2026 DETAILED DEVELOPMENT PLAN

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1

STORMWATER SUMMARY TABLE

Drainage Management Area (DMA)	DMA Area (sf)	DMA Area (acres)	Pervious Area (sf)	Impervious Area (sf)	Treatment Needed* (sf)	Bioretention Area Proposed (sf)	Stormwater Treatment Measures	Notes**
DMA 1	4,250	0.10	0	4,250	139	139	IN-GROUND BIORETENTION PLANTER	Treats 1,888 SF of AREA 7 from "Charles Armstrong School" plans dated 2/5/2014 - Stormwater treatment design.
DMA 2	7,710	0.18	0	7,710	250	300	IN-GROUND BIORETENTION PLANTER	Treats 3,336 SF of AREA 6 & 2,640 of AREA 4 from "Charles Armstrong School" plans dated 2/5/2014 - Stormwater treatment design.
DMA 3	6,400	0.15	784	5,616	210	250	IN-GROUND BIORETENTION PLANTER	Treats 3,532 SF of AREA 5 from "Charles Armstrong School" plans dated 2/5/2014 - Stormwater treatment design.
DMA 4	6,400	0.15	0	6,400				
DMA 5	10,891	0.25	0	10,891	355	456	IN-GROUND BIORETENTION PLANTER	Treats 10,891 SF of AREA 4 from "Charles Armstrong School" plans dated 2/5/2014 - Stormwater treatment design.
DMA 6	11,438	0.26	0	11,438	372	422	FLOW-THROUGH PLANTER	Treats 4,926 SF of AREA 4 from "Charles Armstrong School" plans dated 2/5/2014 - Stormwater treatment design.
TOTAL	47,089	1.08	784	46,305	1,326	1,567		

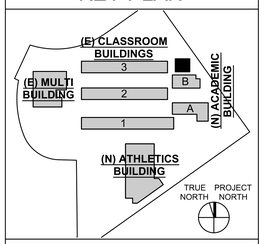
* Per San Mateo Countywide Water Pollution Prevention Program Combination Flow and Volume Method 2D Sizing Tool
** The proposed stormwater treatment design treats the the same amount of disturbed area as found in treatment AREAS 4-7 from the "Charles Armstrong School" plans dated 2/5/2014. The proposed project does not disturb any areas found in treatment AREAS 1-3 from the "Charles Armstrong School" plans. Thus no modified/new treatment is required of those locations.

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KEY PLAN



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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

STORMWATER CONTROL PLAN

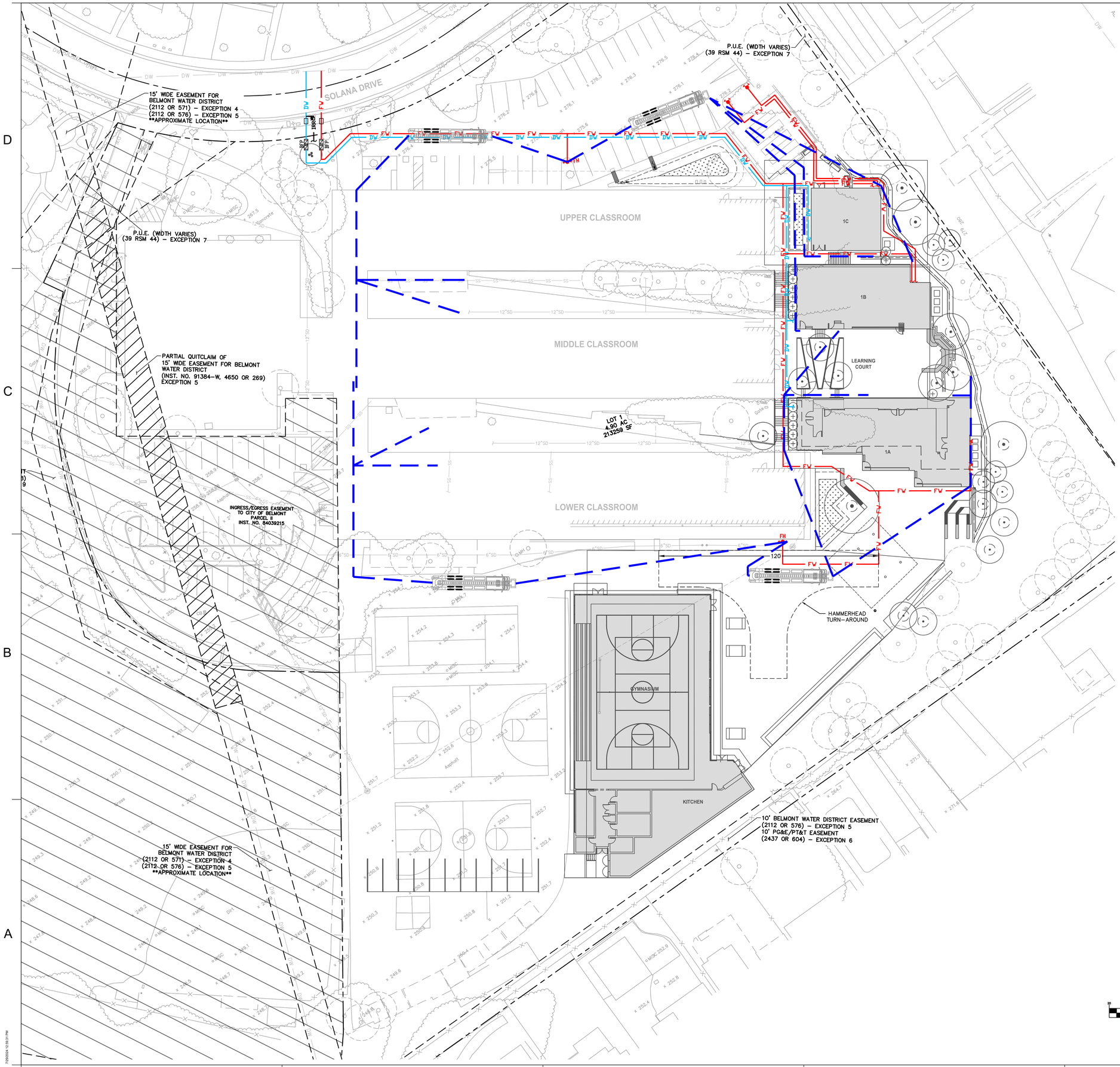
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PROJECT NUMBER: 24404

SHEET NUMBER: C5.0

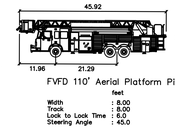
01/30/2026 DETAILED DEVELOPMENT PLAN

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LEGEND:

- PROPERTY LINE
- PROPOSED FIRE HYDRANTS
- AERIAL FIRE APPARATUS TRUCK
- 150' MAX TRUCK TO BLDG / 150' MAX FH TO TRUCK



AERIAL FIRE APPARATUS TRUCK PROFILE

FVFD 110' Aerial Platform Pierce Velocity

feet

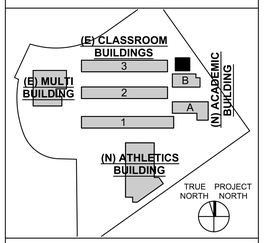
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

FIRE ACCESS PLAN

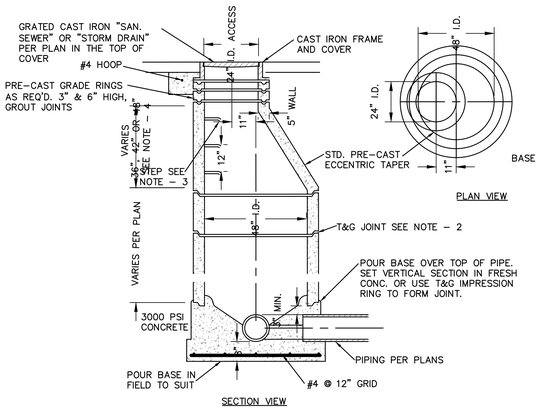
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PROJECT NUMBER: 24404

SHEET NUMBER: C6.0

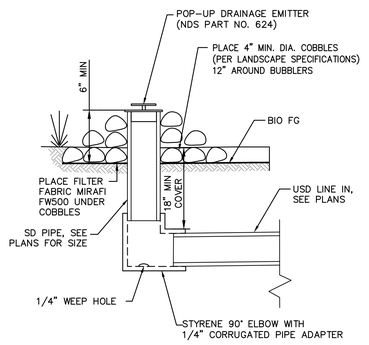
01/30/2026 DETAILED DEVELOPMENT PLAN

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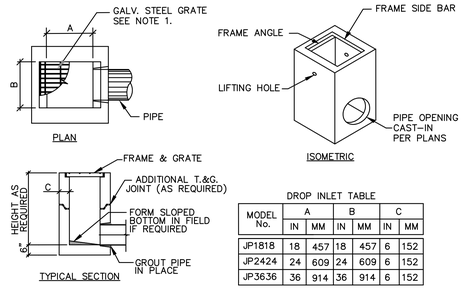
NOTES:
1. USE 48" MANHOLE FOR ALL PIPES LESS THAN 30" DIAMETER.
2. PRE-CAST MANHOLE MATERIAL SHALL BE MANUFACTURED TO ASTM SPECIFICATION C478.
3. GROUT JOINTS WITH 1:3 MORTAR MIX OR USE RAM-NEK JOINT COMPOUND.
4. 3/4" DIA. GALV. STEEL STEPS ARE SPACED 12" O.C. VERTICALLY & 6" FROM JOINTS.
5. A 36" TAPER MAY BE COMBINED WITH A 12" VERTICAL TO FORM A 48" TAPER SECTION.
6. ALL CONCRETE JOINTS SHALL BE LEANED, WETTED, A MORTARED PRIOR TO SETTING THE NEXT SECTION THE JOINTS SHALL BE PACKED, TOWELLED AND BRUSHED WHILE THE MORTAR IS PLASTIC.
7. MANHOLE SHALL BE SET TO GRADE SUBSEQUENT TO PLACING AC OR RCC.
8. COAT ALL CONCRETE SURFACES INSIDE SANITARY SEWER MANHOLES WITH XYPEX "CHRISTALLINE" OR APPROVED EQUAL.

1 STORM DRAIN AND SANITARY SEWER PRECAST MANHOLE
NOT TO SCALE



NOTE:
1. SIZING AND LOCATION PER PLANS.

2 STORM DRAIN POP-UP EMITTER
NOT TO SCALE

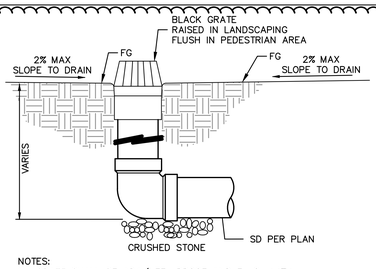


DROP INLET TABLE

MODEL No.	A		B		C	
	IN	MM	IN	MM	IN	MM
JP1818	18	457	18	457	6	152
JP2424	24	609	24	609	6	152
JP3636	36	914	36	914	6	152

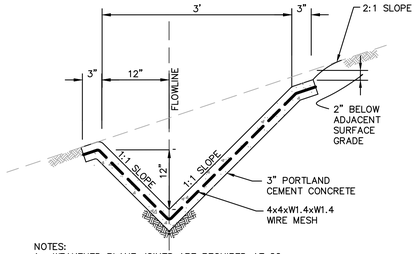
NOTES:
1. CONTRACTOR TO INSTALL JANSEN PRECAST PRODUCTS OR APPROVED EQUIVALENT.
2. ALL FRAMES AND GRATES SHALL BE H20 TRAFFIC LOADING RATED. ALL GRATES SHALL HAVE LOCKING DEVICE.
3. SEE PLAN FOR SIZE
4. INSTALL ADA/HEEL PROOF GRATE IN PEDESTRIAN AREAS

3 STORM DRAIN DROP INLET
NOT TO SCALE



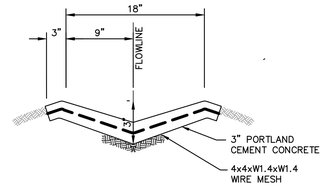
NOTES:
1. GRATE SHALL BE ADA/HEEL PROOF AND FLUSH WITH ADJACENT SURFACING IN PEDESTRIAN AREAS

4 STORM DRAIN AREA DRAIN
NOT TO SCALE



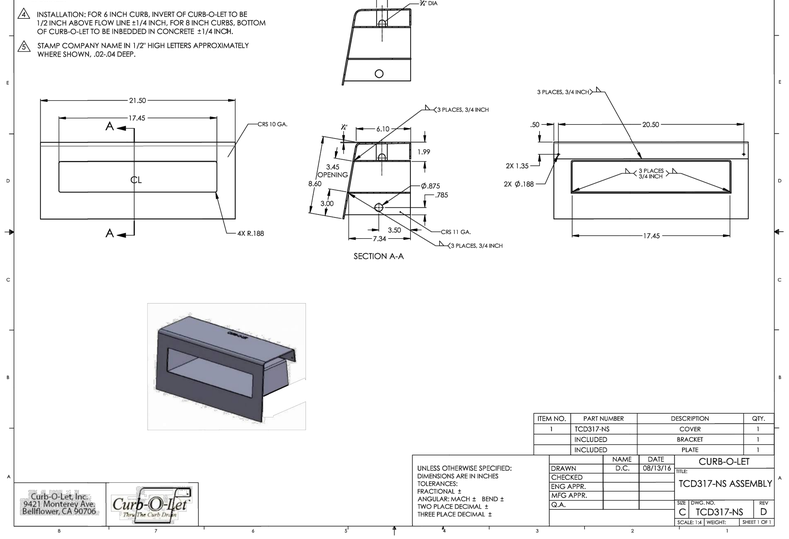
NOTES:
1. WEAKENED PLANE JOINTS ARE REQUIRED AT 20 FOOT INTERVALS.
2. FORM DITCH USING SCREED.

8 CONCRETE "J" DITCH
NOT TO SCALE

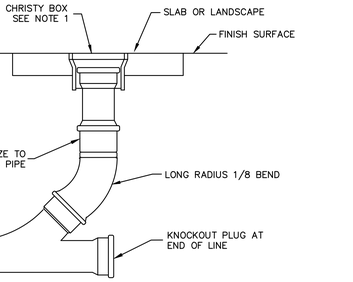


NOTES:
1. WEAKENED PLANE JOINTS ARE REQUIRED AT 20 FOOT INTERVALS.
2. FORM DITCH USING SCREED.

9 CONCRETE SWALE
NOT TO SCALE

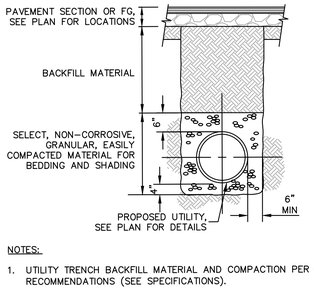


10 CURB-O-LET TCD317NS
NOT TO SCALE



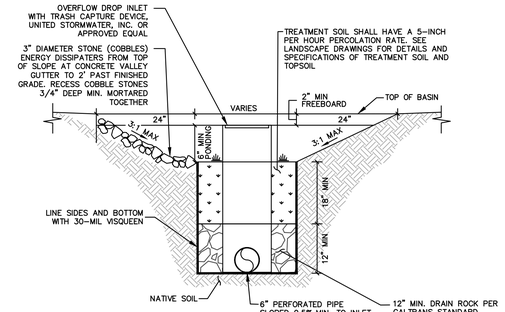
NOTES:
1. USE CHRISTY TYP G5 BOX WITH G5C LID.
2. LID SHALL CONTAIN LETTERS "SEWER".

5 SANITARY SEWER CLEANOUT
NOT TO SCALE



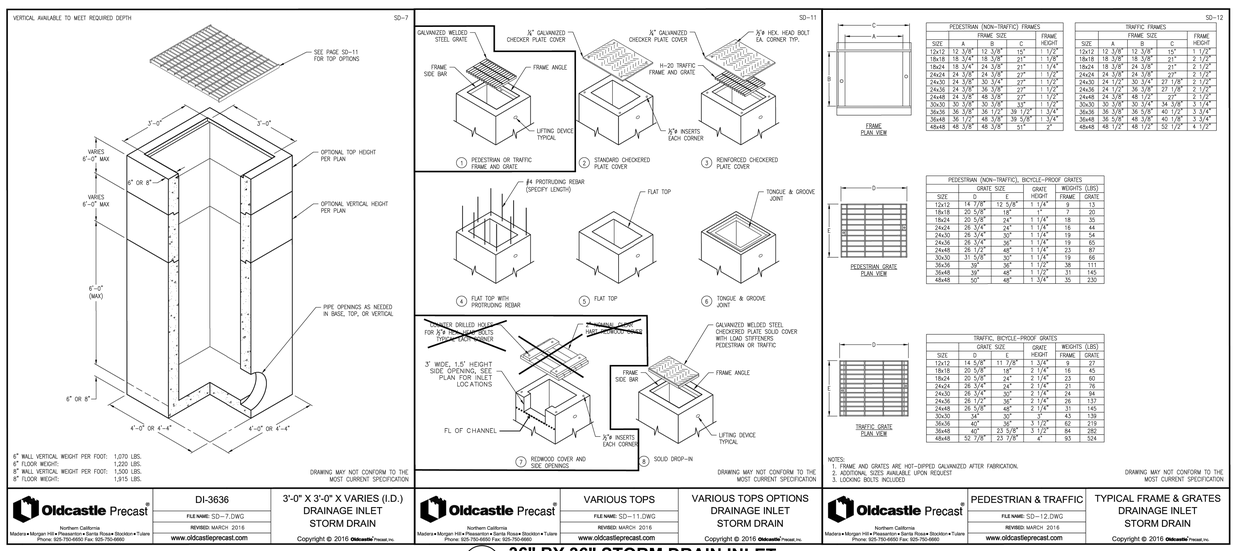
NOTES:
1. UTILITY TRENCH BACKFILL MATERIAL AND COMPACTION PER GEOTECHNICAL RECOMMENDATIONS (SEE SPECIFICATIONS).
2. WATER JETTING TO ACHIEVE THE REQUIRED LEVEL OF BACKFILL COMPACTION SHALL NOT BE ALLOWED.
3. PEA GRAVEL, ROD MILL OR OTHER SIMILAR SELF-COMPACTING MATERIAL SHOULD NOT BE UTILIZED AS BACKFILL.

6 UTILITY TRENCH
NOT TO SCALE



NOTES:
1. BACKFILL INFILTRATION BASIN ONLY WITH PERMEABLE PLANTING MATERIAL AND DRAIN ROCK AS SPECIFIED IN THIS DETAIL. ABSOLUTELY NO NATIVE MATERIAL SHALL BE USED FOR BACKFILL.

7 NON-STRUCTURAL BIORETENTION AREA
NOT TO SCALE



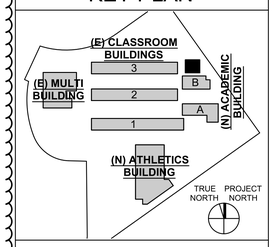
11 36" BY 36" STORM DRAIN INLET
NOT TO SCALE

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OAKLAND, CA 94612
(510) 899-7300
www.bkf.com

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

CONSTRUCTION DETAILS

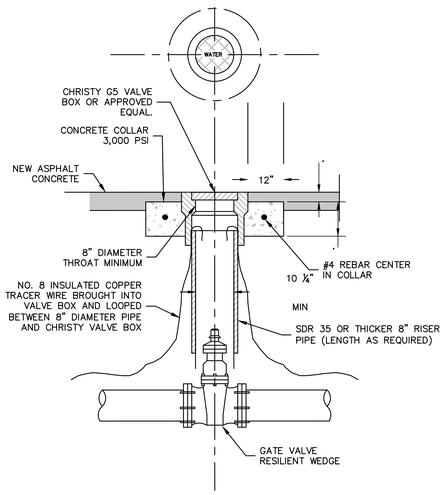
SCALE:

PROJECT NUMBER: 24404

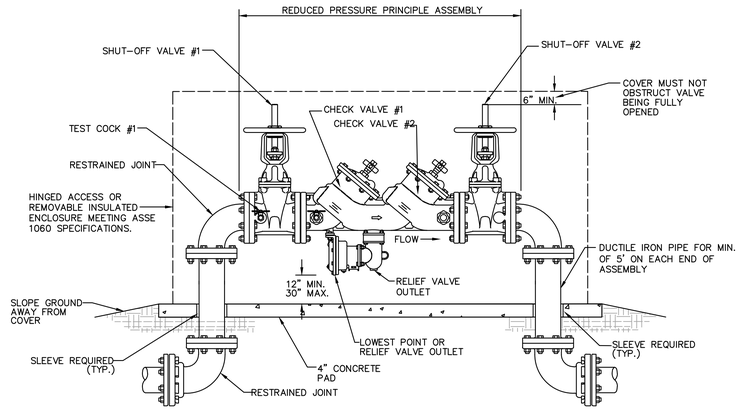
01/30/2026 DETAILED DEVELOPMENT PLAN

SHEET NUMBER: C7.0

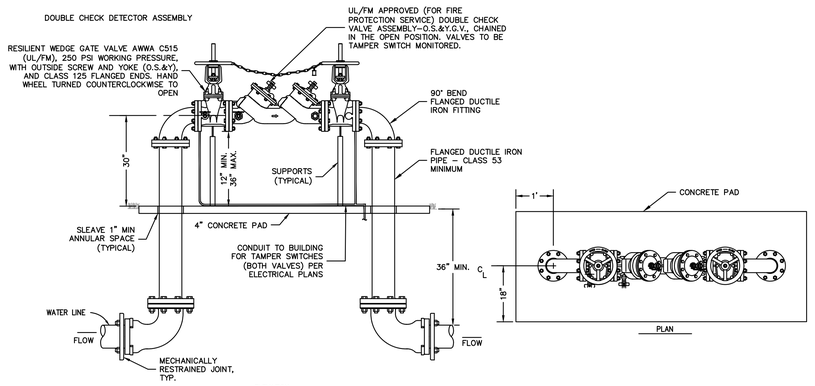
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12 GATE VALVE
NOT TO SCALE



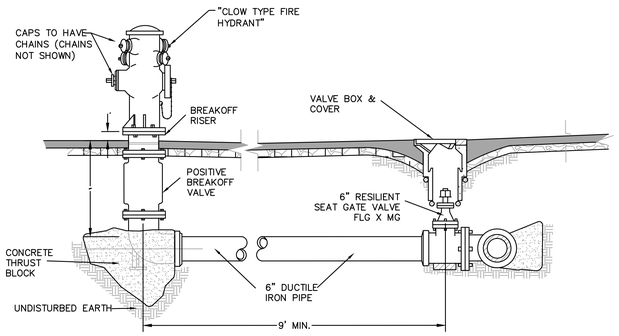
13 BACKFLOW PREVENTER (DOMESTIC WATER)



NOTES:

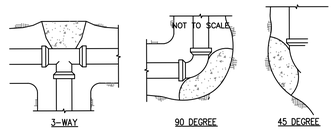
1. SIGNAGE SHALL IDENTIFY BUILDING BY NAME OR PICTOGRAM AS REQUIRED BY FIRE DEPARTMENT.
2. BOTH GATE VALVES SHALL BE SUPERVISED BY THE FIRE ALARM SYSTEM.
3. CONTRACTOR SHALL PROVIDE CHAIN FOR LOCKING WHEELS TOGETHER.
4. CONTRACTOR SHALL PROVIDE REMOVABLE FREEZE PROTECTION/INSULATION BLANKET.
5. MAINTAIN 18" MINIMUM CLEARANCE BETWEEN SIDES OF BACKFLOW PREVENTER AND ADJACENT STRUCTURES OR LANDSCAPING.
6. SUPPORTS SHALL BE BOLTED DOWN WITH A MINIMUM OF 2 BOLTS.

14 BACKFLOW PREVENTER (FIRE WATER)
NOT TO SCALE



15 PRIVATE FIRE HYDRANT
NOT TO SCALE

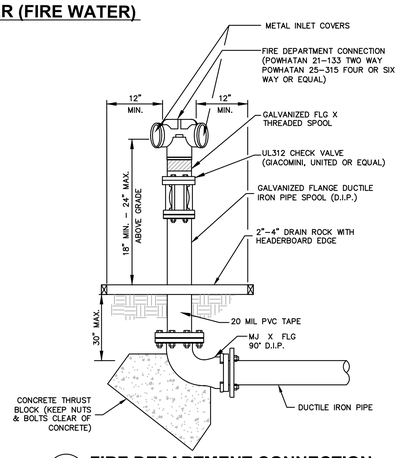
	AREA (SF) OF THRUST BLOCK BEARING AREA		
PIPE DIAMETER	TEE, WYE, OR CAP	90-DEG BEND	45-DEG BEND
4"	3	4	2
6"	6	8	4
8"	11	15	8
12"	21	30	16



NOTES:

1. CONCRETE STRENGTH SHALL BE MINIMUM 3,000 PSI
2. CONCRETE THRUST BLOCKS SHALL BE POURED AGAINST FIRM, UNDISTURBED EARTH OR STRUCTURAL BACKFILL.
3. CONCRETE SHALL BE KEPT CLEAR OF ALL JOINTS AND ACCESSORIES.
4. ALL BURIED PIPE SHALL BE PROVIDED WITH CONCRETE THRUST BLOCKS AT ALL DIRECTIONAL CHANGES UNLESS OTHERWISE NOTED.
5. THRUST BLOCKS SHALL NOT BE LOCATED OR SIZED TO ENCASE ADJACENT PIPES OR FITTINGS.

16 THRUST BLOCK
NOT TO SCALE



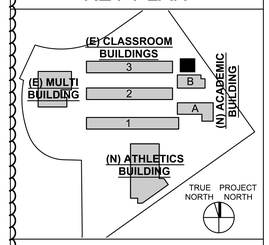
17 FIRE DEPARTMENT CONNECTION
NOT TO SCALE

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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:
CONSTRUCTION DETAILS

SCALE:

PROJECT NUMBER: 24404

SHEET NUMBER: C7.1

01/30/2026 DETAILED DEVELOPMENT PLAN

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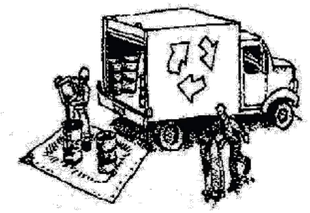
77

SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



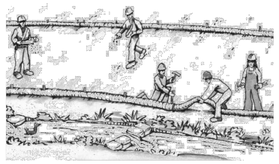
Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving



- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work

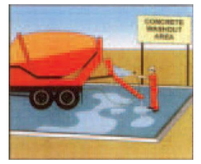


- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, abosorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



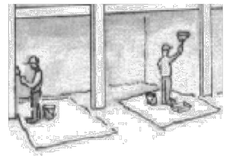
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

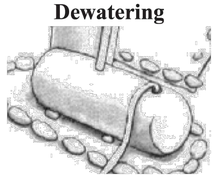
Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

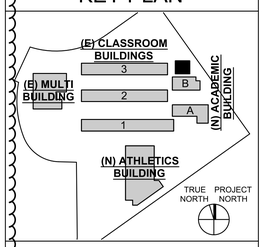
Storm drain polluters may be liable for fines of up to $10,000 per day!

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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:
BEST MANAGEMENT PRACTICES

SCALE:
PROJECT NUMBER: 24404

SHEET NUMBER: C8.0

01/30/2026 DETAILED DEVELOPMENT PLAN

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Preliminary Tree Disposition

Charles Armstrong School
Belmont, CA
June 2024

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
1	Canary Island pine	20	Yes; large diameter tree	Remove	Edge of playground; area of whole tree failures in pine row.
2	Siberian elm	12,12,8,8,5	Yes; large diameter tree	Remove	Edge of development
3	Coast live oak	12	Yes; principal native	Remove	Edge of development
4	Coast live oak	14	Yes; principal native	Remove	Edge of development
5	Coast live oak	19	Yes; principal native	Remove	Edge of development
6	Coast live oak	22	Yes; principal native	Remove	Edge of development
7	Canary Island pine	24	Yes; large diameter tree	Preserve	~25 feet from development
8	Aleppo pine	13	No	Remove	Edge of development
9	Siberian elm	20	Yes; large diameter tree	Remove	Edge of development
10	Coast live oak	12	Yes; principal native	Preserve	~15 feet from edge of plaza
11	Siberian elm	10	Exempt	Remove	Dead
12	Siberian elm	18	Yes; large diameter tree	Preserve	~15 feet from edge of plaza
13	Siberian elm	11	No	Preserve	~15 feet from edge of plaza
14	Coast live oak	17	Yes; principal native	Preserve	~15 feet from edge of plaza
15	Siberian elm	17	Yes; large diameter tree	Preserve	~15 feet from edge of plaza
16	Coast live oak	8	No	Preserve	>30 feet from impacts
17	Coast live oak	10	Yes; principal native	Preserve	>30 feet from impacts
18	Coast live oak	9	No	Preserve	>30 feet from impacts
19	Coast live oak	10	Yes; principal native	Preserve	>30 feet from impacts
20	Coast live oak	6	No	Preserve	>30 feet from impacts
21	Coast live oak	21	Yes; principal native	Preserve	>30 feet from impacts
22	Coast redwood	10	Yes; principal native	Preserve	>30 feet from impacts
23	Aleppo pine	20, 10	Yes; large diameter tree	Preserve	>30 feet from impacts
24	Aleppo pine	13	No	Preserve	>30 feet from impacts
25	Aleppo pine	16	Yes; large diameter tree	Preserve	>30 feet from impacts
26	Aleppo pine	22,16	Yes; large diameter tree	Preserve	>30 feet from impacts

Preliminary Tree Disposition

Charles Armstrong School
Belmont, CA
June 2024

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
27	Aleppo pine	23	Yes; large diameter tree	Preserve	>30 feet from impacts
28	Aleppo pine	17	Yes; large diameter tree	Preserve	>30 feet from impacts
29	Aleppo pine	27	Yes; large diameter tree	Preserve	>30 feet from impacts
30	Coast live oak	10	Yes; principal native	Preserve	>30 feet from impacts
31	Coast live oak	11,10,9	Yes; principal native	Preserve	>30 feet from impacts
32	Coast live oak	8	No	Remove	Condition; lean
33	Coast live oak	11,5	Yes; principal native	Remove	Condition; lean
34	Coast live oak	17	Yes; principal native	Remove	Condition; lean
35	Aleppo pine	15	Yes; large diameter tree	Preserve	~20 feet from edge of development
36	Aleppo pine	12	No	Preserve	~20 feet from edge of development
37	Blackwood acacia	16,6	Exempt	Preserve	>30 feet from impacts
38	Coast live oak	13,4	Yes; principal native	Preserve	>30 feet from impacts
39	Coast live oak	17	Yes; principal native	Preserve	~20 feet from edge of development
40	Coast live oak	17,5	Yes; principal native	Remove	Edge of development
41	Coast live oak	12	Yes; principal native	Remove	Edge of development
42	Coast live oak	10,10,9,8,4	Yes; principal native	Remove	Edge of development
43	Coast live oak	10	Yes; principal native	Remove	Condition; lean
44	Coast live oak	8	No	Remove	Condition; lean
45	Coast live oak	6	No	Remove	Edge of development
46	Blue gum	30	Exempt	Remove	Edge of development
47	Coast live oak	7	No	Remove	Edge of development
48	Coast live oak	13	Yes; principal native	Remove	Condition
49	London plane	12	No	Remove	Condition
50	Olive	9,6,5,5,3	Yes; large diameter tree	Preserve	~20 feet from edge of development
51	Olive	6,6,5,5	No	Preserve	Existing condition to remain
52	London plane	10,10,9	Yes; large diameter tree	Preserve	Existing condition to remain

Preliminary Tree Disposition

Charles Armstrong School
Belmont, CA
June 2024

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
53	Coast live oak	9	No	Preserve	Existing condition to remain
54	London plane	10	No	Preserve	Existing condition to remain
55	Olive	9,6,6,4	Yes; large diameter tree	Preserve	Existing condition to remain
56	Chinese elm	13	No	Preserve	Existing condition to remain
57	Coast live oak	7	No	Preserve	Existing condition to remain
58	Italian stone pine	47	Yes; large diameter tree	Preserve	Existing condition to remain
59	Coast live oak	10,9	Yes; principal native	Preserve	Existing condition to remain
60	Coast live oak	7	No	Preserve	Existing condition to remain
61	Coast live oak	10	Yes; principal native	Preserve	Existing condition to remain
62	Coast live oak	7,5	Yes; principal native	Preserve	Existing condition to remain
63	Coast live oak	12	Yes; principal native	Preserve	Existing condition to remain
64	Coast live oak	8	No	Preserve	Existing condition to remain
65	London plane	8,8,5,5,4	Yes; large diameter tree	Preserve	Existing condition to remain
66	Deodar cedar	10	No	Preserve	Existing condition to remain
67	Deodar cedar	9	No	Preserve	Existing condition to remain
68	Deodar cedar	6	No	Preserve	Existing condition to remain
69	Marina madrone	6	No	Preserve	Existing condition to remain
70	Olive	7,6,6,6,4	Yes; large diameter tree	Preserve	Existing condition to remain
71	Coast live oak	12	Yes; principal native	Preserve	Existing condition to remain
72	Olive	7,6,6,5	Yes; large diameter tree	Preserve	Existing condition to remain
73	Coast live oak	13	Yes; principal native	Remove	Edge of development
74	Coast live oak	13	Yes; principal native	Remove	Edge of development
75	Coast live oak	11,10	Yes; principal native	Remove	Within building footprint
76	Coast live oak	6	No	Remove	Within building footprint
77	Coast live oak	16	Yes; principal native	Remove	Within building footprint
78	Coast live oak	6	No	Remove	Within building footprint
79	Coast live oak	15,7,4	Yes; principal native	Remove	Within building footprint

Preliminary Tree Disposition

Charles Armstrong School
Belmont, CA
June 2024

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
80	Coast live oak	12,7	Yes; principal native	Remove	Within building footprint
81	Coast live oak	5,5,3,3,2	Yes; principal native	Preserve	~15 feet from development
82	Coast live oak	6,4,4,4,3	Yes; principal native	Preserve	~15 feet from development
83	Coast live oak	8,7,6	Yes; principal native	Preserve	~15 feet from development
84	Olive	7,5,5,4,3,	No	Preserve	~15 feet from development
85	Coast live oak	6,6,2	Yes; principal native	Preserve	~15 feet from development
86	Coast live oak	4,4	No	Preserve	~15 feet from development
87	Tulip tree	8	No	Remove	Within building footprint
88	Japanese cedar	26	Yes; large diameter tree	Preserve	~25 feet from development
89	Southern live oak	7	No	Remove	Within building footprint
90	Mulberry	6	No	Remove	Within building footprint
91	Southern live oak	6	No	Remove	Within building footprint
92	Mulberry	6	No	Remove	Within building footprint
93	Southern live oak	6	No	Remove	Within building footprint
94	Southern live oak	5	No	Remove	Within building footprint
95	Blackwood acacia	7,5,2,2,2	Exempt	Remove	Edge of development
96	Aleppo pine	20,19	Yes; large diameter tree	Remove	Edge of devemopment
97	Aleppo pine	20,7,6	Yes; large diameter tree	Remove	Within building footprint
98	Aleppo pine	20	Yes; large diameter tree	Remove	Within building footprint
99	Aleppo pine	12	No	Remove	Within building footprint
100	Aleppo pine	15	Yes; large diameter tree	Remove	Edge of development
101	Olive	5,5,4	No	Remove	Edge of development
102	Coast live oak	6	No	Remove	Edge of development
103	Italian stone pine	17,14	Yes; large diameter tree	Preserve	~10 feet from development; up slope
104	Tulip tree	11	No	Remove	Within project area
105	Coast live oak	6,4	Yes; principal native	Remove	Edge of development

Preliminary Tree Disposition

Charles Armstrong School
Belmont, CA
June 2024

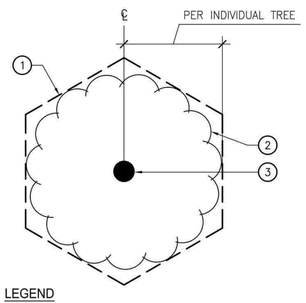
Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
106	Coast live oak	11	Yes; principal native	Remove	Edge of development
107	Aleppo pine	38	Yes; large diameter tree	Remove	Within building footprint
108	Aleppo pine	19	Yes; large diameter tree	Remove	Within building footprint
109	Aleppo pine	36	Yes; large diameter tree	Remove	Within building footprint
110	Aleppo pine	16	Yes; large diameter tree	Remove	Within building footprint
111	Aleppo pine	25	Yes; large diameter tree	Remove	Within building footprint
112	Aleppo pine	27	Yes; large diameter tree	Remove	Within building footprint
113	Aleppo pine	49	Yes; large diameter tree	Remove	Within building footprint
114	Aleppo pine	19,14	Yes; large diameter tree	Remove	Within building footprint
115	Aleppo pine	21	Yes; large diameter tree	Remove	Edge of development
116	Aleppo pine	20,10	Yes; large diameter tree	Remove	Edge of development
117	Aleppo pine	22,20	Yes; large diameter tree	Remove	Edge of development
118	Japanese cedar	9	No	Preserve	Existing condition to remain
119	Coast live oak	9	No	Preserve	Existing condition to remain
120	Coast live oak	6	No	Preserve	Existing condition to remain
121	Coast live oak	16	Yes; principal native	Remove	Condition
122	Coast live oak	12	Yes; principal native	Remove	Condition
123	Coast live oak	9	No	Preserve	New playground on existing pavement to N.
124	Lemon-scented gum	27	Yes; large diameter tree	Preserve	New playground on existing pavement to N.
125	Lemon-scented gum	23	Yes; large diameter tree	Preserve	New playground on existing pavement to N.
126	Canary Island pine	26	Yes; large diameter tree	Preserve	Existing condition to remain
127	Canary Island pine	25,25	Yes; large diameter tree	Preserve	Existing condition to remain
128	Canary Island pine	12	No	Preserve	Existing condition to remain
129	Canary Island pine	17	Yes; large diameter tree	Preserve	Existing condition to remain
130	Canary Island pine	15	Yes; large diameter tree	Preserve	Existing condition to remain

Preliminary Tree Disposition

Charles Armstrong School
Belmont, CA
June 2024

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
131	Southern magnolia	5	No	Preserve	Existing condition to remain
132	London plane	12	No	Preserve	Existing condition to remain
133	London plane	12	No	Preserve	Existing condition to remain
134	Grecian laurel	6,6,6,5,5,	Yes; large diameter tree	Preserve	Existing condition to remain
135	Coast live oak	14	Yes; principal native	Preserve	Existing condition to remain
136	Coast live oak	21,20	Yes; principal native	Preserve	Existing condition to remain
137	Coast live oak	15	Yes; principal native	Preserve	Existing condition to remain
138	Mulberry	12	No	Preserve	Existing condition to remain
139	London plane	17	Yes; large diameter tree	Preserve	Existing condition to remain
140	Deodar cedar	9	No	Preserve	Existing condition to remain
141	Deodar cedar	9	No	Preserve	Existing condition to remain
142	European white	10	No	Preserve	Existing condition to remain
143	European white	13	No	Preserve	Existing condition to remain
144	European white	10	No	Preserve	Existing condition to remain
145	Loquat	10	No	Preserve	Existing condition to remain
146	Rubber tree	8,8	No	Preserve	Existing condition to remain
147	Brisbane box	8	No	Preserve	Existing condition to remain
148	Southern live oak	6	No	Preserve	Existing condition to remain

NOTE: TYPICAL FENCE CONFIGURATION SHOWN ACTUAL FIELD CONDTIONS MAY VARY LAYOUT.



LEGEND

1. FENCE.
2. EXTENT OF TREE CANOPY (DRIPLINE).
3. TREE TRUNK.

1 TREE PROTECTION ZONE TYP.
SCALE: NOT TO SCALE

NOTE:
THE TREE DATA SHOWN IS FROM THE PRELIMINARY ARBORIST REPORT FOR THE CHARLES ARMSTRONG SCHOOL, BELMONT CA. JUNE 2024. REFER TO THE PRELIMINARY ARBORIST REPORT FOR MORE INFORMATION. SEE L-002 FOR THE TREE DISPOSITION PLAN.

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Tel 510 899 6400
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DETAILED DEVELOPMENT PLAN	2	01/30/2026

TRUE NORTH PROJECT NORTH

CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:
TREE DISPOSITION LEGEND AND NOTES

SCALE: NTS
PROJECT NUMBER: 24404

SHEET NUMBER: L-001

01/30/2026 DETAILED DEVELOPMENT PLAN

7/29/2024 12:09:31 PM



L1 TREE PROTECTION PLAN
1" = 20'-0"

0 10' 20' 40' NORTH

SYMBOLS

TREE TO REMOVE:

XXX XXX — TREE SPECIES
REFER TO TREE EVALUATION REPORT

TREE TO PROTECT IN PLACE:

XXX XXX — TREE SPECIES
REFER TO TREE EVALUATION REPORT

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CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

TREE DISPOSITION PLAN

SCALE: 1" = 20'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: L-002

01/30/2026 DETAILED DEVELOPMENT PLAN - DESIGN REVISIONS

GENERAL NOTES

1. LANDSCAPE DOCUMENTATION

   (A) DATE: 08/02/2024

   (B) PROJECT APPLICANT: SARAH KNIZE

   (C) PROJECT ADDRESS: 1405 SOLANA DRIVE BELMONT, CA 94002

   (D) TOTAL LANDSCAPE AREA (SQFT)
   OVERALL: 54,892 SQFT
   BUILDING: 18,198 SQFT
   PLANTING: 11,420 SQFT
   HARDSCAPE: 25,274 SQFT

   (E) PROJECT TYPE: PRIVATE

   (F) WATER SUPPLY TYPE: POTABLE

   (G) CONTACT INFORMATION FOR THE PROJECT
   APPLICANT/OWNER:
   SKNIZE@RATCLIFFARCH.COM
   (510) 899-6400
   5856 DOYLE ST. EMERYVILLE, CA 94608

   (H) "I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE PRESCRIPTIVE COMPLIANCE OPTION TO THE MWELO".

   _____ 07/26/2024

2. INCORPORATE COMPOST AT A RATE OF AT LEAST FOUR CUBIC YARDS PER 1,000 SQUARE FEET TO A DEPTH OF SIX INCHES INTO LANDSCAPE AREA (UNLESS CONTRA-INDICTED BY A SOIL TEST);

3. PLANT MATERIAL SHALL COMPLY WITH ALL OF THE FOLLOWING;

   (A) FOR NON-RESIDENCIAL AREAS, INSTALL CLIMATE ADAPTED PLANTS THAT REQUIRE OCCASIONAL, LITTLE OR NO SUMMER WATER (AVERAGE WUCOLS PLANT FACTOR 0.3) FOR 100% OF THE PLANT AREA EXCLUDING EDIBLES AND AREAS USING RECYCLED WATER;

   (B) A MINIMUM THREE INCH (3") LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT IN TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.

4. IRRIGATION SHALL COMPLY WITH THE FOLLOWING:

   (A) AUTOMATIC IRRIGATION CONTROLLERS ARE REQUIRED AND MUST USE EVAPOTRANSPIRATION OR SOIL MOISTURE SENSOR DATA AND UTILIZE RAIN SENSOR.

   (B) IRRIGATION CONTROLLERS SHALL BE OF A TYPE WHICH DOES NOT LOSE PROGRAMMING DATA IN THE EVENT THE PRIMARY POWER SOURCE IS INTERRUPTED.

   (C) PRESSURE REGULATORS SHALL BE INSTALLED ON THE IRRIGATION SYSTEM TO ENSURE THE DYNAMIC PRESSURE OF THE SYSTEM IS WITHIN THE MANUFACTURER'S RECOMMENDED PRESSURE RANGE.

   (D) MANUAL SHUT-OFF VALVES (SUCH AS A GATE VALVE, BALL VALVE, OR BUTTERFLY VALVE) SHALL BE INSTALLED AS CLOSE AS POSSIBLE TO THE POINT OF CONNECTION OF THE WATER SUPPLY.

   (E) ALL IRRIGATION EMISSION DEVICES MUST MEET THE REQUIREMENTS SET IN THE ANSI STANDARD ASABE/ICC 802-2014, "LANDSCAPE IRRIGATION SPRINKLER AND EMITTER STANDARD." ALL SPRINKLER HEADS INSTALLED IN THE LANDSCAPE MUST DOCUMENT A DISTRIBUTION UNIFORMITY LOW QUARTER OF 0.65 OR HIGHER USING THE PROTOCOL DEFINED IN ASABE/ICC 802-2014/.

   (F) AREAS LESS THAN TEN (10) FEET IN WIDTH IN ANY DIRECTION SHALL BE IRRIGATED WITH SUBSURFACE IRRIGATION OR OTHER MEANS THAT PRODUCES NO RUNOFF OR OVERSPRAY.

   (G) FOR NON-RESIDENTIAL PROJECTS WITH LANDSCAPE AREAS OF 1,000 SQFT OR MORE A PRIVATE SUBMETER(S) TO MEASURE LANDSCAPE WATER USE SHALL BE INSTALLED.

5. AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE AND A SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

TREE LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	WATER USE (WUCOLS RATING)	SIZE
O	TREE TO PROTECT IN PLACE	VARIES	VARIES
12 PROPOSED	ACER MACROPHYLLUM "BIG LEAF MAPLE"	MODERATE 0.40–0.60	40% 15 GAL
	AESCULUS CALIFORNICA "CALIFORNIA BUCKEYE"	VERY LOW <0.10	40% 24" BOX
	ARBUTUS MENZIESII "PACIFIC MADRONE"	LOW 0.10–0.30	10% 36" BOX
	GINKGO BILOBA 'AUTUMN GOLD' "AUTUMN GOLD MAIDENHAIR TREE"	MODERATE 0.40–0.60	10% 48" BOX
	MAGNOLIA X SOULANGEANA "SAUCER MAGNOLIA"	MODERATE 0.40–0.60	
	QUERCUS AGRIFOLIA "COAST LIVE OAK"	VERY LOW <0.10	
	QUERCUS KELLOGGII "CALIFORNIA BLACK OAK"	LOW 0.10–0.30	
27 PROPOSED	ACER TATARICUM SUBSP. GINNALA "AMUR MAPLE"	MODERATE 0.40–0.60	
	ARBUTUS 'MARINA' "STRAWBERRY TREE"	LOW 0.10–0.30	
	CERCIS CANADENSIS "EASTERN REDBUD"	MODERATE 0.40–0.60	
	LAURUS NOBILIS 'SARATOGA' "SARATOGA BAY LAUREL"	LOW 0.10–0.30	
	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ' "NATCHEZ CRAPE MYRTLE"	LOW 0.10–0.30	

SHRUB, VINE & GROUNDCOVER LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	WATER USE (WUCOLS RATING)
	ACHILLEA MILLEFOLIUM 'SALMON BEAUTY' "SALMON BEAUTY YARROW"	LOW 0.10–0.30
	ANIGOZANTHOS 'BIG RED' "RED KANGAROO PAW"	LOW 0.10–0.30
	ARCTOSTAPHYLOS HOOKERI 'KEN TAYLOR' "KEN TAYLOR MANZANITA"	LOW 0.10–0.30
	ARCTOSTAPHYLOS 'HOWARD MCMINN' "HOWARD MCMINN MANZANITA"	LOW 0.10–0.30
	ARCTOSTAPHYLOS X 'PACIFIC MIST' "PACIFIC MIST MANZANITA"	LOW 0.10–0.30
	CARPENTERIA CALIFORNICA "BUSH ANEMONE"	LOW 0.10–0.30
	CAREX DIVULSA "BERKELEY SEDGE"	LOW 0.10–0.30
	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' "FEATHER REED GRASS"	LOW 0.10–0.30
	CEANOTHUS X 'CENTENNIAL' "CENTENNIAL CEANOTHUS"	LOW 0.10–0.30
	CISTUS X SKANBERGII "CORAL ROCKROSE"	LOW 0.10–0.30
	COTINUS COGGYGRIA 'GOLDEN SPIRIT' "GOLDEN SPIRIT SMOKE TREE"	LOW 0.10–0.30
	FRANGULA CALIFORNICA 'MOUND SAN BRUNO' – "MOUND SAN BRUNO COFFEEBERRY"	LOW 0.10–0.30
	LEONOTIS LEONARUS "LION'S TAIL"	LOW 0.10–0.30
	LEUCADENDRON X 'RED GEM' "RED CONEBUSH"	LOW 0.10–0.30
	LOMANDRA LONGIFOLIA 'BREEZE' "MAT RUSH"	LOW 0.10–0.30
	LORAPETALUM CHINENSE 'CRIMSON FIRE' – "CRIMSON FIRE CHINESE FRINGEFLOWER"	LOW 0.10–0.30
	MIMULUS AURANTIACUS "STICKY MONKEY FLOWER"	VERY LOW <0.10
	MUHLENBERGIA CAPILLARIS "PINK MUHLY"	LOW 0.10–0.30
	MYRICA CALIFORNICA "PACIFIC WAX MYRTLE"	MODERATE 0.40–0.60
	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' "COFFEEBERRY"	LOW 0.10–0.30
	RHUS INTEGRIFOLIA "LEMONADE BERRY"	LOW 0.10–0.30
	RIBES SANGUINEUM "RED FLOWERING CURRANT"	LOW 0.10–0.30

BIORETENTION LEGEND:

SYMBOL	BOTANICAL NAME "COMMON NAME"	WATER USE (WUCOLS RATING)
	ACHILLEA 'MOONSHINE' "MOONSHINE YARROW"	LOW 0.10–0.30
	CHONDROPETALUM TECTORUM "CAPE RUSH"	LOW 0.10–0.30
	IRIS DOUGLASIANA "DOUGLAS IRIS"	LOW 0.10–0.30
	JUNCUS PATENS 'ELK BLUE' "CALIFORNIA GRAY RUSH"	LOW 0.10–0.30
	SISYRINCHIUM BELLUM "WESTERN BLUE-EYED GRASS"	LOW 0.10–0.30

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Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

PLANTING LEGEND AND NOTES

SCALE: 1" = 10'-0"

PROJECT NUMBER: 24404

SHEET NUMBER: L-100

01/30/2026 DETAILED DEVELOPMENT PLAN

7/25/2024 12:09:31 PM



L1 OVERALL LANDSCAPE PLAN
1" = 20'-0"

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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

OVERALL LANDSCAPE PLAN

SCALE: 1" = 20'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: L-101

01/30/2026 DETAILED DEVELOPMENT PLAN - DESIGN REVISIONS



L1 ENLARGED LANDSCAPE PLAN - GYMNASIUM
1" = 10'-0"

KEYNOTES:

1. CAST-IN-PLACE CONCRETE SEAT WALL
2. CAST-IN-PLACE STEPPED CONCRETE SEAT WALL
3. MOVABLE TABLE AND CHAIRS
4. MOVABLE TABLE AND CHAIRS WITH UMBRELLA
5. BIORETENTION PLANTING
6. NATIVE AND CLIMATE ADAPTIVE PLANTING
7. CONCRETE SEAT WALL W/ INTEGRAL LIGHTING
8. ACCESSIBLE NATURE TRAIL
9. INTEGRAL COLOR CONCRETE PAVING
10. CONCRETE STAIRS
11. ACCESSIBLE CONCRETE RAMP
12. BUILDING CANOPY
13. SHADE STRUCTURE PER ARCHITECT
14. AMPHITHEATER SEATING TO REMAIN
15. MODIFIED AMPHITHEATER SEATING
16. RETAINING WALL
17. PLANTER WITH SEATING
18. OUTDOOR WORK TABLES
19. FIRE LANE TURNAROUND
20. EXISTING PLANTERS TO REMAIN
21. CANOPY COLUMNS PER ARCHITECT
22. DOUBLE RAILINGS AT STAIRS AND RAMP

0 5' 10' 20' NORTH

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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ENLARGED LANDSCAPE PLAN

SCALE: 1" = 10'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: L-102

01/30/2026 DETAILED DEVELOPMENT PLAN - DESIGN REVISIONS

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L1 ENLARGED LANDSCAPE PLAN - CLASSROOM & MUSIC BUILDINGS
1" = 10'-0"

KEYNOTES:

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2. CAST-IN-PLACE STEPPED CONCRETE SEAT WALL
3. MOVABLE TABLE AND CHAIRS
4. MOVABLE TABLE AND CHAIRS WITH UMBRELLA
5. BIORETENTION PLANTING
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0 5' 10' 20' NORTH

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NEW ACADEMIC & ATHLETICS BUILDINGS

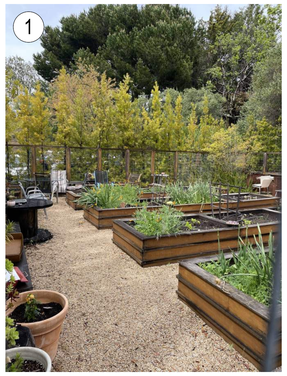
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PROJECT NUMBER: 24404

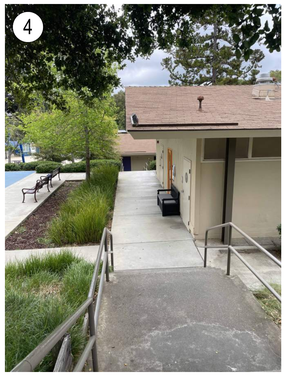
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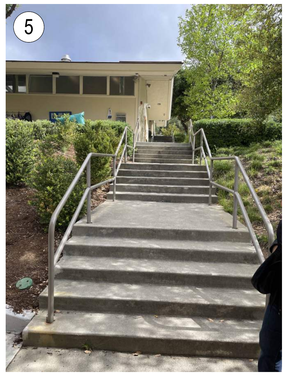
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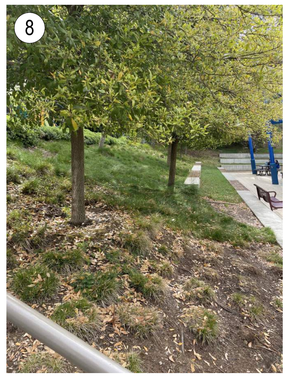


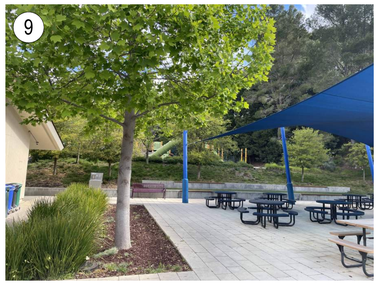






























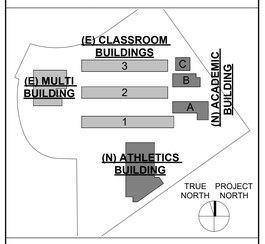
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LICENSED ARCHITECT
ELI WETHERBEE
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

EXISTING SITE CONTEXTUAL PLAN & PHOTOS

SCALE:

PROJECT NUMBER: 24404

SHEET NUMBER: AS-100

01/30/2026 DETAILED DEVELOPMENT PLAN

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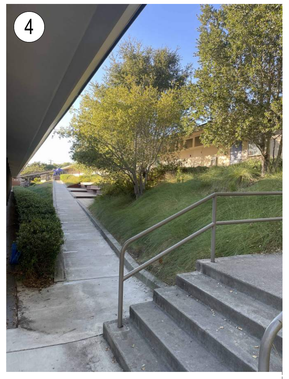
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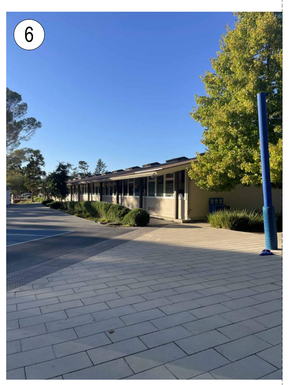




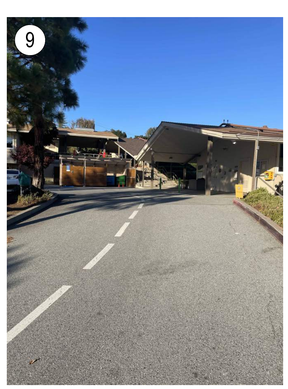














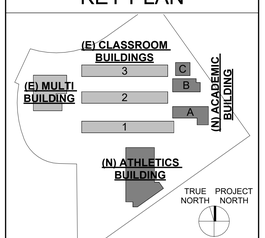


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KEY PLAN



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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

EXISTING SITE CONTEXTUAL PLAN & PHOTOS

SCALE:

PROJECT NUMBER: 24404

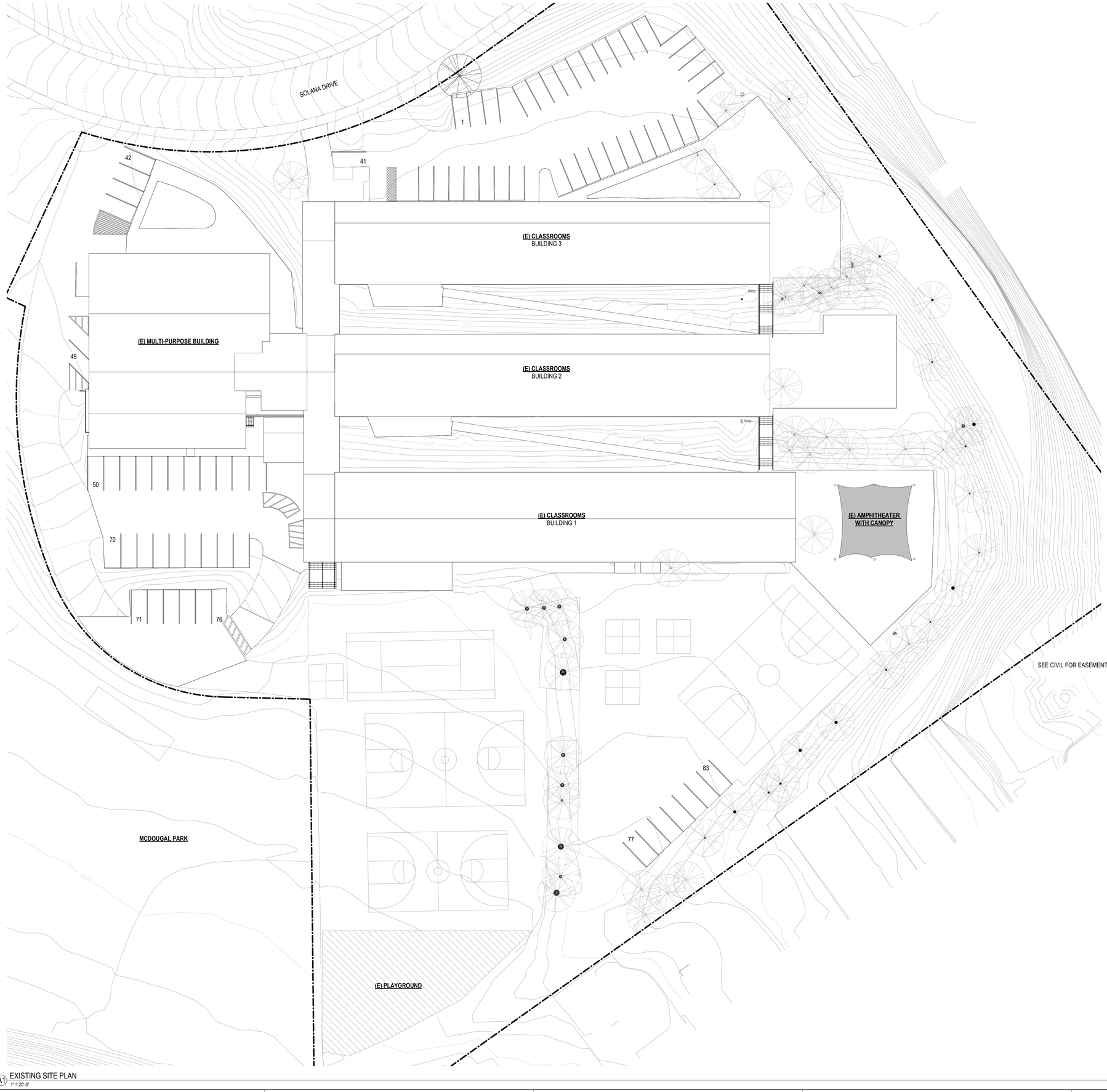
SHEET NUMBER: AS-100B

01/30/2026 DETAILED DEVELOPMENT PLAN

2/2/2026 4:03:03 PM

D C B A

1 2 3 4 5



A1 EXISTING SITE PLAN
1" = 20'-0"

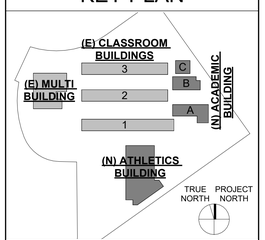
2/2/2026 4:05:37 PM

RATCLIFF
5856 Doyle Street
Emeryville, CA 94608
Tel 510 899 6400
www.ratcliffarch.com

LICENSED ARCHITECT
EL WETHERELL
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

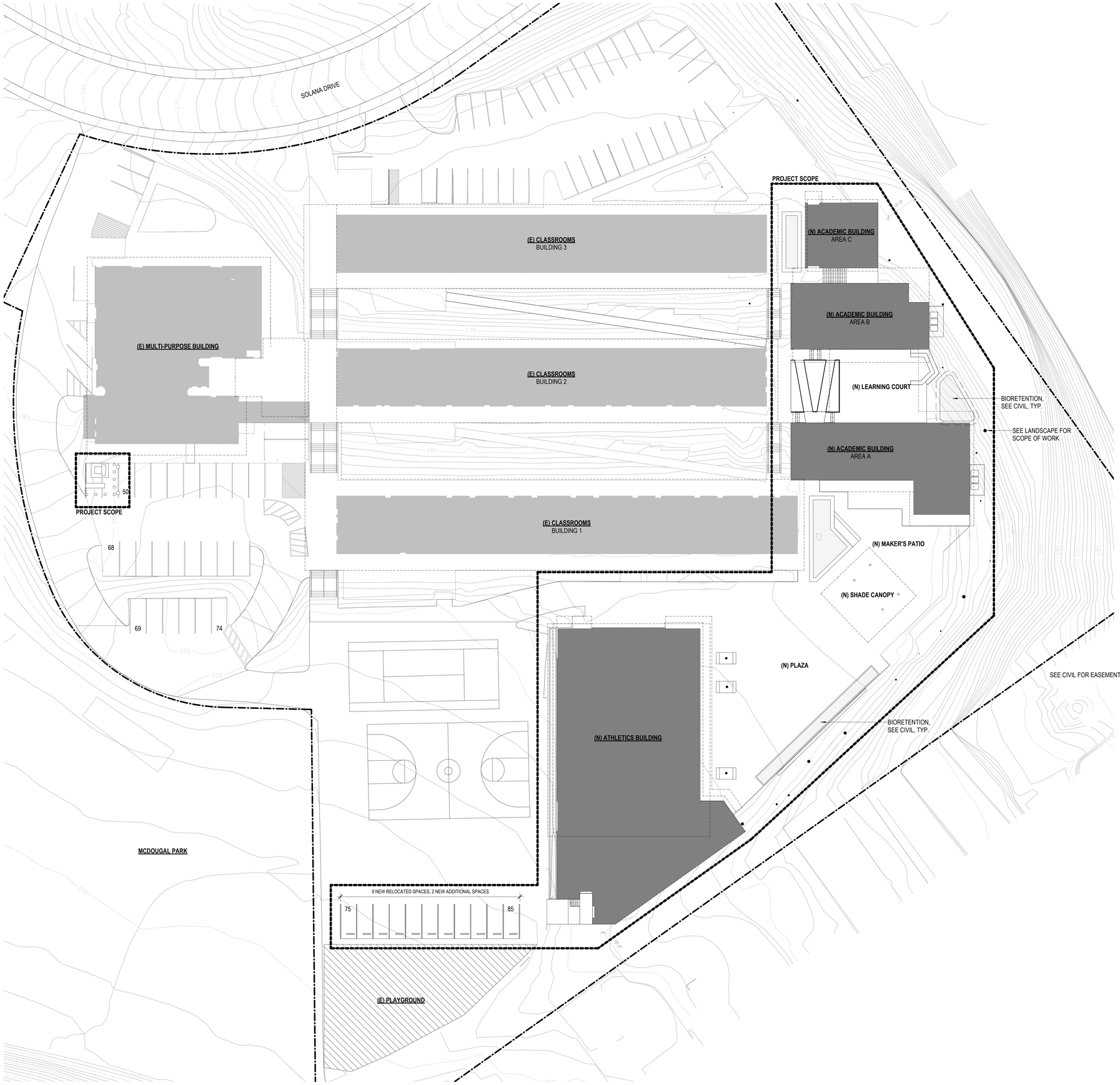
EXISTING SITE PLAN

SCALE: 1" = 20'-0"

PROJECT NUMBER: 24404

SHEET NUMBER: AS-101.

01/30/2026 DETAILED DEVELOPMENT PLAN



A1 SITE PLAN
1" = 20'-0"

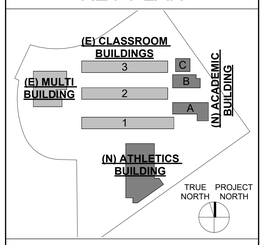
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LICENSED ARCHITECT
EL WETHERELL
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

KEY PLAN



CHARLES
ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC &
ATHLETICS
BUILDINGS

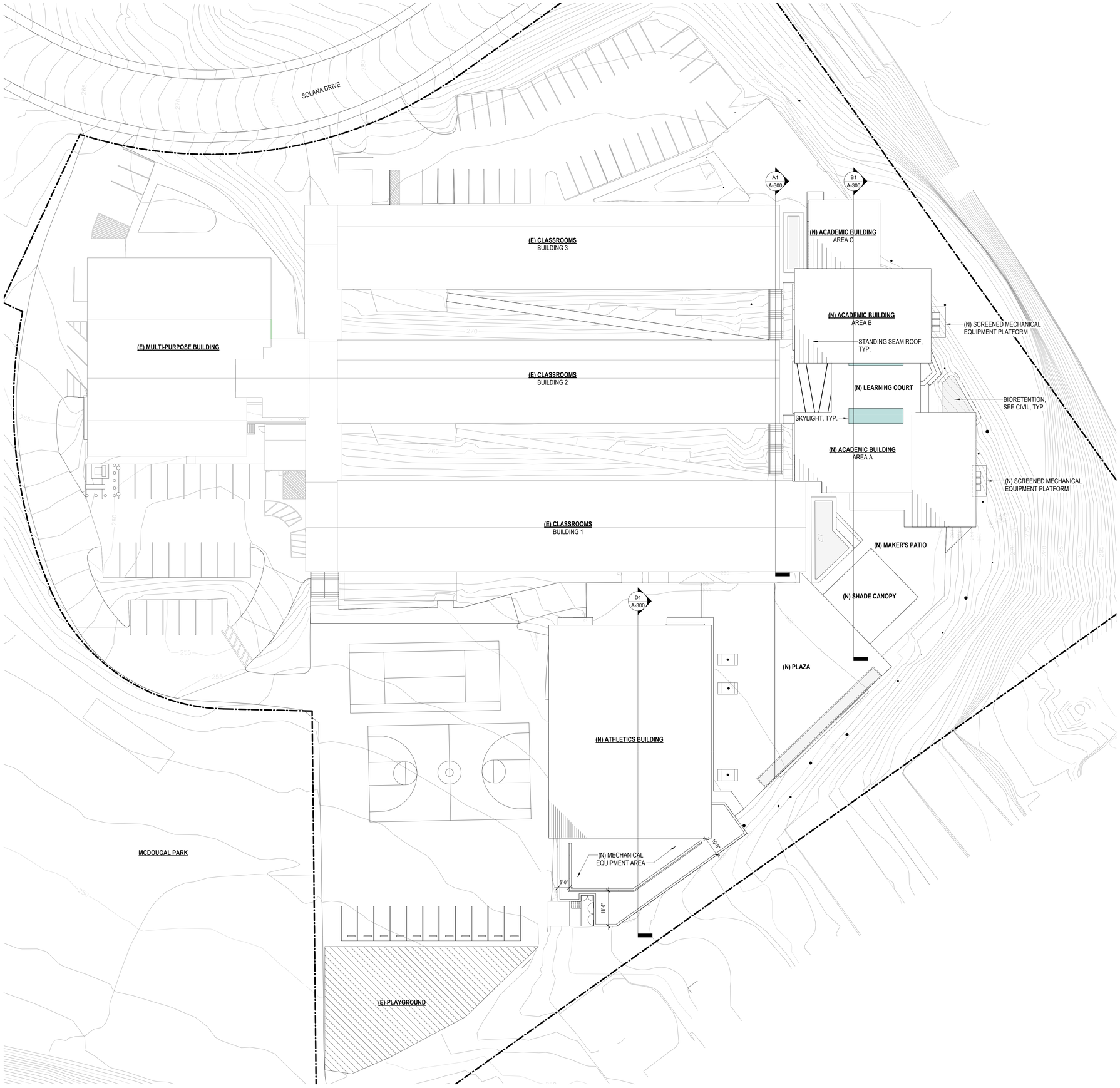
SHEET TITLE:

PROPOSED SITE PLAN

SCALE: 1" = 20'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: AS-102

01/30/2026 DETAILED DEVELOPMENT PLAN



A1 ROOF PLAN
1" = 20'-0"

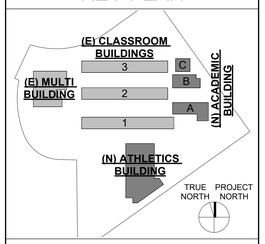
8/7/2024 8:45:54 AM

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LICENSED ARCHITECT
ELI WETHERBEE
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
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DETAILED DEVELOPMENT PLAN	2	01/30/2026

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

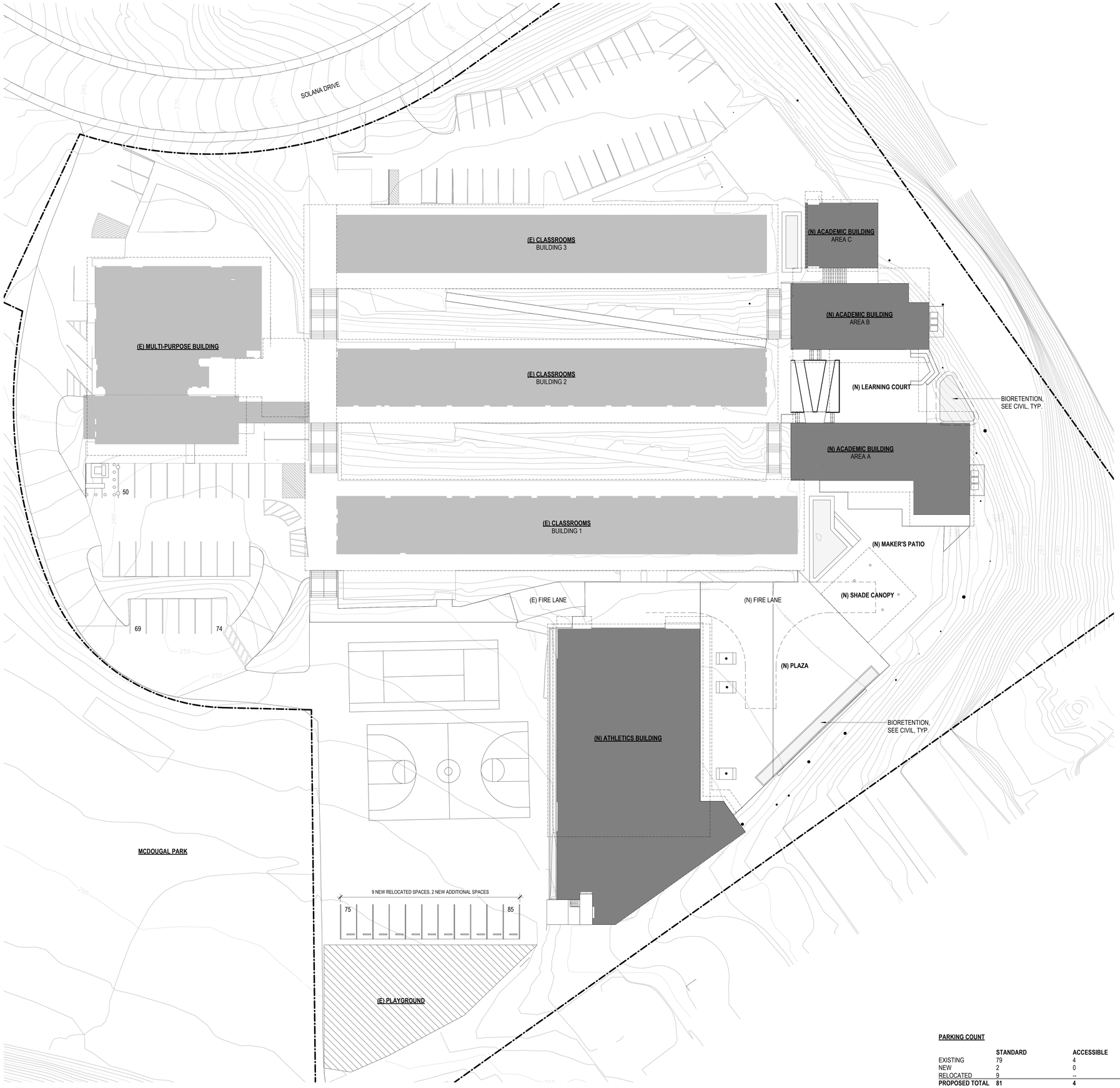
SHEET TITLE:

PROPOSED ROOF PLAN

SCALE: 1" = 20'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: AS-103

01/30/2026 DETAILED DEVELOPMENT PLAN



PARKING COUNT

	STANDARD	ACCESSIBLE	TOTAL
EXISTING	79	4	83
NEW	2	0	11
RELOCATED	9	--	9
PROPOSED TOTAL	**81**	**4**	**85**

A1 PARKING & CIRCULATION PLAN
1" = 20'-0"

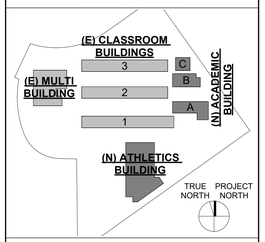
8/1/2024 9:45:56 AM

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EL WETHERELL
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STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

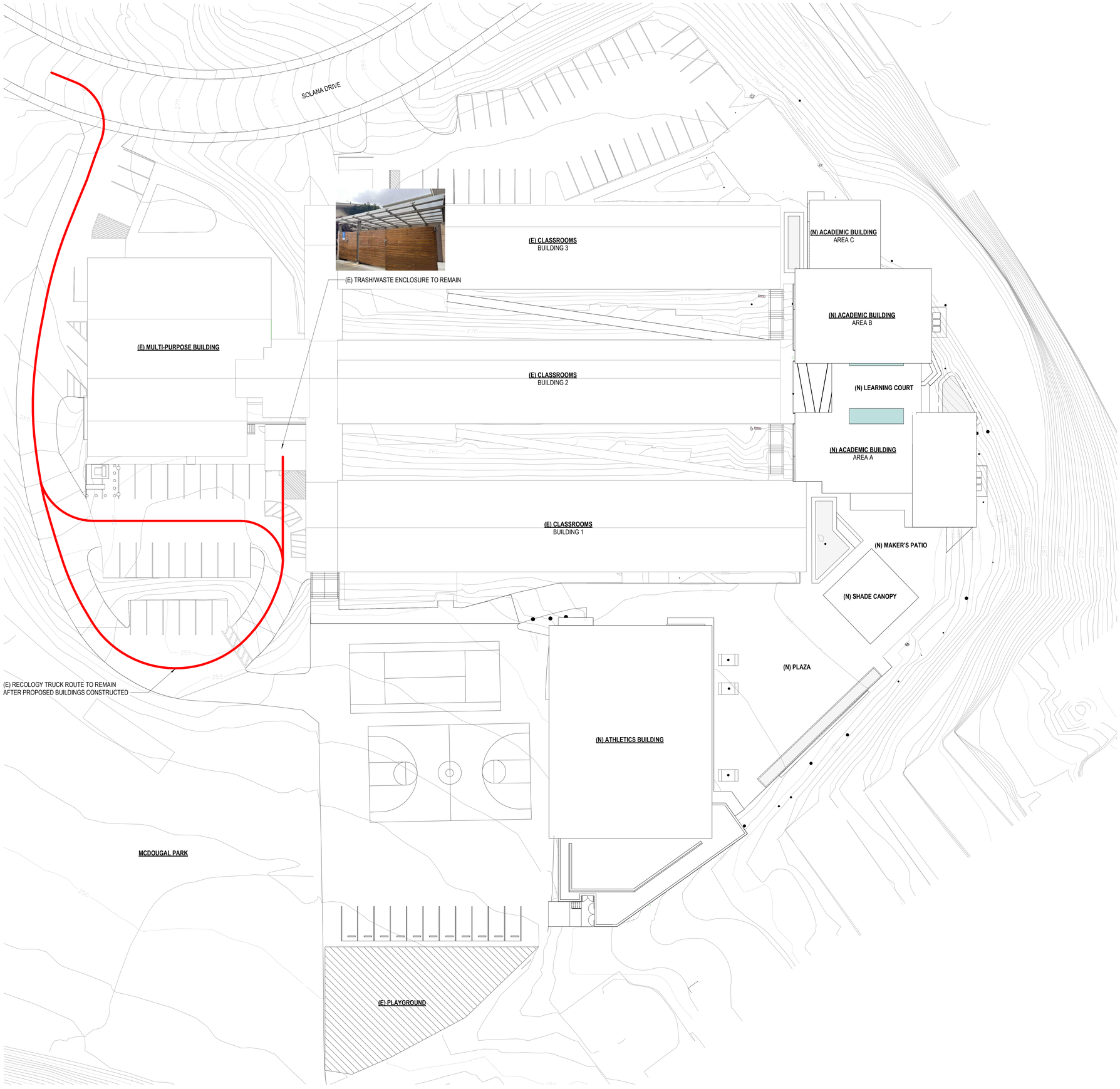
SHEET TITLE:

PROPOSED PARKING & CIRCULATION PLAN

SCALE: 1" = 20'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: AS-104

01/30/2026 DETAILED DEVELOPMENT PLAN



A1 TRASH PICKUP PLAN
1" = 20'-0"

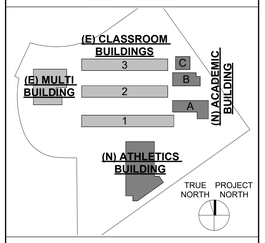
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PROFESSIONAL ARCHITECT
EVAN WETHERELL
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
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DETAILED DEVELOPMENT PLAN	2	01/30/2026

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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
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NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

TRASH/WASTE PICKUP PLAN

SCALE: 1" = 20'-0"
PROJECT NUMBER: 24404

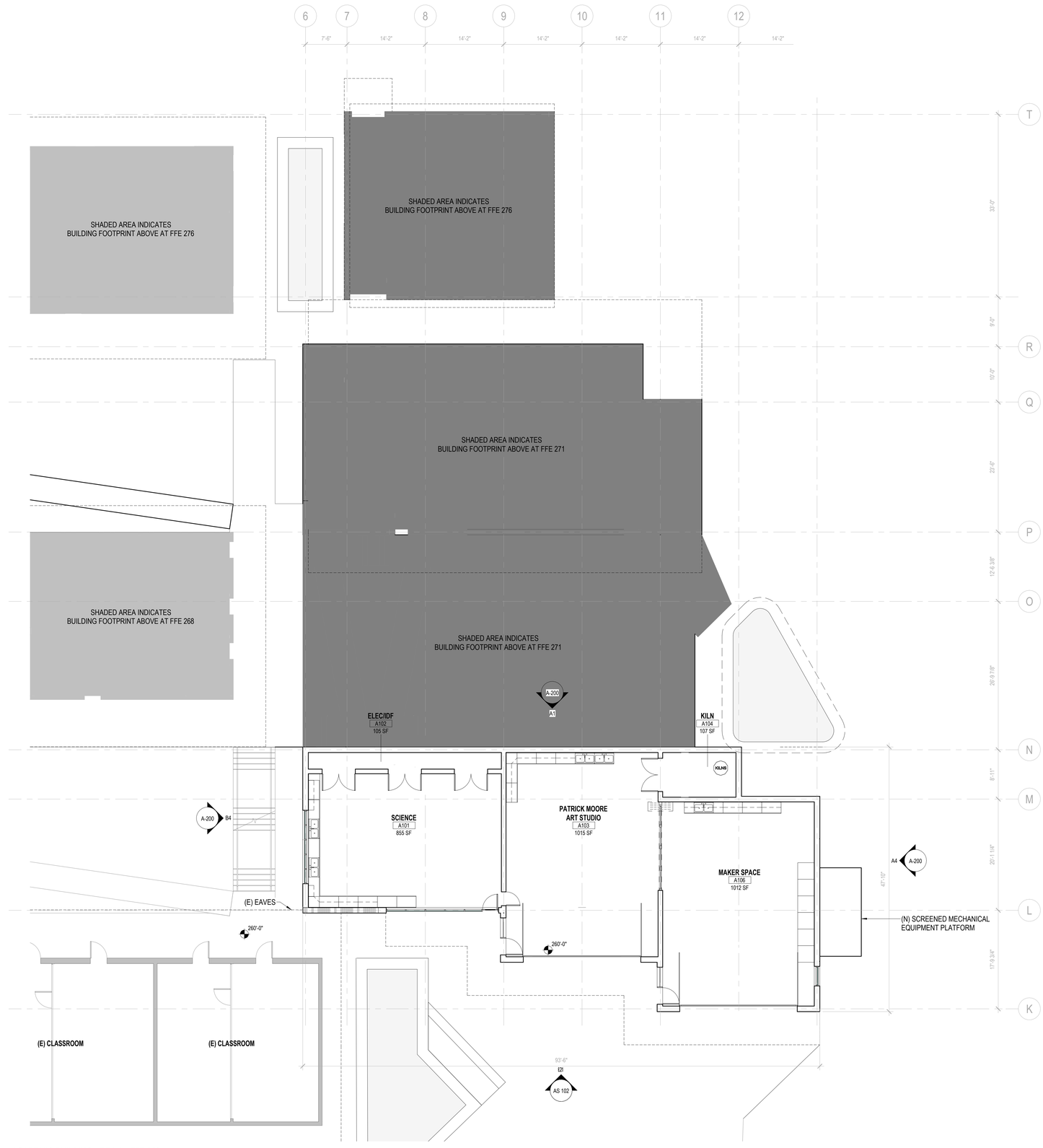
SHEET NUMBER: AS-105

01/30/2026 DETAILED DEVELOPMENT PLAN

1/30/2026 9:45:05 AM

1 2 3 4 5

A B C D



A2 ACADEMIC BUILDING AREA A - FFE 260
1/8" = 1'-0"

LEGEND

(E) PARTITION

PARTITION

RATCLIFF

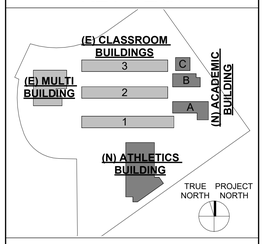
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Emeryville, CA 94608
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LICENSED ARCHITECT
EL WETHERELL
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

92

KEY PLAN



CHARLES ARMSTRONG SCHOOL

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Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ACADEMIC BUILDING AREA A - FFE 260

SCALE: 1/8" = 1'-0"

PROJECT NUMBER: 24404

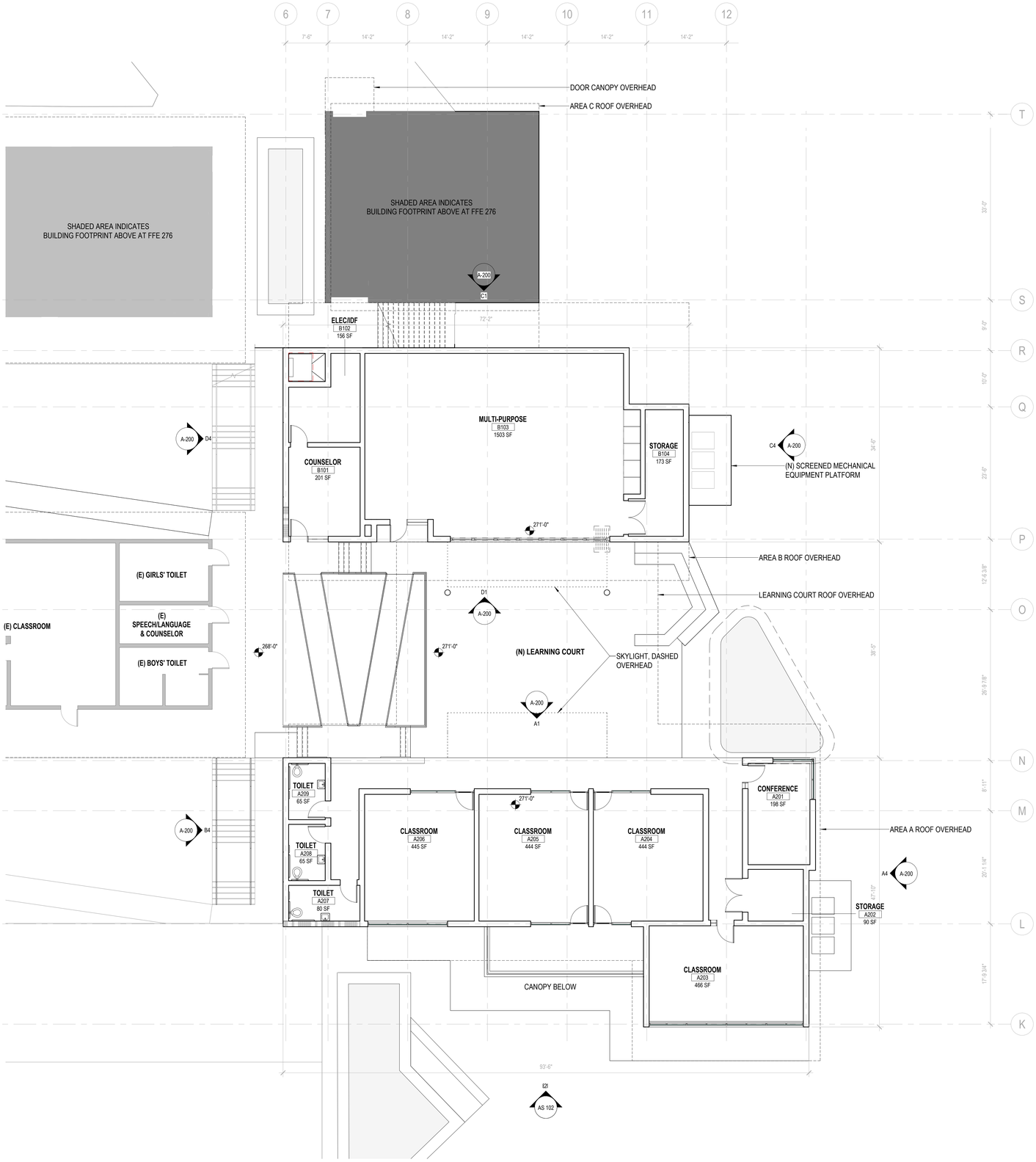
SHEET NUMBER: A-101

01/30/2026 DETAILED DEVELOPMENT PLAN

1/30/2026 8:41:00 AM

D
C
B
A

1 2 3 4 5



A2 ACADEMIC BUILDING AREAS A & B - FFE 271
1/8" = 1'-0"

LEGEND

(E) PARTITION

PARTITION

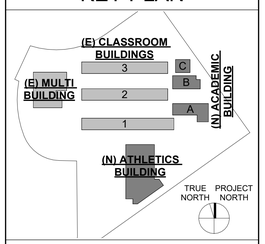
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LICENSED ARCHITECT
ELI WETHERBEE
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ACADEMIC BUILDING AREAS A & B - FFE 271

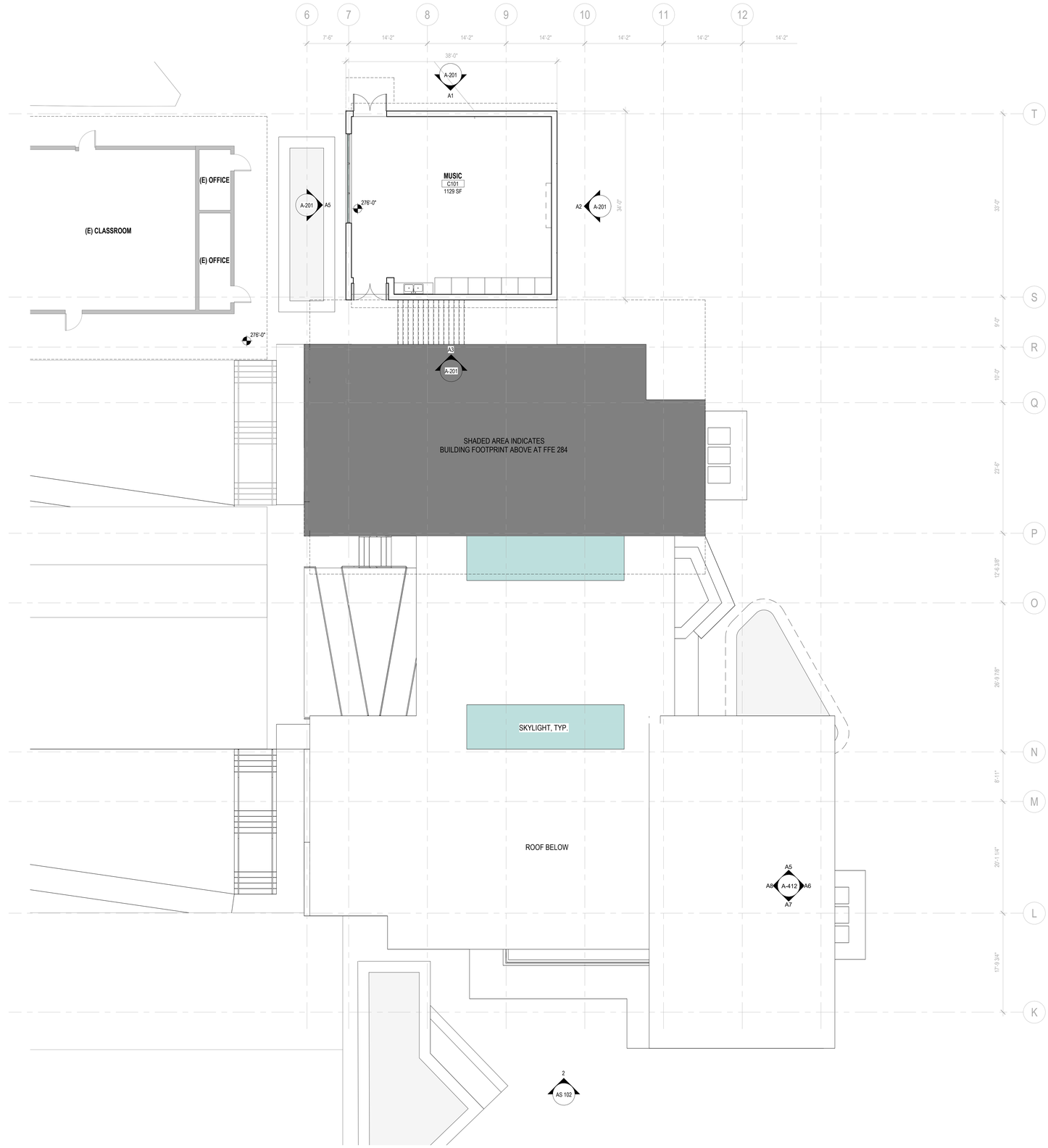
SCALE: 1/8" = 1'-0"

PROJECT NUMBER: 24404

SHEET NUMBER: A-102

01/30/2026 DETAILED DEVELOPMENT PLAN

8/1/2024 9:41:02 AM



A2 ACADEMIC BUILDING AREA C - FFE 276
1/8" = 1'-0"

LEGEND

(E) PARTITION

PARTITION

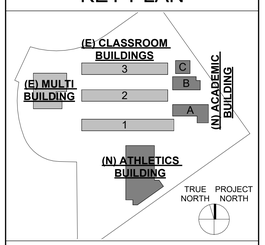
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LICENSED ARCHITECT
EL WETHERELL
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
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ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ACADEMIC BUILDING AREA C - FFE 276

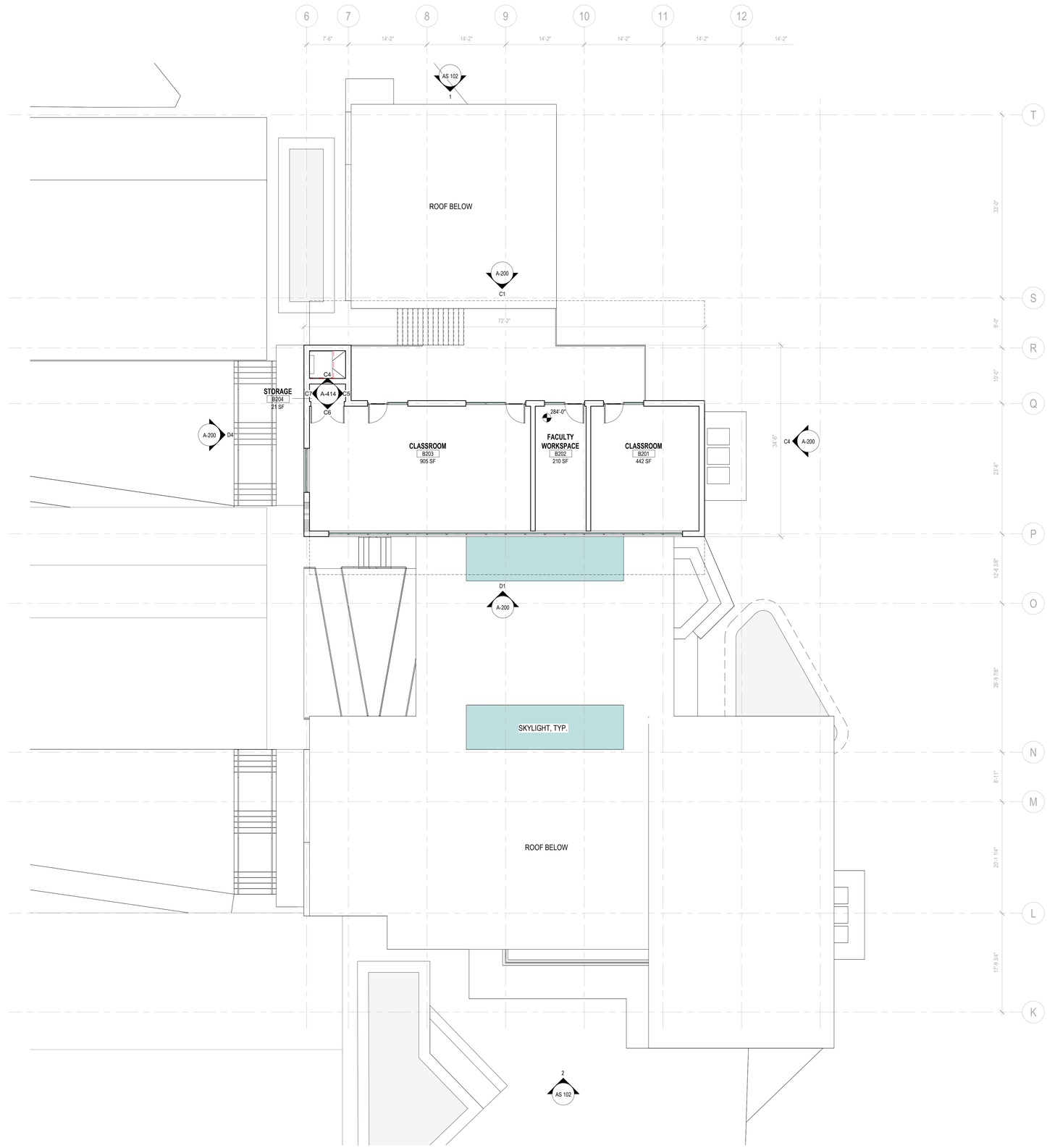
SCALE: 1/8" = 1'-0"

PROJECT NUMBER: 24404

SHEET NUMBER: A-103

01/30/2026 DETAILED DEVELOPMENT PLAN

8/7/2024 8:41:59 AM



A2 ACADEMIC BUILDING AREA B - FFE 284
1/8" = 1'-0"

LEGEND

(E) PARTITION

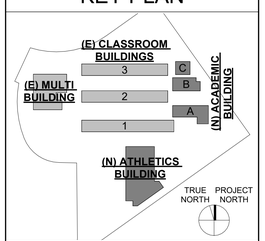
PARTITION

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LICENSED ARCHITECT
EL WETHERELL
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
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DETAILED DEVELOPMENT PLAN	2	01/30/2026

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ACADEMIC BUILDING AREA B - FFE 284

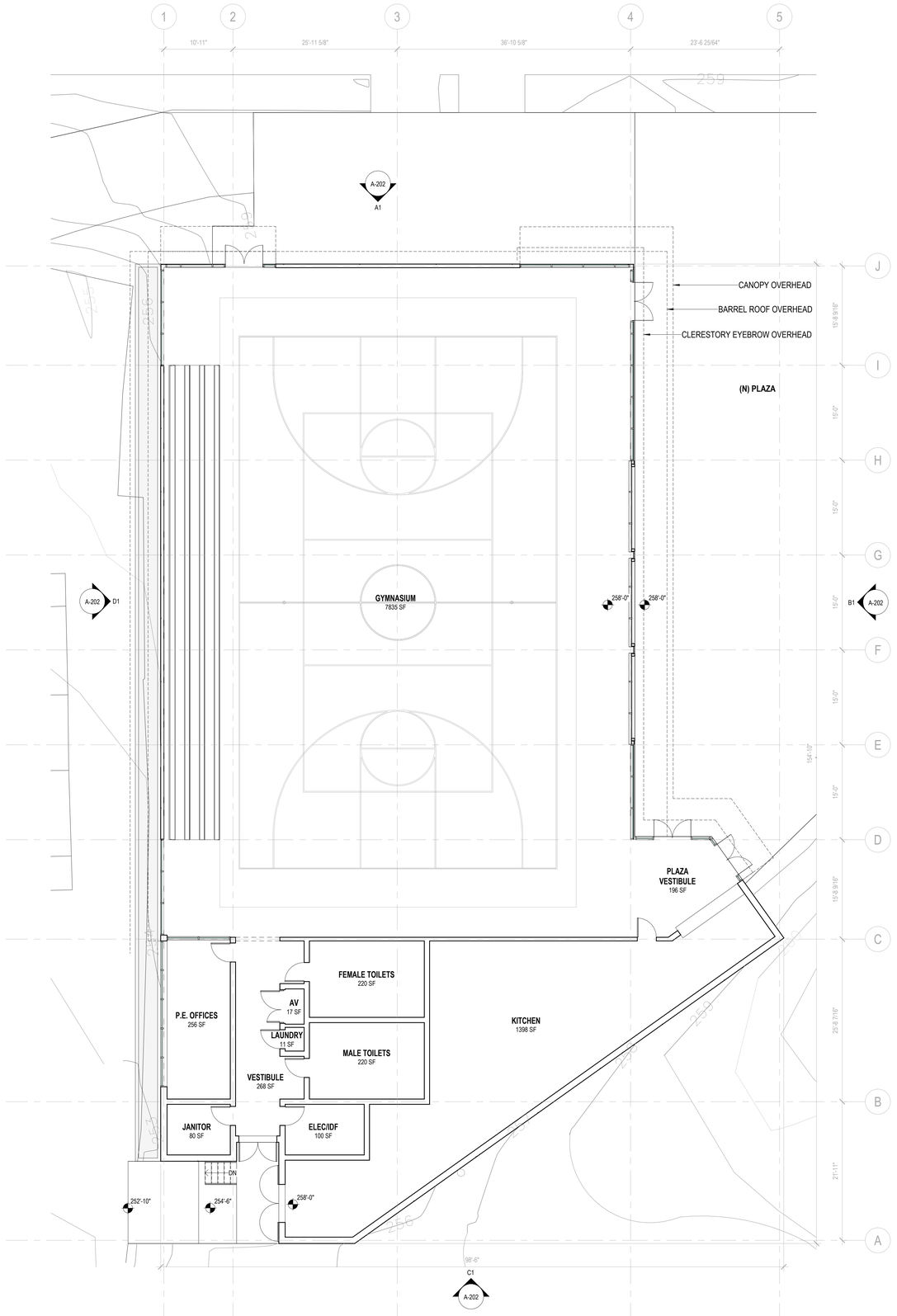
SCALE: 1/8" = 1'-0"

PROJECT NUMBER: 24404

SHEET NUMBER: A-104

01/30/2026 DETAILED DEVELOPMENT PLAN

B:\2024 9-6 1:06 AM



A2 ATHLETICS BUILDING - FFE 258
1/8" = 1'-0"

8/7/2025 9:41:08 AM

LEGEND

(E) PARTITION

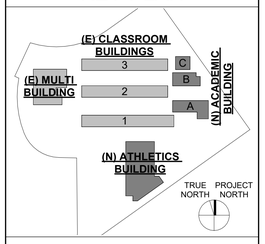
PARTITION

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LICENSED ARCHITECT
ELI WETHERBEE
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

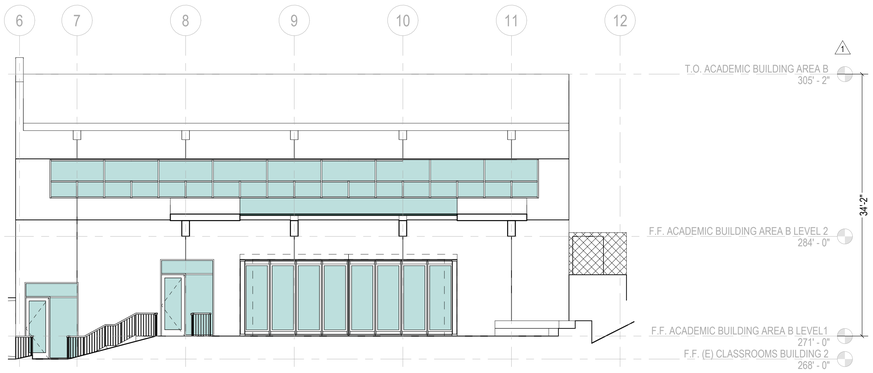
ATHLETICS BUILDING - FFE 258

SCALE: 1/8" = 1'-0"

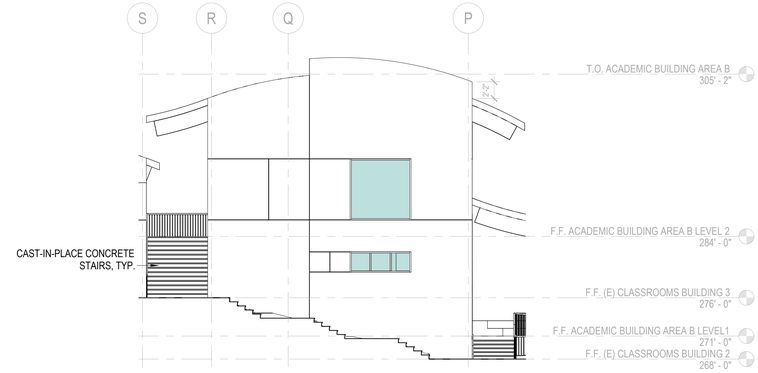
PROJECT NUMBER: 24404

SHEET NUMBER: A-105

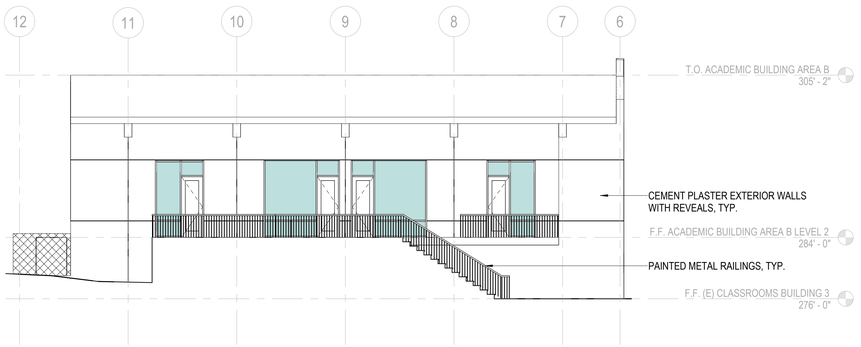
01/30/2026 DETAILED DEVELOPMENT PLAN



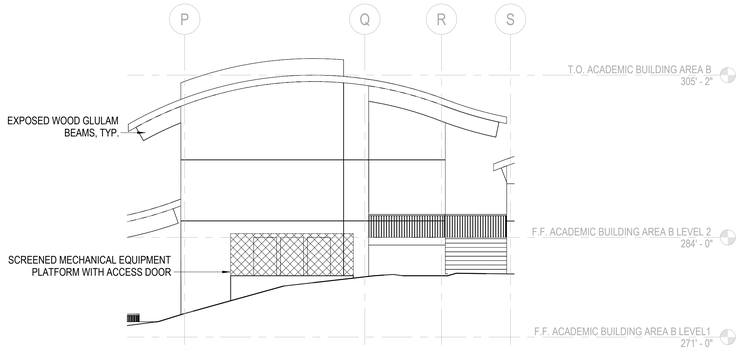
D1 ACADEMIC BUILDING AREA B - SOUTH
1/8" = 1'-0"



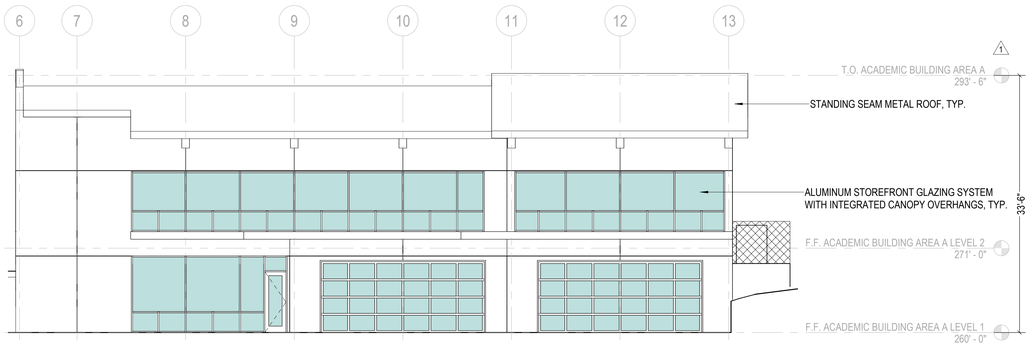
D4 ACADEMIC BUILDING AREA B - WEST
1/8" = 1'-0"



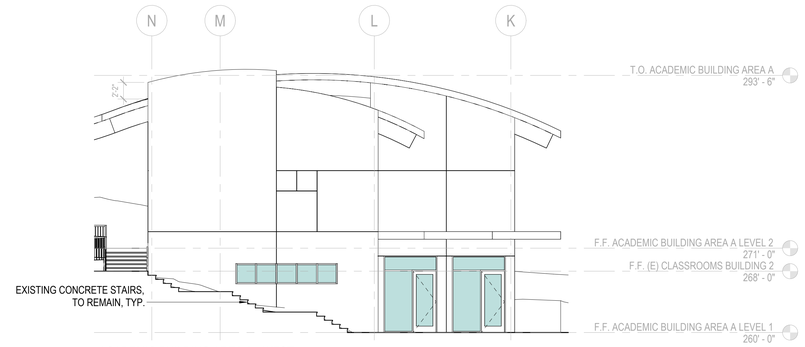
C1 ACADEMIC BUILDING AREA B - NORTH
1/8" = 1'-0"



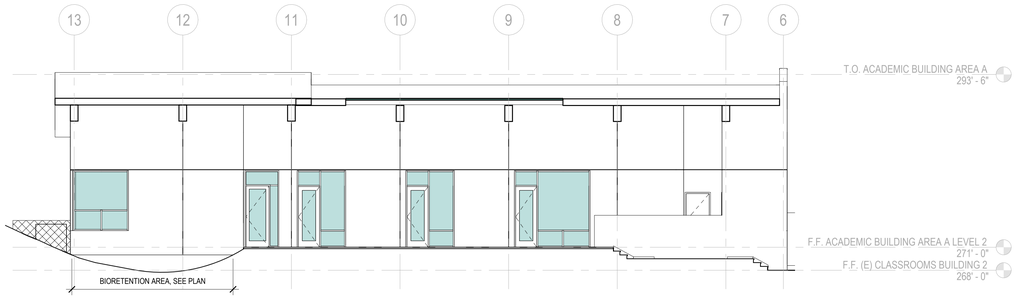
C4 ACADEMIC BUILDING AREA B - EAST
1/8" = 1'-0"



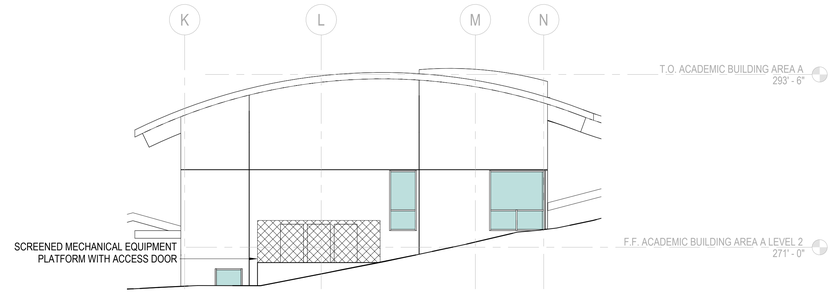
B1 ACADEMIC BUILDING AREA A - SOUTH
1/8" = 1'-0"



B4 ACADEMIC BUILDING AREA A - WEST
1/8" = 1'-0"



A1 ACADEMIC BUILDING AREA A - NORTH
1/8" = 1'-0"



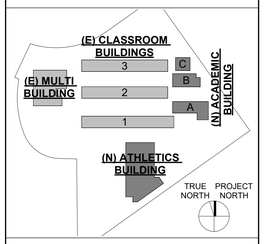
A4 ACADEMIC BUILDING AREA A - EAST
1/8" = 1'-0"

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LICENSED ARCHITECT
ELI WETHERBEE
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
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DETAILED DEVELOPMENT PLAN	2	01/30/2026

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

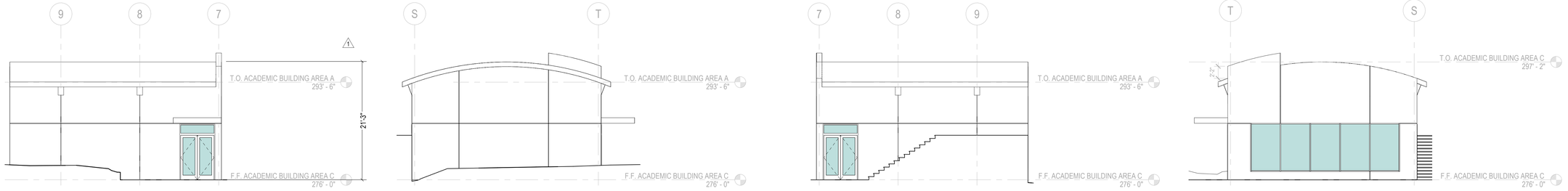
ACADEMIC BUILDING AREAS A & B ELEVATIONS

SCALE: 1/8" = 1'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: A-200

01/30/2026 DETAILED DEVELOPMENT PLAN

8/1/2024 9:41:10 AM



A1 ACADEMIC BUILDING AREA C - NORTH
1/8" = 1'-0"

A2 ACADEMIC BUILDING AREA C - EAST
1/8" = 1'-0"

A3 ACADEMIC BUILDING AREA C - SOUTH
1/8" = 1'-0"

A5 ACADEMIC BUILDING AREA C - WEST
1/8" = 1'-0"

8/1/2024 8:41:11 AM

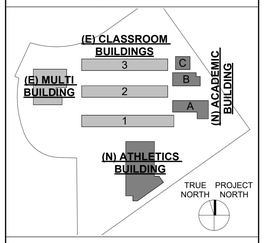
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LICENSED ARCHITECT
ELI WETHERBEE
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

98

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ACADEMIC BUILDING AREA C ELEVATIONS

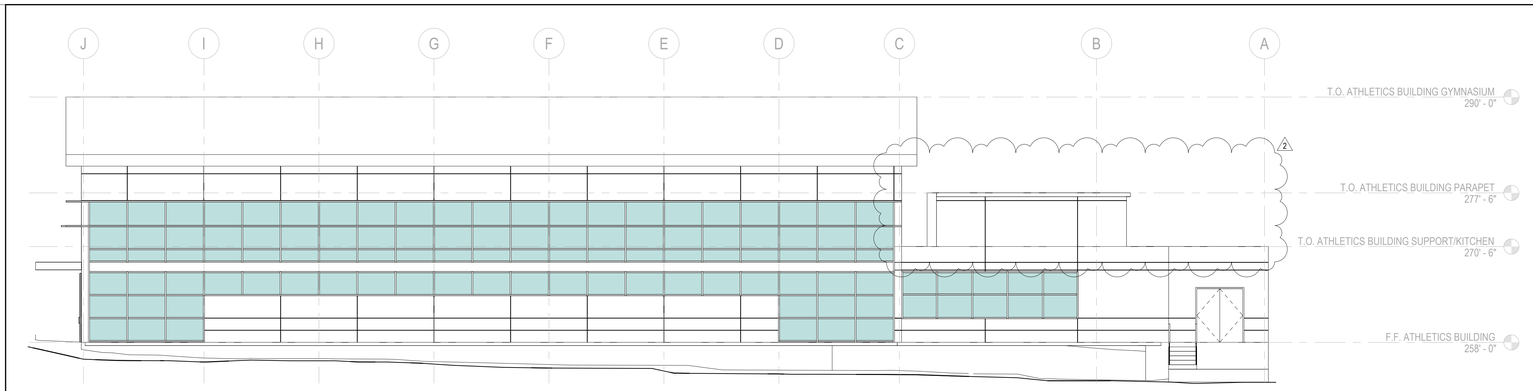
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PROJECT NUMBER: 24404

SHEET NUMBER: A-201

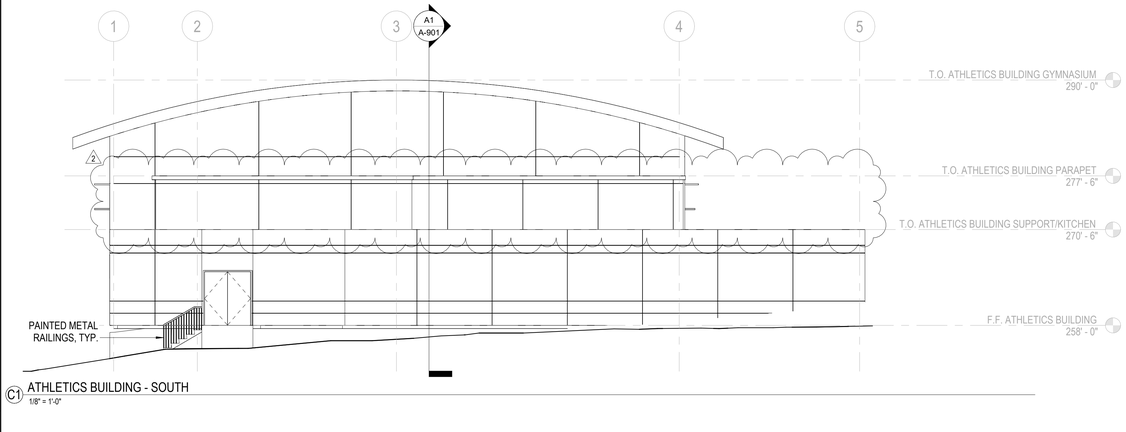
01/30/2026 DETAILED DEVELOPMENT PLAN

1 2 3 4 5

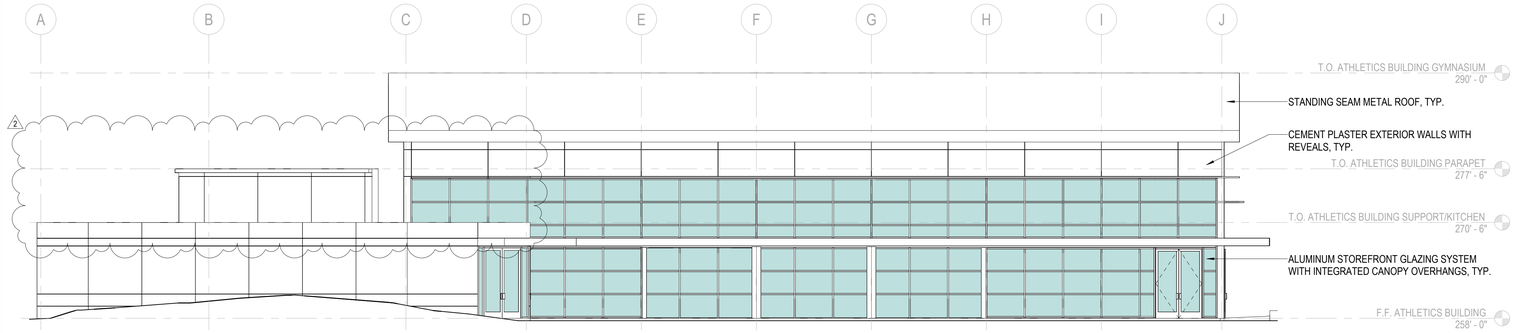
A B C D



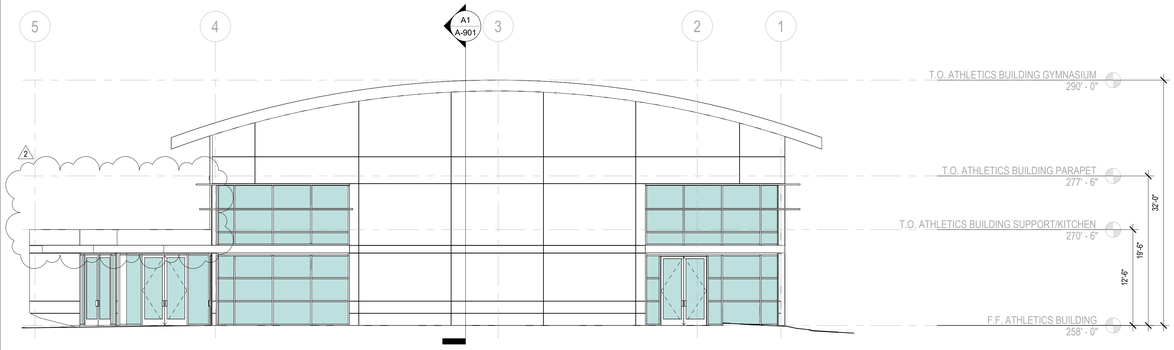
D1 ATHLETICS BUILDING - WEST
1/8" = 1'-0"



C1 ATHLETICS BUILDING - SOUTH
1/8" = 1'-0"



B1 ATHLETICS BUILDING - EAST
1/8" = 1'-0"



A1 ATHLETICS BUILDING - NORTH
1/8" = 1'-0"

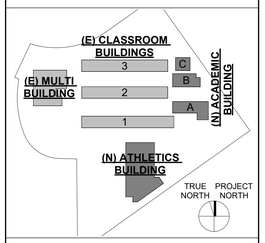
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LICENSED ARCHITECT
JEFFREY WETHERELL
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
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KEY PLAN



CHARLES
ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC &
ATHLETICS
BUILDINGS

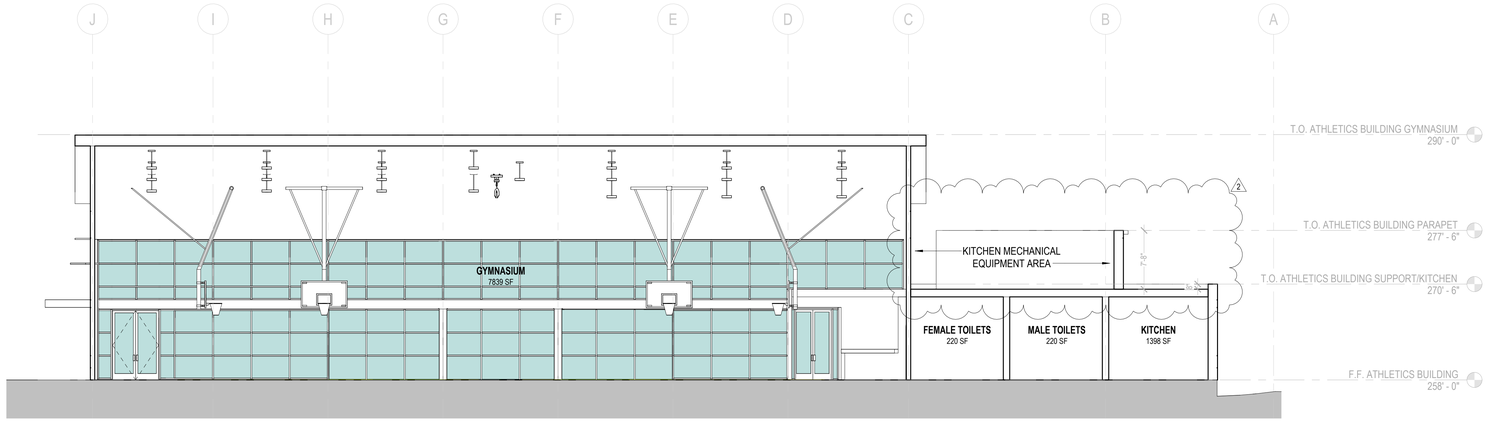
SHEET TITLE:

ATHLETICS BUILDING
ELEVATIONS

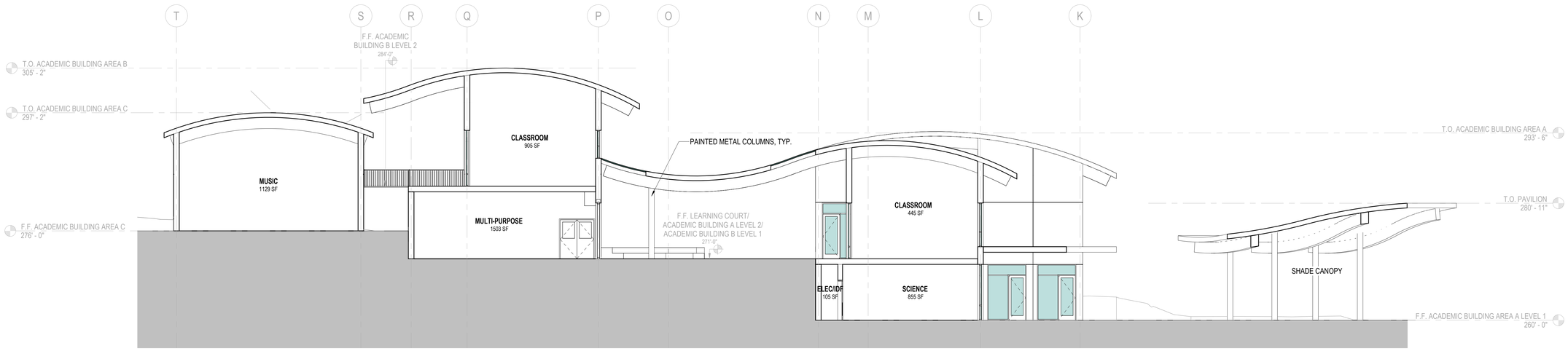
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PROJECT NUMBER: 24404

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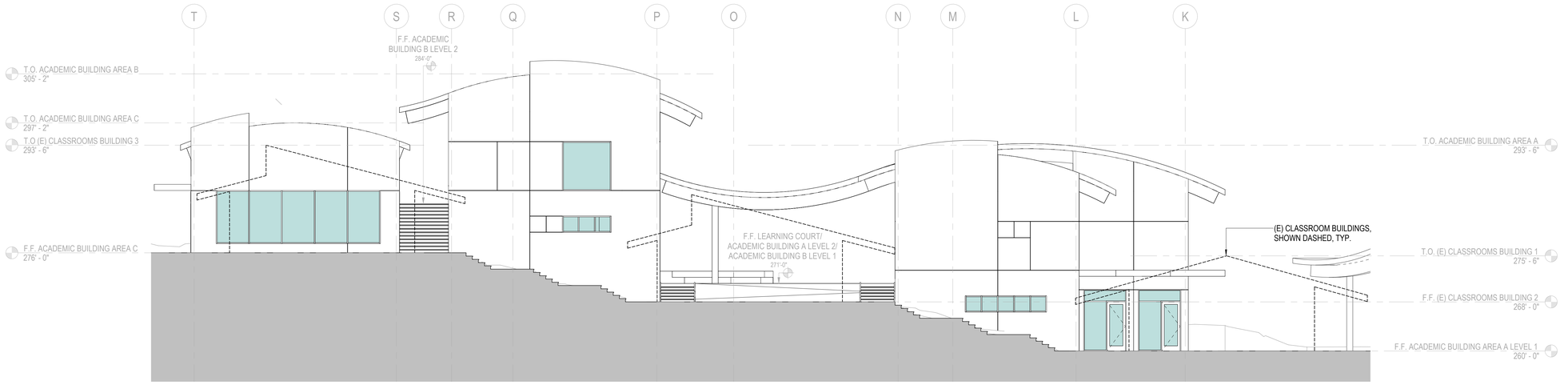
01/30/2026 DETAILED DEVELOPMENT PLAN - DESIGN REVISIONS



D1 ATHLETICS BUILDING SECTION
1/8" = 1'-0"



B1 ACADEMIC BUILDING SECTION WITH SHADE CANOPY
1/8" = 1'-0"



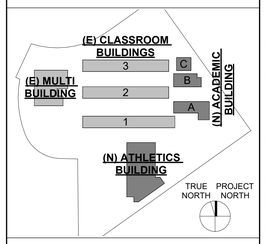
A1 ACADEMIC BUILDING SECTION WITH (E) ROOF LINE
1/8" = 1'-0"

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STATE OF CALIFORNIA

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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

SECTIONS

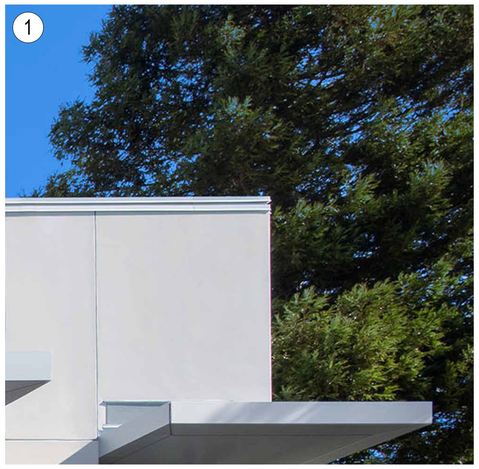
SCALE: 1/8" = 1'-0"
PROJECT NUMBER: 24404

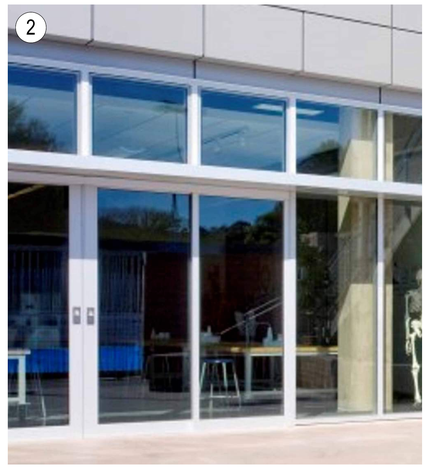
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01/30/2026 DETAILED DEVELOPMENT PLAN - DESIGN REVISIONS

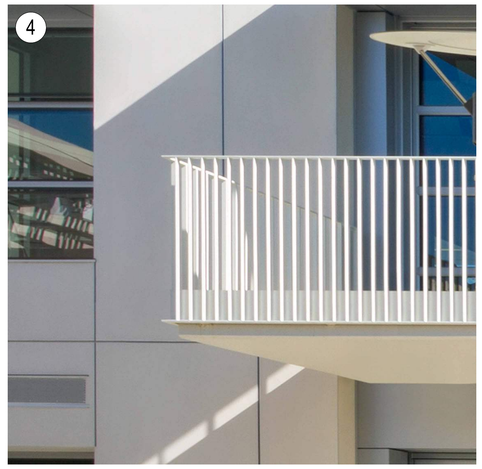
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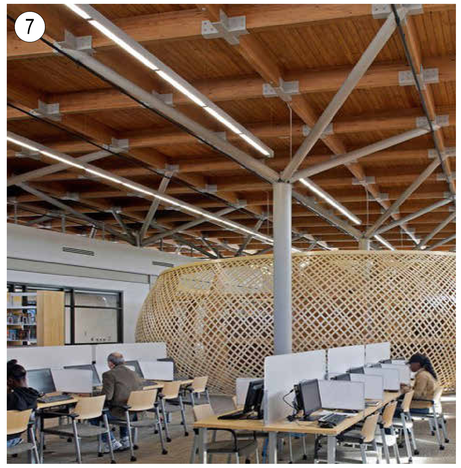






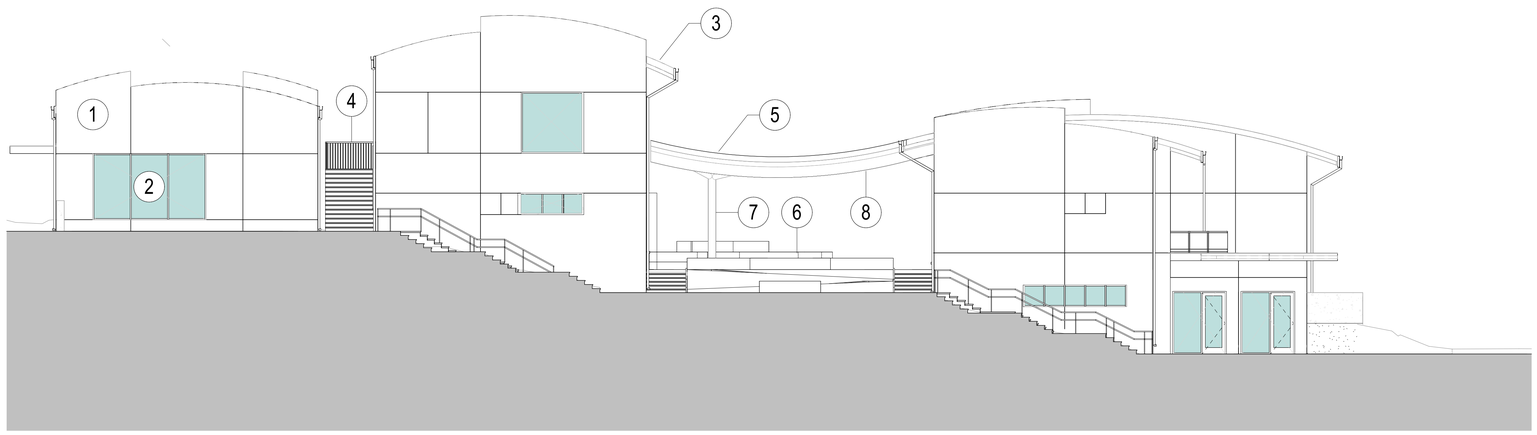








1 - CEMENT PLASTER EXTERIOR WALLS WITH REVEALS, AS SHOWN IN ELEVATIONS
2 - ALUMINUM STOEREFRONT GLAZING SYSTEM WITH INTEGRATED CANOPY OVERHANGS
3 - STANDING SEAM METAL ROOF
4 - PAINTED METAL RAILINGS
5 - HIGH-PERFORMACE FIBER-REINFORCED SKYLIGHTS (KALWALL OR SIM.)
6 - CONCRETE SEAT WALLS, RETAINING WALLS
7 - STEEL COLUMNS AND STEEL KNEE BRACES (PAINTED)
8 - EXPOSED WOOD GLULAM BEAMS

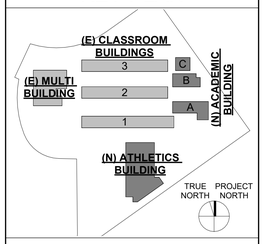


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LICENSED ARCHITECT
KEVIN WETHERELL
No. C-18257
REN. 12-31-27
STATE OF CALIFORNIA

ISSUE SCHEDULE	NO.	DATE
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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ACADEMICS BUILDING MATERIALS BOARD

SCALE: 1/8" = 1'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: A-600

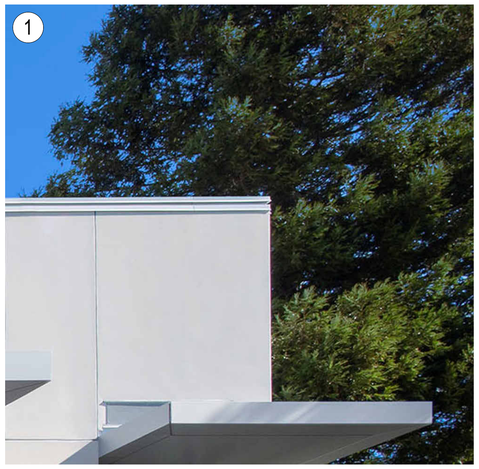
DETAILED DEVELOPMENT PLAN 01/30/2026

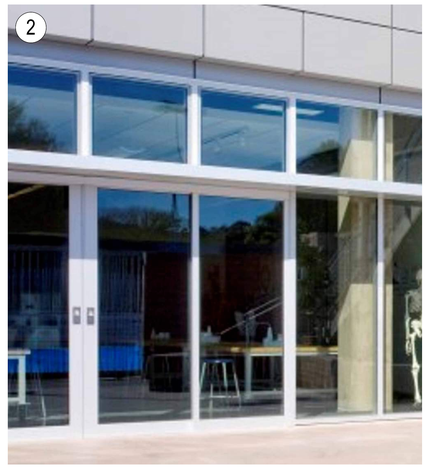
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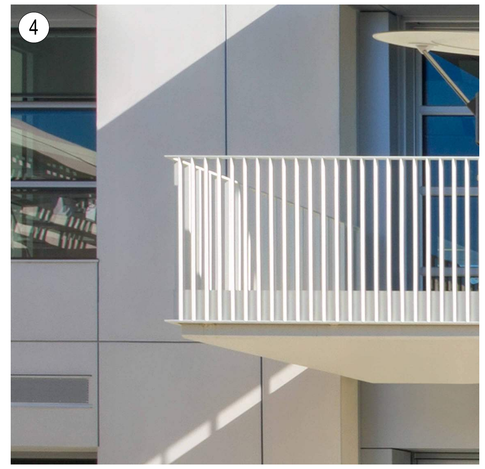
D C B A

1 2 3 4 5

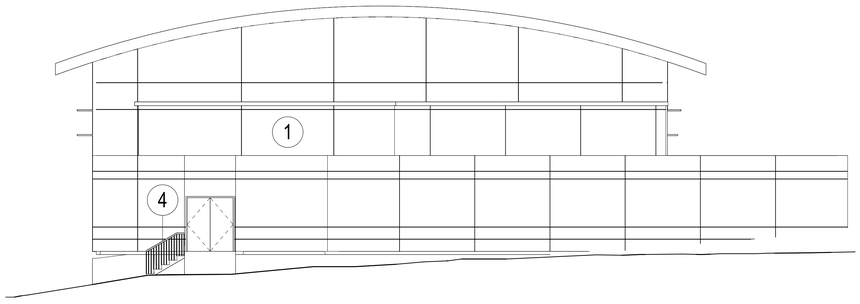


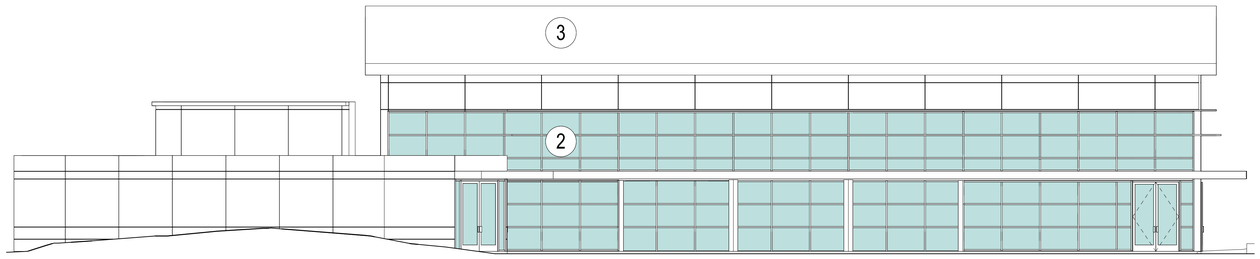






1 - CEMENT PLASTER EXTERIOR WALLS WITH REVEALS, AS SHOWN IN ELEVATIONS
2 - ALUMINUM STOEREFRONT GLAZING SYSTEM WITH INTEGRATED CANOPY OVERHANGS
3 - STANDING SEAM METAL ROOF
4 - PAINTED METAL RAILINGS



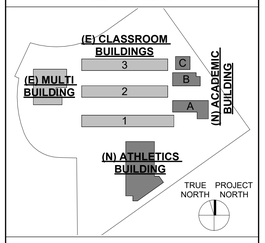


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LICENSED ARCHITECT
ELI WETHERBEE
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KEY PLAN



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1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ATHLETICS BUILDING MATERIALS BOARD

SCALE: 1/8" = 1'-0"
PROJECT NUMBER: 24404

SHEET NUMBER: A-601.

01/30/2026 DETAILED DEVELOPMENT PLAN

2/2/2026 4:23:09 PM

1 2 3 4 5

D C B A



AERIAL - VIEW FACING SOUTH



NEW ACADEMIC BUILDING - VIEW FROM SOLANA DRIVE



NEW ATHLETICS BUILDING - VIEW FROM INTERNAL CAMPUS



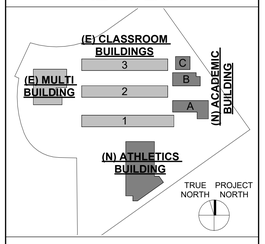
NEW ACADEMIC BUILDING AND SHADE CANOPY - VIEW FROM INTERNAL CAMPUS

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LICENSED ARCHITECT
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KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

RENDERINGS

SCALE:

PROJECT NUMBER: 24404

SHEET NUMBER: A-900.

01/30/2026 DETAILED DEVELOPMENT PLAN - DESIGN REVISIONS

103

2/2/2026 4:24:08 PM

D C B A

1 2 3 4 5



NUMBERED SHEET NOTES

1. SEE E-201 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON BUILDING A.
2. SEE E-202 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON BUILDING A & B.
3. SEE E-203 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON BUILDING C.
4. SEE E-204 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON BUILDING B.
5. SEE E-205 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON ATHLETICS BUILDING.
6. POST TOP AREA LIGHT. 14' OVERALL HEIGHT.
7. COLUMN MOUNTED ASYMMETRIC UPLIGHT MOUNTED UNDER CANOPY.
8. ILLUMINATED BOLLARD.
9. LOW LEVEL TOE KICK LIGHTING MOUNTED UNDER SEAT WALL.

PRELIMINARY SITE PLAN – LIGHTING
SCALE: 1" = 20'-0"

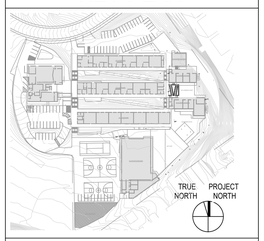
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O'MAHONY & MYER
ELECTRICAL ENGINEERING and LIGHTING DESIGN
4340 Redwood Hwy., Suite 245
San Rafael, California 94903
Tel (415) 492-0420 Fax (415) 479-9662
www.ommconsulting.com

ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
DETAILED DEVELOPMENT PLAN	2	01/30/2026

OSHPD STAMP (IF APPLIES):

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

PRELIMINARY SITE PLAN – LIGHTING

SCALE: As indicated
PROJECT NUMBER: 24404

SHEET NUMBER: ES-102

01/30/2026 DETAILED DEVELOPMENT PLAN

6/13/2024 5:23:27 PM



NUMBERED SHEET NOTES

1. SEE E-201 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON BUILDING A.
2. SEE E-202 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON BUILDING A & B.
3. SEE E-203 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON BUILDING C.
4. SEE E-204 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON BUILDING B.
5. SEE E-205 FOR EXTERIOR BUILDING MOUNTED LIGHTING ON ATHLETICS BUILDING.
6. POST TOP AREA LIGHT. 14' OVERALL HEIGHT.
7. COLUMN MOUNTED ASYMMETRIC UPLIGHT MOUNTED UNDER CANOPY.
8. ILLUMINATED BOLLARD.
9. LOW LEVEL TOE KICK LIGHTING MOUNTED UNDER SEAT WALL.

GENERAL NOTES

Illuminance Calculations Disclaimer:

Illuminance calculations are for lighting design aid purposes only. All calculations performed by O'Mahony & Myer, Inc. (OMM) are based upon the published methods and recommendations of the Illuminating Engineering Society of North America (IESNA).

Calculation accuracy is highly dependent upon the input data utilized in the calculations and variances greater than 20% may occur if there are variations in the input data or if equipment does not perform as published in IES Photometric files. Some input data is provided by others (i.e., manufacturer's photometric reports, lamp lumen ratings, room surface materials, and/or light reflectance values) and not all report data may be available for the exact luminaire characteristics specified. Some input data may be derived by OMM from industry standard methods (i.e., luminaire and room surface dirt depreciation factors). Some performance information may not be available for conditions outside of the norm (i.e., variations in temperature, humidity, vibration, or non-standard mounting conditions). OMM has made every effort to ensure the reliability of all data but is not responsible for data that is received from others, is unavailable, or for equipment that does not perform as published.

Field measurements may vary as much as 10%-20% from calculated results due to limitations associated with the calculation procedures utilized and referenced by the IESNA. Variations in results can occur from the use of non-professional grade illuminance meters or meters that are not calibrated correctly.

PRELIMINARY SITE PLAN – LIGHTING - PHOTOMETRIC PLAN
SCALE: 1" = 20'-0"

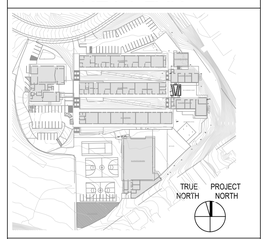
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OSHPD STAMP (IF APPLIES):

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

PRELIMINARY SITE PLAN – LIGHTING - PHOTOMETRIC PLAN

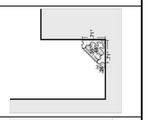
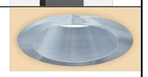
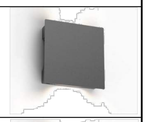
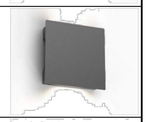
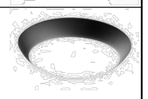
SCALE: As indicated
PROJECT NUMBER: 24404

SHEET NUMBER: ES-103

01/30/2026 DETAILED DEVELOPMENT PLAN

6/12/2024 5:05:27 PM

LUMINAIRE SCHEDULE

TYPE	DESCRIPTION	MANUFACTURER CATALOG #	DIMENSIONS	FINISH	IMAGE
BA1	POST TOP MOUNTED AREA LIGHT WITH ADJUSTABLE CUTOFF OPTICS WITH ASYMMETRIC DISTRIBUTION. DIE CAST HOUSING, CLEAR SAFETY GLASS LENS, PURE ANODIZED ALUMINUM REFLECTOR. 3000K CCT LEDS.	BEGA B98019-K3	21.25" HEIGHT 31.5" DIAMETER 14' OVERALL HEIGHT		
BB1	COLUMN MOUNTED INDIRECT CANOPY UPLIGHT WITH EXTRUDED ALUMINUM HOUSING, MITRED EXTRUDED ALUMINUM DOOR FRAME, DIE CAST ALUMINUM END CAPS, CUTOFF VISOR, ASYMMETRIC OPTIC, ALUMINUM YOKE, IMPACT RESISTANT TEMPERED GLASS MICRO PRISMATIC LENS. 3000K CCT LEDS.	ELLIPTIPAR S172-H-12-S-FINISH-M-V0-0-930-ZX	~9" HEIGHT ~15" DEPTH 12 1/16" LENGTH		
BB2	SIMILAR TO TYPE BB1 EXCEPT WALL MOUNTED.	ELLIPTIPAR S172-H-12-S-FINISH-M-V0-0-930-ZX	~9" HEIGHT ~15" DEPTH 12 1/16" LENGTH		
BC1	FULLY CONCEALED LOW LEVEL TOE KICK DOWN LIGHTING WITH EXTRUDED ALUMINUM CHANNEL AND FROSTED ACYRLIC LENS. LENGTH AS INDICATED ON THE DRAWINGS. 3000K LEDS.	QTRAN - VEVE ENCAPSULATED VV3SW-1.5-30-ENC-STD-TL	0.71" HEIGHT 0.71" WIDTH		
BD1	STAIR BOLLARD WITH SHIELDED LIGHT DISTRIBUTION. EXTRUDED ALUMINUM CONSTRUCTION SHAFT, CLEAR SAFETY GLASS, HIGH TEMPERATURE SILICONE GASKET. 3000K LEDS.	BEGA B84415-K3	39 3/8" HEIGHT 10 1/2" WIDTH 4 3/4" DEPTH		
BE1	RECESSED DOWNLIGHT WITH 4" DIAMETER SELFT FLANGED APERTURE. GASKETED BETWEEN TRIM AND CEILING. 3000K LEDS.	KIRLIN LRC-04CDN	4" DIAMETER APERTURE 5 1/2" DIAMETER TRIM		
BF3	WALL MOUNTED FULL CUTOFF DOWNLIGHT WITH FABRICATED ALUMINUM HOUSING. IES TYPE III OPTICAL DISTRIBUTION WITH DIFFUSED LENS. FLAT FASCIA FORM. SILICONE GASKET. 3000K LEDS.	AAL CYPHER CY1-15-3K8-1-3D-UNV-FINISH-F-FPP	9.5" HEIGHT 9.5" WIDTH 2.8" DEPTH		
BF4	SIMILAR TO TYPE BF3 EXCEPT WITH IES TYPE IV DISTRIBUTION.	AAL CYPHER CY1-15-3K8-1-4D-UNV-FINISH-F-FPP	9.5" HEIGHT 9.5" WIDTH 2.8" DEPTH		
BG1	CORRIDOR SCONCE WITH DIE CAST ALUMINUM HOUSING, IMPACT RESISTANT DIFFUSE POLYCARBONATE LENS, STAINLESS STEEL FASTENERS. 3000K LEDS.	KIM PVNTR PVNTR-13-10-30K8	13" DIAMETER 3.67" DEPTH		

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ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

OSHPD STAMP (IF APPLIES):

KEY PLAN

CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

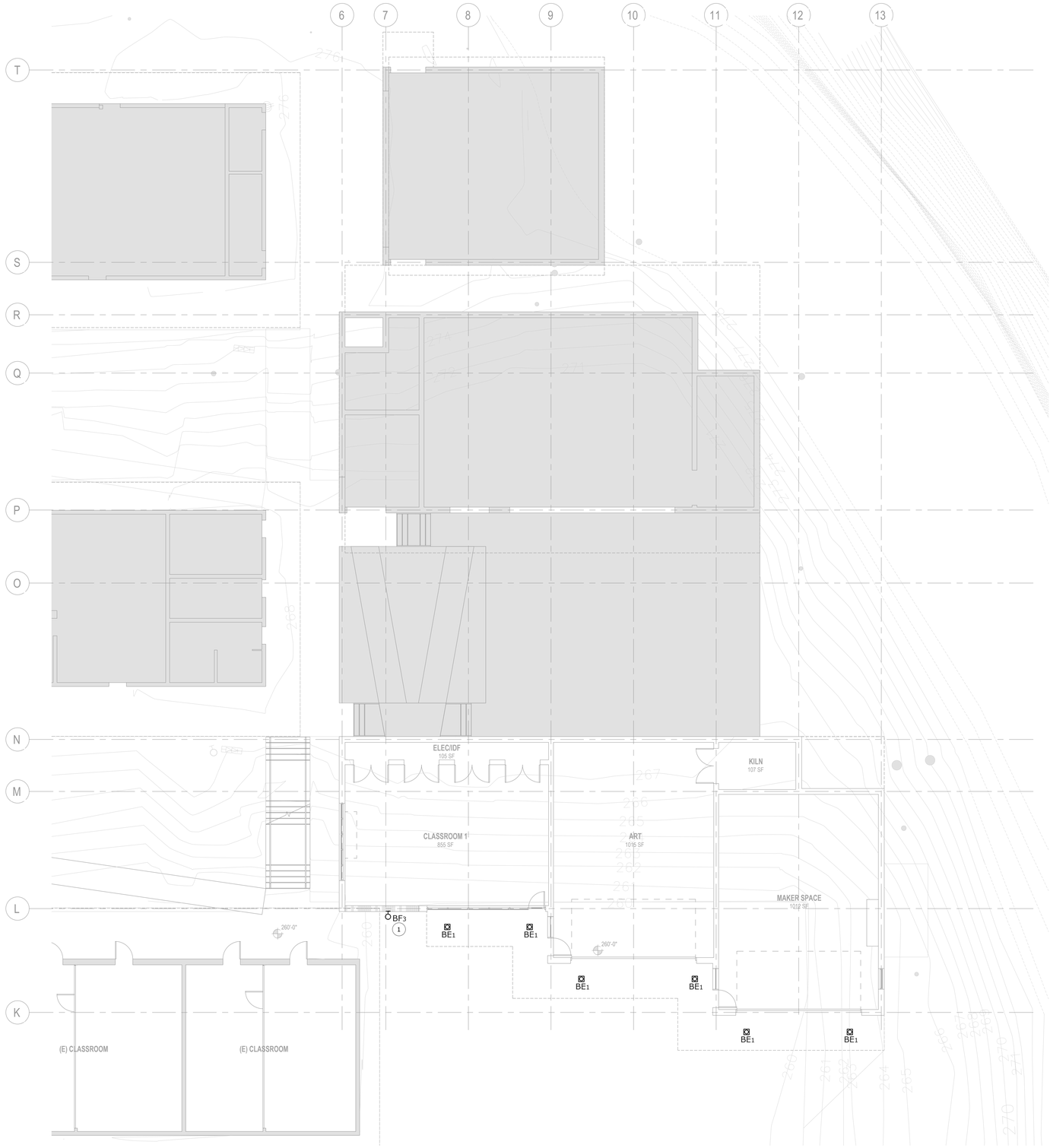
LUMINAIRE SCHEDULE

SCALE: As indicated

PROJECT NUMBER: 24404

SHEET NUMBER: E-002

01/30/2026 DETAILED DEVELOPMENT PLAN



ACADEMIC BUILDING A - FLOOR PLAN – EXTERIOR LIGHTING
SCALE: 1/8" = 1'-0"

1 / E-201

NUMBERED SHEET NOTES

1. WALL MOUNTED AT 10'-3" A.F.F. TO THE BOTTOM OF THE LUMINAIRE.

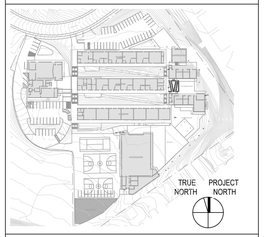
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DETAILED DEVELOPMENT PLAN	2	01/30/2026

OSHPD STAMP (IF APPLIES):

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ACADEMIC BUILDING A - FLOOR PLAN – EXTERIOR LIGHTING

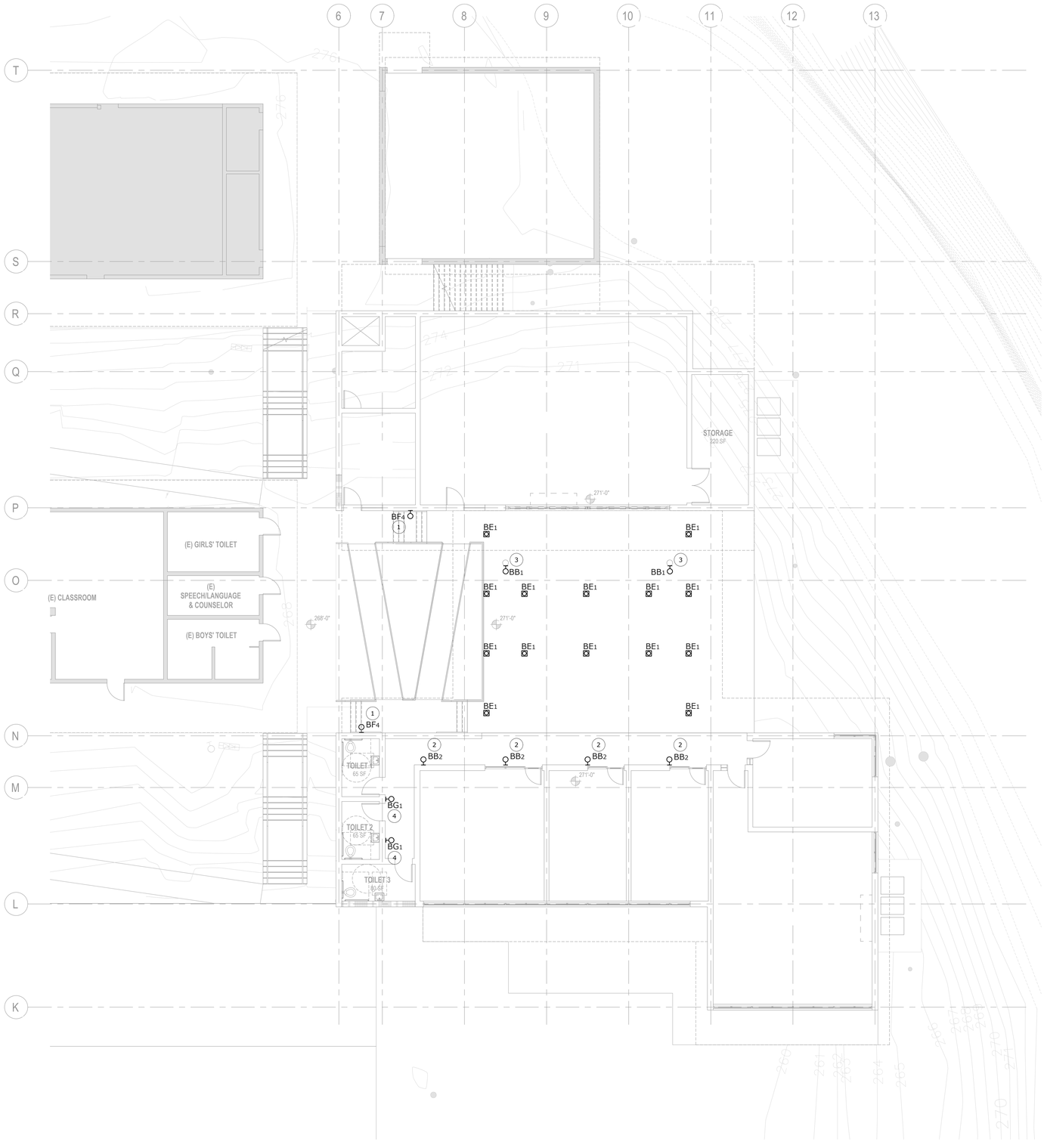
SCALE: As indicated

PROJECT NUMBER: 24404

SHEET NUMBER: E-201

01/30/2026 DETAILED DEVELOPMENT PLAN

6/12/2024 5:29:27 PM



ACADEMIC BUILDING A & B - FLOOR PLAN – EXTERIOR LIGHTING

SCALE: 1/8" = 1'-0"

1 E-202

NUMBERED SHEET NOTES

1. WALL MOUNTED AT 10'-3" A.F.F. TO THE BOTTOM OF THE LUMINAIRE.
2. WALL MOUNTED AT 2'-6" BELOW THE CEILING PLANE TO THE TOP OF THE LUMINAIRE.
3. COLUMN MOUNTED AT 2'-6" BELOW THE CEILING PLANE TO THE TOP OF THE LUMINAIRE.
4. WALL MOUNTED AT 6'-6" A.F.F. TO THE BOTTOM OF THE LUMINAIRE.

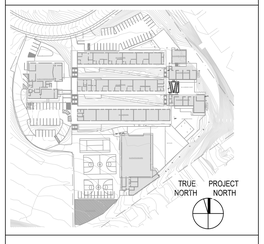
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DETAILED DEVELOPMENT PLAN	2	01/30/2026

OSHPD STAMP (IF APPLIES):

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ACADEMIC BUILDING A & B - FLOOR PLAN – EXTERIOR LIGHTING

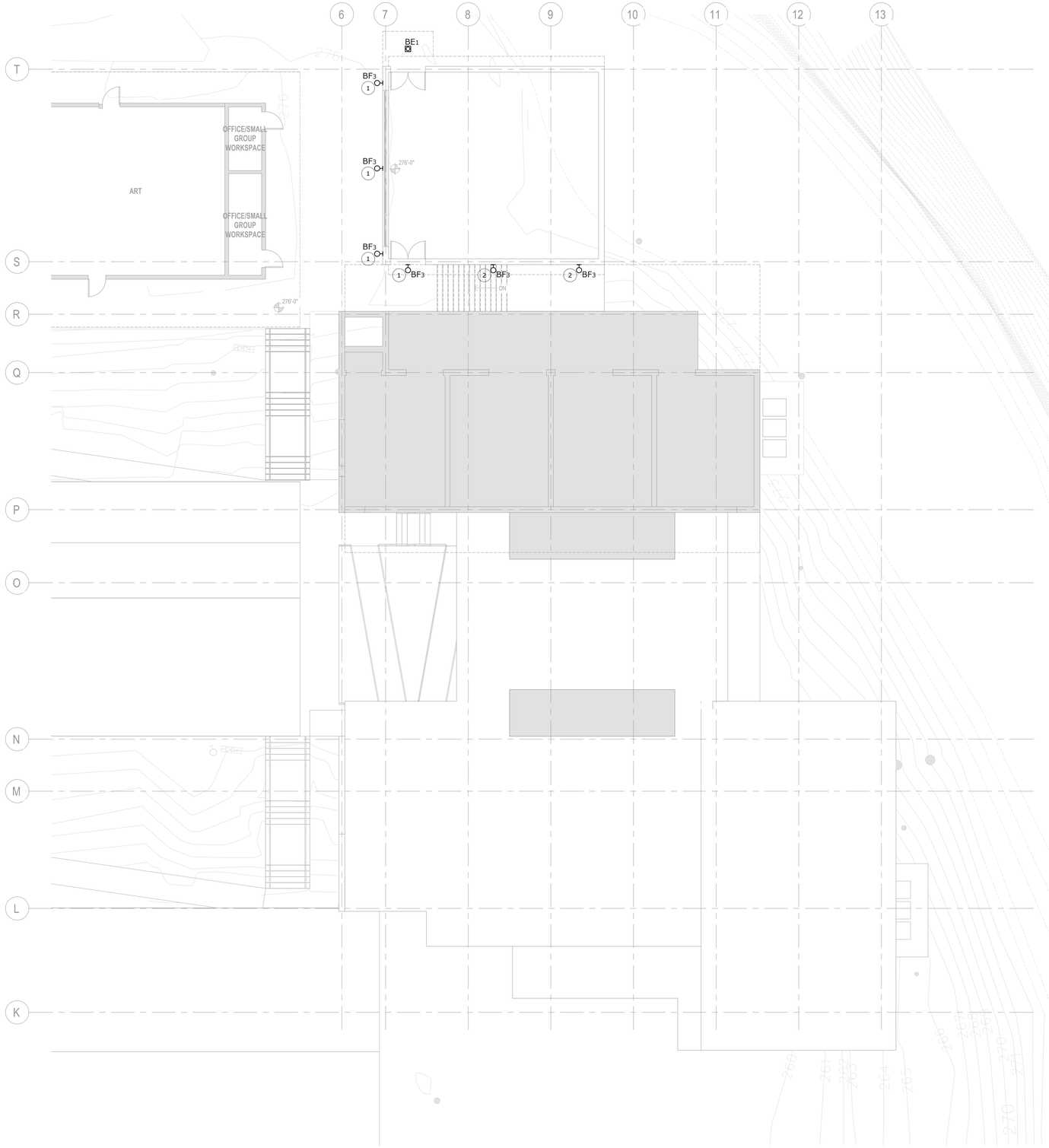
SCALE: As indicated

PROJECT NUMBER: 24404

SHEET NUMBER: E-202

01/30/2026 DETAILED DEVELOPMENT PLAN

6/1/2026 5:05:27 PM



ACADEMIC BUILDING C - FLOOR PLAN – EXTERIOR LIGHTING
SCALE: 1/8" = 1'-0"

NUMBERED SHEET NOTES

1. WALL MOUNTED AT 10'-3" A.F.F. TO THE BOTTOM OF THE LUMINAIRE.
2. WALL MOUNTED AT 10'-3" ABOVE UPPER LANDING TO THE BOTTOM OF THE LUMINAIRE.

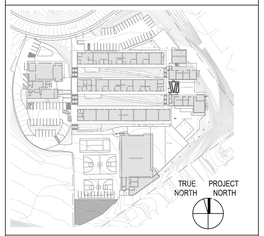
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ISSUE SCHEDULE	NO.	DATE
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ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

OSHPD STAMP (IF APPLIES):

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

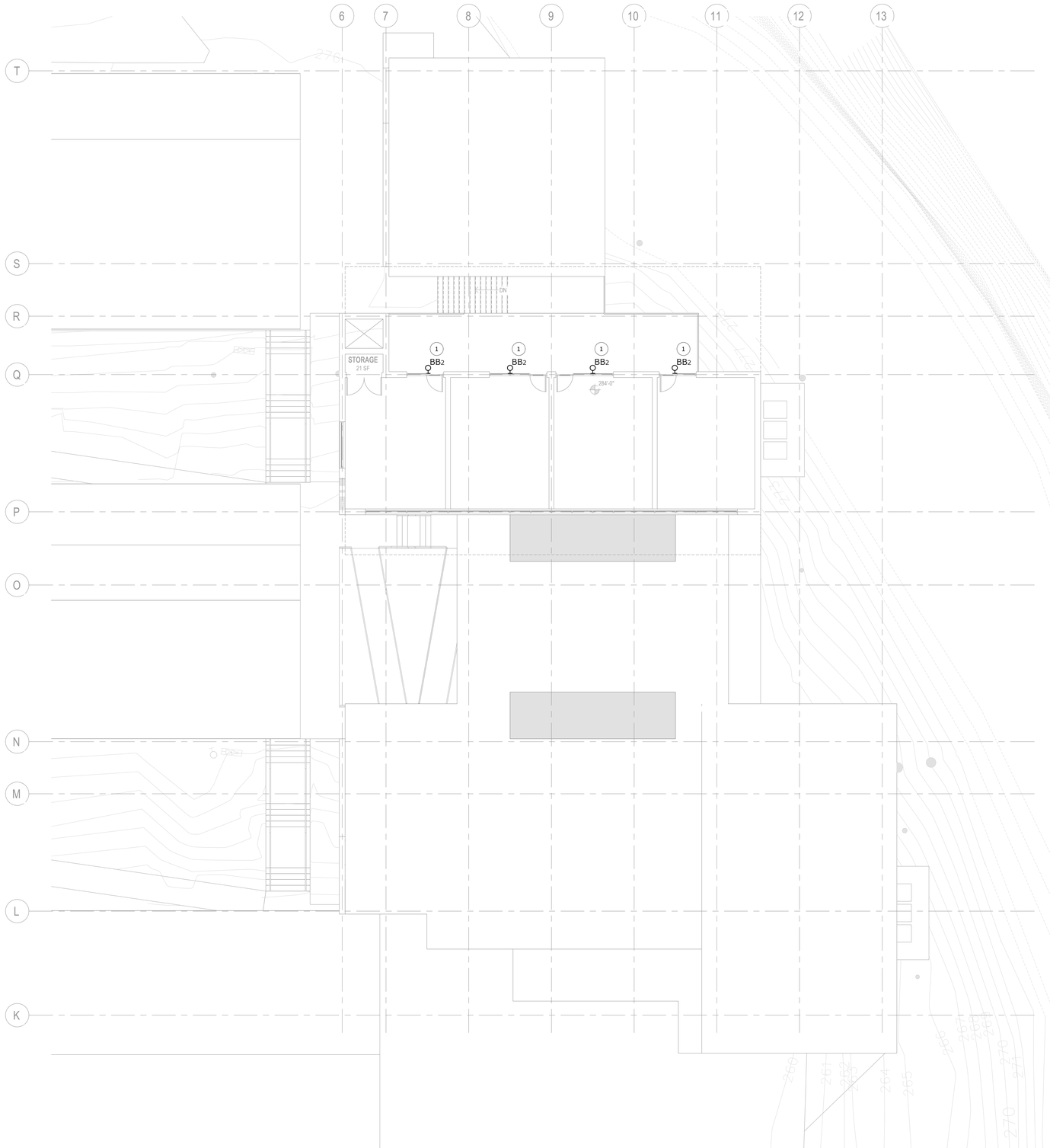
SHEET TITLE:

ACADEMIC BUILDING C - FLOOR PLAN - EXTERIOR LIGHTING

SCALE: As indicated
PROJECT NUMBER: 24404

SHEET NUMBER: E-203

01/30/2026 DETAILED DEVELOPMENT PLAN



ACADEMIC BUILDING B - FLOOR PLAN – EXTERIOR LIGHTING
SCALE: 1/8" = 1'-0"

NUMBERED SHEET NOTES

1. WALL MOUNTED AT 2'-6" BELOW CEILING PLANE TO THE TOP OF THE LUMINAIRE.

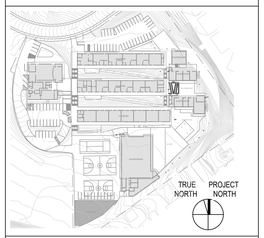
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ENTITLEMENTS RESPONSES	1	11/17/2025
DETAILED DEVELOPMENT PLAN	2	01/30/2026

OSHPD STAMP (IF APPLIES):

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

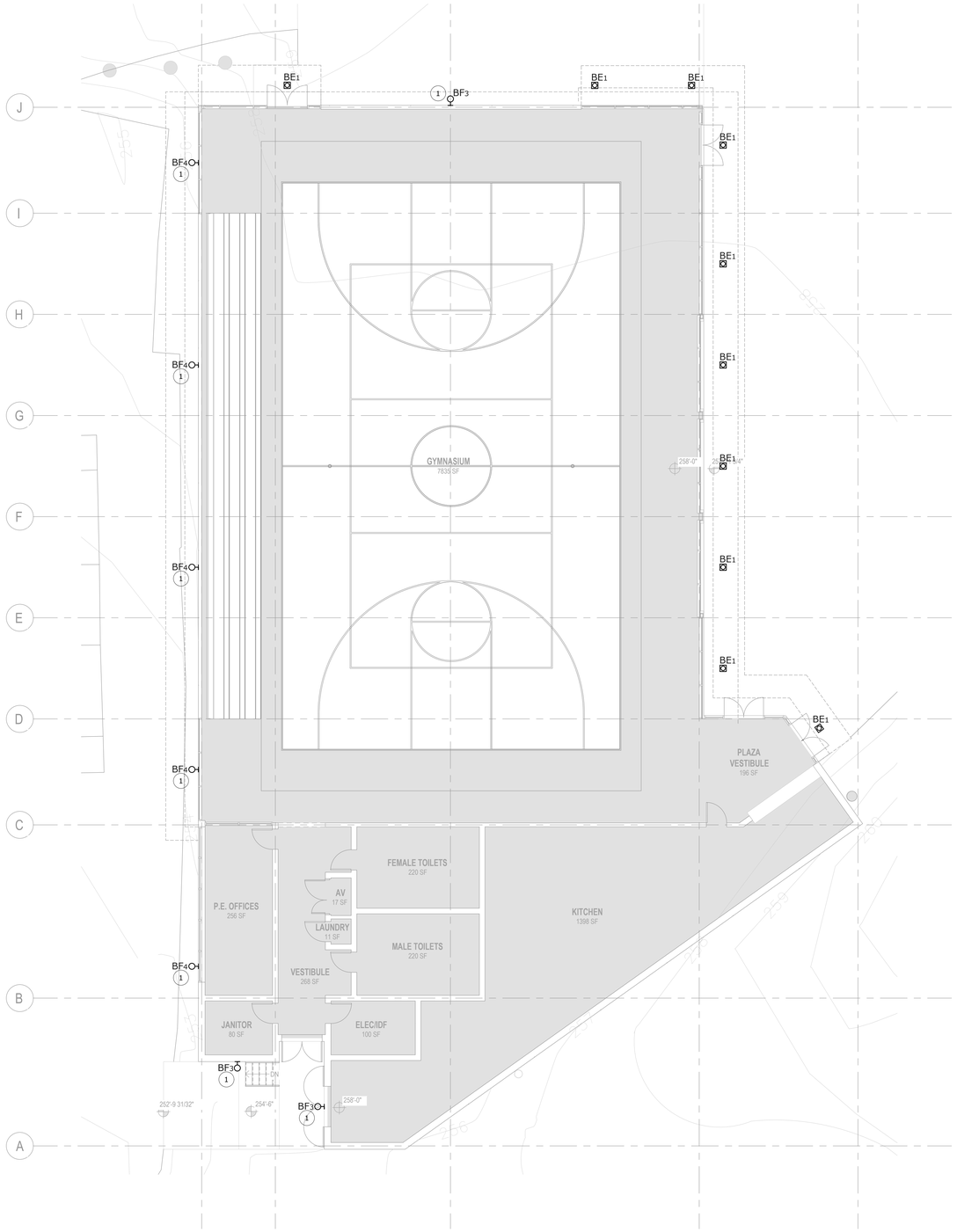
SHEET TITLE:

ACADEMIC BUILDING B - FLOOR PLAN - EXTERIOR LIGHTING

SCALE: As indicated
PROJECT NUMBER: 24404

SHEET NUMBER: E-204

01/30/2026 DETAILED DEVELOPMENT PLAN



ATHLETICS BUILDING - FLOOR PLAN - EXTERIOR LIGHTING

SCALE: 1/8" = 1'-0"

E-205

NUMBERED SHEET NOTES

1. WALL MOUNTED AT 9'-9" A.F.F. TO THE BOTTOM OF THE LUMINAIRE.

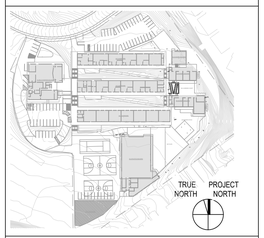
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ISSUE SCHEDULE	NO.	DATE
ENTITLEMENTS APPLICATION		08/02/2024
ENTITLEMENTS RESPONSES	1	11/17/2025
ENTITLEMENTS DESIGN REVISION	2	01/30/2026

OSHPD STAMP (IF APPLIES):

KEY PLAN



CHARLES ARMSTRONG SCHOOL

1405 Solana Drive
Belmont, CA 94002

NEW ACADEMIC & ATHLETICS BUILDINGS

SHEET TITLE:

ATHLETICS BUILDING - FLOOR PLAN - EXTERIOR LIGHTING

SCALE: As indicated

PROJECT NUMBER: 24404

SHEET NUMBER: E-205

01/30/2026 DETAILED DEVELOPMENT PLAN

Exhibit B

Findings for Approval: Conceptual Development Plan, Detailed Development Plan, Conditional Use Permit, Design Review, Grading Plan and Permit, and Tree Removal Permit

General Plan Consistency

The General Plan designates the project site as Public/Community Facilities (PCF). The proposed project does not change the intended land use for the established use of the property (Existing School). The existing and proposed uses are reasonable and in conformance with the general plan designation. The City Council has determined that, in balance, the Charles Armstrong School Project is consistent with the objectives of the Zoning Plan, any applicable specific plan, and the General Plan.

Conceptual Development Plan

The City Council, after consideration of all testimony and reports, hereby determines that Belmont Zoning Ordinance (BZO) Section 12.3.B (1-5) - Conceptual Development Plan Findings for the Conceptual Development Plan (CDP) Amendment for the Planned Development (PD) Zoned property at 1405 Solana Drive for the Charles Armstrong School are made in the affirmative for the following reasons:

1. *That the total development in each individual unit therein can exist as an independent unit capable of creating an environment of sustained desirability and stability or the adequate assurance will be provided that such objective will be attained; that the uses proposed will not be detrimental to present and potential surrounding uses, but will have a beneficial effect which couldn't be achieved under other zoning districts.*

The Project can exist as an independent unit capable of creating an environment of sustained desirability and stability. The Charles Armstrong School campus will include all facilities required to function independently, including academic buildings, a multi-purpose building, an athletics building, access to McDougal Park for school use, and site circulation and parking. The school's enrollment of up to 290 students and 85 faculty and staff members ensures that the campus will have sustained desirability and stability into the future.

The Project will not be detrimental to the present and potential surrounding uses, but will have a beneficial effect that could not be achieved under other zoning districts. For example, the Project will continue to provide the public reasonable access to their campus during non-school hours for use of Armstrong playgrounds/equipment, and parking. Additionally, the school has committed to providing the City with a community benefit monetary donation of $100,000 for McDougal Park improvements. As the City of Belmont generally is underserved with respect to park and recreational facilities, this represents a reasonable public benefit that could not be achieved under other zoning districts.

Additionally, conditions of approval requiring compliance with several operational and development controls assure that the Project will not be detrimental to the present or potential surrounding uses. These measures will include a vegetation management plan (VMP) to reduce the risk for wildfires, the use of sound barriers, carefully planned construction phasing, regular equipment management, all

of which ensures that neighboring land uses are not subjected to unreasonable noise as a result of school-related construction and operational activities.

Lastly, the implementation of environmentally sensitive features and extensive tree plantings/landscaping, enables proposed buildings to blend naturally with surrounding uses and the environment. All of these features work to ensure that the Project will not adversely affect other property in the vicinity or the general welfare of the City. This Finding is affirmed.

2. *That the streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic and the density will not generate traffic in such amounts as to overload the street network outside the PD District.*

The project would maintain and enhance internal circulation for pedestrians and vehicles, including Americans with Disabilities Act-compliant access routes, drop-off/pick-up staging, and designated parking areas. The small enrollment increase (from 260 to 290) would not generate significant new trips, and the Transportation Demand Management (TDM) practices - such as staggered dismissal and carpool coordination - would reduce potential traffic impacts. The campus is near existing transit corridors, and the project design/scale would accommodate multimodal access without altering public street infrastructure.

The project would increase the existing on-site parking supply of 83 by two spaces to 85 spaces across the upper and lower lots. With a projected staffing increase of approximately 11 persons and all staff being required to park on campus, the parking demand would remain within capacity because of staggered schedules and part-time staffing. The school would also implement carpooling strategies and formalize this protocol in its TDM Plan. No on-street parking demand or oversupply is expected to occur. This Finding is affirmed.

3. *That any proposed commercial development can be justified economically at the locations proposed to provide for adequate commercial facilities of the types proposed.*

This finding is not applicable. The project does not propose any commercial development. This Finding is affirmed.

4. *That the economic impact created by the PD District can be absorbed by the City (police and fire service, water supply, sewage disposal, etc.).*

The project would enhance a long-standing community-serving educational use in an established residential neighborhood. The school's expansion would strengthen local access to specialized educational services without introducing land use conflicts or disrupting the existing neighborhood fabric. Accordingly, there is sufficient capacity to serve the Project's water, sewer, drainage and landfill demands.

The Project will not burden park and recreational facilities. By continuing to make their campus grounds available for community use during non-school hours, the Project increases recreational facilities available for neighborhood use. The Project's implementation of a VMP also ensures that the Project will not place an undue burden on fire safety services. In addition, the applicant would be required to pay all applicable development fees including plan check, building permit, grading permit, hauling permit, General Plan Maintenance, Affordable Housing Impact, Traffic Impact, Park Impact, Business License, sewer fees, planned drainage fees, and Public Art in-lieu fees as specified by each

respective City Ordinance and/or the City's Master Fee Schedule, and pay for all applicable project monitoring fees (i.e., Transportation Demand Management (TDM)). This Finding is affirmed.

5. *That the proposed off-street parking is in substantial conformance with the provision of Section 8 of the Belmont Zoning Ordinance; that where an applicant's proposed off-street parking is less than that set forth by the standards of Section 8, circumstances are such that it would be a practical difficulty or create a physical hardship on the applicant for him to conform to the standards of Section 8.*

The Project will be in substantial conformance with Section 8 (Parking) of the Belmont Zoning Ordinance (BZO). The parking spaces will also comply with the design requirements of BZO Section 8. The proposed project would not alter the school's existing drop-off and pick-up circulation routes, and no changes are proposed to public park access or waste and recycling pickup. The existing parking area would be maintained and expanded slightly to provide 85 total automobile spaces, which would be an increase of two spaces. The parking area would include four Americans with Disabilities Act (ADA) accessible spaces and long-term bicycle parking, consistent with applicable City requirements. This Finding is affirmed.

Detailed Development Plan

No findings are required to be made for the approval of a Detailed Development Plan (DDP; Exhibit A). However, a Conceptual Development Plan (CDP) must be approved prior to the approval of a DDP. A separate Ordinance approving the Planned Development (PD) Zoning District CDP, including required findings, was introduced by the City Council on February 10, 2026.

Conditional Use Permit

The City Council has considered the applicant's request for a Conditional Use Permit to establish a Detailed Development Plan and finds that it meets required findings as set forth in Section 10.7.3 of the Zoning Ordinance, as follows:

1) *The location of the proposed use is compatible to other land uses in the general neighbor-hood and does not place an undue burden on existing transportation, utilities and services in the vicinity.*

Land Use Compatibility

The proposed institutional use (private middle school) would be surrounded by a public middle school, public park, and single-family homes. As contemplated in the project California Environmental quality Act (CEQA) analysis, key considerations for review of land use compatibility with these surrounding land uses include operation of the project with respect to significant adverse and/or unusual noise and vibration, odors, light/glare, use of hazardous materials, conflicts related to project pedestrian/vehicle circulation, parking, and incompatibility of project aesthetics.

Noise & Vibration

Operational noise associated with the project, including the minor increase in traffic and pick-up/drop-off activity from the approximately 10 percent enrollment increase, general outdoor school activity, and new stationary noise sources such as heating, ventilation, and air-

conditioning (HVAC) systems, would not substantially increase existing ambient noise levels and would comply with the applicable standards of the City of Belmont. Modeled noise levels for HVAC equipment would be below daytime and nighttime noise limits with the exception of a minor exceedance, which would be avoided through limiting nighttime operation of multiple units and use of sound-absorptive materials or rated sound enclosures. With adherence to the City's standard conditions of approval, the project would not expose nearby receptors to noise in excess of applicable standards, and as determined by the CEQA analysis, noise impacts would be less than significant.

Furthermore, the Project would not include the use of heavy equipment after construction of the school, and thus there would be no operational vibration impacts. Operational use would result in noise from athletic events on the outdoor athletic fields (cheering crowds and whistles) and within the proposed gymnasium. This type of noise is not unusual for school and residential use. Additionally, the project would include tree plantings on the perimeters of the property abutting residential areas which would provide a sound buffer between for the residential properties to the east and north of the project site.

Odors

The proposed project would include a new kitchen area in the Phase 2 Athletics Building, and there would be food waste. However, the applicant would be required to remove food waste on a regular schedule in accordance with the specifications of the waste hauler, and the future trash area would be enclosed and covered. In addition, ancillary kitchens are not unusual for school uses.

Light & Glare

Parking lot and walkway lighting would be the minimum required for safety. There would be no floodlighting of landscape plantings, buildings, courtyards, patios, or areas between buildings. Furthermore, the Academic Wing is organized so that most of the windows along the instructional space do not face neighboring homes.

Hazardous Materials

Hazardous materials impacts are largely associated with industrial, heavy commercial and some light commercial land uses. Accordingly, the project use as a school does not involve the storage or transport of toxic, explosive or other hazardous materials, nor hazards associated with transport, upset or emissions of hazardous materials or wastes.

Pedestrian & Vehicle Circulation

Vehicular and pedestrian access to the site would be via Solana Drive. The school has a current drop-off and pick-up plan in place that will be maintained. The drop-off and pick-up area is entirely contained within the project site. Pedestrian circulation would be organized into two primary routes; an informal path along the McDougal Park edge, and a formal, paved path that links the multiple building entries to the entry court and drop-off. Continued implementation of the proposed drop-of and pick-up plan would avoid pedestrian/vehicle conflicts with surrounding land uses.

Parking

The project would provide a total of 85 parking spaces, (including 4 disabled access parking spaces). Parking for larger athletic events and special school events is proposed to be contained within the existing parking lot.

Project Aesthetics

The basic visual character of the planning area consists of a surrounding mix of residential and institutional uses. The Project's relatively small development footprint of approximately 53,000 square feet of floor area for the 4.91-acre site, and its sensitive design and utilization of outdoor spaces, ensures compatibility with neighboring land uses, including the adjacent open space/recreation area at McDougal Park.

The buildings of the adjacent Tierra Linda Middle School are generally 1-2 stories in height with concrete and glass exteriors and flat roofs and are located on flat pads and surrounded by landscaping, parking areas and/or playing fields. The proposed new buildings at the project site would have a maximum height of approximately 35 feet at the ridge of the Academic building and 32 feet for the Athletic building. Buildings would be one to two stories and finished with wood and concrete siding and glazing. The project site would have minor grading such that the proposed buildings would be located on a generally flat pad. However, the buildings predominately follow the existing grade of the site.

As proposed and conditioned, operation of the private middle school use would not result in significant and/or unusual noise, odors, vibration, light/glare, or emissions of hazardous materials. In addition, the aesthetics of the project in terms of its design, building layout, grading and landscaping would also be consistent with existing buildings at the project site and with surrounding uses.

<u>Transportation, Utilities & Services</u>

The addition of the new buildings and the limited ten percent increase in student enrollment is reasonable for a middle school, and not significant to place an undue burden on existing transportation, utilities and service facilities in the vicinity.

Transportation

No new roads would be extended to any contiguous undeveloped areas, and no residents would be displaced by the project. The proposed project would not conflict with any adopted policies, plans or programs supporting alternative transportation. Some students and faculty may make use of the San Mateo County Transit District (SamTrans) bus ser-vice; however, given the relatively small number of students/faculty for the school as a percentage of the City's overall population, this would not overburden the local public transportation system.

Utilities & Service

The proposed use will not place an undue burden on existing utilities and service facilities in the vicinity. The project's expansion via new academic and athletic buildings to the already existing school use would not impede water, sewer, drainage and landfill demands.

The project will not burden parks and recreational facilities. By making playing fields available for community use during non-school hours, the Project continues to maintain the recreational facilities available for neighborhood and community use.

The project design will also incorporate substantial managed vegetation areas to minimize visual impacts. In addition, the project has been reviewed by all appropriate departments (Fire, Police, Public Works, Building, and Parks and Recreation) to ensure that all service levels can be maintained to protect the public health, safety and welfare. Therefore, the project will not place an undue burden on utilities or services in the area. This Finding is affirmed.

2) *The site is of sufficient size to accommodate the proposed use together with all yards, open spaces, walls and fences, parking and loading facilities, landscaping and such other provisions required by this Ordinance*.

Based on review of the submitted plans, sufficient room exists to accommodate the proposed project in conformance with all setbacks, height, floor area ratio, and parking requirements of the project's Planned Development (PD) zoning designation and associated Conceptual Development Plan (CDP).

Furthermore, the Project site is 4.92 acres and will be improved with buildings consisting of approximately 53,000 square feet in floor area, and would have a maximum of 0.25 FAR. In addition, the project will also provide adequate space between campus buildings to allow for public safety access and installation of utilities. Therefore, the subject property is of sufficient size to accommodate the Project. This Finding is affirmed.

3) *The site will be served by streets of capacity sufficient to carry the traffic generated by the proposed use.*

The approximate ten percent increase in student enrollment and associated staff expansion would generate a minor increase in daily and peak-hour vehicle trips on Solana Drive and adjacent local streets. A transportation analysis concluded that this incremental increase would not substantially affect intersection operations, roadway capacity, or pedestrian and bicycle circulation in the project area. Ongoing implementation of the school's Transportation Demand Management program, including staggered pick-up and drop-off times, car-pool coordination, and on-campus staff parking requirements, would further minimize traffic during peak periods. As a result, the project would not contribute to cumulatively considerable transportation impacts, and cumulative transportation effects would be less than significant. This Finding is affirmed.

4) *The proposed use, if it complies with all conditions upon which approval is made contingent, will not adversely affect other property in the vicinity or the general welfare of the City.*

The conditional use permit controlling the development and continued use of the project will require compliance with project-specific conditions, mitigation measures, and the City's regulations, as well as other regional, State and Federal regulations, all of which will prevent adverse effects to other property in the vicinity and protect the general welfare of the City. This Finding is affirmed.

The following two additional findings as per Section 12.4 (A & B) of the Zoning Code are required in order to adopt a DDP as part of the Conditional Use Permit.

A. Such use or uses substantially conform to the adopted General Plan of the City of Belmont.

The proposed project for school additions conforms to the current General Plan Designation of PCF – Public Community Facilities. The proposed CDP for the PD-District Zoned property will achieve objectives of the Zoning Plan and the General Plan of the City. This Finding is affirmed.

B. Such use or uses are as shown on the approved Conceptual Development Plan for the particular PD District.

The proposed private school use is indicated as part of the proposed Conceptual Development Plan (CDP) for the site. This Finding is affirmed.

Grading Plan

The City Council evaluated a Grading Plan proposal for the Charles Armstrong School project and finds that it meets the required findings set forth in Section 9-27(a)-(i) of the City of Belmont Municipal Code (Grading), as follows:

a). The project will not endanger the stability of the site or adjacent properties, or pose a significant ground movement hazard to adjacent properties.

The City's Building Division and Public Works Department have reviewed the grading plans for the project and have determined that the plan is in conformity with the Building Code and the City of Belmont Grading Ordinance (Chapter 9 of the City Code). In addition, the City's standard requirements require the preparation of a site-specific geotechnical investigation, independent peer review of the investigation and incorporation of the findings of the independent peer review into project design.

The project geotechnical reports and the City's independent peer review requirements will, as a matter of grading and building permit procedures, be required of the project as conditions of project approval.

Based on reviews by City departments and the geotechnical report to assess site stability, no immediate safety concerns or hazards have been identified for the subject site or adjacent properties. Therefore, as proposed and conditioned, the project will not endanger the stability of the site or adjacent properties, or pose a significant ground movement hazard to adjacent properties. This Finding is affirmed.

b) The proposed drainage improvements, landscaping, and erosion control measures would be adequate to control erosion or flooding and would not degrade riparian habitats, stream channel capacity or water quality.

There are no streams or rivers on the site. The applicant has submitted a C-3 Checklist, hydrology study, and landscaping, grading, and drainage plans. The submitted materials identify methods to treat drainage from the site primarily by utilizing vegetated areas. The

project has been reviewed and found acceptable by the City's Department of Public Works at this stage of the Development Review process. Detailed working drawings and a Stormwater Pollution Prevention Plan (SWPPP) will be required to be submitted for review and approval as part of the building permit application process. The Department of Public Works has also reviewed the proposed drainage plans and facilities and has provided conditions of approval.

In addition, the City requires the implementation of Best Management Practices (BMP's) for new development and construction as part of its storm water management program, as levied through standard City conditions of approval. For new development and construction projects, the City requires the implementation of BMP's to ensure the protection of water quality in storm runoff from the project site.

In brief, the measures address pollution control and management mechanisms for contractor activities, e.g. structure construction, material delivery and storage, solid waste management, employee and subcontractor training, etc. They also provide direction for the control of erosion and sedimentation as well as the establishment of monitoring programs to ensure the effectiveness of the BMP's. The City also requires an agreement with the applicant that ensures the permanent and on-going maintenance of water quality control improvements by the applicant and/or project site owner(s).

Therefore, the proposed drainage improvements, landscaping, and erosion control measures would be adequate to control erosion or flooding and would not degrade riparian habitats, stream channel capacity or water quality. This Finding is affirmed.

c) *The amount of grading proposed is necessary to allow reasonable use of the site.*

The project proposes minor regrading to allow for construction of the new Academic buildings, Athletic building, and ancillary improvements. Approximately 900 cubic yards of cut and 600 cubic yards of fill would be required to construct the project. The amount of grading proposed would allow for installation of required landscaping, storm water treatment measures, and construction of the proposed site improvements (buildings, pool and playing field). The grading plan has been reviewed by the Public Works Department and found not to be excessive, as it is required for the redevelopment of the property (i.e., there is no grading unnecessary for the project proposed on extraneous areas of the property). This Finding is affirmed.

d) *The proposed grading would result in a building site that is visually compatible with the surrounding land and accommodates any required off-street parking and wall landscaping.*

The building site would be visually compatible with the surrounding area, which is similarly graded/developed as the nearby residential and school buildings located on generally flat pads and surrounded by landscaping, parking areas and/or playing fields. The proposed grading work also proposes additional landscaping of the subject property. This Finding is affirmed.

e) The proposed grading will meet the standards and specifications of Article IV of Chapter 9 in the City Code (Grading Ordinance).

Conditions of approval have been attached to the project to ensure that the final grading plan for the project will meet all standards contained in Article IV of Chapter 9 of the City Code (Grading Ordinance). This Finding is affirmed.

f) The Director of Public Services and the applicant's Geotechnical engineer shall find that the form of vehicular access and methods of excavation are the simplest and least intrusive possible to obtain the geologic information required by the city.

The Public Works Department has reviewed the grading plan, vehicular access, and methods of excavation and, as proposed and conditioned, found them to be adequate and complete. Conditions of approval require the final grading and drainage plans be consistent with Public Works Department requirements for the design and construction of the site improvements. This Finding is affirmed.

g) The grading permit is conditioned on issuance of a hauling permit, if required.

A hauling permit will be required in association with the Grading Permit for this project. This Finding is affirmed.

h) The design of the project preserves existing protected trees on the site and trees on adjoining property to the extent possible.

The project includes the removal of 36 protected trees on site. These tree removals are necessary for the proposed development of the site (i.e., to accommodate the site improvements, grading of the site, drainage improvements, fire access and safety, and utilities, etc.). A site-specific arborist report was prepared for the project which includes protection measures for trees to be retained. In addition, the applicant proposes to replant a minimum of 39 replacement trees on site. This Finding is affirmed.

Design Review

The City Council has considered the request for Design Review for the proposed project and finds that it meets required findings as set forth in Section 13.5.2 (a-d) of the Zoning Ordinance as follows:

A. City staff and consultants have provided technical review and conditions of approval are included, as applicable, regarding project-related traffic, parking, grading, drainage, storm-water runoff, sanitary sewer impacts, vehicular and pedestrian access, site circulation, site stability, structural encroachments, and construction impacts.

As part of the project review process, the City's Department of Public Works, Fire Department, Police Department, and Community Development Department (Planning and Building Divisions) have compiled a list of project-specific conditions of approval which would be required prior, during, and after construction. All construction will be completed in compliance with the California Building Code and the National Pollutant Discharge Elimination System (NPDES) standards as administered by the City of Belmont. This Finding is affirmed.

B. The project is consistent with the landscape standards under BZO Section 13.3.1 as applicable and described below.

The proposed landscape plan includes the re-planting of a minimum of 39 trees. A variety of trees, shrubs, vines and ground cover would be planted throughout the site. Shrubs and vines and trees would be located along the site periphery, at building corners, and within parking and the drop off area to screen and soften site improvements as seen from the surrounding area. Plantings would be native or locally acclimated tree species as noted in the landscape plans. The proposed landscaping plan conforms to all required standards and is generally compatible with neighboring properties.

Per BZO Section 13.3.1, the proposed project would meet the following landscape standards.

a. Landscape design features must occupy at least 10% of the gross site area unless the district regulations specify otherwise.

The Detailed Development Plan reflects the requirements and proposed landscape areas noted in the Conceptual Development Plan. This Standard is met.

b. Required landscape design features must consist of one or more of the following:

1. Plantings of live plant materials
2. Large-scale sculptures, fountains and similar urban art related to building design.
3. Specially designed plazas, courtyards, sitting areas or walkways.

A variety of trees, shrubs, vines and ground cover would be planted throughout the site. Shrubs and vines and trees would be located along the site periphery, at building corners and within parking and drop off areas, and would screen and soften site improvements as seen from the surrounding area. Specifically, the project proposes a minimum of 39 plantings of native, drought resistant, trees along the perimeter of the site in order to screen the proposed buildings from nearby residential properties. Additionally, landscaping and lawns are proposed in between the major throughfares of the proposed academic wings and along the existing edge with a courtyard being proposed between the Athletic Building and portions of the Academic Wing. This Standard is met.

c. For new or substantially altered landscape plans, preferred tree and plant species identified in the City's preferred tree species list and the Green Infrastructure Plan, as applicable, must comprise at least 75% of the overall planting materials, except as required to meet water efficiency and vegetation management requirements. For the purposes of this subsection, "substantial alteration" means altering more than 50% of the site's total landscape area.

The site is not proposed to alter more than 50% of the existing landscaped area. All proposed trees are preferred tree and plant species identified in the City's preferred tree species list and the Green Infrastructure Plan. This Standard is met.

d. Landscape plans must be consistent with the Water Efficiency in Landscape Ordinance (WELO), adopted by the City's water provider, Mid-Peninsula Water District (MPWD), as applicable.

As per the Conditions of Approval, the project plans would be required to be reviewed and approved by the Mid-Peninsula Water District (MPWD) prior to issuance of a building permit. Furthermore, MPWD will be required to do a final inspection to ensure that landscaping for the project has been properly implemented prior to final. This Standard is met.

e. Unless specifically exempted by the Fire Marshal, properties within high or very high fire hazard severity zones must include vegetation management plans (VMP), as part of the landscape plan submittals.

The property is not within the high or very high fire hazard severity zone. This Standard is not applicable.

f. All landscaped areas including, but not limited to, lawns, shrub areas, ground cover areas, tree wells and raised or on grade planters must be equipped with a complete underground irrigation system.

(1) The system must be operated by an automatic time clock when the number of sprinkler control valves is five or more.
(2) When the landscaped areas are small or of such design as to warrant, in the judgment of the Community Development Director, the irrigation of all or some planting areas may be accomplished by quick coupler valves or hose bibs.

All landscaped areas will include an underground sprinkler irrigation system. This Standard is met.

g. All new surface parking lots must include landscaping and screening consistent with Sections 8A2.3(j) and 8A2.3(l), respectively.

The project does not propose new surface parking lots. This Standard is not applicable.

C. The project is consistent with the development standards in the underlying zoning district.

The basic visual character of the planning area consists of a surrounding mix of residential and institutional uses. Surrounding residential and school buildings are generally 1-3 stories in height with concrete and glass exteriors and flat roofs and are located on flat pads and surrounded by landscaping, parking areas and/or playing fields.

The Project would consist of the construction of four new buildings in two phases with a maximum height of approximately 35 feet at the ridge of the Academic building. Buildings would be finished with wood and concrete siding and glazing. Additionally, the Academic Wing is organized so that most of the windows of the instructional space are not facing toward neighboring homes, and the project site would be regraded such that the proposed Academic buildings would be located on a generally flat pads, and surrounded by landscaping, parking areas and a playing field/sport court.

Furthermore, the total floor area of the site would not exceed 0.25 and setback standards.

Therefore, the project considers the location of buildings and open spaces in relation to the physical characteristics of the site and the underlying zoning district. This Finding is affirmed.

D. The project is consistent with the objective design standards in Section 13.6 as applicable.

Per BZO Section 13.6.1, the proposed project would meet the following Objective Design Standards:

a) Building Design

1. *Buildings shall carry the same design theme on all elevations. For the purposes of this design standard, a theme includes primary (non-accent) mate-rials and colors. Except in cases when the entire building is remodeled, building renovations and additions shall be consistent with the original structure in form, style, materials, and colors.*

   The buildings will be comprised of cement exterior walls, aluminum canopies, standing seam metal roofing, with wood accents. This theme will be consistent throughout all new proposed buildings. The proposed design of the buildings further mitigates project-related bulk by including projected and recessed building walls and color and material variation. This Objective Design Standard is met.

2. *Affordable units and market rate units in the same development shall be constructed of the same or similar exterior materials and details such that the units are not distinguishable.*

   The project is not a housing development. This Objective Design Standard is not applicable.

3. *Buildings of three stories or greater must provide a ground floor elevation that is distinctive from the upper stories by providing a material change between the first floor and upper floors along at least 75% of the building façade with frontage upon a street, adjacent public park or public open space.*

   The proposed buildings are two-story. This Objective Design Standard is not applicable.

4. *Buildings of two stories or greater must include one or more articulating features (offsets, recesses, or projections) above the ground floor of the building for at least 50% of the primary frontage and corner street side frontage, and if a multifamily building in an R district also on elevations visible from the public right-of-way, public park or public open space. The distance between features shall be no greater than 25 feet.*

The proposed buildings are not street-fronting or adjacent to a public right-of-way. This Objective Design Standard is not applicable.

5. *Blank walls on the ground floor (facades without doors, or windows) shall be no greater than 25 feet in length along sidewalks, pedestrian walks, or publicly accessible outdoor space areas. Such blank wall areas shall include landscape screening (trees, shrubs, or green wall) for the entire length of the wall area at a minimum of 50% of the height of the wall. An exception to this standard may be granted by the reviewing authority when an alternative means is proposed that would articulate 50% or more of the affected building wall, or when a public art project or mural is approved, which separately or together extend along the entire length of the affected building wall.*

   The proposed buildings are not proposed to be adjacent to sidewalks, pedestrian walkways, or other publicly accessible outdoor space areas. This Objective Design Standard is not applicable.

6. *On multifamily buildings in R districts, window wall openings for garage ventilation shall include screens that obscure the view of vehicles parked within the garage, as seen from public vantage points.*

   The proposed project is not a multi-family residential development. This Objective Design Standard is not applicable.

7. *Trim surrounds of no less than one inch in depth shall be provided at all exterior window and door openings. In lieu of exterior door and window trim, windows and doors may be recessed from wall plane by a minimum of two inches.*

   The proposed scope of work includes a combination of window and door recessing of one inch or more along with exterior trim. This Objective Design standard is met.

8. *Belly bands, timbering and stone/brick base must be at least two inches in depth.*

   The proposed exterior walls do not include belly bands, timbering, or stone bases. This Objective Design Standard is not applicable.

9. *A minimum of 5/8-inch thickness is required for panel siding. Battens are required to be incorporated into the design for a board and batten appearance.*

   The proposed exterior walls do not include panel siding. This Objective Design Standard is not applicable.

10. *Rooflines shall be vertically articulated at least every 50 feet along the street frontage, through the use of architectural elements such as parapets, varying cornices, reveals, clerestory windows, and varying roof height or form.*

The proposed buildings are not street-fronting. This Objective Design Standard is not applicable.

b) *Roof-Top Equipment. All roof-top equipment shall be screened from visibility from the surrounding public vantage points (right-of-way, public trails, open space and parks). The point of view for determining visibility shall be 5 feet above grade at the ground floor level of the building, as seen with normal vision. If the roof structure does not provide this screening, an equipment screen shall be included in the building design. Said screen shall incorporate the same architectural design, colors, and materials as the building it occupies.*

Per the noted exterior drawings for the Detailed Development Plan, no roof-top equipment was noted to be visible from surrounding public vantage points. Furthermore, as part of the proposed Conditions of Approval, any future roof mounted equipment shall be placed behind roof screens so as not to be visible from surrounding vantage points at or below the highest point of the equipment. This Objective Design Standard is met.

c) *Ground Equipment Screening. All exterior trash, recycling, and storage utility boxes, wood service poles, and electric and gas meters shall be screened from visibility from the surrounding public vantage points (right-of-way, public trails, open space and parks). Said screening shall incorporate the same architectural design, colors, and materials as the building, perimeter fencing, or landscaping.*

As part of the proposed Conditions of Approval, trash, recycling, and storage utility boxes, wood service poles, and electric and gas meters shall be screened from visibility from the surrounding public vantage points. This Objective Design Standard is met.

d) *Refuse Containers. Refuse containers must be designed in accordance with the following standards:*
    1. *When individual garbage cans are used, they must either fit in the garage or into a special enclosure.*
    2. *When dumpsters are to be used, designers shall coordinate with the refuse pickup provider to determine the size and number of dumpsters required.*
    3. *All dumpster enclosures shall be a minimum of six feet tall, and shall allow adequate size to accommodate the needed dumpsters and recycling containers.*
    4. *Dumpster enclosures shall be located so that no dwelling is closer than 20 feet (including those on abutting properties), or more than 100 feet from a residential unit. No minimum distance from dwellings is required if dumpsters are located within a fully enclosed room.*

There are no new proposed refuse containers. However, a Condition of Approval would require that any new or proposed containers would require a roofed and enclosed area for dumpsters and recycling containers. The area shall be designed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal. This Objective Design Standard is met.

(e) Lighting Design. Lighting must be designed to provide the minimum lighting levels re-quired for safety, without undue glare off-site. All exterior lighting shall include fully cut-off fixtures in accordance with Section 2.72.1. Surface parking lot lighting shall be consistent with Section 8A2.3(m). Flood light, up-lighting, flashing, pulsating or similar dynamic lighting shall not be used. An exception to allow for up-lighting may be approved by the decision maker when a mural or public art project is approved that utilizes uses up-lighting.

All exterior lighting would employ the use of cut-off fixtures to restrict the direction of the light in accordance with City standards. Lighting would be the minimum required for safety and would not result in undue glare off site. The project does not propose floodlighting of landscape plantings or courtyard areas. To ensure consistency with city standards for lighting and compliance with the submitted photometric plan, a final lighting review inspection shall be completed by the Community Development Department before issuance of a Certificate of Occupancy (CO) for the Phase 1 Project. This Objective Design Standard is met.

(f) Color of Exterior Materials. Exterior building facades, roofing materials, fences, walls, and other structures visible from public vantage points shall be muted or earth-tone colors. Extreme colors and unpainted or untreated metallic surfaces shall not be used when visible from public vantage points. For the purposes of this section, extreme color shall be defined as unmuted primary colors, neon colors, and metallic colors. An exception to this standard may be approved by the reviewing authority when a mural or other public art project is approved.

As noted earlier, the buildings will be comprised of cement exterior walls, aluminum canopies, standing seam metal roofing, with wood accents. This theme will be consistent throughout all new proposed buildings. The exterior material color scheme for all aspects of the project (building walls, facades, roofing materials, fences, and other ancillary structures) utilizes a balanced and reasonable combination of both muted and earth-tone colors. This Objective Design Standard is met.

The City Council has considered the applicant's request for Design Review and finds it is consistent with the Design Review Principles in Section 13.5.3 of the Zoning Ordinance. In addition, the City Council has reviewed the proposed building architecture and believes the proposal conforms to all required standards and is generally compatible with neighboring properties.

Tree Removal Permit

The requisite Tree Removal findings, (Chapter 25-7 (b)-(c) of the Belmont City Code), are made in the affirmative as follows:

b) "The reviewing authority shall issue a permit to remove the following trees without consideration of the criteria in subsection (c):
(1) Blue Gum Eucalyptus (Eucalyptus globulus);
(2) Dwarf Blue Gum Eucalyptus (Eucalyptus globulus 'Compacta');
(3) Monterey Pine;

(4) Palm (all species);
(5) Acacia (all species);
(6) a dead tree (any species); and,
(7) Any tree that a public utility is required to remove under California Public Utility Commission regulations."

The project includes the removal of 36 protected trees on site. The trees proposed for removal do not fall on the above list and does not require approval under the above section. Chapter 25-7 (c) of the Belmont City Code dictates that trees that do not fall on the list shall be considered under the following criteria for permit determination:

(1) Criteria Supporting Removal	*(2) Criteria Supporting Retention*
(A) The tree is: (i) in poor condition; (ii) at the relative end of its life span of the particular species; (iii) diseased or infested beyond reasonable remediation; (iv) has poor structural integrity; (v) is in danger of falling; or, (vi) poses a safety hazard.	*(A) The tree is located outside the developable area of the property.*
(B) The particular tree species is undesirable due to characteristics such as invasiveness, tendency toward limb failure, and fire hazard.	*(B) The tree and its location contribute substantially to the aesthetic appeal of the property or the neighborhood.*
(C) The tree is damaging or interfering with existing structures, site improvements, or utility services.	*(C) The effect of the requested tree removal on the remaining number, species, size and location of existing trees on the site and in the area, including trees mutually dependent on each other for survival, structural integrity or aesthetics.*
(D) Removal of the tree is needed in order to construct improvements or otherwise allow conforming use of the property.	
(E) Proximity of the tree to existing or proposed structures.	

Necessity of Removals

The trees proposed for removal are necessary for the proposed development of the site (i.e., to accommodate the site improvements, grading of the site, drainage improvements, fire access and safety, and utilities, etc.). Additionally, the arborist report provided for the protection of trees to be retained. Specifically, a condition of approval would require an arborist to verify, in writing, that the appropriate recommended measures for the trees to be retained made in the initial report have been installed prior to the beginning of project construction, and that the protective measures cannot be temporarily moved during construction.

Based upon the project plans and arborist report submitted for the property, the subject trees are recommended for removal due to proximity to the proposed improvements and being in poor condition with structural integrity issues. As such, the proposal strongly aligns with Criteria A, D, and E supporting removal.

While the trees do contribute aesthetic value to the property, as referred to in Criteria B supporting retention, either the poor condition of the trees, or being in the developable area of the property outweigh the criteria supporting retention. As such, per the proposed landscape plan, the applicant is required to replant a minimum of 36 trees to replace the original, protected and removed trees.

EXHIBIT "C"

PERFORMANCE STANDARDS
DETAILED DEVELOPMENT PLAN, CONDITIONAL USE PERMIT, DESIGN REVIEW, GRADING PLAN, AND TREE REMOVAL PERMIT FOR CHARLES ARMSTRONG SCHOOL FOR PROPERTY LOCATED AT 1405 SOLANA DRIVE
(APPL. NO. PA2024-0050)

I. STANDARD CONDITIONS OF APPROVAL

Aesthetics

1. All exterior lighting must employ the use of cut-off fixtures to restrict the direction of the light in accordance with City standards. Lighting should be the minimum required for safety but not result in undue glare off site. There must be no floodlighting of landscape plantings, the apartment building, courtyards, or patios/decks. To ensure consistency with city standards for lighting and compliance with the submitted photometric plan, a final lighting review shall occur by Planning after installation of project lighting and before final Building Permit inspection.

2. Installation of roof mounted mechanical equipment shall be consistent with Elevation Drawings A200 through A601 dated January 30, 2026. Roof mounted equipment shall be placed behind roof screens so as not to be visible from surrounding vantage points at or below the highest point of the equipment.

3. Except as modified by these conditions of approval, or as required by subsequent project review, the Building Permit Plans shall be consistent with the approved Planning Plans, date stamped January 30, 2026 and inclusive of the architectural drawings (Sheets AS100 through A900); Civil Engineering Plans (Sheets C1.0 through C8.0); Landscape Plans (Sheets L100 through L103), and Lighting Plans (Sheets ES102 through E205).

4. The applicant shall demonstrate that the Academic and Athletic Buildings are consistent with the maximum floor area and height approved for the project, prior to final building permit inspection. As built, floor plans and a roof height elevation from an engineer or surveyor that includes any roof top equipment and screens shall be provided.

5. Ground Equipment Screening. All exterior trash, recycling, and storage utility boxes, wood service poles, and electric and gas meters must be screened from visibility from the surrounding public vantage points (right-of-way, public trails, open space and parks). Said screening must incorporate the same architectural design, colors, and materials as the main building on site.

Air Quality

Construction & Operations

6. Pursuant to GP EIR Mitigation Measure AQ-1, the applicant shall require their contractors, as a condition of contract, to further reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities

shall operate on an EPA- approved Tier 4 or newer engine. Exemptions can be made for specialized equipment where Tier 4 engines are not commercially available within 200 miles of the project site. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA- approved Tier 3 engine. ARB regulations will result in the percentage of Tier 4 engines increasing over the next several years.

7. Pursuant to GP EIR Mitigation Measure AQ-2, the applicant shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on renewable diesel (such as Diesel high performance renewable). Renewable diesel is currently commercially available in San Francisco Bay Area.

8. Pursuant to GP EIR Mitigation Measure AQ-3, the applicant shall require their contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that low-VOC coatings that have a VOC content of 10 grams/liter (g/L) or less are used during construction. The project applicant will submit evidence of the use of low-VOC coatings to BAAQMD prior to the start of construction.

9. Pursuant to GP EIR Mitigation Measure AQ-4, the applicant shall require their contractors, as a condition of contract, to reduce construction-related fugitive dust by implementing BAAQMD's basic control measures at all construction and staging areas. The following measures are based on BAAQMD's current CEQA guidelines.

    a) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and un- paved access roads) will be watered two times per day.
    b) All haul trucks transporting soil, sand, or other loose material offsite will be cover
    c) All visible mud or dirt track-out onto adjacent public roads or sidewalks will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
    d) Entry and exit from the site will use rock or rumble strips to prevent tracking.
    e) All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph.
    f) All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used.
    g) Post a publicly visible sign with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The phone number of the District will also be visible to ensure compliance.

10. Pursuant to GP EIR Mitigation Measure AQ-5, the developer(s) shall provide education for residential and commercial tenants concerning green consumer products. Prior to

receipt of any certificate of final occupancy, the project sponsors shall work with the City of Belmont to develop electronic correspondence to be distributed by email to new residential and commercial tenants that encourages the purchase of consumer products that generate lower than typical VOC emissions. Examples of green products may include low-VOC architectural coatings, cleaning supplies, and consumer products, as well as alternatively fueled landscaping equipment.

11. The applicant must require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by implementing following measures during construction related activities:

    a) Idling times must be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage must be provided for construction workers at all access points.
    b) All construction equipment must be maintained and properly tuned in accordance with manufacturer's specifications. All equipment must be checked by a certified mechanic and determined to be running in proper condition prior to operation.

12. The applicant must require their contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that paints and solvents have a VOC content of 100 grams per liter or less for interior surfaces and 150 grams per liter or less for exterior surfaces.

Dust Control

13. The owner/applicant must submit a dust control plan for approval by the Department of Public Works. To reduce dust levels, exposed earth surfaces shall be watered as necessary. The application of water must be monitored to prevent runoff into the storm drain system. Spillage resulting from hauling operations along or across any public or private property shall be removed immediately. Dust nuisances originating from the contractor's operations, either inside or outside of the right-of-way must be controlled. The measures must also include:

    a) Water all active construction sites at least twice daily.
    b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
    c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
    d) Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites. All sidewalks shall be kept clear of dust and debris unless the sidewalk is closed as part of a City approved traffic control plan.

e) Sweep streets daily along the haul route (with water sweepers) if visible soil material is carried onto adjacent public streets.
f) Entry and exit from the site will use rock or rumble strips to prevent tracking.
g) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
h) Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiled materials.
i) Install sandbags or other erosion-control measures to prevent silt runoff to public roadways.
j) Replant vegetation in disturbed areas as quickly as possible.
k) Watering should be used to control dust generation during the break-up of pavement.
l) Cover all trucks hauling demolition debris from the site.
m) Use dust-proof chutes to load debris into trucks whenever feasible.
n) Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.
o) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be in proper running order prior to operation.
p) Diesel powered equipment shall not be left inactive and idling for more than five minutes, and shall comply with applicable BAAQMD rules.
q) Use alternative fueled construction equipment, if possible.
r) All vehicle speeds on unpaved roads shall be limited to 15 mph.
s) Post a visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 24 hours. The Air District phone number shall also be visible to ensure compliance with applicable regulations.

Green House Gas

14. A minimum of 10% of the construction materials must be acquired (sourced) within 100 miles of the planning area. Documentation must be provided before the final building permit inspection.

15. A minimum of 50% of the construction waste generated by this project must be recycled or salvaged for use. Documentation must be provided before the final building permit inspection. Sample forms located at www.hcd.ca.gov/CALGreen.html may be used to assist in documenting compliance.

16. Prior to issuance of a building permit, the applicant must provide documentation (i.e., construction contracts or signed agreements) demonstrating that all contractors and subcontractors agree to operate all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of work on renewable diesel (such as Diesel high performance renewable).

Biological Resources

Tree Protection

17. The applicant shall implement the Tree Protection Guidelines identified in the project Arborist Report; the project arborist must review the final building and grading plans, and confirm in writing any changes to the design recommendations. The guidelines must be included on a plan sheet submitted with the building permit application.

18. Prior to issuance of a grading or building permit, the applicant must submit written confirmation from the Project Arborist that all tree protection measures, and pre-construction treatments have been installed and inspected, and that they meet the arborist's specifications.

19. Any approved grading, construction, demolition or other work within the tree protection zone must be monitored by the project arborist.

20. Tree protection devices are to remain until all site work has been completed within the work area. Fences or other protection devices may not be relocated or removed without permission of the Project Arborist.

21. If unplanned or unapproved tree injuries or tree removals occur during project construction, the applicant shall contact City Planning Staff. Additional permits may be required.

22. After completion of exterior construction work and before final building permit inspection, the applicant shall submit a final written report/letter from the Project Arborist. Said report/letter must provide an evaluation of the construction impacts to the subject tree's health or structural stability and must identify any additional provisions that may be required to these address impacts. The applicant is responsible to implement these recommendations. A final report may be required on the effectiveness of the measures.

Nesting Birds

23. To minimize potential impacts on nesting raptors, the applicant shall either: 1) Avoid construction activities (i.e., tree pruning, tree removal, tree protection work, demolition, grading, and construction) during the active nesting season (between February 1, and August 31); or 2) Conduct pre-construction surveys for nesting raptors and provide appropriate buffer zones, if construction has the potential to impact nesting birds.

24. Pre-construction surveys shall be conducted by a qualified biologist or ornithologist in order to ensure that no raptor nests will be disturbed during project implementation. This survey will be conducted no more than 15 days prior to the initiation of construction

activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the biologist will inspect all trees in and immediately adjacent to the impact areas for raptor nests. If an active raptor nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with the California Department of Fish and Wildlife Service, will determine the extent of a construction-free buffer zone to be established around the nest.

Bats

25. A qualified biologist shall visually inspect trees to be removed for bat roosts within 7 days prior to their removal. The biologist will look for signs of bats including sightings of live or dead bats, bat calls or squeaking, the smell of bats, bat droppings, grease stains, or urine stains around openings in trees or structures, or flies around such openings. Trees with multiple hollows, crevices, forked branches, woodpecker holes or loose and flaking bark have the highest chance of occupation and shall be inspected the most carefully.

26. If signs of bats are detected, CDFW should be contacted about how to proceed. Echo-location surveys may be needed to verify the presence of bats, or an exclusion zone around the occupied tree may be recommended until bats leave the roost. Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. The qualified bat biologist shall be contacted immediately if a bat roost is discovered during project construction.

Woodrats

27. Pre-Construction Survey. No more than thirty days prior to site disturbances (i.e., clearing, grubbing, grading or tree removal), a qualified biologist must survey for SFDW nests within and adjacent to the limits of these activities (impact area). All nests (active or inactive) must be mapped and flagged in the field. If no stick nests are detected, no further surveys are required, unless recommended by the biologist. The biologist must submit the results of the survey to the Community Development Department, prior to any site disturbances.

28. Construction Worker Education. Prior to issuance of building permits, the applicant must demonstrate that a qualified biologist has conducted worker environmental awareness training for all project construction personnel. The training must include a description of the San Francisco dusky-footed woodrat (SFDW) and how to recognize and avoid SFDW stick houses. Workers must be instructed to remain within the designated work area at all times and to minimize the area of vegetation removal and ground disturbance to the minimum necessary for the project.

29. Avoidance / Buffer Plan. Woodrat houses within 50 feet of the construction activities area must not be physically disturbed and must be protected with the maximum feasible

dispersal buffer, as determined by a qualified biologist. The buffer areas must be clearly marked with flagging. The buffer areas must be left in a natural, vegetated state and no construction activities or staging of equipment may take place within the buffer areas. The applicant must demonstrate that the buffer areas are in place and inspected by a qualified biologist, prior to grading, grubbing or tree removal activities.

30. Unexpected Woodrats. In the event that unexpected woodrat nests are encountered during construction activities, all construction activity in the area of the find shall be halted, and the Community Development Director shall be notified; a qualified biologist must examine the find and make appropriate recommendations for buffer installation (avoidance measures) or relocation of woodrat nests with approval by the California Department of Fish and Wildlife. The applicant must demonstrate that the buffer is in place or the woodrats have been properly relocated, prior to resuming activities in the area of the find. Relocation Plan. If woodrat nests are to be relocated, then a woodrat relocation plan must be prepared and submitted to California Department of Fish and Wildlife (CDFW) for approval. Relocations must be performed under the direct supervision of a qualified biologist approved for this project by the CDFW.

Cultural Resources

Archeological Resources

31. Prior to issuance of building permits, the applicant shall demonstrate that construction crews have proper training for the discovery, handling and retention methods for paleontological, archeological and/or cultural resources found at the project site. Project personnel should not collect cultural resources. Prehistoric resources include: chert, or obsidian flakes, projectile points, mortars and pestles, dark, friable soil containing shell and bone dietary debris, heat- affected rock, or human burials. Historic resources include: stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits or bottle dumps.

32. In the event that paleontological, archaeological, and/or cultural resources are encountered during construction activities, all construction activity in the area of the find shall be halted, and the Community Development Director shall be notified; an archaeologist shall examine the find and make appropriate recommendations. A plan for the mitigation of impacts to the resources will be prepared and submitted to the City of Belmont for approval. Additional CEQA review may be required depending upon the evaluation of the find.

33. All earthmoving activities for the project, both on site and within the public right-of-way, shall be monitored by a qualified professional archaeologist who meets the Secretary of the Interior's Standards for Archaeology. A report on the results of the monitoring shall be submitted to the Community Development Department, prior to the construction of the building foundation.

Human Remains

34. If any human remains are discovered or recognized in any location on a project site or within the public right-of-way, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

    a) The San Mateo County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and

    b) If the remains are of Native American origin:

        - The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or
        - The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

Geology & Soils

Geotechnical

35. Geotechnical Plan Review - Before submittal to the City, the Project Geotechnical Consultant shall review and approve all geotechnical aspects of the project building and grading plans (i.e., site preparation and grading, building set-backs, site drainage improvements and design parameters for foundations, retaining walls and access driveway/garage) to ensure that their recommendations have been properly incorporated. The consultant shall ensure that the geotechnical design recommendations comply with the most current seismic design parameters of the California Building Code. The results of the geotechnical plan review and updated geotechnical design recommendations shall be summarized by the Project Geotechnical Consultant in a letter and submitted to the city for review and approval prior to issuance of building permits.

36. Geotechnical Field Inspection –The geotechnical consultant must inspect, test (as needed), and approve all geotechnical aspects of the project construction. The inspections must include, but not necessarily be limited to: site preparation and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the placement of steel and concrete. The results of these inspections and the as- built conditions of the project must be described by the geotechnical consultant in a certification letter and submitted to the City Engineer prior granting final occupancy.

Grading & Erosion Control

37. Prior to any grading or clearing being performed on-site, the owner/applicant shall submit a grading plan prepared by a California-registered Civil Engineer in accordance with City Grading Ordinance, Chapter 9, Section 3 of the City Code, with a grading permit application, for approval by the Department of Public Works and Building Division. The plan must incorporate the following restrictions:

    a) All soils stockpiled on the site during construction must be covered or otherwise protected from wind and water erosion.
    b) During construction, erosion and sedimentation control plans must be implemented to retain sediments on-site.
    c) Site grading and finished construction must be designed and executed in such a manner as to avoid diverting runoff onto other properties.
    d) Restrictions and recommendation of the Geologic and Soils report as approved by the City's Geologist.

38. Grading shall neither be initiated nor continued between November 15 and April 15. Grading shall be done between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday unless otherwise specifically authorized by the Director of Public Works, or his/her designee. The Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality.

39. A letter from the geotechnical consultant, shall inspect, test (as needed) and approve all geotechnical aspects of the project construction. The inspections shall include, but not necessarily be limited to site preparations and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the replacement of steel and concrete. The geotechnical consultant shall observe all excavations during project grading to verify anticipated geologic conditions and to check for any apparent indications of temporary excavation instability. In addition, the geotechnical consultant shall observe installation of construction shoring measures. A final geotechnical inspection shall be performed of completed drainage improvements to verify conformance with geotechnical standards.

40. The results of these inspections as the as-built conditions of the project shall be described by the geotechnical consultant in a letter and submitted to the City Engineer for review prior to final (granting of occupancy) project approval.

41. The applicant must submit an erosion and sedimentation control plan describing Best Management Practices (BMPs) to be used to prevent soil, dirt, and debris from entering the storm drain system. The plan shall include the following items:

    a) A site plan showing the property lines, existing and proposed topography, and slopes; areas to be disturbed, locations of cut/fill and soil storage/disposal area; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourses or sensitive areas on-site or immediately downstream of project; and designated construction access routes, staging areas and washout areas.

b) Erosion and sediment controls to be used during construction, selected as appropriate from the California Regional Water Quality Control Board, San Francisco Bay Region Erosion and P.O. Box 791, Oakland, CA 94604-0791.

c) Methods and procedures to stabilize denuded areas and install and maintain temporary erosion and sediment control continuously until permanent erosion controls have been established.

d) Provision for preventing erosion and trapping sediment on-site, such as sediment basins or traps, earthen dikes or berms, fiber rolls, silt fence, check dams, storm drain inlet protection, soil blankets or mats, covers for soil stockpiles and/or other measures.

e) Provisions for installing vegetative cover in disturbed areas, including areas to be seeded, planted, and/or mulched, and types of vegetation proposed.

f) Provision for diverting on-site runoff around exposed areas and diverting off-site runoff around the project site (e.g., swales and dikes).

g) Notes, specifications, and/or attachments describing the construction, operation and maintenance of erosion and sediment control measures, including inspection frequency; methods and schedule for grading, excavation, filling clearing of vegetation and storage and disposal of excavated or cleared material; types of vegetative cover and mulch, including methods and schedules for planting and fertilization; and provisions for temporary and permanent irrigation.

Fire Hazards

Standard

42. A separate application and permit are required for the installation or alteration of any Automatic Fire Extinguishing System. The application shall be made by either a Registered Engineer or by the Licensed Fire Sprinkler Contractor who will be performing the work. This application shall include any Fixed Fire Protection System. A valid Permit and Approved Plans shall be at the jobsite at all times.

43. Prior to application for a Fire Sprinkler Permit, the applicant shall submit plans to the Mid- Peninsula Water District (MPWD) for their review and approval. Contact MPWD at 650-591- 8941 to coordinate review of the project.

44. A separate application and permit are required for the installation or alteration of any Fire Alarm, or Water-flow Monitoring System. This application shall include the interconnection of any Fixed Fire Protection System to an Alarm System where provided. A valid Permit and Approved Plans shall be at the jobsite at all times.

45. A separate application and permit are required for the installation of any underground fire service lines. Application shall be made by a Registered Engineer or by either a General Engineering Contractor or a Licensed Fire Sprinkler Contractor, who will be performing the work.

46. Every building, or structure, shall be provided with an address. Numerals shall be located where clearly visible from the street or roadway upon which it fronts. Residential Structures shall have numerals a minimum of 4 inches in height and of stroke. Commercial Structures shall have numerals a minimum of 6 inches in height and inch stroke. Numerals shall be of contrasting color to their background and illuminated at night. Numerals shall be white in color when located upon glazing.

47. A Knox Key-Lock Box is required to be installed as shown on plans. Please contact Fire Prevention at 650-522-7940 to obtain an application.

48. Fire inspections are available Monday through Friday, 8:00 am to 4:00 pm. Call 650-522- 7940 a minimum of 48 hours in advance to place your inspection request.

49. On plans submitted for a Building Permit, show the location of all required Smoke Alarms and Carbon Monoxide Alarms, in accordance with CRC Sections 314 & 315.

50. In accordance with the Municipal Regional Storm water Permit (MRP), no fire sprinkler system drain shall discharge into any Storm Drain System. The system shall discharge to either a landscape area large enough to contain the outflow, or to the Sanitary Sewer by means of an indirect connection. Discharge to the Sanitary Sewer requires a Discharge Permit from Public Works. Indicate the location of the Fire Sprinkler System drain on plans submitted for a building permit.

51. Address Identification. New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Said numbers shall be either internally or externally illuminated in all new construction and in all alterations greater than 50% of the original structure. Numbers shall be as follows: Minimum of one-half inch (1/2”) stroke by six inches (6”) high. When the structure is thirty-six (36) to fifty (50) feet from the street or fire department access a minimum of one-half inch (1/2”) stroke by nine inches (9”) high is required. When the structure is more than fifty (50) feet from the street or fire apparatus access, a minimum of one-inch (1”) stroke by twelve inches (12”) high is required.

Fire Hazards

52. Buildings on the project site are located in a High or Very High Fire Hazard Severity Zone, requiring design compliance with California Building Code (CBC) Chapter 7A. This must be identified on the Building Permit plans.

53. Class 2 ignition-resistant construction must be in accordance with Chapter 7A of the CBC.

54. Unenclosed accessory structures attached to buildings with habitable spaces and projections, such as decks, must be a minimum of 1-hour fire resistance-rated construction, heavy timber construction or constructed of approved noncombustible materials or fire retardant-treated wood identified for exterior use and meeting the requirements of Chapter 7A of the California Building Code.

55. Protection of eaves. Combustible eaves, fascia's and soffits must be enclosed with solid materials with a minimum thickness of ¾ inch (19 mm). No exposed rafter tails may be permitted unless constructed of heavy timber materials.

56. Roof covering. Roofs must have at least a Class B roof covering, Class B roof assembly or an approved noncombustible roof covering. For roof coverings where the profile allows a space between the roof covering and roof decking, the space at the eave ends must be fire-stopped to preclude entry of flames or embers.

57. Attic ventilation openings, foundation or under-floor vents or other ventilation openings in vertical exterior walls and vents through roofs shall not exceed 144 square inches (0.0929 m2) each. Such vents shall be covered with noncombustible corrosion-resistant mesh with openings not to exceed ¼ inch (6.4 mm) or shall be designed and approved to prevent flame or ember penetration into the structure. Attic ventilation openings shall not be located in soffits, in eave overhangs, between rafters at eaves, or in other overhang areas. Gable end and dormer vents shall be located at least 10 feet (3048 mm) from property lines. Under-floor ventilation openings shall be located as close to grade as practical.

58. Buildings or structures shall have all under-floor areas enclosed to the ground, with exterior walls in accordance with 707A.8. Exception: Complete enclosure may be omitted where the underside of all exposed floors and all exposed structural columns, beams and supporting walls are protected as required for exterior 1-hour fire-resistance-rated construction or heavy timber construction.

59. Pursuant to Fire Protection District, Ordinance #2016-01, and CFC Section 903, the building must receive a fire sprinkler system and the plan will be a deferred submittal.

60. Automatic Fire Sprinklers are required. A separate application and permit are required for the installation or alteration of any Automatic Fire Extinguishing System. The application must be made by either a Registered Engineer or by the Licensed Fire Sprinkler Contractor who will be performing the work.

61. Prior to application for a Fire Sprinkler Permit, the applicant must submit plans to the Mid- Peninsula Water District (MPWD) for their review and approval. Contact MPWD at 650- 591- 8941 to coordinate review of the project.

62. A separate application and permit are required for the installation of any underground fire service lines. Application must be made by a Registered Engineer or by either a General Engineering Contractor or a Licensed Fire Sprinkler Contractor, who will be performing the work.

63. Buildings on the project site are located within a Wildland-Urban Interface, (High or Very High Fire Hazard Severity Zone) requiring a Vegetation Management Plan (VMP), which has been reviewed/approved by the Fire Marshal. Said VMP must be incorporated into the Building Permit plans.

64. The VMP must be installed prior to any combustible construction on the site.

65. A VMP maintenance plan shall be submitted for review and approval by the Fire Protection District, prior to final building permit inspection. Said plan must include annual or more frequent inspections of work in the interface environment.

Other Agency Permits

66. All or a portion of the proposed improvements are located within a FEMA special flood hazard area. The applicant shall provide certification to the Public Works Department that the proposed Construction meets all the FEMA requirements for construction within a flood zone.

67. Construction activity resulting in a land disturbance of 5,000 SF or more, or less than 5,000 SF but part of a larger development shall obtain the Construction Activities Storm Water General Permit (General Permit) from the State Water Quality Control Board (http://www.scrcb.ca.gov/stormwtr/construction.html) or (916) 341-5537). The State requires a completed Notice of Intent to comply (NOI) package and a Storm Water Pollution Prevention Plan (SWPPP) prepared in accordance with Section A of the General Permit prior to the commencement of soil disturbing activities. The State will issue a Waste Discharge Identification (WDID) number within 10 business days after it receives a complete NOI package (original signed NOI, vicinity map, and check). Applicant shall also submit copies of the NOI and SWPPP to the City for review and approval. Throughout the project life, the SWPPP shall be revised as necessary to accommodate site changes during construction.

68. Construction activity resulting in a land disturbance of one acre or more, or less than one acre but part of a larger development shall obtain the Construction Activities Storm Water General Permit (General Permit) from the State Water Quality Control Board (http://www.scrcb.ca.gov/stormwtr/construction.html or (916) 341-5537). The State requires a completed Notice of Intent to comply (NOI) package and a Storm Water Pollution Prevention Plan (SWPPP) prepared in accordance with Section A of the General Permit prior to the commencement of soil disturbing activities. The State will issue a Waste Discharge Identification (WDID) number within 10 business days after

it receives a complete NOI package (original signed NOI, vicinity map, and check). Applicant shall also submit copies of the NOI and SWPPP to the City for review and approval. Throughout the project life, the SWPPP shall be revised as necessary to accommodate site changes during to construction.

69. Verify location of utility meters, valves, back flow preventers, and hydrants with appropriate utility company. Show relationship of each to site improvements, such as retaining walls.

Hydrology & Water Quality

Special Projects

70. Prior to issuance of a building permit, the applicant shall submit an updated C.3 and C.6 Development Review Checklist, Special Projects Worksheet F documenting the LID treatment reduction credit, a narrative of LID Feasibility/Infeasibility and a Storm Water Treatment Plan showing a minimum of 100% LID treatment is incorporated into the storm water treatment design as shown on the City approved Preliminary Stormwater Management Plan prepared by BKF for review and approval by the City Engineer.

71. All plans shall conform to the requirements of the City NPDES stormwater discharge permit and the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP). The project plans shall include permanent storm water quality protection measures. The project plans shall identify Best Management Practices (BMPs) appropriate to the uses to be conducted on-site to effectively prohibit the discharge of pollutants with storm water run- off. A Storm Water Treatment Facilities Operation and Maintenance Agreement shall be prepared by the applicant incorporating the conditions of this section. The applicant shall execute the Agreement with the Director of Public Works or designee. The Agreement shall outline the continuous operation and maintenance (O&M) plan for the permanent storm water treatment facilities including irrigation and landscape maintenance of Green Infrastructure elements constructed in the public right-of-way and shall be recorded with the County Recorder's Office. This Agreement shall be executed prior to the first occupancy of the building.

All Projects

72. Grading shall be performed in accordance with the City Grading Ordinance, Chapter 9 of the City Code. Soil or other construction materials shall not be stockpiled in the public right- of-way unless an encroachment permit is obtained from the Department of Public Works. Grading shall neither be initiated nor continued between November 15 and April 15. Grading shall be done between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday unless otherwise specifically authorized by the Director of Public Works. The Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality.

Construction - BMPs

73. Prior to issuance of Grading or Building Permits, the applicant must submit an erosion and sedimentation control plan describing Best Management Practices (BMPs) to be used to prevent soil, dirt, and debris from entering the storm drain system. The plan shall include the following items:

    a) A site plan showing the property lines, existing and proposed topography, and slopes; areas to be disturbed, locations of cut/fill and soil storage/disposal area; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourses or sensitive areas on-site or immediately downstream of project; and designated construction access routes, staging areas and washout areas.
    b) Erosion and sediment controls to be used during construction, selected as appropriate from the California Regional Water Quality Control Board, San Francisco Bay Region Erosion and P.O. Box 791, Oakland, CA 94604-0791.
    c) Methods and procedures to stabilize denuded areas and install and maintain temporary erosion and sediment control continuously until permanent erosion controls have been established.
    d) Provision for preventing erosion and trapping sediment on-site, such as sediment basins or traps, earthen dikes or berms, fiber rolls, silt fence, check dams, storm drain inlet protection, soil blankets or mats, covers for soil stockpiles and/or other measures.
    e) Provisions for installing vegetative cover in disturbed areas, including areas to be seeded, planted, and/or mulched, and types of vegetation proposed.
    f) Provision for diverting on-site runoff around exposed areas and diverting off-site runoff around the project site (e.g., swales and dikes).
    g) Notes, specifications, and/or attachments describing the construction, operation and maintenance of erosion and sediment control measures, including inspection frequency; methods and schedule for grading, excavation, filling clearing of vegetation and storage and disposal of excavated or cleared material; types of vegetative cover and mulch, including methods and schedules for planting and fertilization; and provisions for temporary and permanent irrigation.

74. During grading and building operations, the owner/applicant shall ensure that applicable Best Management Practices (BMPs) from the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP) are followed to prevent discharge of soil or any construction material into the gutter, stormdrain system or creek.

75. The owner/applicant shall ensure that all construction personnel follow standard BMPs for stormwater quality protection during construction of project. These includes, but are not limited to, the following:

    a) Store, handle and dispose of construction materials and wastes properly, so as to prevent their contact with stormwater.

b) Control and prevent the discharge of all potential pollutants, including solid wastes, paints, concrete, petroleum products, chemicals, wash water or sediment, and non- stormwater discharges to storm drains and watercourses.

c) Use sediment controls, filtration, or settling to remove sediment from dewatering effluent.

d) Do not clean, fuel, or maintain vehicles on-site, except in a designated area in which runoff is contained and treated.

e) Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses with field markers or fencing.

f) Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching or other measures as appropriate.

g) Perform clearing and earth moving activities only during dry weather (April 15 through November 14).

h) Limit and time applications of pesticides and fertilizers to prevent polluted runoff.

i) Limit construction access routes and stabilize designated access points.

j) Do not track dirt or other materials off-site; clean off-site paved areas and sidewalks using dry sweeping methods.

76. If construction is not complete by the start of the wet season (November 15 through April 15), prior to November 15 the developer shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing physical means; rocking unpaved vehicle access to limit dispersion of mud onto public right-of- way; covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions. As site conditions warrant, the Department of Public Works may direct the developer to implement additional winterization requirements.

Operational – COAs & BMPs

77. All plans shall conform to the requirements of the City NPDES Stormwater Discharge Permit and the San Mateo Stormwater Pollution Prevention Plan (STOPPP). The project plans shall include permanent storm water quality protection measures. The

project plans shall identify Best Management Practices (BMPs) appropriate to the uses to be conducted on-site to effectively prohibit the discharge of pollutants with storm water run-off. A Maintenance and Operation Agreement shall be prepared by applicant incorporating the conditions of this section.

78. The property owner shall install, operate, and maintain all permanent stormwater quality protection measures included in the approved project plan using qualified personnel. The property owner/applicant must keep a maintenance and inspection schedule and record to ensure that the treatment control measures continue to operate effectively for the life of the project. Records must be provided to the Department of Public Works, on an annual basis, on or before June 30 of each year.

79. A Maintenance Plan for every stormwater treatment control, and/or Hydro Modification measure or applicable site design measure, inclusive of maintenance and inspection checklists and Maintenance Inspection Report Forms, shall be submitted to the City for review and approval prior to issuance of a grading permit. A copy of the final, approved Maintenance Plan(s) shall be made a part of the Maintenance Agreement. A copy of the final, approved Maintenance Plan(s) shall also be on file with the Public Works Department.

80. The developer shall provide to the first residents/occupants/tenants practical information materials (as furnished by the City) on good housekeeping for hazardous products, proper use and disposal of hazardous products, and prohibited discharge practices.

81. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.

82. All landscaping shall be maintained and shall be designed with efficient irrigation systems to reduce runoff, promote surface filtration, and minimize the use of fertilizers, herbicides and pesticides.

83. The property owner/association shall implement a trash management and litter control program including emptying trash receptacles in common areas, noting trash disposal violations by homeowners or business, and notifying violators.

84. The phrase “No Dumping-Drains to Bay” or equal phrase shall be labeled on new storm drain inlets by stenciling, branding, plaque or casting.

85. The property owner shall install trash capture devices in storm drain systems that lead directly to the off-site storm drain system or outfall. Devices shall be approved by the Director of Public Works or designee. Trash capture devices are required on site consistent with the State Water Resources Control Board definition of Full Capture

System. All on-site trash capture devices shall be cleaned routinely and maintained by the Owner per the Stormwater Treatment Facilities Maintenance Agreement.

86. All on-site drain facilities must be inspected twice a year and cleaned immediately prior to the rainy season (prior to October 15) and once again during the rainy season. Results of inspection and cleaning shall be reported to the Department of Public Works on an annual basis on or before June 30 of each year.

87. Streets and parking lots must be swept immediately prior to and once during the storm season. Records of street cleaning shall be reported to the Department of Public Works on an annual basis on or before June 30 of each year.

88. Trash enclosures and dumpster areas must be covered and protected from roof and surface drainage. Drains within the trash enclosure will be connected to the sanitary sewer system.

89. No wastewater (including equipment cleaning wash water, vehicle wash water, cooling water, air conditioner condensate, and floor cleaning wash water) shall be discharged to the storm drain system, the street or gutter.

90. New buildings such as food service facilities and/or multi-family residential complexes or subdivisions shall provide a roofed and enclosed area for dumpsters and recycling containers. The area shall be designed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal.

91. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards. A permit is required for discharge to the sanitary sewer.

92. Boiler drain lines, roof top equipment with drain lines, and/or equipment for washing and/or steam cleaning activities shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

93. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure.

94. The developer shall provide to the first residents/occupants/tenants practical information materials (as furnished by the City) on good housekeeping for hazardous products, proper use and disposal of hazardous products, and prohibited discharge practices.

95. The property owner/association shall implement a trash management and litter control program including emptying trash receptacles in common areas, noting trash disposal violations by homeowners or business, and notifying violators.

96. Outdoor storage areas for oils, fuels, solvents, coolant, and other chemicals shall be designed to provide secondary containment such as berms and roof covers. Process equipment sited outdoors shall be placed on an impermeable surface and covered. Property owners/associations shall implement a regular program of sweeping and litter control at these sites.

97. Fire sprinkler test water shall discharge to onsite vegetated areas, or, alternatively shall be discharged to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

98. Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

Noise & Vibration

Noise

Construction

99. Noise Control Plan. The applicant must prepare and implement a noise control plan. Said plan must incorporate the noise reduction measures identified in the Noise and Vibration study prepared for the project, and the City standard construction noise COAs required for all projects.

100. Noise Coordinator. Prior to construction activities, the project applicant or contactor shall designate a "Construction Noise Coordinator" who would be responsible for responding to any local complaints about construction noise. The Construction Noise Coordinator shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented. The telephone number for the Construction Noise Coordinator must be conspicuously posted at the construction site. Prior to construction activities, the project applicant or contactor shall notify adjacent residents of the construction schedule in writing and provide them with the contact information of the Construction Noise Coordinator.

101. Notice. The applicant shall notify property owners within 300 feet of the project site two weeks prior to the initiation of construction activities on site. A schedule of construction activities, contact phone number for the Noise Coordinator, and a copy of the noise control plan shall be included with this notice.

102. Grading & Building Noise. The applicant must ensure that the following preventative and monitoring measures are enforced during grading and building operations:

a) Limit construction activity to the hours listed in the City Noise Ordinance. (8:00 am to 5:00 pm on weekdays, 10:00 am to 5:00 pm on Saturdays, no construction activity on Sundays and holidays). Exceptions to these hours may be approved by the Building Official though the standard City process.
b) Schedule highest noise-generating activity and construction activity away from noise- sensitive land uses.
c) Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
d) Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.
e) Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
f) Utilize "quiet" air compressors and other stationary equipment where feasible and available.

103. Engine Noise. Prior to issuance of grading or building permits, the applicant must demonstrate that a condition of contract of all contractors and subcontractors requires the use of internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers, which are maintained in good condition.

104. Equipment Noise. Prior to issuance of grading or building permits, the applicant must demonstrate that a condition of contract of all contractors and subcontractors requires the use of "quiet" air compressors and other stationary equipment. If the applicant demonstrates that the use of quiet air compressors and other stationary equipment is not feasible, moveable sound barriers or portable sound huts must be used for noise mitigation.

Operation

105. The Project Noise Consultant shall conduct an acoustic analysis of all mechanical and HVAC equipment proposed with the final building permit plans. The results of the analysis and design recommendations to ensure compliance with the City's Noise Ordinance shall be summarized by the Consultant in a letter submitted with the building permit plans. The consultant's recommendations shall be incorporated into the building plans, prior to issuance of a building permit.

Interior Noise

106. Noise Impacted locations. All new development that would be exposed to noise greater than the "normally acceptable" noise level range, and residential and other noise-sensitive land uses within the 65 dB contours, as shown in [BVSP] Figure 6-6d are

required to reduce interior noise through design, sound insulation, or other measures to achieve an interior noise level of not more than 45 dBA. At minimum, the following is required: A detailed acoustical analysis of the project must be completed by a qualified acoustical consultant to define the measures required such that the interior noise level requirements are satisfied.

107. Prior to issuance of a Building Permit, the project noise consultant must certify in writing that the submitted Building Plans include all required noise reduction recommendations specified in the detailed acoustical analysis (i.e., construction methods, increased insulation, noise baffling, etc.) to reduce interior noise levels below the City and State level of 45 dB.

Construction Vibration

108. After obtaining permission from the subject property owners, the applicant must conduct preconstruction photo surveys of foundation/building wall cracks in adjacent structures, and install vibration monitors at any sensitive receptor sites identified in the project Vibration Assessment. The applicant must submit a copy of the photo survey and written confirmation from the Project Acoustic Consultant to the Planning and Building Departments that all required monitors have been installed and inspected, and that they meet the consultant's specifications, prior to issuance of grading or building permits.

109. The applicant must designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

110. Neighboring property owners within 300 feet of the project site must be noticed of the construction activities and construction schedule (including estimated dates of various construction phases) at least two weeks prior to the start of construction.

111. The applicant must ensure that the preventative and monitoring measures identified in the Vibration Assessment are enforced during grading and building operations. The applicant must demonstrate that all project construction personnel have been made aware of these measures, prior to issuance of a grading or building permits. On-site identification of any buffer distances between construction (i.e., vibratory rollers, excavators, backhoes, etc.) and adjacent structures that are specified in the Vibration Assessment must occur prior to grading operations.

112. Vibration monitors shall be placed at the sensitive receptors to monitor construction activities and make sure the project thresholds are met. Real-time alerts must be sent to the Contractor in case of near threshold vibration levels or in case of threshold exceedances. In case of exceedances, work must stop, and the source of the exceedance must be identified, and the required mitigation measure should be incorporated.

113. Building structures near the project must be periodically checked for cracks, and any cracks must be monitored. If minor cracks are reported or existing cracks propagate, vibration project action levels must be restricted.

114. Whenever possible, construction or equipment activity generating relatively high levels of vibration must not occur at the same time and shall be spaced as far apart in time as possible from one another. In general, the most severe activities must be reserved for the middle of the day (noon). If activities must occur simultaneously, they shall be performed as far away from one-another as possible within the construction zone.

115. All deliveries of material and equipment must occur during daytime hours, including queueing of construction vehicles outside the site. Vehicles delivering materials and equipment must be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. All materials and equipment must be stored on-site and within the confines of the construction barricades.

116. Stationary and portable construction equipment must be located at positions where the noise/vibration impact to nearby noise/vibration-sensitive receptors is minimal. At times where the equipment cannot be positioned at a minimal noise/vibration impacting location, mitigation devices shall be implemented, as determined by the Project Acoustic Consultant or designated Vibration Monitor.

117. After construction activities are complete, the applicant must conduct a post-construction photo survey of previously surveyed buildings for foundation /building wall cracks. The post construction survey, and a summary letter of any resulting actions taken (repairs or restitutions) must be provided to the Community Development Department, prior to final building permit inspection.

Transportation & Traffic

Transportation

Transportation Demand Management (TDM)

118. The applicant shall demonstrate compliance with the City of Belmont's TDM programs by submitting a completed TDM application form (available on the City website) which will be subject to review and approval by the Department of Public Works. The applicant shall implement the TDM program as described in the approved TDM Plan. The applicant shall submit an annual TDM compliance report and pay a TDM review fee, as specified in the City's Master Fee Schedule. In addition, the following is required:

    a) The Applicant, using the adopted TDM program, shall provide a tally of how many points and under which categories the project will be achieving TDM measures.

b) The applicant shall submit an annual TDM compliance report and pay a TDM review fee, as specified in the City's Master Fee Schedule.

c) The TDM program shall be evaluated annually to assess the actual level of trip reduction achieved at the site and to identify any adjustments to the program necessary to ensure the TDM measures are successful. Consistent with common traffic engineering data collection principles, trip generation shall be monitored annually by means of AM and PM commute hour driveway counts. The counts shall be conducted between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM one day per year on a typical weekday (Tuesday, Wednesday, or Thursday) during the fall when school is in session. Mechanical tube counts, hand counts, or video counts may be used. The peak 60-minute period should be calculated for each two-hour traffic count period.

d) An annual employee survey should be conducted to determine transportation mode choice (i.e., drive alone, carpool, bus, Caltrain, etc.). The site TDM coordinator shall work with an independent consultant to obtain traffic count data, implement the annual commuter surveys and document the results in a TDM monitoring report.

e) The annual monitoring report shall be submitted to the Public Works Director or citywide TMA by the TDM coordinator. The data shall be reviewed by the City to assess whether the goal of a 15% trip reduction is being met.

f) In addition to the annual monitoring reports, a five-year review shall be conducted to evaluate the overall effectiveness of the TDM measures. If the city determines that the trip reduction goal is not being achieved, additional TDM measures may be implemented. Modifications to the TDM plan may include additional programs or services listed in the City of Belmont's TDM program or otherwise available for achieving vehicle trip reductions.

g) The annual TDM monitoring report shall describe any planned modifications to the TDM program intended to ensure compliance with the trip reduction targets established for this project.

Construction Traffic

119. Prior to issuance of a building or grading permit, the Applicant shall prepare a construction management plan (CMP) for review and approval by the Public Works Department in consultation with the Community Development Department and Police Department. For properties located at or in close proximity to the City borders, the plan shall be routed to adjacent jurisdictions. The CMP shall include a response to construction-related conditions and requirements identified by reviewing City departments, and outside agencies for inclusion in the Plan. The plan shall include at least the following items:

a) Schedule

A project construction schedule shall be provided that includes the approximate date and expected time frame for each stage of construction. At minimum, the schedule shall include:

- Excavation & Shoring (as applicable)
- Below Grade & Foundation Construction
- Above Grade Construction & Framing
- Exterior & Interior Finish Work
- Public Frontage Improvements
- Offsite & Utility Improvements

b) Site & Logistics Plan

Site and logistics plan(s) shall be provided for each phase of project construction. Said plan(s) shall include:

- Location of Construction Fencing & Access Control for The Site
- Proposed Circulation Pattern, including Access & Egress, for Each Phase of Construction
- Location of Dewatering Tanks, Construction Trailer, Temporary Power Pole, & Restrooms
- Erosion & Dust Control Plans
- Security & Lighting Plans
- Location of Construction Staging Areas for Materials, Equipment, & Vehicles
- Crane Plane (Location, Height, & Radius), as applicable
- Construction Worker Parking

c) Traffic Control Plan

Routes for construction-related traffic (hauling, deliveries, works, etc.) shall be identified in consultation with the Department of Public Works. Grading, hauling, and construction delivery traffic shall be timed to avoid peak hour school and work commute traffic. The CMP shall identify the maximum size of construction equipment/trucks during construction, expected temporary street closure, the use of flag personnel during construction, and the location of construction worker parking/car-pooling. Comprehensive

traffic control measures shall be identified, including: any required detour signage, lane closures, and sidewalk closures. A 24 Hour Written notice must be given to the Public Works and Police Departments prior to lane closures. Trained flag persons shall be positioned at both ends of blocked traffic lanes to ensure safe movement of vehicles, and pedestrians. The proposed traffic control plan may require review by a traffic engineer, to ensure an adequate intersection/driveway turning radius would be provided for large vehicles, and/or when other large projects are in construction at the same time.

d) Noticing

The CMP shall include notice to property owners within 300 feet of the project site two weeks prior to grading, and identification of haul route(s) and staging area for the project. The notice shall also include a process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager. 24-hour advance written notice shall also be provided to adjacent property owners, adjacent businesses, and Public Works and Police Department personnel prior to all major deliveries, detours, and lane closures.

e) Road Conditions

Documentation of road pavement conditions shall be provided to the Public Works Department for all routes that will be used by construction vehicles, both before and after project construction. Roads found to have been damaged by construction vehicles shall be repaired as required by current City pavement restoration standards, or as otherwise directed by the City Engineer.

f) Response to CMP Conditions

A response shall be provided to CMP conditions from other City departments, and outside agencies.

Encroachment Permits

120. The property owner/applicant shall apply for and obtain temporary encroachment permits from the Department of Public Works for work in the City public right-of-way, easements or property in which the City holds an interest, including driveway, sidewalk, sewer connections, sewer clean-outs, curb drains, storm drain connections, placement of a debris box, etc.

121. The property owner/applicant shall apply for and obtain a permanent encroachment agreement (PEA) from the Department of Public Works, with approval by the City Council, for a structure, retaining wall, awning, or other features constructed in the public right-of-way, easement or on property in which the City holds an interest. This

PEA shall be recorded with the San Mateo County Recorder's office prior to project construction.

Emergency Access

122. Street widening, improvements, and dedications shall be in accordance with City Standards and specifications as required by the Department of Public Works.

123. Streets, sidewalks and curbs in need of repair within and bordering the project shall be repaired and/or removed and replaced in accordance with the Department of Public Works approved standards. Photographs or video of before condition are recommended.

124. A commercial driveway approach shall be installed in accordance with the Department of Public Works approved standards.

General Fees

The applicant/developer must pay all applicable regulatory, connection, and impact fees, in accordance with Government Code Section 65589.5(o), and as specified by each respective City Ordinance or the City's Master Fee Schedule, as follows:

Traffic Improvements

125. Prior to issuance of a building permit, the applicant shall submit construction drawings, and applicable review fees for the Transportation Impact Fee identified below for review and approval by the Public Works Department. The applicant shall construct the following improvements prior to certificate of occupancy.

Public Art

126. The City has a development standard that requires non-residential and mixed use development involving 10,000 square feet or more of new floor area to devote an amount not less than 1% of building development costs for acquisition and installation of public art on the development site. For projects that do not include public art, developers can meet this obligation by either: 1) providing an in-lieu contribution (payment) to the City for acquisition and placement of public art in the city; or 2) by acquiring and installing freely accessible art on city property or in the public right of way. The calculated In-Lieu fee is $141,050 for the Phase 1 Project. Fees must be paid prior to issuance of Building Permit. Phase 2 project costs will be determined upon the Master Revenue Fee schedule in effect at the date of submittal.

Building Permit/Plan Check

127. Building Permit & Plan Check Fees – based on building valuation. The current fees

may be calculated using the adopted FY 2025-26 fee schedule located on the Finance page of the City's website. Fees will be adjusted to the most current adopted fee schedule in effect at the time of payment. Plan check fees must be paid at the time of building permit application. Building permit fees must be paid prior to building permit issuance.

128. General Plan Maintenance Fee - 0.75% of Building Valuation. Must be paid prior to building permit issuance.

129. Sewer Connection Fees. Fees will be adjusted to the most current adopted fee schedule in effect at the time of payment. The fee must be paid prior to building permit issuance for the Phase 1 Project.

Transportation Impact Fees

130. The applicant shall pay all required Transportation Impact Fees (TIF), as identified in the City's adopted Ordinance, and most current fee schedule. The calculated fee is $150,960.44 for the Phase 1 Project. Fees must be paid prior to issuance of Building Permit. Phase 2 project costs will be determined upon the Master Revenue Fee schedule in effect at the date of submittal.

Housing Impact Fees

131. The applicant shall pay all required Housing Impact Fees, as identified in the City's adopted Ordinance, and most current fee schedule. The calculated fee is $59,211.90 for the Phase 1 Project. Fees must be paid prior to issuance of Building Permit. Phase 2 project costs will be determined upon the Master Revenue Fee schedule in effect at the date of submittal.

Park Improvement Impact Fees

132. The applicant shall pay all required Park Improvement Impact Fees, as identified in the City's adopted Ordinance, and most current fee schedule. The calculated fee is $9,689.22 for the Phase 1 Project. Fees must be paid prior to issuance of Building Permit. Phase 2 Project costs will be determined upon the Master Revenue Fee schedule in effect at the date of submittal.

Community Benefits Donation – McDougal Park Improvements

133. Prior to issuance of a Certificate of Occupancy (CO) for the Phase 1 Academic Buildings Project for the campus, the school shall make a Community Benefits donation of One-Hundred Thousand Dollars ($100,000) to the City to be applied to McDougal Park improvements for use by the Parks and Recreation Department.

Utilities

Stormwater

134. Prior to issuance of a building permit, the applicant shall submit a final C.3 and C.6 Development Review Checklist, documenting the LID treatment reduction credit, a narrative of LID Feasibility/Infeasibility and a Storm Water Treatment Plan showing a minimum of 100% LID treatment unless demonstrated to be infeasible is incorporated into the storm water treatment design as shown on the City approved Preliminary Stormwater Management Plan for review and approval by the City Engineer.

135. The Property Owner shall enter into a Maintenance Agreement with the municipality to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control [and/or HM] measures according to the approved Maintenance Plan(s). The Maintenance Agreement shall be recorded for the property and/or made part of the CC&Rs.

136. The developer shall be responsible for the total cost of upgrading the existing drainage pipes. The costs will include design, permitting, construction, construction management, inspection and closeout activities. The contribution for the upgrade of the existing drainage pipes shall be paid to the City before the issuance of the building permit.

Sewer

137. The owner/applicant shall analyze the existing sewer system from the property boundary to the nearest pump station or main trunk line to determine its capacity to handle increased sewer flows from this development. Should any deficiency in this system be found, the owner/applicant shall improve the downstream system or contribute a proportionate share of the cost for improvements as determined by the Public Works Department.

138. Applicant shall install the sanitary sewer connection in accordance with Department of Public Works approved standards and pay the applicable sewer connection fee. Sanitary sewer to include a back flow prevention device.

New Facilities/Supply – Water

139. The applicant shall demonstrate that the final landscape plan has been reviewed and approved by the Mid-Peninsula Water District (MPWD), and is consistent with MPWD's Water Efficient Landscape Ordinance (WELO), prior to installation of landscaping. A post installation certification from MPWD is also required prior to final building permit inspection. Contact the MPWD Water Conservation Administrative Specialist at (650) 591-8941 or dbost@midpeninsulawater.org for more information.

Solid Waste

140. The owner/applicant shall provide plans and materials that include details for collecting trash and recycling for the proposed development project (i.e., location of facilities, and proposed access for collection). The City's trash and recycling hauler (Recology) shall review the plans and determines the appropriate levels service for the projects. Recology and Public Works staff shall also determine if there is adequate access/circulation for their vehicles to pick up materials from the site. A letter shall be provided from the Recology stating that service is available to the project as designed. Public Works will review the proposed service for impacts to the right-of-way.

II. COMPLY WITH THE FOLLOWING CONDITIONS OF THE COMMUNITY DEVELOPMENT DEPARTMENT:

Planning Division

Conceptual Development Plan & Detailed Development Plan

138. The Conceptual Development Plan (CDP) and Detailed Development Plan (DDP) shall be constructed in two phases. The Conceptual Development Plan for Phase 1 includes the development of a new academic wing (three new classroom buildings). Phase 2 includes the construction of an athletics building and kitchen. The relative locations of all proposed Phase 1 and 2 improvements is delineated on plan Sheet AS-102 of the Detailed Development plans. The project shall be consistent with the following design standards, which are derived from the plans on file, dated January 30, 2026, and as referenced below.

A. Minimum Lot Size. 4.92 Acres (214,315 sq. ft.)

B. Permitted Uses.

1. A private school for up to 290 students, including supporting/accessory activities and uses such as a gymnasium, kitchen, and multipurpose room for the subject property.
2. Community recreational use of playgrounds, and other recreational facilities during off-school hours; the school will post signage that delineates when their school facilities are open to the community to avoid any confusion. Access for school staff and small-group activities until 10:00 p.m. on weekdays, and weekend access from 9:00 a.m. to 6:00 p.m. on the campus.
3. Allowance of twelve (12) weekend events annually involving 25 or more attendees (e.g., schoolwide gatherings, accreditation visits, graduation).
4. Permission of three (3) special Saturday evening events each year such as a musical or alumni gathering or benefit event with activities ending by 10:00 p.m.

5. Authorized dismissals on nearby neighborhood streets for up to four (4) special events per year to ease traffic congestion associated with large on-campus gatherings.
6. Coordinated and shared use of McDougal Park for limited weekend or additional weekday access including during the school's four-week summer session. No additional exclusive use of McDougal Park is requested by the school.

C. Maximum Floor Area of buildings. 53,579 sq. ft.

D. Maximum Floor Area Ratio. 0.25

E. Minimum Setbacks and Building Separations: Pursuant to Plan Sheet C2.0, and as follows:

Criteria - Setbacks[1]	**CDP Standards**	**DDP – Right Side & Rear Setback**
Front	30'	No change to existing setbacks which exceed CDP minimum.
Left Side	25'	No change to existing setbacks which exceed CDP minimum.
Right Side	15'	Academic Building A - 42'8" Academic Building B - 25'2" Academic Building C - 16'9"
Rear	15'	Athletics Building + Kitchen - 18'5"
1 Setbacks as measured from property line to closest proposed building wall.		

F. Maximum Building Height: Pursuant to submitted Elevation Drawings dated January 30, 2026 – Sheets A-200 through A-601 (see table below). Building height measured from finished grade to the top most point of the roof above (including mechanical equipment and all other building features).

Criteria	**CDP Standards**	**Proposed DDP**
Height	Maximum of 40 feet	Academic Building A -33'6"
		Academic Building B - 34'2"
		Academic Building C – 21'3"
		Athletics Building + Kitchen - 32'0"

G. Off-Street Parking: 85 Parking Spaces (four of which are ADA accessible) pursuant to Section 8 (parking) of the Zoning Ordinance for School Uses. In addition, the school will add one parking space for any additional employees during the traditional school day beyond 85.

H. Landscaping/Lighting: Landscape and lighting shall comply with submitted Landscape and Lighting Drawings dated January 30, 2026 – Sheets L101 through Sheet L103, except as modified through a Detailed Development Plan or amendment thereto, and Design Review. Landscaping shall be native or locally acclimated, draught-tolerant species and consistent with all applicable state and local landscape requirements. All lighting shall be downcast on the project site and shall not create glare off-site. Parking lot and walkway lighting shall be the minimum required for safety. There shall be no floodlighting of landscape plantings, buildings, courtyards, patios, or areas between buildings.

I. Building Materials: Building materials shall be consistent with Elevation Drawing and submitted materials – Sheets A600 through A601, dated January 30, 2026 except as modified via an approved DDP for the school.

J. Circulation Plan: – Circulation shall be consistent with Sheet #2 of the Conceptual Development Plan, dated January 30, 2026, except as modified via an approved Detailed Development Plan (DDP) or amendment thereto, after review and approval by the Director of Public Works in consultation with the Police and Fire Departments.

K. Fencing: Fencing locations shall be consistent with proposed materials and standards (see table below), except as modified through a Detailed Development Plan or amendment thereto, and Design Review.

Criteria	DDP Standards	Proposed Project
Fencing	Chain Link and Wood – Maximum of 6 feet in height	Chain Link and Wood – Maximum of 6 feet in height

L. Roof Mounted Mechanical Equipment: Installation of roof mounted mechanical equipment shall be consistent with Elevation Drawings dated January 30, 2026 – Sheets A200 through A300 (see table below), except as modified by a Detailed Development Plan (DDP) or amendment thereto.

Criteria	DDP Standards	Proposed Project
Roof-mounted Mechanical Equipment	Screened from Public Vantage Points	Screened from Public Vantage Points

M. Signage: Signage shall be consistent with drawings dated January 30, 2026 – Sheets #5 and 11 (see table below), except as modified by a Detailed Development Plan or amendment thereto.

Criteria	DDP Standards	Proposed Project
Signage	Per Master Sign Program	Vehicular Directional Monument Sign – 20 sq. ft.
		LED Monument Signs - 60 sq. ft.
		Building Identification Signs
		Informational Signage

N. Floor Area: Floor area shall be consistent with drawings dated January 30, 2026 – Sheets G-002, except as modified by a Detailed Development Plan or amendment thereto, provided that total floor area does not exceed 0.25 FAR (53,579 sq. ft.).

CDP Standards	Proposed Project
Building	Floor Area
Existing **a) Classroom Building 1** **b) Classroom Building 2** **c) Classroom Building 3** **d) Multi-Purpose Building**	Total - 29,677 sq. ft. Classroom 1 - (7,346 sq. ft.) Classroom 2 - (6,840 sq. ft.) Classroom 3 - (6,840 sq. ft.) Multi-Purpose Building - (8,651 sq. ft.)
New Academic Wing – Phase 1 **e) Building A** **f) Building B** **g) Building C**	Total - 11,893 sq. ft. Building A - (6,364 sq. ft.) Building B - (4,237 sq. ft.) Building C - (1,292 sq. ft.)
New Athletic Building – Phase 2 **h) Gymnasium** **i) Support/Kitchen**	Total - 11,126 sq. ft. Gymnasium- (7,973 sq. ft.) Kitchen - 1,400 sq. ft.; Ancillary support space – 1,753 sq. ft.
Total Floor Area & FAR	52,696 sq. ft. (0.246)

O. Minor deviations of up to 10% of numeric standards from the Detailed Development Plan may be approved administratively by the Director of Community Development or their designee, except for the Phase 2 Athletics Building setback standards for abutting residential properties.

Operational Standard Conditions

139. The following "Student Loading Policy" shall be required to minimize school traffic impacts on the residential neighborhood.

    a. No Charles Armstrong School Student shall drive to school; during school operating hours; the required parking spaces are intended for school employees or visitors.
    b. Morning Drop-Off for the school begins at 7:30 AM until the start of school at 8:30 AM. School staff has assigned a traffic director to direct school traffic off Solana Drive and down to the lower parking lot. A second traffic director, in the parking lot, opens the car door and assists the student out of the vehicle. Once the student is safely away from the vehicle, the vehicle driver is directed out of the lot and back out of the campus and off of the neighborhood streets as quickly as possible.
    c. Afternoon Pick-Up includes staggered class dismissal times. Drivers begin arriving at approximately 2:45 PM where a staff person directs pick-up traffic to the lower driveway and into the schoolyard. At a designated time, all vehicles are halted, and the students are allowed to go to their vehicle. Homeroom teachers accompany their students to the lower schoolyard and when the first group of students are safely in their vehicles, student movement is halted, and the loaded vehicles are directed out of the lot. There are at least six (6) traffic directors always managing the pedestrian and vehicle traffic movement.

140. The applicant shall arrange for refuse/recycling pick-up to occur between Mondays through Friday, 7:00 AM to 5:00 PM.

141. The school shall prepare and amil a calendar of special events on a quarterly basis to all property owners within 300 feet of the school property in order to notify neighbors of upcoming school events.

142. The school shall conduct a minimum of one open house meeting annually in order to foster neighbor communication.

143. A report, verifying continued conditions of approval compliance, shall be generated by the school and submitted to the Director of Community Development on an annual basis after one (1) year of Certificate of Occupancy issuance of the Phase 1 Project Scope. After three annual reports after the Certificate of Occupancy of the Phase 1 Project Scope, Community Development Director may amend the report to be required only once every five (5) years.

General Conditions

144. The developer is hereby notified, as required by Government Code §66020, that the approved plans, the conditions of approval, and the adopted City fee schedule found at www.belmont.gov constitute written notice of the description of the dedications, reservations, amount of fees and other exactions related to the project. As of the date of project approval, the 90-day period has begun in which Developer may protest any dedications, reservations, fees or other exactions imposed by the City. Failure to file a protest in compliance with all of the requirements of Government Code §66020 will result in a legal bar to challenging the dedications, reservations, fees or other exactions.

145. Indemnification. Land Owner hereby agrees to and shall indemnify, defend, and hold harmless City, any City agencies and their respective elected and appointed councils, boards, commissions, officers, agents, employees, volunteers, and representatives (collectively, for the purposes of this Performance Standard, "City") from any and all loss, liability, fines, penalties, forfeitures, costs, and damages (whether in contract, tort, or strict liability, including but not limited to personal injury, death at any time, and property damage) and from any and all claims, demands, and actions in law or equity (including attorneys' fees and litigation expenses) directly or indirectly arising or alleged to have arisen out of or in any way related to: (a) the approval of the Development Agreement or the City Approvals; (b) any development or use of the Property under the Development Agreement or the City Approvals; and (c) any actions or inactions by the Land owner or its contractors, subcontractors, agents, or employees in connection with the construction or improvement of the Property and the Project; excepting to the extent arising from the intentional acts or willful misconduct of City, its elected and appointed representatives, officers, agents, employees, contractors or subcontractors.

146. This indemnification and hold harmless agreement applies to all damages and claims for damages suffered or alleged to have been suffered by reason of the operations referred to in this Performance Standard, regardless of whether or not City prepared, supplied, or approved plans or specifications for the Property, but does not apply to damages and claims for damages caused by City with respect to public improvements and facilities after City has accepted responsibility for them.

147. Fees. The applicant/developer agrees to pay all fees including plan check, building permit, General Plan Maintenance, Business License, and Tree Removal as specified by each respective City Ordinance or the City's Master Fee Schedule.

Building Permit Submittal

148. Construction Staging and Storage areas. The applicant shall provide a written plan for construction staging and storage areas. This information shall be submitted in conjunction with application for a building permit for City review and approval.

149. Tree Removal Permit. All protected trees removed for the project shall be replaced on-site at a 1:1 ratio using preferred species trees or in-lieu fees shall be paid at 1:1 ratio in the amount identified on the City's adopted Fee Schedule at the time of building permit issuance.

150. Prior to issuing a permit for grubbing, demolition, tree removal, grading, or construction, the following must occur:

Pruning:
Any pre-project pruning of trees on or adjacent to the subject property shall be performed only by or under direct site supervision of an ISA Certified Arborist and shall conform to the most recent edition of ANSI A300 Part I: Tree, Shrub, and Other Woody Plant Maintenance, Standard Practices, Pruning. Tree Care Companies performing work on the subject property shall contact the City Arborist (CCA) prior to commencement of any work. The CCA will request a receipt for all tree care related work to verify compliance with this pruning recommendation.

Tree Protection Zone (TPZ):
The applicant shall install tree protection measures for the project as recommended by a certified arborist. The arborist shall inspect and verify, in writing, that appropriate measures have been installed prior to beginning construction. The protective measures must not be temporarily moved during construction. No materials, tools, excavated soil, liquids, substances, etc. are to be placed or dumped, even temporarily, inside the TPZ.

151. Prior to issuance of a building permit, the project plans must be reviewed and approved by the Mid-Peninsula Water District (MPWD). Contact the Water Administrative Specialist at (650) 591-8941 or dbost@midpeninsulawater.org for more information. Please be advised that any alterations to the landscaping after MPWD approval may require subsequent review by MPWD.

152. After the City permits are approved, but before beginning construction, the property owner/applicant shall hold a preconstruction conference with Community Development Department and Public Works Department staff, among other interested parties. The developer shall arrange for the attendance of the construction manager, contractor, and all subcontractors who are responsible for grading and erosion and sedimentation protection controls.

153. Prior to issuance of a building permit, the Geotechnical Engineer of Record ("GEOR") shall review the geotechnical aspects of the completed project civil and architectural drawings and provide a professional certification letter to the City. In addition, the GEOR shall be consulted by the project structural engineer ("SE") during the design process, provide assistance as needed in determination of design pier lengths, and review the completed structural plans and calculations for conformance to the GEOR's geotechnical recommendations. The GEOR shall also provide supplemental recommendations as necessary and provide a professional certification letter to the City

to that effect. The aforementioned letters may be required to be peer-reviewed by the City's geotechnical consultant prior to issuance of a building permit.

154. The GEOR shall be retained to observe the geotechnical and foundation aspects of the construction. The GEOR shall observe pier foundation excavations and based upon their observations, confirm that adequate embedment has been achieved in supporting materials judged to be competent supporting material. The GEOR should provide written documentation in a final construction report to the City for the following activities:

a. Earthwork operations, including subgrade preparation, earthwork construction, and site drainage installations as applicable.
b. Recording of test locations and results of field and laboratory compaction tests where testing is determined to be appropriate by the project geotechnical engineer.
c. Building foundations, including observation of foundation supporting materials and confirmation of individual foundation embedment and/or supporting materials with respect to the project geotechnical engineer's recommendations.
d. Site drainage, including finish grading around the residence and discharge of collected surface and subsurface water to appropriate discharge facilities.

The aforementioned final construction report may be required to be peer-reviewed by the City's geotechnical consultant prior to issuance of a Planning final.

Prior to Certificate of Occupancy

155. Demolition waste shall either be used on-site or separated and trucked to certified recyclers in conformance with CalGreen standards. All solid waste generated on-site shall be disposed of in accordance with all applicable federal and State regulations related to solid waste.

Phase 2 Athletics Building Community Access

156. In the six months prior to Charles Armstrong School occupying the Athletics Building (Phase 2), the City and Charles Armstrong School will conduct a meeting to review Armstrong's expected Athletics Building use and the availability for some City/Community rental of the gym outside of the hours Armstrong requires. The discussion will also facilitate the process for potential required amendments of the Detailed Development Plan associated with Phase 2 to address said joint use. Subsequent Annual Reviews regarding school use and Phase 2 Athletics Building Belmont rental will also occur annually in June, once the Athletics Building is completed.

III. COMPLY WITH THE FOLLOWING CONDITIONS OF THE BUILDING DEPARTMENT:

Building Permit Submittal

157. The building permit submittal shall be in conformance with the approved project plans (PA2024-0050).

158. The applicant shall obtain all required permits.

159. The Project shall comply with the buildings standards in the California Building Standards Code, as adopted and amended by the City of Belmont.

160. A minimum of 65% of the construction waste generated by this project shall be recycled or salvaged for use. Documentation shall be provided before the final inspection. Sample forms found in A Guide to the California Green Building Standards Code (Residential) located at www.hcd.ca.gov/CALGreen.html may be used to assist in documenting compliance, CALGreen Section 4.408.

161. Provide on the plans the existing and proposed locations of the electric and gas meters, subpanels, water heater and furnace.

162. A soils and engineering geology report for all new or substantially altered foundations is required per BCC Section 7-12 and 2013 CBC Section 1803. Provide such a report and a letter from the geotechnical engineer confirming that the foundation plan has been reviewed and that it has been determined that the recommendations in the soils report are properly incorporated into the plans.

163. Provide a record of survey.

164. Amend the plans to show the location of all transformers, fire standpipes, and back flow preventers. Provide on the plans the existing and proposed location of the main electrical service, all subpanels, gas meter, furnace and water heater.

165. After the City permits are approved but before beginning construction, the owner/applicant shall hold a preconstruction conference with Building and Public Works Department staff and other interested parties. The developer shall arrange for the attendance of the construction manager, contractor, and all subcontractors who are responsible for grading and erosion and sedimentation protection controls.

During Construction

166. All construction and related activities which require a City permit shall be allowed only during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m., Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and the following holidays: New Year's Day,

President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day. All gasoline powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.

167. Post hours of operation and phone numbers for noise complaints.

168. Investigate opportunities for salvaging material for reuse.

169. Every building, or structure, shall be provided with an address. Numerals shall be located where clearly visible from the street or roadway upon which it fronts. Residential Structures shall have numerals a minimum of 4 inches in height and of stroke. Commercial Structures shall have numerals a minimum of 6 inches in height and inch stroke. Numerals shall be of contrasting color to their background and illuminated at night. Numerals shall be white in color where located upon glazing.

IV. COMPLY WITH THE FOLLOWING CONDITIONS OF THE BELMONT FIRE DEPARTMENT:

170. A separate application and permit are required for the installation or alteration of any Automatic Fire Extinguishing System. The application shall be made by either a Registered Engineer or by the Licensed Fire Sprinkler Contractor who will be performing the work. This application shall include any Fixed Fire Protection System. A valid Permit and Approved Plans shall be at the jobsite at all times.

171. A separate application and permit are required for the installation of any underground fire service lines. Application shall be made by a Registered Engineer or by either a General Engineering Contractor or a Licensed Fire Sprinkler Contractor, who will be performing the work.

172. Building plans shall include general notes provided on the Cover Sheet as follows:

A separate application and permit are required for the installation or alteration of any Automatic Fire Extinguishing System. The application shall be made by either a Registered Engineer or by the Licensed Fire Sprinkler Contractor who will be performing the work. This shall include any Fixed Fire Protection System. A valid Permit and Approved Plans shall be at the jobsite at all times.

173. Prior to application for a Fire Sprinkler Permit, the applicant shall submit plans to Mid-Peninsula Water District for their review and approval. Contact MPWD at 650-591-8941.

174. A separate application and permit are required for the installation or alteration of any Fire Alarm, or Water-flow Monitoring System. This shall include the interconnection of any Fixed Fire Protection System to an Alarm System where provided. A valid Permit and Approved Plans shall be at the jobsite at all times.

175. A separate application and permit are required for the installation of any underground fire service lines. Application shall be made by a Registered Engineer or by either a General Engineering Contractor or a Licensed Fire Sprinkler Contractor, who will be performing the work.

176. Every building, or structure, shall be provided with an address. Numerals shall be located where clearly visible from the street or roadway upon which it fronts. Residential Structures shall have numerals a minimum of 4 inches in height and of ½ stroke. Commercial Structures shall have numerals a minimum of 6 inches in height and ¾ inch stroke. Numerals shall be of contrasting color to their background and illuminated at night. Numerals shall be white in color where located upon glazing.

177. A Knox Key-Lock Box is required to be installed as shown on plans. Contact Fire Prevention at 650-637-2939 to obtain an application.

178. All Fire Inspections are performed on Wednesdays between 9:00a.m.-2:00p.m., unless special arrangements are made with the Fire Inspector. Call 650-637-2939 to schedule an inspection. A minimum of 48 hours advance notice is required. In accordance with the Municipal/Regional Stormwater Permit no fire sprinkler system drain shall discharge into any Storm Drain System. The system shall discharge to either a landscape area large enough to contain the outflow, or to the Sanitary Sewer by means of an indirect connection. The location of the Fire Sprinkler System drain shall be shown on plans submitted for a building permit.

V. COMPLY WITH THE FOLLOWING CONDITIONS OF THE BELMONT PARKS AND RECREATION DEPARTMENT:

179. The Project landscape plan shall include both fire resistive planting including slope stabilizers that are native and fire resistive along the urban/wildland interface. Non-natives shall be a sterile variety and as such not invasive and not planted along the wildland/urban interface.

VI. COMPLY WITH THE FOLLOWING CONDITIONS OF THE PUBLIC WORKS DEPARTMENT:

Prior to Building Permit Issuance

180. The plans shall show the installation of a trash full capture system(s) from a list of certified trash full capture systems by the State Water Resources Control Board. The list of certified trash full capture systems can be viewed from the Water Board's webpage at: https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/trash_implementation/2025/full-cptre-for-public.pdf.

181. In conjunction with the Building Permit plan submittal, the Applicant shall provide an updated title report dated within the previous six (6) months, including functional hyperlinks to each listed exception. The permit plan submittal shall include a separate

plan sheet identifying the location and description of all title exceptions affecting the project site. The Applicant is advised that, because a current title report was not provided during entitlement processing, existing title exceptions may be identified that could require modifications to the approved site layout.

182. The project is subject to the review and approval a drainage capacity analysis which, at a minimum, must address the following:

i. Supports the sizing of the on-site storm drain system and connections to the public storm system.
ii. Impacts to capacity of the existing storm drain main and if any hydromodification is needed on-site to mimic pre-existing site peak flow.
iii. Addresses impacts of the proposed "Re-route of Public Storm Water" around the new school facilities. Applicant is advised that the City Engineer, at their sole discretion, may require modifications to the approved storm drain re-route configuration.

The Applicant is advised that if any deficiencies in the existing City storm drain system are identified that would be affected by increased runoff from the project site, the Applicant shall be required to either improve the affected downstream facilities at their sole expense or contribute a proportionate share of the cost of such improvements, as determined by the Public Works Director.

183. The project is subject to the review and approval a Stormwater Management Plan that illustrates compliance with the Municipal Regional Stormwater NPDES Permit Provision C.3 Order No. R2-2022-0018 (MRP 3.0) and San Mateo Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Stormwater Technical Guidance.

The Stormwater Management Plan shall include, at a minimum:

i. C.3 and C.6 Development Review Checklist.
ii. Exhibit(s) showing drainage areas and locations of Low Impact Development (LID) treatment measures.
iii. Project watershed.
iv. Total project site area and total area of land disturbed.
v. Total new and/or replaced impervious area.
vi. Treatment measures and hydraulic sizing calculations. Applicant shall note that all stormwater treatment measures shown on the improvement plans shall provide sufficient elevation and dimensional information to be field verified during construction by the City Inspector.
vii. A listing of source control and site design measures to be implemented at the site. All site design and source control measures checked "yes" in the C.3 Regulated Project Checklist's Sections II.B and II.C shall be strictly adhered to. Source control measures shall be clearly labeled on the improvement plans.
viii. Projects shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3 (MRP 3.0) and San Mateo

Countywide Water Pollution Prevention Program's (SMCWPPP) C.3 Stormwater Technical Guidance to the satisfaction of the City Engineer.

ix. The Project is subject to an existing Maintenance Agreement for Stormwater Treatment Measures and Hydromodification Management Controls, dated February 25, 2015 (San Mateo County Record Document #2015-027138) for six existing stormwater biotreatment planters. The Stormwater Management Plan shall show the existing six (6) stormwater biotreatment control measures, the associated pipe conveyance system for the treatment control measures, and the proposed revisions to the existing stormwater biotreatment control measures. The following information shall also be shown:

1. The pre-development/existing stormwater biotreatment control measures, conveyance piping, and the drainage management areas.
2. Identification of the project's intent and proposed modifications to the existing stormwater biotreatment control measures, conveyance piping, and the drainage management areas (e.g. remain in place, relocate, modify, etc.).
3. Provide calculations for the modified existing stormwater biotreatment measures to confirm that the existing DMAs comply with Provision C.3 sizing requirements.
4. Provide a revised C.3/C.6 checklist to account for the modifications to the existing biotreatment control measures.

The Applicant shall be fully responsible for complying with all applicable MRP 3.0 requirements and is advised that modifications to the approved site layout may be required to achieve compliance.

184. The project is subject to the review and approval an existing sewer system capacity analysis to determine whether adequate capacity exists in the City's sewer main to accommodate the increased flows generated by the project. The analysis shall be accompanied by existing CCTV footage of the sewer main from the project's point of connection to the sewer main in Chula Vista Drive. If deficiencies in the existing City sewer system are identified through the capacity analysis or CCTV condition assessment, the Applicant shall be required to design and construct improvements to the affected downstream facilities at the Applicant's sole expense.

185. The Applicant shall obtain final approval from San Mateo Consolidated for the locations of all fire hydrants, fire department connections (FDCs), and the underground fire service lines. The Applicant is advised that, to ensure compliance with City Building and Fire Code requirements, modifications to the approved site layout may be required.

186. The Applicant shall provide approval from the project geotechnical engineer for the overall improvement plans. This approval shall specifically address the placement of

stormwater structures and storm drain mains adjacent to, or in some cases directly against, building structures and foundations.

187. The Applicant shall clarify the disposition of the nature trail improvements that are shown on the Landscaping Plans and located southeast of the proposed plaza area. If the Applicant is proposing the nature trail, the Applicant plans shall provide updated grading, drainage, and stormwater control plans for the nature trail improvements.

188. The project is required to submit irrigation system layout plans to support the planting within the stormwater biotreatment planters for City review and approval.

189. The project shall update the Stormwater Control Plan to incorporate the building and site improvements that are between the eastern side of the proposed academic buildings and the proposed easterly perimeter concrete v-ditches.

190. The project shall provide detailed roofing plans for the City's review and approval. The roofing plans shall provide sufficient details to confirm the project's proposed DMA delineation on the stormwater control plan.

191. The Applicant shall provide plan provisions/notes for the proposed reuse of the existing 24" City storm drain pipe located between the northeast corner of the new gymnasium and the southwest corner of the existing lower classroom building. The reuse of the existing 22" storm drain is subject to City review of the pipe's CCTV inspection to confirm the condition and pipe meet current City Standards. If the storm drain pipe reuse is not approved by the City, the segment shall be replaced in accordance with City Standards.

192. The project shall provide system details of the proposed on-site sanitary sewer pump station for City review and approval. The on-site sewer pump station plans shall provide sufficient details to demonstrate that the pump station has adequate overflow gravity facilities, backup power, and other improvements to mitigate sewer overflows from the site. The sewer pump station shall be subject to Public Works and Building review and approval.

193. If applicable, the project shall provide the location(s) of the buildings' electric transformers.

194. The following Public Works' comments shall be resolved by the project prior to Building Permit issuance:
    a. The plans shall be updated to label the public and private wet utility systems.
    b. The project shall provide additional topographic survey finished grade elevation information for the existing northern parking lot that is proposed for DMA #4; the elevation information shall be reviewed by the City to confirm that the proposed area will drain to the proposed IMP #4 biotreatment area.
    c. Assess the potential capacity impacts in the drainage report for the proposed rerouted storm drain main. Note that adding multiple 90-degree bends and

longer/flatter pipe segments can reduce capacity. Perform a capacity study to confirm adequacy.

d. Indicate whether the City's public storm drain main is located within a dedicated easement. If so, and if the City approves the re-routing, the existing easement would need to be vacated and a new easement recorded. Applicant shall work with City staff to determine the allowable easement width.
e. If the proposed public storm drain pipe alignment is allowed within the hillside area, the project may be required to provide additional grading and surface improvements to ensure the City can access and maintain the public storm drain pipe.
f. The Applicant shall provide an updated sewer capacity analysis with the modeling application result data and narrative on the existing capacity of the downstream City sewer main that the project will connect to.
g. Provide CCTV footage of the existing sanitary sewer main proposed for reuse to verify its condition. Additionally, clarify the location where the existing sanitary sewer lateral ultimately connects to the main line.
h. Revise the plans to show the extents and connection points to the existing service lateral(s) of the existing sewer piping for the existing Upper and Middle Classroom buildings.
i. Provide a project stormwater management report outlining the overall treatment strategy for the project site and explaining how the project will comply with NPDES Municipal Regional Permit requirements. The report shall also include discussions on the modifications to the existing stormwater treatment measures and the proposed in-lieu treatment of DMA #4 for DMA #3.
j. The plans show two existing 12" storm drain pipes between the existing classroom buildings. Revise the plans to identify the existing storm drain piping' extents, the disposition of the existing piping (e.g. will the piping remain or be relocated out of the proposed building footprints), and the system invert elevation information.

Prior to Building Permit Final

195. The Project is subject to an existing Maintenance Agreement for Stormwater Treatment Measures and Hydromodification Management Controls, dated February 25, 2015 (San Mateo County Record Document #2015-027138) for six existing stormwater biotreatment planters. An update or supplemental Operations and Maintenance (O&M) Plan for new treatment measures shall be recorded prior to Building Permit issuance. The appropriate form of recordation shall be determined by the City Engineer.

196. The Applicant shall dedicate a Storm Drain Easement over all City-owned storm drain facilities located within the project site. The final alignment and width of the easement shall be determined by the City Engineer.

197. The Applicant shall quitclaim any existing easements which are necessary to be removed to support the Project.

198. The Applicant shall dedicate Emergency Vehicle Access Easement(s) (EVAE) over the parking lot and rear courtyard areas for fire vehicles/equipment and in accordance with San Mateo Consolidated approval of the project's Fire Access Plan. The EVAE dedication instrument shall be submitted to City for review and approval.

199. The Applicant shall submit a letter from Mid-Peninsula Water District (MPWD), confirming MPWD review and approval of the project's on-site domestic water system and its configuration.

200. As part of the Construction Management Plan, the Applicant shall include the phasing intent for the construction of the proposed stormwater treatment control measures and storm drain system conveyance improvements, in conjunction with the project's buildings and site improvement scheduling. The phasing shall include any modifications to the existing stormwater treatment control measures. If the project intends to be phased for future construction of the stormwater treatment control measures, each phase of the development shall be compliant with Provision C.3 of the MRP.

VII. COMPLY WITH THE FOLLOWING CONDITIONS OF THE BELMONT POLICE DEPARTMENT:

201. All activities shall be subject to the requirements of the Belmont Noise Ordinance.

202. No debris boxes or building materials shall be stored on the street unless permitted.

203. Any burglar alarm shall be registered with the PD per BCC 18-50 et. seq.

204. The applicant shall provide a security plan to the Police Department plan for the construction period, prior to issuance of a building permit. Said plan shall, at minimum, include: lighting, surveillance, physical security of property, and securing of any tools, equipment and/or materials left on site. The Police Department shall also be provided 24-hour emergency contact information for the contractor and owner. Route emergency contact information to PD Attn: Sgt. Thompson or email to mthompson@belmont.gov.

205. No Trespassing signs, per 602 PC, required to be posted around property to discourage unauthorized entry and aid in criminal prosecutions for trespassing/theft.

206. Ensure PD has access to any secured emergency access easements/gates/pathways.

Certification of Approved Final Conditions:

_____ _____

Carlos de Melo, Community Development Director Date

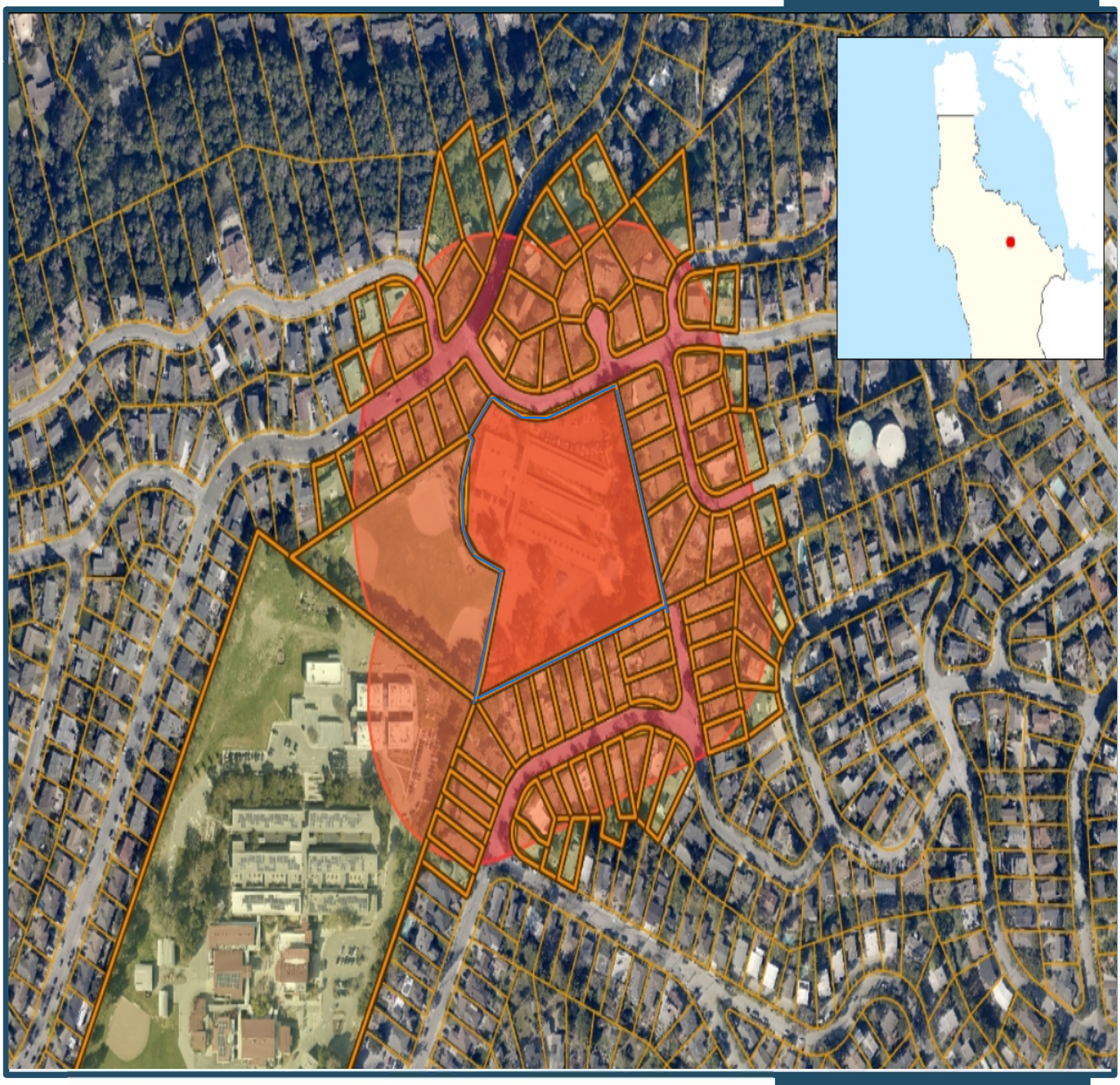
300 FOOT RADIUS MAP

1405 SOLANA DRIVE, BELMONT

0 80 160 240 320 400 480 US Feet

Legend

- Street Surfaces
- Parcels
- Focus Property
- Parcels within 300 feet
- Parcels within 500 feet



NOTE: This is neither a plat nor a survey. It is furnished merely as a convenience to aid in locating the land indicated hereon with reference to streets and other land. No liability is assumed by reason of any reliance hereon.

CITY OF BELMONT CALIFORNIA

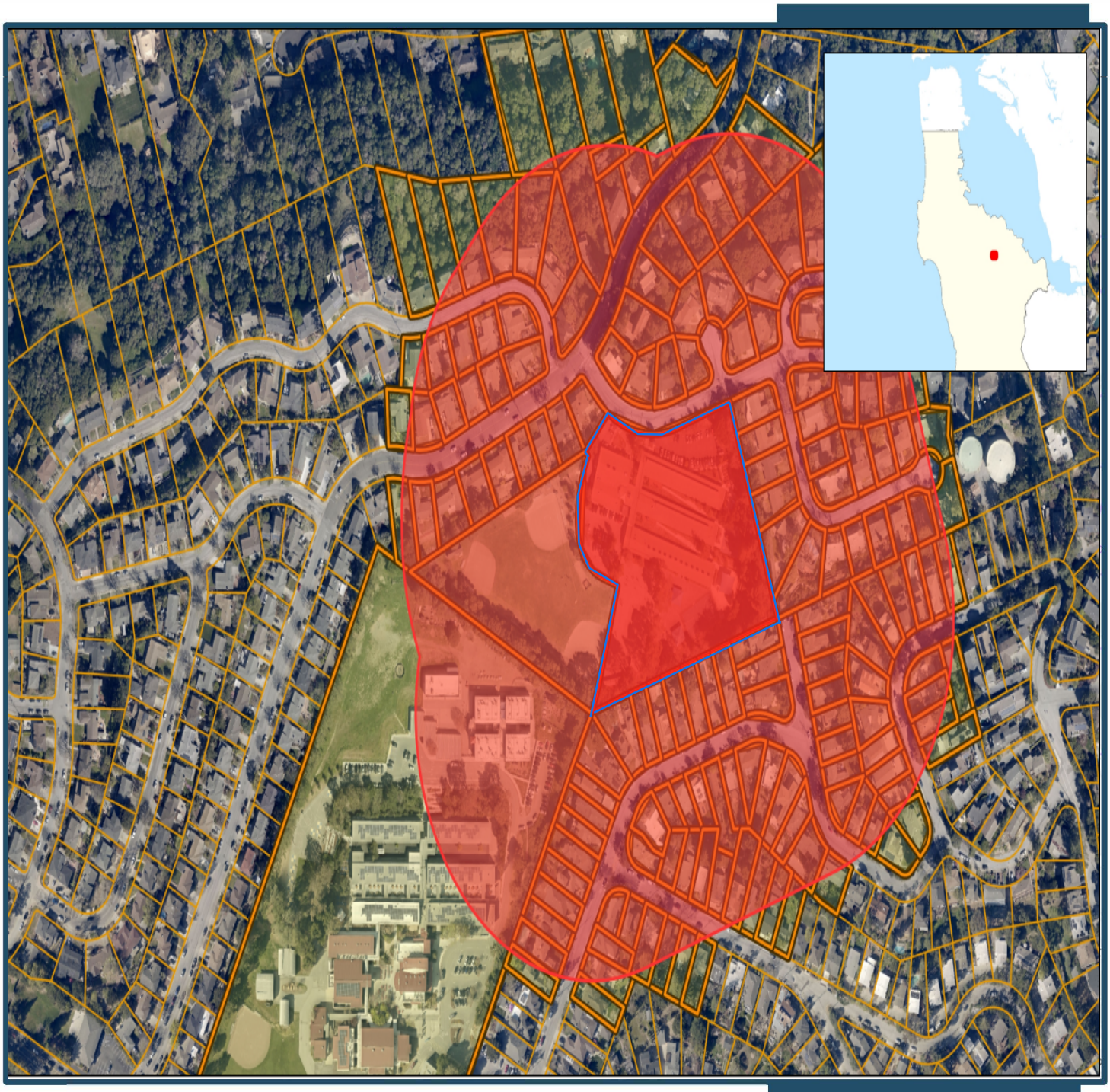
500 FOOT RADIUS MAP

1405 SOLANA DRIVE, BELMONT

0 80 160 240 320 400 480 US Feet

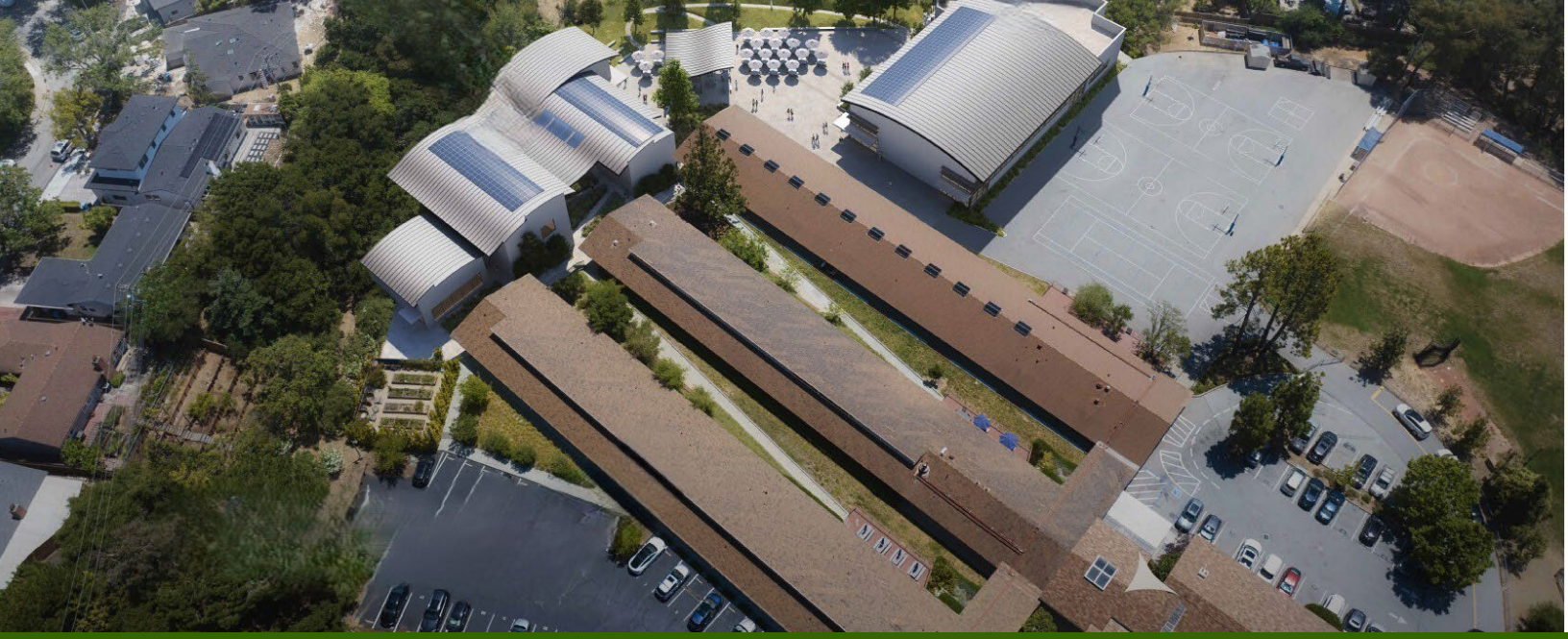
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CITY OF BELMONT CALIFORNIA



City of Belmont

Charles Armstrong School Expansion Project

Categorical Exemption Evaluation

City of Belmont Community Development Department
1 Twin Pines Lane
Belmont, CA 94002

December 19, 2025

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San Francisco, CA 94103
650-373-1200
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PANORAMA ENVIRONMENTAL, INC.

City of Belmont
Community Development Department

Charles Armstrong School Expansion Project

Evaluation for Applicability of a Categorical Exemption under California Environmental Quality Act (CEQA) Guidelines Section 15314, Minor Additions to Schools

December 19, 2025

Prepared for:
City of Belmont Community Development Department
Carlos De Melo, Director

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1 Evaluation for Applicability of Categorical Exemption Under CEQA Guidelines Section 15314, Minor Additions to Schools

Project: Charles Armstrong School Expansion Project

Project Proponent/Property Owner: Charles Armstong School

Lead Agency: City of Belmont Community Development Department

Findings for a CEQA Exemption Under Section 15314

Per Section 21084 of the Public Resources Code, the California Environmental Quality Act (CEQA) Guidelines includes a list of classes of projects which have been determined not to have a significant effect on the environment and are exempt from the provisions of CEQA. CEQA Guidelines Section 15314, Minor Additions to Schools, or Class 14, consists of projects characterized as minor additions to existing schools within existing school grounds meeting the conditions described below:

> *"the addition does not increase original student capacity by more than twenty-five (25) percent or ten (10) classrooms, whichever is less."*

Exceptions to Categorical Exemptions

Section 15300.2 Exceptions of the CEQA Guidelines states a project is not eligible for a Categorical Exemption under CEQA if the project meets the definition of any of the following exceptions. As discussed below and in the supporting documentation there is no substantial evidence that any exceptions apply, pursuant to Section 15300.02 of the CEQA Guidelines.

a. **Location**. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
   - The project is a Class 14 project and is therefore not subject to this location exception.

b. **Cumulative Impact**. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

- The proposed expansion would be constructed entirely within the existing Charles Armstrong School campus, redeveloping portions of existing hardscape and landscaped areas. The project would require a new Conceptual Development Plan (CDP), new Detailed Development Plan (DDP), and new Conditional Use Permit for the parcel, which is zoned Planned Development (PD). Although additional infill development may occur in the surrounding area, the amount of remaining undeveloped land within this portion of Belmont and the adjacent City of San Carlos is limited. Future development would be constrained by existing zoning, General Plan land use designations, and site-specific limitations. Any similar projects that may be proposed in the future would be subject to the City's standard conditions of approval and, where necessary, project-level mitigation measures to ensure that cumulative environmental impacts remain less than significant.
- Table 2-4 in the attached Project Description summarizes findings from the project's technical analyses, including the Air Quality Health Risk Assessment, Arborist Report, California Natural Diversity Database (CNDDB) Search, Archaeological Resources Assessment Report, Geotechnical Investigation, and Noise and Vibration Study. These studies collectively demonstrate that the proposed school expansion would not contribute to a cumulatively considerable impact in any environmental resource area. The analyses confirm that implementation of the City's standard conditions of approval would avoid or minimize potential effects such that cumulative impacts would remain less than significant.
- Although the project site contains vegetation capable of supporting certain common and special-status wildlife species (such as the pallid bat, Alameda song sparrow, and San Francisco dusky-footed woodrat), the project would not result in substantial cumulative effects on biological resources. Implementation of the City's standard biological resources conditions of approval, together with the tree-protection and oak-replacement measures identified in the project Arborist Report and pre-construction biological surveys for nesting birds, bats, and woodrats, would ensure that sensitive species are avoided or protected during construction.
- The Air Quality Health Risk Assessment determined that both construction- and operation-related emissions would be below the Bay Area Air District's (BAAD's) significance thresholds for criteria air pollutants and cumulative health risks. Accordingly, the project's contribution to cumulative air-quality impacts would not be cumulatively considerable, and cumulative air-quality effects would be less than significant.
- The Noise and Vibration Study determined that construction activities would temporarily increase ambient noise levels at nearby residential

properties; however, all work would occur during the City's allowable construction hours. With implementation of the City's standard conditions of approval, which limit construction hours, require use of properly muffled equipment, restrict unnecessary idling, employ "quiet" stationary equipment, and provide for a construction noise coordinator, construction-related noise and vibration would not result in a substantial temporary or permanent increase in ambient noise levels and would remain less than significant.

- The study further found that operational noise associated with the project, including the minor increase in traffic and pick-up/drop-off activity from the approximately 10 percent enrollment increase, general outdoor school activity, and new stationary noise sources such as heating, ventilation, and air-conditioning (HVAC) systems, would not substantially increase existing ambient noise levels and would comply with the applicable standards of the Cities of Belmont and San Carlos. Modeled noise levels for HVAC equipment would be below daytime and nighttime noise limits with the exception of a minor exceedance which would be avoided through limiting nighttime operation of multiple units and use of sound-absorptive materials or rated sound enclosures. With adherence to the City's standard conditions of approval, the project would not expose nearby receptors to noise in excess of applicable standards, and noise impacts would be less than significant.
- The approximate 10 percent increase in student enrollment and associated Armstrong School staff expansion would generate a minor increase in daily and peak-hour vehicle trips on Solana Drive and adjacent local streets. The transportation analysis concluded that this incremental increase would not substantially affect intersection operations, roadway capacity, or pedestrian and bicycle circulation in the project area. Ongoing implementation of the school's Transportation Demand Management program, including staggered pick-up and drop-off times, carpool coordination, and on-campus staff parking requirements, would further minimize traffic during peak periods. As a result, the project would not contribute to cumulatively considerable transportation impacts, and cumulative transportation effects would be less than significant.

c. **Significant Effect**. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

- The technical analyses prepared for the project evaluated potential environmental effects associated with construction and operation of the proposed expansion. No significant impacts were identified. Where applicable, the project incorporates the City's standard conditions of approval to further minimize potential effects. These include

requirements for use of Tier 4-rated construction equipment, implementation of dust-control measures, and use of acoustically rated enclosures or sound barriers for mechanical equipment. All recommended practices identified in the project's technical studies are consistent with existing City requirements for air quality, noise, and other environmental resource areas. No additional measures beyond these standard conditions would be required, and there is no evidence that the project would result in a significant effect due to unusual circumstances.

- Furthermore, the project does not differ from the general circumstances of projects typically covered by the Class 14 categorical exemption. Minor school expansions are common within established urban settings and are generally located on existing school campuses surrounded by residential development and served by existing infrastructure. The Charles Armstrong School campus is situated in a developed neighborhood with residential uses on all sides and direct access to public utilities and roadways. Portions of the campus are currently used for outdoor learning and recreation. Overflow parking would accommodate the proposed buildings without extending development beyond the existing campus boundary. Trees proposed for removal would be replaced in accordance with the City's Tree Ordinance and the recommendations of the Arborist Report, and all retained trees would be protected during construction. Given these factors, there is no reasonable possibility that the project would result in a significant effect on the environment due to unusual circumstances.

d. **Scenic Highways**. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

    - The project site is not located on or near a State-designated scenic highway. The proposed expansion would occur entirely within the existing campus and would not remove or alter any historic buildings or other scenic resources. All construction activities would occur within the campus boundary or along immediately adjacent local roadways. Although oak trees would be removed, these trees would be replaced in accordance with the City's Tree Ordinance and the recommendations of the Arborist Report. Trees to be retained would be protected in place throughout construction in compliance with measures identified in the Arborist Report and the City's standard conditions of approval. Therefore, the project would not result in damage to scenic resources within a State scenic highway corridor.

e. **Hazardous Waste Sites**. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
   - Government Code Section 65962.5, commonly referred to as the "Cortese List," identifies properties that are known or suspected to contain hazardous materials releases. The list is maintained by the California Environmental Protection Agency and compiled from data provided by the Department of Toxic Substances Control (DTSC), the State Water Resources Control Board, and local agencies to support CEQA compliance regarding hazardous materials sites.
   - The Charles Armstrong School campus is not included on any list compiled pursuant to Section 65962.5. Although several hazardous materials sites are identified within approximately 1,000 feet of the project area, none are located on or directly adjacent to the campus. The project would not disturb any known contaminated soils or groundwater and would not be adversely affected by nearby listed sites. Therefore, the project would not result in a significant environmental impact related to hazardous materials.

f. **Historical Resources**. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. A historical resource encompasses historic architecture, archaeological resources, and tribal cultural resources.
   - The proposed expansion would not require demolition or alteration of any existing buildings on the Charles Armstrong School campus. An Archaeological Resources Assessment Report was completed to evaluate potential impacts associated with proposed excavation and ground disturbance. The investigation determined that no historical, archaeological, or tribal cultural resources are present within the project site. As a precaution, archaeological monitoring will be conducted during ground-disturbing activities in accordance with project-specific conditions of approval to ensure that any unanticipated discoveries are appropriately managed. With these measures in place, the project would not cause a substantial adverse change in the significance of a historical, archaeological, or tribal cultural resource.

Findings

Based on the site plans, project description, and technical documentation submitted by the applicant, the City of Belmont has determined that the Charles Armstrong School Expansion Project qualifies for a categorical exemption under CEQA Guidelines Section 15314, Minor Additions to Schools (Class 14).

The proposed school expansion meets the criteria for a Class 14 project because it would increase student enrollment by approximately 10 percent, below the 25 percent threshold, and would add no more than ten classrooms. The project would occur entirely within the existing developed school campus and would not extend development onto new or previously undeveloped lands.

As demonstrated in the accompanying evaluation and supporting technical reports, the project would not result in significant environmental effects, and none of the exceptions to categorical exemptions identified in CEQA Guidelines Section 15300.2 apply. With implementation of the City's standard conditions of approval, including measures related to air quality, biological resources, noise, and cultural resources, all potential impacts would remain less than significant.

The City has reviewed this categorical exemption evaluation, the attached Project Description, and the supporting technical studies, and finds that the project qualifies for exemption from further environmental review pursuant to CEQA Guidelines Section 15314. No exceptions to the use of a Class 14 categorical exemption have been identified.

A Notice of Exemption will be filed with the San Mateo County Clerk's Office in accordance with CEQA Guidelines Section 15062.

2 Project Description for Categorical Exemption Evaluation CEQA Guidelines Section 15314 (Minor Additions to Schools)

2.1 Introduction

Charles Armstrong School (Armstrong) is a private, independent school in Belmont, California. The school specializes in serving students with dyslexia and related learning differences. Armstrong submitted a Complex Project Application to the City of Belmont (City) Community Development Department on August 8, 2024, to expand and modernize its educational facilities. The Armstrong Expansion Project (project) would involve constructing buildings in two phases: an approximately 11,900-square-foot Academic Wing (two buildings with a connecting roof and a small stand-alone building) and an approximately 11,100-square-foot Athletics Building. The expansion is intended to support the school's educational mission and long-term operational needs by providing modern classroom space, creative learning environments, and improved athletics / multi-purpose facilities. Additional site improvements would include a new landscaped plaza connecting the buildings, stormwater management systems, utility infrastructure, and slope stabilization. The new buildings would be fully electric and powered by an upgraded campus-wide electrical service.

Armstrong has operated at 1405 Solana Drive in Belmont since 1984 and is governed under Planned Development (PD) Zoning, Conceptual & Detailed Development Plans (CDP & DDP), and a Conditional Use Permit (CUP). The CDP, DDP, and CUP govern the school's operational characteristics, including enrollment caps, allowable building square footage, and site use hours. The school has historically operated below its current 260-student CUP limit and has not added any new permanent facilities since the initial entitlements were granted. The current project proposes a new Conceptual Development Plan (CDP) and Detailed Development Plan (DDP) and ancillary entitlements including, but not limited to, a CUP for the associated DDP[1], Design Review, Grading Plan, and Tree Removal Permit. The project is part of the school's 15-year Campus Plan, which would modernize and expand campus infrastructure and address certain operating restrictions.

2.2 Project Location and Site Description

The project site is at 1405 Solana Drive (Assessor's Parcel Number 045-122-190) in Belmont, in San Mateo County, California, as shown on Figure 1 and Figure 2.

The 4.9-acre (213,250 square feet) school campus currently is occupied by three single-story school buildings near the center of the site and an auditorium building (total of 29,700 square feet), surrounded by drive aisles, a parking lot, a basketball court, and outdoor activity areas. The site is bordered by Solana Drive and single-family residences to the north, single-family residences to the east, single-family residences within the jurisdiction of the City of San Carlos

[1] The new CDP-DDP-CUP requires that the existing and proposed use(s) remain in substantial conformance with the adopted General Plan.

to the south, and, to the west, single family residences along Chula Vista Drive, the City of Belmont's McDougal Park, and the San Carlos Charter Learning Center. The site topography slopes downward from the northeast to the southeast, with an elevation difference of approximately 40 feet. The northeast portion of the project site is steeply sloped and densely populated by oaks and other trees.

The nearest cross street is Chula Vista Drive. Two curb cuts along Solana Drive provide access to the school. The westernmost driveway serves the striped visitor parking area and half of the faculty and staff parking, while the easternmost driveway provides access to the remaining faculty and staff parking. San Mateo County Transit Route 60 runs along Chula Vista Drive with bus stops within 0.2 mile of the school at Solana Drive and at Fernwood Way.

2.3 Planned Development Zoning

The project site currently has a zoning designation of Planned Development (PD) and a General Plan land use designation of Institutional. The PD zoning district is intended to accommodate a variety of land uses, through flexible site planning and customized development standards. This designation is appropriate for uses such as private educational institutions that may not align precisely with standard zoning but are consistent with the broader goals and policies of the City's General Plan.

The entitlement process for projects in a PD district is governed by Section 12 of the Belmont Zoning Ordinance. To authorize the proposed Armstrong expansion, amendments to the existing PD entitlements are required. These include establishing a new Conceptual Development Plan (CDP) and a Detailed Development Plan (DDP) for the school, which may be reviewed concurrently by the City's Planning Commission and City Council. Together, the CDP and DDP establish both the broad development framework (land uses, building sizes and locations, circulation, parking, landscaping, and phasing), operational standards for the school (days and hours of allowed use and activity), and the detailed design elements (architecture, elevations, grading, utilities, lighting, and open space).

CDP's require public hearings, a Planning Commission recommendation, and final approval by the City Council. DDPs are normally approved by the Planning Commission but may be elevated for concurrent review by the City Council when combined with CDP review. A principal finding for approval of a CDP is that it is consistent with the objectives of the City's Zoning Plan, any applicable specific plan, and the General Plan.

The proposed project seeks a new CDP and DDP, and if approved, would accommodate the proposed Academic Wing (three buildings in Phase 1 projected for construction in 2026-2027), an Athletics Building in Phase 2 (projected for construction in 2031-2032), and associated plaza and landscaping, slope stabilization, stormwater facilities, and new operational conditions for the school. These concurrent actions and the approved CUP would ensure that the City has comprehensive authority to evaluate the project's conceptual framework, detailed design, and operational standards for the school together.

Figure 1 Project Vicinity

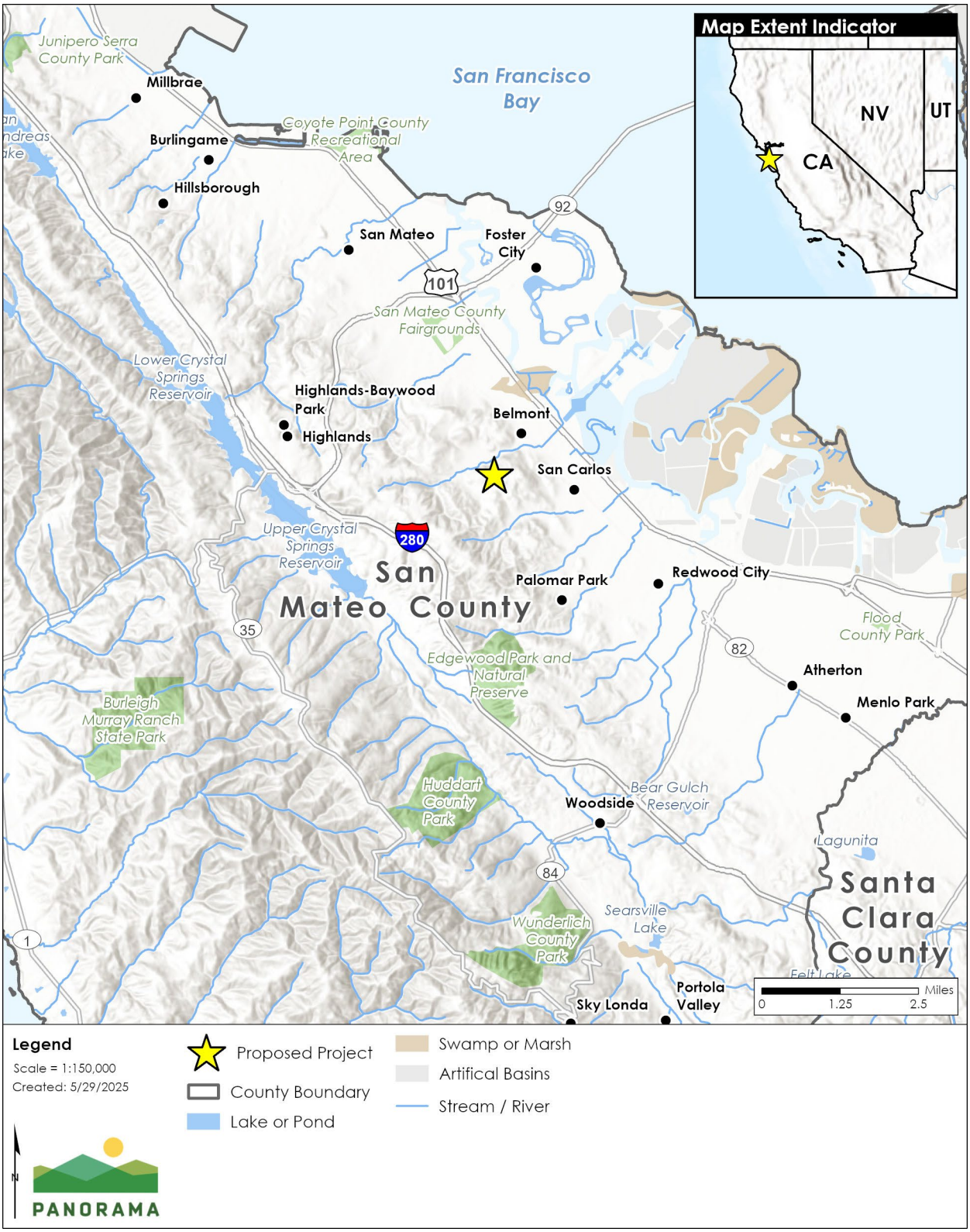


Figure 2 Charles Armstrong School Expansion Project - Site Overview



In addition, the project would also require the following entitlements:

- CUP & DDP to authorize an increase in enrollment (from 260 students to 290 students), extended campus hours, weekend events, and allowances for special dismissals.
- Design Review for new construction and associated site improvements.
- Grading Plan approval for earthwork, drainage, and slope stabilization work.
- Tree Removal Permit for removal of protected trees, consistent with the City's Tree Ordinance and replacement/mitigation standards.

The DDP must provide specific information regarding grading, topography, building placement, site coverage, parking, landscaping, utility infrastructure, and architectural design. The DDP serves as the basis for City review, ensuring that the project meets applicable design and performance standards. Section 12.8 requires that open space and average density be shown on a detailed development plan. Furthermore, Section 12.6 requires establishment of tailored development standards for PD-zoned properties. These standards address the following at minimum:

- Minimum building site
- Minimum lot dimensions
- Maximum building site coverage by buildings and structures
- Minimum yards
- Maximum building or structure heights
- Maximum height of fences and walls
- Signs
- Off-street parking

For the project, the final detailed development plan set as approved by the City would specify the minimum development standards per the requirements of the DDP. Together, these entitlements provide the framework for City review and approval of the project, ensuring consistency with Belmont's Zoning Ordinance, Municipal Code, and General Plan objectives.

2.4 Project Components

2.4.1 Academic Wing

As currently proposed, the Academic Wing would consist of three structures encompassing a total of approximately 11,893 gross square feet (GSF). The Academic Wing's three buildings are shown on Figure 3 as Area A (6,364 GSF), Area B (4,237 GSF), and Area C (1,292 GSF). The buildings would range from 20 to 35 feet in height and would be integrated with the site's sloped topography through multiple finished floor elevations. The Area A and B buildings would be two-story structures, and the Area C Building would be a single-story structure. The Academic Wing buildings would be designed specifically to support students with dyslexia and related learning differences through inclusion of both specialized and general education spaces. As shown, the Academic Wing would include ten classroom spaces: six general education

classrooms, a science lab, a music classroom designed for acoustic isolation, a maker's space, and a dedicated art studio (with an adjacent kiln room). Additional support spaces would include faculty offices, multiple storage rooms, restrooms, a multi-purpose room, and dedicated electrical and information technology (IT) server rooms. A central Learning Court would be covered and would connect the Area A and Area B building spaces to encourage student circulation and interdisciplinary project work.

The mechanical systems for the Academic Wing buildings would be all-electric variable refrigerant flow systems. Outdoor condensing units would be ground-mounted on the east side of the Area A (three units), Area B (three units), and Area C buildings (one unit) and screened from both campus and residential views. These heating, ventilation, and air-conditioning (HVAC) systems would include mechanical ventilation to ensure fresh air circulation under closed-window conditions. No additional enclosures for the condensing units are proposed because of their ground-level location and lack of visibility. No emergency diesel generators are proposed for the Academic Wing. Renderings and cross sections of the new Academic Wing buildings are shown on Figure 4 and Figure 5.

2.4.2 Athletics Building

The Athletics Building would be a one-story, approximately 11,126 GSF structure as shown on Figure 3. The Athletics Building would be approximately 35 feet tall. It would house a 7,973-square foot gymnasium with a regulation-size indoor court for physical education and athletics and bleacher seating for approximately 188 people. his building would contain a 1,400 square-foot commercial kitchen to support daily food service, faculty offices, restrooms, laundry facilities, and dedicated electrical and janitorial closets. The Athletics Building's HVAC system would include rooftop-mounted electric heat pumps and a make-up air unit for the kitchen. The HVAC equipment would be screened from view by a 9-foot-tall parapet wall, shielding views of the equipment from the south. The Athletics Building would also have a mechanical ventilation system to control the indoor air quality. No emergency diesel generators are proposed for this building. Renderings and cross sections of the new Athletics Building are shown on Figure 4 and Figure 5.

Figure 3 Charles Armstrong School Expansion Project - New Academic Wing and Athletics Building Site Plan

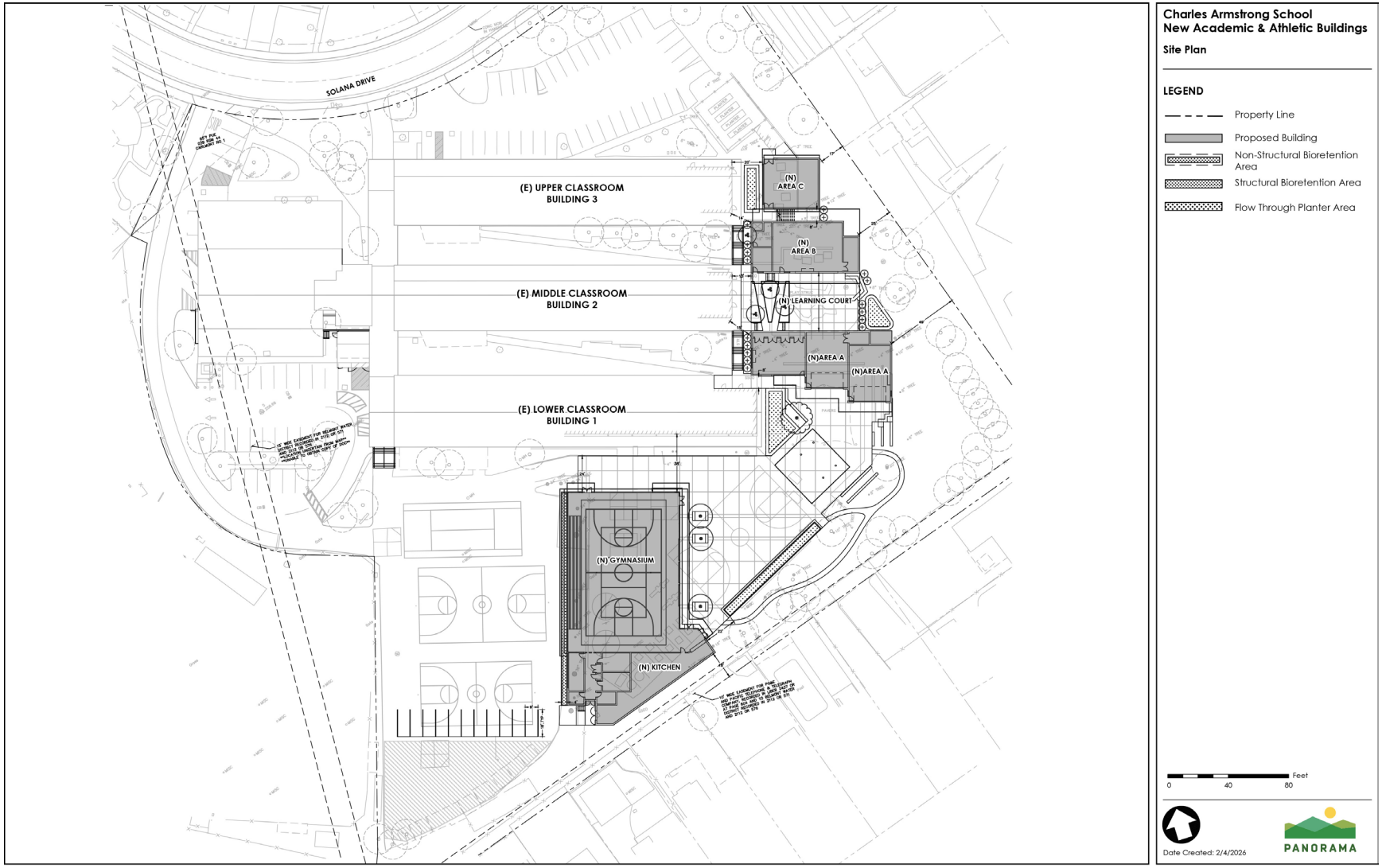


Figure 4 Charles Armstrong School Expansion Project - Renderings of the New Academic Wing and Athletics Building



AERIAL - VIEW FACING SOUTH



NEW ACADEMIC BUILDING - VIEW FROM SOLANA DRIVE



NEW ATHLETICS BUILDING - VIEW FROM INTERNAL CAMPUS



NEW ACADEMIC BUILDING AND SHADE CANOPY
- VIEW FROM INTERNAL CAMPUS

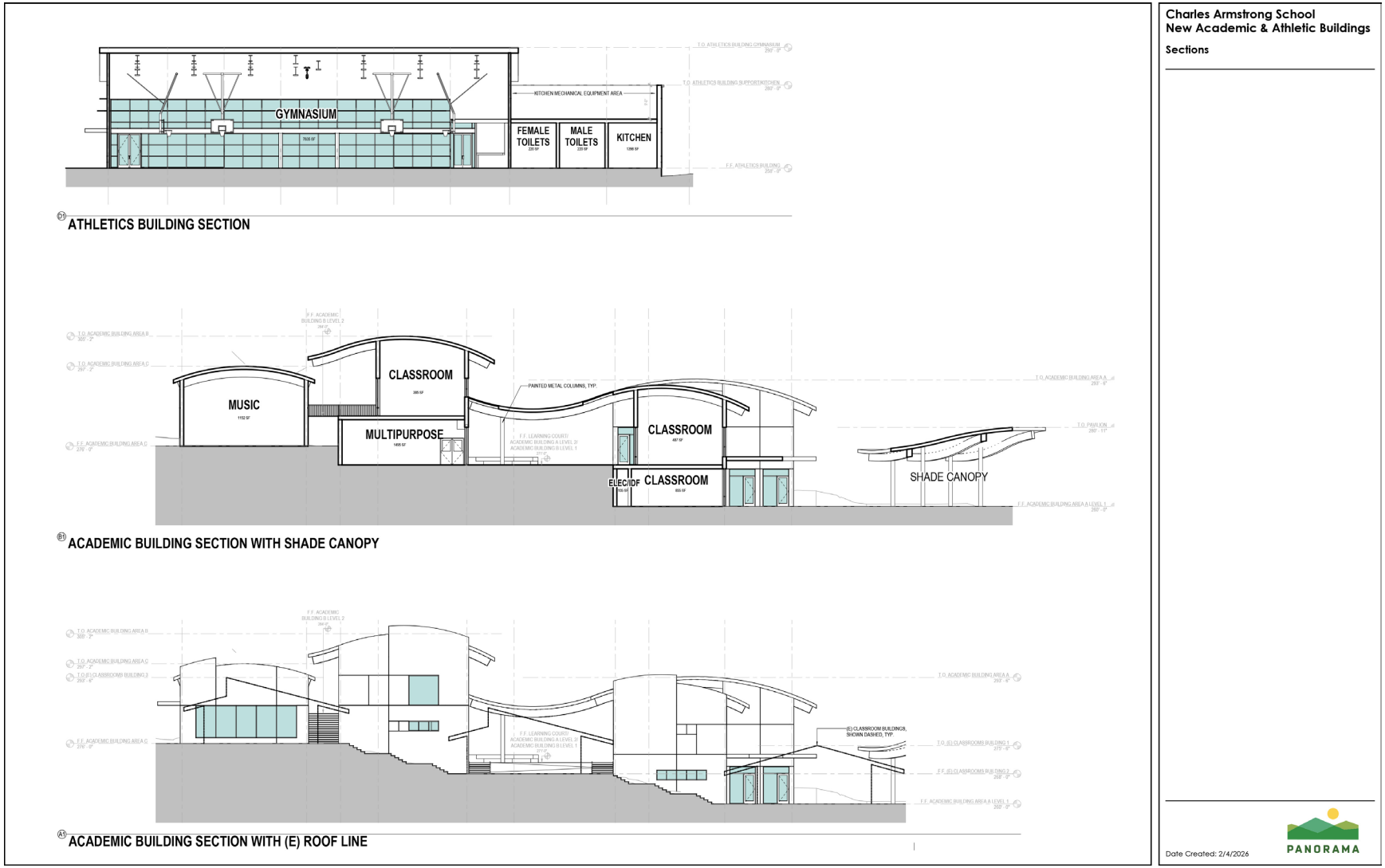
Charles Armstrong School
New Academic & Athletic Buildings

Renderings

Date Created: 6/30/2025

PANORAMA

Figure 5 Charles Armstrong School Expansion Project - Cross Section Views of the New Academic Wing and Athletics Building



2.4.3 Other Site Improvements

Other site improvements would include construction of a new hardscaped plaza with a shade canopy between the Academic Wing's Area A building and the Athletics Building, to serve as a central outdoor gathering and circulation space. Additional project elements would include new landscaping including trees and stormwater treatment features, trenching for new utility connections, and limited slope stabilization along the eastern and southern edges of the project site where new buildings and/or outdoors spaces are proposed. The project would continue to be served by the Mid-Peninsula Water District (MPWD) for domestic and fire water, the City of Belmont and Silicon Valley Clean Water for sanitary sewer and stormwater, AT&T and Comcast for telecommunications, Pacific Gas and Electric Company (PG&E) for electricity, and Recology for solid waste. The project's site grading and drainage plan shown on Figure 6 indicate proposed alignments and locations for utilities and stormwater detention features.

2.4.4 Site Circulation and Parking

The proposed expansion would not alter the school's existing drop-off and pick-up circulation routes, and no changes are proposed to public park access or waste and recycling pickup. The existing parking area would be maintained and expanded slightly to provide 85 total automobile spaces, which would be an increase of two spaces. The parking area would include four Americans with Disabilities Act (ADA) accessible spaces and long-term bicycle parking, consistent with applicable City requirements. No new driveways or curb cuts are proposed. The project's parking plan is shown on Figure 7.

2.4.5 Landscaping and Lighting

Landscaping improvements would include installation of drought-tolerant and native plant species throughout the site, particularly in the new plaza and stormwater treatment areas. Based on the preliminary Arborist Report (see Attachment B), there are 148 trees on the project site including the proposed expansion area of which 88 are protected under Belmont City Code, Chapter 25 (Belmont Tree Ordinance). Tree preservation feasibility was evaluated based on each tree's health, structure, species tolerance to construction impacts, and proximity to proposed improvements. Trees were categorized for preservation suitability as high (35 trees), moderate (70 trees), or low (42 trees). Removal generally is proposed for trees in poor condition, located within or near building footprints, or considered unsafe for retention in active use areas. Based on the current site plan, a total of 87 trees would be preserved, including 49 protected trees, while 61 trees would be removed, 39 of which are protected. Of the protected trees to be removed, 33 are native Coast Live Oak trees. The project would be required to secure a tree removal permit from the City of Belmont for the removal of the 39 protected trees.[2]

[2] City of Belmont, Belmont City Code, Chapter 25, Trees. Available at: https://www.belmont.gov/home/showpublisheddocument/16085/636483430137770000. Accessed September 2025.

Figure 6 Charles Armstrong School Expansion Project - Proposed Grading and Drainage Plan

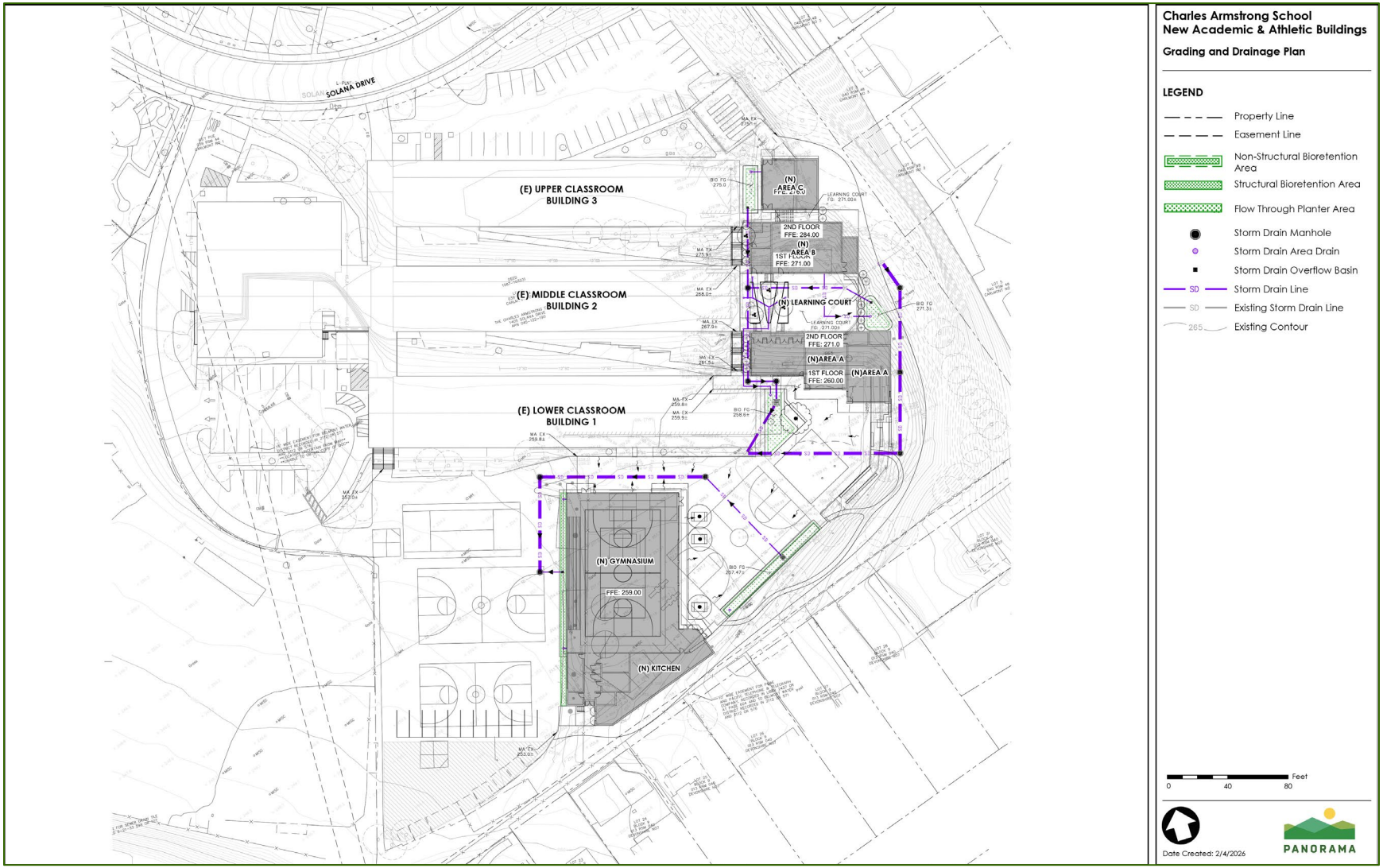
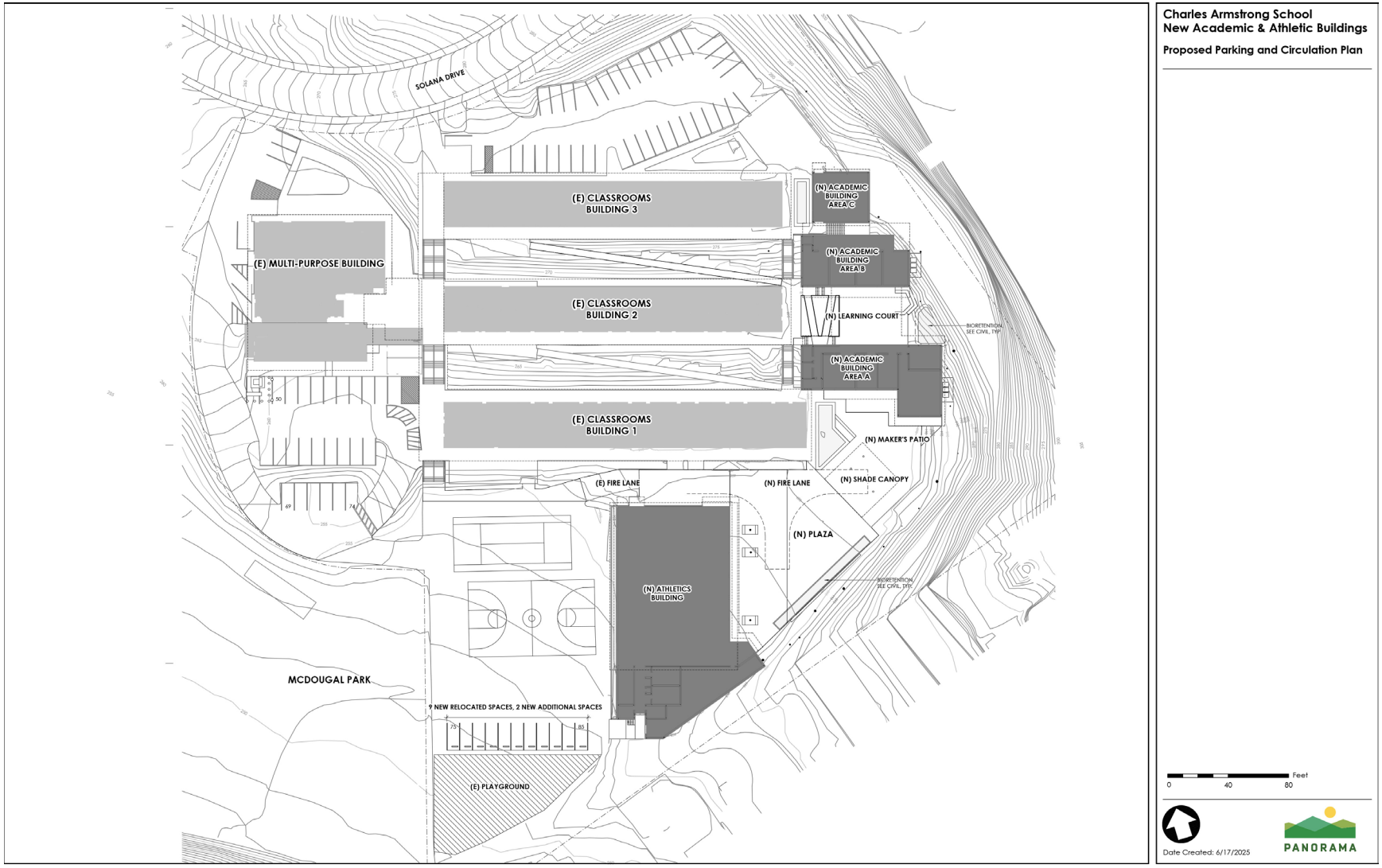


Figure 7 Charles Armstrong School Expansion Project - Proposed Parking and Circulation Plan



According to City regulations, the project's proposed tree removal activities would require the replacement of 39 trees onsite. The project would also have the option to pay in-lieu fees for any trees that cannot be replaced on site.

The project would include new site lighting that would comply with the City's lighting standards and dark-sky regulations. Pedestrian-scale lighting would be provided along pathways and in the new plaza area for safety during school hours.

2.5 Project Construction

2.5.1 Construction Phasing and Schedule

Both Phase 1 and Phase 2 of project construction are expected to last approximately 15 months. Table 2-1 summarizes the preliminary construction phasing, major elements in each phase, and durations. Phase 2 reflects a preliminary timeline informed by current capital planning for the Athletics Building.

Table 2-1 Construction Phasing and Schedule

Construction Phase	Project Component	Construction Element	Estimated Start Date	Estimated End Date
Phase 1	Academic Wing (Building A, B, and C areas)	Site Preparation / Mobilization	May 26, 2026	June 5, 2026
		Grading	June 8, 2026	July 3, 2026
		Site Utilities	June 1, 2026	July 10, 2026
		Building Construction	July 6, 2026	August 13, 2027
		Site Hardscape and Landscape	May 31, 2027	August 13, 2027
Phase 2	Athletics Building	Site Preparation / Mobilization	May 27, 2031	June 6, 2031
		Grading	June 9, 2031	July 3, 2031
		Site Utilities	June 2, 2031	July 11, 2031
		Building Construction	July 7, 2031	August 13, 2032
		Site Hardscape and Landscape	May 31, 2032	August 13, 2032

2.5.2 Works Hours, Truck Trips, and Personnel

As a City condition of approval, the project shall submit a construction schedule and monitoring plan for City engineer review and approval prior to the start of any construction. Per Section 15-102(d) of the Belmont City Code, all project construction activities that require a City building permit would take place Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. with some work (except grading) on Saturdays between 10:00 a.m. and 5:00 p.m. Construction activities would not occur on Sundays or on holidays. No nighttime construction activities are expected.

Table 2-2 summarizes the estimated number of trucks and workers associated with each construction phase and element. The average daily truck traffic is expected to range from approximately 1 to 5 trucks per day, with the highest volume during the grading operations. Worker presence on site would range from 4 to 21 individuals per day, depending on the activity, with peak labor demand during building construction.

Table 2-2 Average Truck Trips and Workers per Day

Construction Phase	Project Component	Construction Elements	Average Trucks per Day	Average Workers per Day
Phase 1	Academic Wing (Building A, B, and C areas)	Site Preparation / Mobilization	2	4
		Grading	3.50	6
		Site Utilities	0.25	12
		Building Construction	2	21
		Site Hardscape and Landscape	2	8
Phase 2	Athletics Building	Site Preparation / Mobilization	2	4
		Grading	5	6
		Site Utilities	0.25	12
		Building Construction	2	21
		Site Hardscape and Landscape	2	8

2.5.3 Construction Equipment

Table 2-3 summarizes the anticipated construction equipment by phase and project component.

Table 2-3 Anticipated Construction Equipment

Construction Phase	Project Component	Construction Elements	Equipment	Number of Units	Hours / Day
Phase 1	Academic Wing (Building A, B, and C areas)	Site Preparation / Mobilization	Backhoe/Loader	1	8
			Concrete Saw	1	8
		Grading	Excavator [a]	1	8
			Backhoe/Loader	1	8
			Small Dozer	1	8
			Roller/Compactor	1	8
		Site Utilities	Backhoe	2	8
			Concrete Saw	1	8
			Jumping Jack	1	8
			Gradall/Forklift	1	8

Construction Phase	Project Component	Construction Elements	Equipment	Number of Units	Hours / Day
		Building Construction	Crane	1	8
			Concrete Pump	1	4
		Site Hardscape & Landscape	Backhoe/Loader	1	8
			Mini-Excavator	1	8
			Skidsteer	1	8
Phase 2	Athletics Building	Site Preparation / Mobilization	Backhoe/Loader	1	8
			Concrete Saw	1	8
		Grading	Excavator [a]	1	8
			Backhoe/Loader	1	8
			Small Dozer	1	8
			Roller/Compactor	1	8
		Site Utilities	Backhoe	2	8
			Concrete Saw	1	8
			Jumping Jack	1	8
		Building Construction	Gradall/forklift	1	8
			Crane	1	8
			Concrete Pump	1	4
		Site Hardscape and Landscape	Backhoe/Loader	1	8
			Mini-Excavator	1	8
			Skidsteer	1	8

Note:

[a] With hydraulic ram attachment if needed for any rock excavation

2.5.4 Construction Staging and Safety Measures

All construction staging activities would occur entirely within the project site boundaries. Use of the public right-of-way (ROW) for staging or equipment laydown is not anticipated. Construction equipment and materials would be delivered to the site at two designated access routes:

- via the main drive aisle on Solana Drive, with vehicles proceeding along the west-side access road to reach the southern portion of the campus; and
- via the upper parking lot entrance on Solana Drive to reach the northern portion of the campus.

These designated access routes would support phased delivery and minimize disruptions to surrounding roadways.

The project site would be enclosed with a secure chain link perimeter fence for clear and consistent separation between active construction areas and the rest of the campus. Two gated

access points would be used: one at the north end (via the north parking lot), and one at the south end (via the lower blacktop area). Both gates would be locked outside construction hours. During work hours, access would be managed at check-in points to limit entry to construction personnel only. Truck access would be coordinated and controlled by flaggers and posted signage for safe ingress and egress from Solana Drive.

2.5.5 Excavation and Building Construction

The maximum excavation depth for the project would be approximately 14.5 feet, for installation of a storm drain east of Academic Wing's Area A building. Estimated earthwork volumes would include 1,100 cubic yards (CY) of cut and 300 CY of fill for the Academic Wing (Phase 1), and 150 CY of cut and 750 CY of fill for the Athletics Building (Phase 2). The combined grading would result in a net export of approximately 200 CY of soil. All demolition activities would occur within the fenced construction site, except for limited utility tie-in work. Because of the extent of the new infrastructure, selective asphalt removal, trenching, backfilling, and surface patching would occur outside the primary construction perimeter, where connections to existing utility lines would be required. Project grading would follow an erosion control plan that includes but is not limited to performing clearing and earth-moving activities only in dry weather, preventing the discharge of potential pollutants to storm drains and water courses using inlet protection measures and silt fencing, stabilization of the hillside using straw wattles, and year-round dust control.

2.5.6 Construction Waste, Electricity, and Water Use

Construction-phase utilities and waste management work would be coordinated to minimize the potential environmental impacts and meet compliance with local and state requirements. Electrical service to the campus would be upgraded in summer 2026 and would provide all temporary power needed during construction. Water for construction activities, such as dust suppression and concrete work, would be supplied from the nearest fire hydrant via a dedicated construction meter. Construction contractors would be required to implement a waste management plan that would identify opportunities for on-site re-use and outline procedures for the recycling and off-site disposal of debris. Waste would be collected daily and sorted into appropriate landfill and recycling bins, and regular pickup schedules would be maintained for site cleanliness and safety. All disposal activities would follow the practices of the local waste service provider and comply with applicable local, state, and federal regulations.

2.6 Project Operations

Following construction, the school would continue operating as an independent day school, serving students with dyslexia and related learning differences. The proposed project would increase the school's enrollment capacity from 260 to 290 students. The average daily attendance is approximately 230-240 students. At the proposed 290-student level, Armstrong expects to employ 11 new staff, allocated to faculty roles. Administrative and support staff levels are expected to remain unchanged.

The school hours of operation are Monday through Friday from 7:00 a.m. to 9:00 p.m. The proposed CDP-DDP-CUP would expand certain aspects of campus operations as follows:

- Extend access for staff and small-group activities in the existing and proposed buildings until 10:00 p.m. on weekdays, and allow weekend access to the existing and proposed buildings from 9:00 a.m. to 6:00 p.m.
- Allow up to 12 weekend events annually involving 25 or more attendees (e.g., schoolwide gatherings, accreditation visits, graduation).
- Permit three special Saturday evening events each year such as a musical or alumni gathering or benefit event with activities ending by 10:00 p.m.
- Authorize dismissals on nearby neighborhood streets for up to four special events per year to ease traffic congestion associated with large on-campus gatherings.
- Coordinate shared use of McDougal Park for limited weekend or additional weekday access including during the school's four-week summer session.
- Explore the use of portable classrooms during the Phase 1 component of the construction plan.

All proposed operational changes would be subject to City approval as part of the adopted CDP-DDP-CUP.

2.7 City of Belmont Standard Conditions of Approval

The City's Standard Conditions of Approval (COAs) listed in Table 2-4 are applicable to development projects in the City of Belmont and would be incorporated into the project, in compliance with City regulations, to avoid or minimize potential impacts on the surrounding environment and community. For purposes of the CEQA review, these COAs would be treated as part of the project and not as mitigation measures.

Table 2-4 City of Belmont Conditions of Approval

Environmental Topic	City of Belmont Conditions of Approval
Aesthetics	The project sponsor is required to submit the final set of plans, including lighting plans, pursuant to City of Belmont Zoning Code, Section 12.5, Detailed Development Plan. The final set of detailed development plans would go through the City's site plan and design review process ensuring compliance with the following standard COAs. 1. All exterior lighting shall employ the use of cut-off fixtures to restrict the direction of the light in accordance with City standards. Lighting should be the minimum required for safety but not result in undue glare off site. To ensure consistency with city standards for lighting and compliance with the submitted photometric plan, a final lighting review shall occur after installation of project lighting and before final Building Permit inspection. 2. Installation of any roof-mounted mechanical equipment shall be consistent with the final set of detailed development plans. 3. Except as modified by these conditions of approval, or as required by subsequent project review, the Building Permit Plans shall be consistent with final set of detailed development plans. 4. The applicant shall demonstrate that the project is consistent with the maximum floor area and height approved for the project, prior to final building permit inspection. As-built floor plans and a roof height elevation from an engineer or surveyor that includes any roof top equipment and screens shall be provided. 5. Ground Equipment Screening. All exterior trash, recycling, and storage utility boxes, wood service poles, and electric and gas meters must be screened from visibility from the surrounding public vantage points (right-of-way, public trails, open space, and parks). Said screening must incorporate the same architectural design, colors, and materials as the main building on site.
Air Quality	The project sponsor is required to implement General Plan Mitigation Measures AQ-1 through AQ-5 and BAAQMD CEQA Air Quality Guidelines best management practices to control fugitive dust and exhaust emissions during construction. Due to the proximity of sensitive receptors, a site-specific health risk assessment (HRA) was prepared in accordance with General Plan Mitigation Measure AQ-6. An Air Quality Health Risk Assessment was conducted for the Charles Armstrong School Expansion Project, Baseline Environmental Consulting, November 10, 2025 (see Attachment A). The HRA evaluated diesel particulate matter (DPM) and fine particulate matter ($PM_{2.5}$) emissions from project construction at nearby sensitive receptors, including adjacent residences and onsite students. The HRA modeling assumed that the construction contractor would implement best management practices to control fugitive dust and exhaust emissions required in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines[3], the City's General Plan EIR mitigation measures listed below (i.e., Mitigation Measure AQ-1: Require Tier 4 Engines on Construction Equipment, Mitigation Measure AQ-2: Require Construction Fleet to Use Renewable Diesel, Mitigation Measure AQ-3: Require Low-VOC Coatings during Construction, and Mitigation Measure AQ-4: Require Fugitive Dust Best Management Practices, and other air-quality-related conditions of approval listed below. The modeling found that the maximum incremental cancer risk, chronic hazard index, and annual average $PM_{2.5}$ concentrations were all well below Bay Area Air Quality

[3] Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines, 2023. Chapter 5, Table 5-2. Available at: https://www.baaqmd.gov/?sc_itemid=CDA5FAE5-BBDC-4337-A10C-5648BCD2D71F. Accessed September 2025.

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Management District (BAAQMD) thresholds of significance. Cumulative risk from the project, nearby stationary sources, and mobile sources would also be below thresholds. Therefore, construction of the project would not result in significant health risk impacts to sensitive receptors.

Construction and Operations

1. Pursuant to GP EIR Mitigation Measure AQ-1, the applicant shall require their contractors, as a condition of contract, to further reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on an EPA-approved Tier 4 or newer engine. Exemptions can be made for specialized equipment where Tier 4 engines are not commercially available within 200 miles of the project site. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA-approved Tier 3 engine. California Air Resources Board (ARB) regulations will result in the percentage of Tier 4 engines increasing over the next several years.
2. Pursuant to GP EIR Mitigation Measure AQ-2, the applicant shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on renewable diesel (such as Diesel high performance renewable). Renewable diesel is currently commercially available in San Francisco Bay Area.
3. Pursuant to GP EIR Mitigation Measure AQ-3, the applicant shall require their contractors, as a condition of contract, to reduce construction-related fugitive Reactive Organic Gases (ROG) emissions by ensuring that low-VOC (Volatile Organic Compounds) coatings that have a VOC content of 10 grams/liter (g/L) or less are used during construction. The project applicant will submit evidence of the use of low-VOC coatings to BAAQMD prior to the start of construction.
4. Pursuant to GP EIR Mitigation Measure AQ-4, the applicant shall require their contractors, as a condition of contract, to reduce construction-related fugitive dust by implementing BAAQMD's basic control measures at all construction and staging areas. The following measures are based on BAAQMD's current [2017] CEQA guidelines.
    a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and un- paved access roads) will be watered two times per day.
    b. All haul trucks transporting soil, sand, or other loose material offsite will be covered.
    c. All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
    d. All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph.
    e. All roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used.

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f. Post a publicly visible sign with the telephone number and the name of the person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The phone number of the District will also be visible to ensure compliance.

6. The applicant must require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by implementing following measures during construction-related activities:
   a. Idling times must be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage must be provided for construction workers at all access points.
   b. All construction equipment must be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment must be checked by a certified mechanic and determined to be running in proper condition prior to operation.
7. The applicant must require their contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that paints and solvents have a VOC content of 100 grams per liter or less for interior surfaces and 150 grams per liter or less for exterior surfaces.

Dust Control

1. The owner/applicant must submit a dust control plan for approval by the Department of Public Works. To reduce dust levels, exposed earth surfaces shall be watered as necessary. The application of water must be monitored to prevent runoff into the storm drain system. Spillage resulting from hauling operations along or across any public or private property shall be removed immediately. Dust nuisances originating from the contractor's operations, either inside or outside of the right-of-way must be controlled. The measures must also include:
   a. Water all active construction sites at least twice daily.
   b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
   c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
   d. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites. All sidewalks shall be kept clear of dust and debris unless the sidewalk is closed as part of a City approved traffic control plan.
   e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
   f. Entry and exit from the site will use rock or rumble strips to prevent tracking.
   g. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
   h. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiled materials.
   i. Install sandbags or other erosion-control measures to prevent silt runoff to public roadways.

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	j. Replant vegetation in disturbed areas as quickly as possible. k. Watering should be used to control dust generation during the break-up of pavement. l. Cover all trucks hauling demolition debris from the site. m. Use dust-proof chutes to load debris into trucks whenever feasible. n. Water or cover stockpiles of debris, soil, sand, or other materials that can be blown by the wind. o. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be in proper running order prior to operation. p. Diesel-powered equipment shall not be left inactive and idling for more than 5 minutes and shall comply with applicable BAAQMD rules. q. Use alternative fueled construction equipment, if possible. r. All vehicle speeds on unpaved roads shall be limited to 15 mph. s. Post a visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 24 hours. The Air District phone number shall also be visible to ensure compliance with applicable regulations.
Greenhouse Gas	The project sponsor is required to implement the following standard COAs to reduce greenhouse gas emissions to the maximum extent feasible. 1. A minimum of 10% of the construction materials must be acquired (sourced) within 100 miles of the planning area. Documentation must be provided before the final building permit inspection. 2. A minimum of 65% of the construction waste generated by this project must be recycled or salvaged for use. Documentation must be provided before the final building permit inspection. Sample forms located at www.hcd.ca.gov/CALGreen.html may be used to assist in documenting compliance. 3. Prior to issuance of a building permit, the applicant must provide documentation (i.e., construction contracts or signed agreements) demonstrating that all contractors and subcontractors agree to operate all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of work on renewable diesel (such as Diesel high performance renewable).
Biological Resources	The General Plan EIR identifies policies to mitigate direct and indirect environmental impacts of individual development projects to sensitive habitats and species in the planning area. The City requires the submittal of a biological report for development on properties that are either found to contain sensitive resources or are adjacent to properties that contain sensitive resources, as shown in General Plan EIR Figures 4.3-1 through 4.3-5. Additionally, General Plan policies require compliance with the City's adopted Tree Preservation Ordinance (Chapter 25 of the City Code). The Tree Ordinance provides a process and standards for

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review of projects that may impact or remove protected trees. Environmental impacts are considered mitigated for projects that adhere to this policy.

An Arborist Report was prepared to assess the project's potential impact to trees on and adjacent to the site, and to provide protective measures to either prevent impacts or mitigate impacts to less than significance (see Attachment B-- Preliminary Arborist Report, Charles Armstrong School Belmont, CA, June 2024 [HortScience/Bartlett Consulting]). Due to the proposed removal of 61 trees including 39 protected trees, of which 33 are Coast Live Oak trees, the applicant would be required to provide 78 on-site replacement trees---72 for the Coast Live Oaks that would be removed and 6 for the protected trees that would be removed. The City requires adherence to the tree protection measures identified in the Arborist Report as a standard condition of project approval.

Tree Protection

1. The applicant shall implement the Tree Protection Guidelines identified in the project Arborist Report; the project arborist must review the final building and grading plans, and shall confirm in writing any changes to the design recommendations. The guidelines must be included on a plan sheet submitted with the building permit application.
2. Prior to issuance of a grading or building permit, the applicant must submit written confirmation from the Project Arborist that all tree protection measures and pre-construction treatments have been installed and inspected, and that they meet the arborist's specifications.
3. Any approved grading, construction, demolition, or other work within the tree protection zone must be monitored by the project arborist.
4. Tree protection devices are to remain until all site work has been completed within the work area. Fences or other protection devices may not be relocated or removed without permission of the Project Arborist.
5. If unplanned or unapproved tree injuries or tree removals occur during project construction, the applicant shall contact City Planning Staff. Additional permits may be required.
6. After completion of exterior construction work and before final building permit inspection, the applicant shall submit a final written report/letter from the Project Arborist. Said report/letter must provide an evaluation of the construction impacts on the subject tree's health or structural stability and must identify any additional provisions that may be required to these address impacts. The applicant is responsible to implement these recommendations. A final report may be required on the effectiveness of the measures.

Migratory Birds & Bats

Nesting migratory birds are protected under the Migratory Bird Treaty Act, and Section 3503 of the California Fish and Game Code. Several species of bats that inhabit the Bay Area are listed as a California Species of Special Concern (CSSC). Tree removal has the potential to disturb nesting migratory birds and bats. Thus, all applications that include tree removal are required to implement the following measures as standard conditions of project approval:

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Nesting Birds

1. To minimize potential impacts on nesting birds, the applicant shall either: 1) avoid construction activities (i.e., tree pruning, tree removal, tree protection work, demolition, grading, and construction) during the active nesting season (between February 1 and August 31); or 2) Conduct pre-construction surveys for nesting birds and provide appropriate buffer zones if construction has the potential to impact nesting birds to ensure that no nests will be disturbed during project implementation.
2. Pre-construction surveys shall be conducted by a qualified biologist or ornithologist in order to ensure that no bird nests will be disturbed during project implementation. This survey will be conducted no more than 15 days prior to the initiation of construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the biologist will inspect all trees in and immediately adjacent to the impact areas for bird nests. If an active bird nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with the California Department of Fish and Wildlife Service (CDFW), will determine the extent of a construction-free buffer zone to be established around the nest.

Bats

1. A qualified biologist shall visually inspect trees to be removed for bat roosts within 7 days prior to their removal. The biologist will look for signs of bats including sightings of live or dead bats, bat calls or squeaking, the smell of bats, bat droppings, grease stains, or urine stains around openings in trees or structures, or flies around such openings. Trees with multiple hollows, crevices, forked branches, woodpecker holes, or loose and flaking bark have the highest chance of occupation and shall be inspected the most carefully.
2. If signs of bats are detected, CDFW should be contacted about how to proceed. Echo-location surveys may be needed to verify the presence of bats or an exclusion zone around the occupied tree may be recommended until bats leave the roost. Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. The qualified bat biologist shall be contacted immediately if a bat roost is discovered during project construction.

San Francisco Dusky-footed Woodrat (see Attachment C[4])

The San Francisco Dusky-footed Woodrat (SFDW) occurs in a variety of habitats throughout the Bay Area. The SFDW is listed as a California Species of Special Concern (CSSC). Clearing, grading, and other construction activities have the potential to disturb Dusky-footed Woodrats. Thus, the City requires the submittal of a biological report for development on properties that are either found to contain wood rats, or are adjacent to properties that have a high likelihood to contain woodrats (i.e., woodlands, riparian, annual grass, coastal scrub, and chaparral habitats delineated in General Plan EIR Figures 4.3-1 through 4.3-5. In addition, the following standard COAs are required for all applications that include clearing, grading, and other construction activities where there is a high likelihood of SFDW occurrence:

[4] See Attachment C for San Francisco Dusky-footed Woodrat California Natural Diversity Database (CNDDB) search results.

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	Woodrats 1. **Pre-Construction Survey**. No more than thirty days prior to site disturbances (i.e., clearing, grubbing, grading or tree removal), a qualified biologist must survey for SFDW nests within and adjacent to the limits of these activities (impact area). All nests (active or inactive) must be mapped and flagged in the field. If no stick nests are detected, no further surveys are required, unless recommended by the biologist. The biologist must submit the results of the survey to the Community Development Department prior to any site disturbances. 2. **Construction Worker Education**. Prior to issuance of building permits, the applicant must demonstrate that a qualified biologist has conducted worker environmental awareness training for all project construction personnel. The training must include a description of the San Francisco dusky-footed woodrat (SFDW) and how to recognize and avoid SFDW stick houses. Workers must be instructed to remain within the designated work area at all times and to minimize the area of vegetation removal and ground disturbance to the minimum necessary for the project. 3. **Avoidance / Buffer Plan**. Woodrat houses within 50 feet of the construction activities area must not be physically disturbed and must be protected with the maximum feasible dispersal buffer, as determined by a qualified biologist. The buffer areas must be clearly marked with flagging. The buffer areas must be left in a natural, vegetated state and no construction activities or staging of equipment may take place within the buffer areas. The applicant must demonstrate that the buffer areas are in place and inspected by a qualified biologist prior to grading, grubbing, or tree removal activities. 4. **Unexpected Woodrats.** In the event that unexpected woodrat nests are encountered during construction activities, all construction activity in the area of the find shall be halted, and the Community Development Director shall be notified; a qualified biologist must examine the find and make appropriate recommendations for buffer installation (avoidance measures) or relocation of woodrat nests with approval by the California Department of Fish and Wildlife. The applicant must demonstrate that the buffer is in place or the woodrats have been properly relocated, prior to resuming activities in the area of the find. 5. **Relocation Plan.** If woodrat nests are to be relocated, then a woodrat relocation plan must be prepared and submitted to California Department of Fish and Wildlife (CDFW) for approval. Relocations must be performed under the direct supervision of a qualified biologist approved for this project by the CDFW.

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	Oak Woodlands The City requires the submittal of a biological report and an arborist report for development projects that contain oak woodland resources. The arborist report is required to assess the project's potential impacts to trees on and adjacent to the site (depending on the scope of the project) and to provide protective measures to either prevent impacts or mitigate impacts to less than significant. The City requires adherence to the tree protection measures identified in the Arborist Report as a standard condition of project approval. In addition, the City requires the following mitigation measure as a standard COA for projects that remove three or more oak trees in an oak woodland: *Oak Woodland Habitat* 1. The loss of oak woodland habitat must be mitigated through onsite plantings of coast live oaks (Quercus Agrifolia) trees at a minimum 15-gallon size. The project applicant must prepare a Planting Plan to address oak woodland planting as mitigation. The project applicant must replace removed oak trees at the following ratios: • 5:1 replacement for impacted oak trees greater than 25 inches in diameter • 2:1 replacement for impacted oak trees smaller than 25 inches in diameter The replacement trees must be monitored for a period of five years and must be able to survive the last two years of the minimum five-year monitoring period without supplemental irrigation. If at any time the applicant identifies additional trees that need to be removed, the applicant must first get written approval from the City of Belmont and applicant must revise the final Planting Plan to include additional tree plantings in accordance with the above mentioned ratios. In circumstances when oak trees plantings cannot be replanted onsite, as determined by a qualified arborist or forester, the applicant may also mitigate by contributing to the City's in-lieu fee program fund (at the replacement ratios identified above) in accordance with the City's current Master Fee Schedule.
Cultural Resources	As conditions of project approval, the City requires applicants to: a) review records for development proposed in areas that are considered archaeologically or paleontologically sensitive; b) prepare a report that determines the potential effects of development and construction on archaeological or paleontological resources, as required by CEQA; c) conduct pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and d) implement appropriate measures to avoid the identified impacts, i.e., halting construction when resources are uncovered, evaluating the find, and implementing avoidance measures and/or mitigation plans, as required by CEQA. The maximum excavation depth at the site would be up to 15 feet, however, the majority of the excavation for the building foundations would be between 3 and 10 feet. As discussed in the Archaeological Resources Assessment Report for the Charles Armstrong School Expansion Project (see Attachment D), a records search through CHRIS/NWIC, a NAHC Sacred Lands File review, and a literature review found no previously recorded prehistoric or historic archaeological sites within the project site or a 0.25-mile radius. The project area has low archaeological sensitivity due to prior grading in the 1950s and shallow bedrock. No Native American villages, traditional use areas, or historic-era features were identified. The report concludes that no subsurface

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	testing or archaeological monitoring is warranted, but recommends standard procedures if unanticipated cultural materials or human remains are encountered during construction. The following standard City COAs are required: <u>Archaeological Resources</u> 1. Prior to issuance of building permits, the applicant shall demonstrate that construction crews have proper training for the discovery, handling, and retention methods for paleontological, archeological, and/or cultural resources found at the project site. Project personnel should not collect cultural resources. Prehistoric resources include chert, or obsidian flakes, projectile points, mortars and pestles, dark, friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include stone or adobe foundations or walls, structures, and remains with square nails, and refuse deposits or bottle dumps. 2. In the event that paleontological, archaeological, and/or cultural resources are encountered during construction activities, all construction activity in the area of the find shall be halted, and the Community Development Director shall be notified; an archaeologist shall examine the find and make appropriate recommendations. A plan for the mitigation of impacts to the resources will be prepared and submitted to the City of Belmont for approval. Additional CEQA review may be required depending upon the evaluation of the find. <u>Human Remains</u> If any human remains are discovered or recognized in any location on a project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The San Mateo County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and b. If the remains are of Native American origin i. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Public Resources Code Section 5097.98; or ii. The Native American Heritage Commission was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission.
Geology and Soils	The Belmont City Code requires a soils and engineering geology report for all new or substantially altered foundations (BCC 7-12, IBC 106.1 & 1804.3). The City Code also established a peer review process for geotechnical reports by a consulting engineering geologist working for the City. This process occurs as part of entitlement review. The project applicant submitted a Geotechnical Investigation for the Proposed Improvements at Charles Armstrong School at 1405 Solano Drive, Belmont CA, dated August 2, 2024 (see Attachment E). After a project has been cleared through geotechnical peer review, the following standard City COAs are required for all projects:

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Geotechnical

1. **Geotechnical Plan Review** - Before submittal to the City, the Project Geotechnical Consultant shall review and approve all geotechnical aspects of the project building and grading plans (i.e., site preparation and grading, building set-backs, site drainage improvements and design parameters for foundations, retaining walls, and access driveway/garage) to ensure that their recommendations have been properly incorporated. The consultant shall ensure that the geotechnical design recommendations comply with the most current seismic design parameters of the California Building Code. The results of the geotechnical plan review and updated geotechnical design recommendations shall be summarized by the project's Geotechnical Consultant in a letter and submitted to the city for review and approval prior to issuance of building permits.
2. **Geotechnical Field Inspection** –The geotechnical consultant must inspect, test (as needed), and approve all geotechnical aspects of the project construction. The inspections must include site preparation and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the placement of steel and concrete. The results of these inspections and the as-built conditions of the project must be described by the geotechnical consultant in a certification letter and submitted to the City Engineer prior granting final occupancy.

Grading and Erosion Control

1. Prior to any grading or clearing being performed on-site, the owner/applicant shall submit a grading plan prepared by a California-registered Civil Engineer in accordance with City Grading Ordinance, Chapter 9, Section 3 of the City Code, with a grading permit application, for approval by the Department of Public Works and Building Division. The plan must incorporate the following restrictions:
   a. All soils stockpiled on the site during construction must be covered or otherwise protected from wind and water erosion.
   b. During construction, erosion and sedimentation control plans must be implemented to retain sediments on-site.
   c. Site grading and finished construction must be designed and executed in such a manner as to avoid diverting runoff onto other properties.
   d. Restrictions and recommendation of the Geologic and Soils report as approved by the City's Geologist.
2. Grading shall neither be initiated nor continued between November 15 and April 15. Grading shall be done between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday unless otherwise specifically authorized by the Director of Public Works, or a designee. The Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality.
3. The applicant must obtain a General Construction Permit from Regional Water Quality Control Board prior to beginning the grading.
4. A letter from the geotechnical consultant shall inspect, test (as needed) and approve all geotechnical aspects of the project construction. The inspections shall include site preparations and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the replacement of steel and concrete. The geotechnical consultant shall observe all excavations during project grading to verify anticipated geologic conditions and to check for any

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	apparent indications of temporary excavation instability. In addition, the geotechnical consultant shall observe installation of construction shoring measures. A final geotechnical inspection shall be performed of completed drainage improvements to verify conformance with geotechnical standards. 5. The results of these inspections as the as-built conditions of the project shall be described by the geotechnical consultant in a letter and submitted to the City Engineer for review prior to final (granting of occupancy) project approval. 6. The applicant must submit an erosion and sedimentation control plan describing Best Management Practices (BMPs) to be used to prevent soil, dirt, and debris from entering the storm drain system. The plan shall include the following items: a. A site plan showing the property lines, existing and proposed topography, and slopes; areas to be disturbed, locations of cut/fill and soil storage/disposal area; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourses or sensitive areas on-site or immediately downstream of project; and designated construction access routes, staging areas and washout areas. b. Erosion and sediment controls to be used during construction, selected as appropriate from the California Regional Water Quality Control Board, San Francisco Bay Region Erosion and P.O. Box 791, Oakland, CA 94604-0791. c. Methods and procedures to stabilize denuded areas and install and maintain temporary erosion and sediment control continuously until permanent erosion controls have been established. d. Provision for preventing erosion and trapping sediment on-site such as sediment basins or traps, earthen dikes or berms, fiber rolls, silt fence, check dams, storm drain inlet protection, soil blankets or mats, covers for soil stockpiles and/or other measures. e. Provisions for installing vegetative cover in disturbed areas, including areas to be seeded, planted, and/or mulched, and types of vegetation proposed. f. Provision for diverting on-site runoff around exposed areas and diverting off-site runoff around the project site (e.g., swales and dikes). g. Notes, specifications, and/or attachments describing the construction, operation and maintenance of erosion and sediment control measures, including inspection frequency; methods and schedule for grading, excavation, filling clearing of vegetation and storage and disposal of excavated or cleared material; types of vegetative cover and mulch, including methods and schedules for planting and fertilization; and provisions for temporary and permanent irrigation.
Hazards and Hazardous Materials	The proposed expansion would require a limited amount of demolition for site preparation, grading, and excavation but no building demolition. Based upon the review of the Cortese List, the Geotechnical Report, and time lapse photos on the City's website, contaminated soils where excavation is proposed is not anticipated. Therefore, City COAs related to hazardous materials are not applicable to the project. City COAs related to standard fire hazards establish entitlement and permitting process requirements. The San Mateo Consolidated Fire District reviews development project for conformance with all applicable fire codes. Projects

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that meet a specified threshold are required to include fire sprinklers, and all project sites must be readily identifiable (addressed) such that they can be located by first responders. Standard conditions of approval are as follows:

Standard Fire Hazards

1. A separate application and permit are required for the installation or alteration of any Automatic Fire Extinguishing System. The application shall be made by either a Registered Engineer or by the Licensed Fire Sprinkler Contractor who will be performing the work. This application shall include any Fixed Fire Protection System. A valid Permit and Approved Plans shall be at the jobsite at all times.
2. Prior to application for a Fire Sprinkler Permit, the applicant shall submit plans to the Mid-Peninsula Water District (MPWD) for their review and approval. Contact MPWD at 650-591-8941 to coordinate review of the project.
3. A separate application and permit are required for the installation or alteration of any Fire Alarm or Water-flow Monitoring System. This application shall include the interconnection of any Fixed Fire Protection System to an Alarm System where provided. A valid Permit and Approved Plans shall be at the jobsite at all times.
4. A separate application and permit are required for the installation of any underground fire service lines. The application shall be made by a Registered Engineer or by either a General Engineering Contractor or a Licensed Fire Sprinkler Contractor, who will be performing the work.
5. Every building or structure shall be provided with an address. Numerals shall be placed where clearly visible from the street or roadway upon which it fronts. Residential structures shall have numerals that are a minimum of 4 inches in height and of stroke. Commercial structures shall have numerals that are a minimum of 6 inches in height and inch stroke. Numerals shall be in a contrasting color to their background and illuminated at night. Numerals shall be white in color when located upon glazing.
6. A Knox Key-Lock Box is required to be installed as shown on plans. Please contact Fire Prevention at 650-522-7940 to obtain an application.
7. Fire inspections are available Monday through Friday, 8:00 am to 4:00 pm. Call 650-522-7940 a minimum of 48 hours in advance to place an inspection request.
8. On plans submitted for a Building Permit, show the location of all required Smoke Alarms and Carbon Monoxide Alarms, in accordance with CRC Sections 314 & 315.
9. In accordance with the Municipal/Regional Storm water Permit, no fire sprinkler system drain shall discharge into any Storm Drain System. The system shall discharge to either a landscape area large enough to contain the outflow, or to the Sanitary Sewer by means of an indirect connection. Indicate the location of the Fire Sprinkler System drain on plans submitted for a building permit.
10. Address Identification: New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Said numbers shall be either internally or externally illuminated in all new construction and in all alterations greater than 50% of the original

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	structure. Numbers shall be as follows: Minimum of one-half inch (1/2") stroke by six inches (6") high. When the structure is thirty-six (36) to fifty (50) feet from the street or fire department access a minimum of one-half inch (1/2") stroke by nine inches (9") high is required. When the structure is more than fifty (50) feet from the street or fire apparatus access, a minimum of one-inch (1") stroke by twelve inches (12") high is required.
Hydrology and Water Quality	The proposed expansion will require a limited amount of demolition for site preparation, grading, and excavation. Based upon the review of the site plan two separate stormwater detention facilities would be implemented. The following standard COAs would be required. 1. Grading shall be performed in accordance with the City Grading Ordinance, Chapter 9 of the City Code. Soil or other construction materials shall not be stockpiled in the public right-of-way unless an encroachment permit is obtained from the Department of Public Works. Grading shall neither be initiated nor continued between November 15 and April 15. Grading shall be done between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday unless otherwise specifically authorized by the Director of Public Works. The Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality. *Construction - BMPs* 2. Prior to issuance of Grading or Building Permits, the applicant must submit an erosion and sedimentation control plan describing Best Management Practices (BMPs) to be used to prevent soil, dirt, and debris from entering the storm drain system. The plan shall include the following items: a. A site plan showing the property lines, existing and proposed topography and slopes; areas to be disturbed, locations of cut/fill and soil storage/disposal area; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourses or sensitive areas on-site or immediately downstream of project; and designated construction access routes, staging areas and washout areas. b. Erosion and sediment controls to be used during construction, selected as appropriate from the California Regional Water Quality Control Board, San Francisco Bay Region Erosion and P.O. Box 791, Oakland, CA 94604-0791. c. Methods and procedures to stabilize denuded areas and install and maintain temporary erosion and sediment control continuously until permanent erosion controls have been established. d. Provision for preventing erosion and trapping sediment on-site, such as sediment basins or traps, earthen dikes or berms, fiber rolls, silt fence, check dams, storm drain inlet protection, soil blankets or mats, covers for soil stockpiles and/or other measures. e. Provisions for installing vegetative cover in disturbed areas, including areas to be seeded, planted, and/or mulched, and types of vegetation proposed. f. Provision for diverting on-site runoff around exposed areas and diverting off-site runoff around the project site (e.g., swales and dikes).

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g. Notes, specifications, and/or attachments describing the construction, operation and maintenance of erosion and sediment control measures, including inspection frequency; methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material; types of vegetative cover and mulch, including methods and schedules for planting and fertilization; and provisions for temporary and permanent irrigation.

3. During grading and building operations, the owner/applicant shall ensure that applicable Best Management Practices (BMPs) from the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP) are followed to prevent discharge of soil or any construction material into the gutter, storm drain system, or creek.
4. The owner/applicant shall ensure that all construction personnel follow standard BMPs for stormwater quality protection during construction of project. These include, but are not limited to, the following:
   a. Store, handle, and dispose construction materials and wastes properly, so as to prevent their contact with stormwater.
   b. Control and prevent the discharge of all potential pollutants, including solid wastes, paints, concrete, petroleum products, chemicals, wash water or sediment, and non- stormwater discharges to storm drains and watercourses.
   c. Use sediment controls, filtration, or settling to remove sediment from dewatering effluent.
   d. Do not clean, fuel, or maintain vehicles on-site, except in a designated area in which runoff is contained and treated.
   e. Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses with field markers or fencing.
   f. Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
   g. Perform clearing and earth moving activities only during dry weather (April 15 through November 14).
   h. Limit and time applications of pesticides and fertilizers to prevent polluted runoff.
   i. Limit construction access routes and stabilize designated access points.
   j. Do not track dirt or other materials off-site; clean offsite paved areas and sidewalks using dry sweeping methods.
5. If construction is not complete by the start of the wet season (November 15 through April 15), prior to November 15 the developer shall implement a winterization program to minimize the potential for erosion and sedimentation as appropriate to the site and status of construction. Winterization of disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing physical means; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions. As site conditions warrant, the Department of Public Works may direct the developer to implement additional winterization requirements.

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	Operational – COAs & BMPS 6. All plans shall conform to the requirements of the City National Pollutant Discharge Elimination System (NPDES) Stormwater Discharge Permit and the San Mateo Stormwater Pollution Prevention Plan (STOPPP). The project plans shall include permanent storm water quality protection measures. The project plans shall identify Best Management Practices (BMPs) appropriate to the uses to be conducted on-site to effectively prohibit the discharge of pollutants with storm water run-off. A Maintenance and Operation Agreement shall be prepared by the applicant incorporating the conditions of this section. 7. The property owner shall install, operate, and maintain all permanent stormwater quality protection measures included in the approved project plan using qualified personnel. The property owner/applicant must keep a maintenance and inspection schedule and record to ensure that the treatment control measures continue to operate effectively for the life of the project. Records must be provided to the Department of Public Works, on an annual basis, on or before June 30 of each year. 8. A Maintenance Plan for every stormwater treatment control, and/or Hydro Modification measure or applicable site design measure, inclusive of maintenance and inspection checklists and Maintenance Inspection Report Forms, shall be submitted to the City for review and approval prior to issuance of a grading permit. A copy of the final, approved Maintenance Plan(s) shall be made a part of the Maintenance Agreement. A copy of the final, approved Maintenance Plan(s) shall also be on file with the Public Works Department. 9. The developer shall provide to the first residents/occupants/tenants practical information materials (as furnished by the City) on good housekeeping for hazardous products, proper use and disposal of hazardous products, and prohibited discharge practices. 10. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance. 11. All landscaping shall be maintained and shall be designed with efficient irrigation systems to reduce runoff, promote surface filtration, and minimize the use of fertilizers, herbicides, and pesticides. 12. The property owner/association shall implement a trash management and litter control program including emptying trash receptacles in common areas, noting trash disposal violations by homeowners or business, and notifying violators. 13. The phrase “No Dumping-Drains to Bay” or equal phrase shall be labeled on new storm drain inlets by stenciling, branding, plaque, or casting. 14. The property owner shall install trash capture devices in storm drain systems that lead directly to the off-site storm drain system or outfall. Devices shall be approved by the Director of Public Works or a designee. Trash capture devices are required on site consistent with the State Water Resources Control Board definition of Full Capture System. All on-site trash capture devices shall be cleaned routinely and maintained by the Owner per the Stormwater Treatment Facilities Maintenance Agreement.

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	15. All on-site drain facilities must be inspected twice a year and cleaned immediately prior to the rainy season (prior to October 15) and once again during the rainy season. Results of inspection and cleaning shall be reported to the Department of Public Works on an annual basis on or before June 30 of each year. 16. Streets and parking lots must be swept immediately prior to and once during the storm season. Records of street cleaning shall be reported to the Department of Public Works on an annual basis on or before June 30 of each year. 17. Trash enclosures and dumpster areas must be covered and protected from roof and surface drainage. Drains within the trash enclosure will be connected to the sanitary sewer system. 18. No wastewater (including equipment cleaning wash water, vehicle wash water, cooling water, air conditioner condensate, and floor cleaning wash water) shall be discharged to the storm drain system, the street, or gutter. 19. New buildings such as food service facilities and/or multi-family residential complexes or subdivisions shall provide a roofed and enclosed area for dumpsters and recycling containers. The area shall be designed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal. 20. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards. A permit is required for discharge to the sanitary sewer. 21. Swimming pools, hot tubs, spas, and fountains shall have a connection to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards. This connection could be a drain in the pool to the sanitary sewer or a cleanout located close enough to the pool so that a hose can readily direct the pool discharge into the sanitary sewer cleanout. 22. Boiler drain lines, roof top equipment with drain lines, and/or equipment for washing and/or steam cleaning activities shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards. 23. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure. 24. The developer shall provide to the first residents/occupants/tenants practical information materials (as furnished by the City) on good housekeeping for hazardous products, proper use and disposal of hazardous products, and prohibited discharge practices. 25. The property owner/association shall implement a trash management and litter control program including emptying trash receptacles in common areas, noting trash disposal violations by homeowners or business, and notifying violators. 26. Outdoor storage areas for oils, fuels, solvents, coolant, and other chemicals shall be designed to provide secondary containment such as berms and roof covers. Process equipment sited outdoors shall be placed on an impermeable surface and covered. Property owners/associations shall implement a regular program of sweeping and litter control at these sites. 27. Fire sprinkler test water shall discharge to onsite vegetated areas, or, alternatively, shall be discharged to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards. 28. Air conditioning condensate shall drain to landscaping, or, alternatively, may be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

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Noise	The General Plan includes policies to limit the exposure of sensitive receptors to construction noise, groundborne vibration, and operational noise. The City requires that applicants for individual development projects evaluate potential noise and vibration impacts and develop appropriate measures to avoid or reduce these impacts through preparation of "project/location specific" study. The project site is not located within an area defined as a Noise Impacted Location based on traffic noise contours. A site-specific noise and vibration study was prepared as supporting documentation for a CEQA categorical exemption (see Attachment F–Charles Armstrong School Expansion Project Noise and Vibration Study [Panorama Environmental Consulting, December 19, 2025) The Noise and Vibration Study evaluated potential construction and operational impacts on nearby sensitive receptors, including adjacent residences and on-campus students and staff. Modeled construction noise levels would reach up to approximately 80 dBA Leq at 50 feet during grading and excavation but would attenuate to below 65 dBA Leq at 200 feet, comparable to normal conversational levels. With implementation of the City's standard construction-related COAs including work-hour limits, mufflers on internal-combustion equipment, use of "quiet" air compressors, temporary barriers where feasible, and designation of a Construction Noise Coordinator, construction noise and vibration impacts would be less than significant. The Noise and Vibration Study relied on calculated noise levels prepared by the project sponsor's acoustical consultant (see Appendix B of the Noise and Vibration Study) to evaluate potential operational noise from a preliminary list of HVAC equipment for the four HVAC system clusters. Modeled noise levels from all equipment operating at full capacity were estimated between 43 and 50 dBA Leq at the nearest property lines, below the Belmont and San Carlos residential noise limits (50 dBA daytime and 45 dBA nighttime standards). In addition, the project would relocate outdoor activity areas away from the southern and eastern property lines and move athletic activities indoors, further reducing existing offsite activity noise. Accordingly, operational and stationary noise impacts would be less than significant. <u>Construction</u> 1. **Noise Control Plan**. The applicant must prepare and implement a noise control plan. Said plan must incorporate the noise reduction measures identified in the Noise and Vibration study prepared for the project, and the City standard construction noise COAs required for all projects. 2. **Noise Coordinator.** Prior to construction activities, the project applicant or contractor shall designate a "Construction Noise Coordinator" who would be responsible for responding to any local complaints about construction noise. The Construction Noise Coordinator shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented. The telephone number for the Construction Noise Coordinator must be conspicuously posted at the construction site. Prior to construction activities, the project applicant or contractor shall notify adjacent residents of the construction schedule in writing and provide them with the contact information of the Construction Noise Coordinator. 3. **Notice.** The applicant shall notify property owners within 300 feet of the project site two weeks prior to the initiation of construction activities on site. A schedule of construction activities, contact phone number for the Noise Coordinator, and a copy of the noise control plan shall be included with this notice.

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4. **Grading & Building Noise.** The applicant must ensure that the following preventative and monitoring measures are enforced during grading and building operations:
   a. Limit construction activity to the hours listed in the City Noise Ordinance. (8:00 am to 5:00 pm on weekdays, 10:00 am to 5:00 pm on Saturdays, no construction activity on Sundays and holidays). Exceptions to these hours may be approved by the Building Official though the standard City process.
   b. Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
   c. Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
   d. Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.
   e. Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
   f. Utilize "quiet" air compressors and other stationary equipment where feasible and available.
5. **Noise Barrier Standards.** When noise barriers are required or proposed, their design and placement must be reviewed and approved by the project noise consultant, prior to issuance of grading or building permits. These barriers must be installed prior to grading and excavation activities, and must be inspected by the project noise consultant to ensure that it has been properly constructed/installed. The barrier must remain in place for the duration of grading and excavation activities, unless approved for removal by the noise consultant to allow work at that location.
6. **Engine Noise.** Prior to issuance of grading or building permits, the applicant must demonstrate that a condition of contract of all contractors and subcontractors requires the use of internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers, which are maintained in good condition.
7. **Equipment Noise.** Prior to issuance of grading or building permits, the applicant must demonstrate that a condition of contract of all contractors and subcontractors requires the use of "quiet" air compressors and other stationary equipment. If the applicant demonstrates that the use of quiet air compressors and other stationary equipment is not feasible, moveable sound barriers or portable sound huts must be used for noise mitigation.

Operation

8. The Project Noise Consultant shall conduct a noise analysis of all mechanical and HVAC equipment proposed with the final building permit plans. The results of the analysis and design recommendations to ensure compliance with the City's Noise Ordinance shall be summarized by the Consultant in a letter submitted with the building permit plans. The consultant's recommendations shall be incorporated into the building plans, prior to issuance of a building permit.

Construction Vibration

1. After obtaining permission from the subject property owners, the applicant must conduct preconstruction photo surveys of foundation/building wall cracks in adjacent structures, and install vibration monitors at any sensitive receptor sites identified in

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	the project Vibration Assessment. The applicant must submit a copy of the photo survey and written confirmation from the Project Acoustic Consultant that all required monitors have been installed and inspected, and that they meet the consultant's specifications, prior to issuance of grading or building permits. 2. The applicant must designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site. 3. Neighboring property owners within 300 feet of the project site must be notified of the construction activities and construction schedule (including estimated dates of various construction phases) at least 2 weeks prior to the start of construction. 4. The applicant must ensure that the preventative and monitoring measures identified in the Vibration Assessment are enforced during grading and building operations. The applicant must demonstrate that all project construction personnel have been made aware of these measures, prior to issuance of a grading or building permits. On-site identification of any buffer distances between construction (i.e., vibratory rollers, excavators, backhoes, etc.) and adjacent structures that are specified in the Vibration Assessment must occur prior to grading operations. 5. Vibration monitors shall be placed at the sensitive receptors to monitor construction activities and make sure the project thresholds are met. Real-time alerts must be sent to the Contractor in case of near threshold vibration levels or in case of threshold exceedances. In case of exceedances, work must stop, and the source of the exceedance must be identified, and the required mitigation measure should be incorporated. 6. Building structures near the project must be periodically checked for cracks, and any cracks must be monitored. If minor cracks are reported or existing cracks propagate, vibration project action levels must be restricted. 7. Whenever possible, construction or equipment activity generating relatively high levels of vibration must not occur at the same time and shall be spaced as far apart in time as possible from one another. In general, the most severe activities must be reserved for the middle of the day (noon). If activities must occur simultaneously, they shall be performed as far away from one another as possible within the construction zone. 8. All deliveries of material and equipment must occur during daytime hours, including queueing of construction vehicles outside the site. Vehicles delivering materials and equipment must be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. All materials and equipment must be stored onsite and within the confines of the construction barricades. 9. Stationary and portable construction equipment must be located at positions where the noise/vibration impact to nearby noise/vibration-sensitive receptors is minimal. At times where the equipment cannot be positioned at a minimal noise/vibration impacting location, mitigation devices shall be implemented, as determined by the Project Acoustic Consultant or designated Vibration Monitor. 10. After construction activities are complete, the applicant must conduct a post-construction photo survey of previously surveyed buildings for foundation/building wall cracks. The post construction survey, and a summary letter of any resulting actions taken (repairs or restitutions) must be provided to the Community Development Department, prior to final building permit inspection.

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Transportation/Traffic	The proposed expansion would result in an approximately 10 percent increase in student capacity (from 260 to 290 students) and an incremental increase in Armstrong employees (11 full-time equivalent people). The limited increase in the student body population and the Armstrong staff increase would result in new trips. As part of the City's standard requirements for private schools, the applicant will complete the City of Belmont Transportation Demand Management (TDM) Checklist to document existing and proposed trip-reduction measures. The school will continue to implement its Drop-Off/Pick-Up Management Plan, which staggers student arrival and dismissal times and directs vehicle circulation through the campus to minimize neighborhood congestion. The campus also benefits from proximity to existing SamTrans Route 60 bus stops within 0.2 mile of the site along Chula Vista Drive, which provides an alternative travel mode for staff and visitors. The following standard City COAs would be required for construction and operations. <u>TDM</u> 1. The applicant shall demonstrate compliance with both the County of San Mateo (CCAG) and the City of Belmont's TDM programs by submitting a completed TDM application form (available on the City website) which will be subject to review and approval by the Department of Public Works. The applicant shall implement the TDM program as described in the approved TDM Plan. The applicant shall submit an annual TDM compliance report and pay a TDM review fee, as specified in the City's Master Fee Schedule. In addition, the following is required: a. The Applicant, using the adopted TDM program, shall provide a tally of how many points and under which categories the project will be achieving TDM measures. b. The Applicant shall implement the TDM measures identified in the final approved Traffic Impact Analysis. The applicant shall submit an annual TDM compliance report and pay a TDM review fee, as specified in the City's Master Fee Schedule. c. The TDM program shall be evaluated annually to assess the actual level of trip reduction achieved at the site and to identify any adjustments to the program necessary to ensure the TDM measures are successful. Consistent with common traffic engineering data collection principles, trip generation shall be monitored annually by means of AM and PM commute hour driveway counts. The counts shall be conducted between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM one day per year on a typical weekday (Tuesday, Wednesday, or Thursday) during the fall when school is in session. Mechanical tube counts, hand counts, or video counts may be used. The peak 60-minute period should be calculated for each two-hour traffic count period. d. An annual resident survey should be conducted to determine transportation mode choice (i.e., driving alone, carpool, bus, Caltrain). The site TDM coordinator shall work with an independent consultant to obtain traffic count data, implement the annual commuter surveys, and document the results in a TDM monitoring report. e. The annual monitoring report shall be submitted to the Public Works Director or citywide TMA by the TDM coordinator. The City shall review the data to assess whether the goal of a 15% trip reduction is being met. f. In addition to the annual monitoring reports, a 5-year review shall be conducted to evaluate the overall effectiveness of the TDM measures. If the city determines that the trip reduction goal is not being achieved, additional TDM measures may be

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implemented. Modifications to the TDM plan may include additional programs or services listed in the City of Belmont's TDM program or otherwise available for achieving vehicle trip reductions.

g. The annual TDM monitoring report shall describe any planned modifications to the TDM program intended to ensure compliance with the trip reduction targets established for this project.

Construction Traffic

2. Prior to issuance of a building or grading permit, the Applicant shall prepare a construction management plan (CMP) for review and approval by the Public Works Department in consultation with the Community Development Department and Police Department. For properties located at or in close proximity to the City borders, the plan shall be routed to adjacent jurisdictions. The CMP shall include a response to construction-related conditions and requirements identified by reviewing City departments and outside agencies for inclusion in the Plan. The plan shall include at least the following items:

   a. Schedule

   A project construction schedule shall be provided that includes the approximate date and expected time frame for each stage of construction. At minimum, the schedule shall include:

   - Excavation & Shoring (as applicable)
   - Below Grade & Foundation Construction
   - Above Grade Construction & Framing
   - Exterior & Interior Finish Work
   - Public Frontage Improvements
   - Offsite & Utility Improvements

   b. Site and Logistics Plan

   Site and logistics plan(s) shall be provided for each phase of project construction. Said plan(s) shall include:

   - Location of Construction Fencing & Access Control for The Site
   - Proposed Circulation Pattern, including Access & Egress, for Each Phase of Construction
   - Location of Dewatering Tanks, Construction Trailer, Temporary Power Pole, & Restrooms
   - Erosion & Dust Control Plans
   - Security & Lighting Plans
   - Location of Construction Staging Areas for Materials, Equipment, & Vehicles
   - Crane Plane (Location, Height, & Radius), as applicable

   c. **Traffic Control Plan:** Routes for construction-related traffic (hauling, deliveries, works) shall be identified in consultation with the Department of Public Works. Grading, hauling, and construction delivery traffic shall be timed to avoid peak hour

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	school and work commute traffic. The CMP shall identify the maximum size of construction equipment/trucks during construction, expected temporary street closure, the use of flag personnel during construction, and the location of construction worker parking/car-pooling. Comprehensive traffic control measures shall be identified inclusive of any required detour signage, lane closures, and sidewalk closures. A 24-hour written notice must be given to the Public Works and Police Departments prior to lane closures. Trained flag persons shall be positioned at both ends of blocked traffic lanes to ensure safe movement of vehicles, and pedestrians. The proposed traffic control plan may require review by a traffic engineer, to ensure an adequate intersection/driveway turning radius would be provided for large vehicles, and/or when other large projects are in construction at the same time. d. **Noticing:** The CMP shall include notice to property owners within 300 feet of the project site two weeks prior to grading identifying haul route(s) and staging area for the project. The notice shall also include a process for responding to and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager. 24-hour advance written notice shall also be provided to adjacent property owners, adjacent businesses, and Public Works and Police Department personnel prior to all major deliveries, detours, and lane closures. e. **Road Conditions:** Documentation of road pavement conditions shall be provided to the Public Works Department for all routes that will be used by construction vehicles, both before and after project construction. Roads found to have been damaged by construction vehicles shall be repaired as required by current City pavement restoration standards, or as otherwise directed by the City Engineer. f. **Response to CMP Conditions:** A response shall be provided to CMP conditions from other City departments, and outside agencies.
Utilities	Construction of the proposed project would include extension of various utilities and interconnection of various existing and new onsite stormwater detention facilities. The project's stormwater management plan incorporates Low Impact Development (LID) measures consistent with the City's NPDES permit (Provision C.3), including bio-retention areas, pervious paving, and onsite detention basins to capture and treat runoff before discharge. Final stormwater connection plans would be reviewed and approved by the City of Belmont Public Works Department prior to issuance of grading and building permits, consistent with the City's standard COAs. The proposed expansion would result in an approximately 40-person increase (students and Armstrong employees) to the daily on-site population. The limited increase in the daily on-site population would result in increased demand on stormwater services. The following standard COAs would be required for construction and operations: 1. Prior to issuance of a building permit, the applicant shall submit a final C.3 and C.6 Development Review Checklist documenting the LID treatment reduction credit, a narrative of LID Feasibility/Infeasibility, and a Storm Water Treatment Plan showing a minimum of 100% LID treatment unless demonstrated to be infeasible is incorporated into the storm water treatment design as shown on the City approved Preliminary Stormwater Management Plan for review and approval by the City Engineer. 2. The Property Owner shall enter into a Maintenance Agreement with the municipality to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control [and/or HM] measures according to the

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	approved Maintenance Plan(s). The Maintenance Agreement shall be recorded for the property and/or made part of the covenants, conditions, and restrictions (CC&Rs). 3. The developer shall be responsible for an agreed upon percentage of the total cost of upgrading the existing drainage pipes. The costs will include design, permitting, construction, construction management, inspection and closeout activities. The agreed-upon percentage contribution for the upgrade of the existing drainage pipes shall be paid to the City before the issuance of the building permit.
Water Services	Construction of the proposed project would result in an approximately 40-person increase (students and Armstrong employees) in the daily on-site population. This limited increase in demand on water services would be accommodated by existing providers. The Mid-Peninsula Water District (MPWD) issued an "Intent to Serve" letter confirming adequate supply and infrastructure capacity. The City and MPWD also require applicants to provide a drought-tolerant landscape plan in accordance with the current MPWD water efficiency in landscape ordinance (WELO). A standard COA for drought-tolerant landscaping is as follows: 1. The applicant shall demonstrate that the final landscape plan has been reviewed and approved by the Mid-Peninsula Water District (MPWD), and is consistent with MPWD's Water Efficient Landscape Ordinance (WELO), prior to installation of landscaping. A post installation certification from MPWD is also required prior to final building permit inspection. Contact the MPWD Water Conservation Administrative Specialist at (650) 591-8941 or jeanettek@midpeninsulawater.org for more information.
Solid Waste	The General Plan EIR indicates that implementation of the General Plan and Belmont Village Specific Plan (BVSP) would result in in additional population and increased solid waste generation within the city. AB 939 requires local governments to divert 50 percent of their community's solid waste, and the recent goal that has been set by CalRecycle of 75 percent recycling, composting, or source reduction of solid waste by 2020. These disposal targets for Belmont were met for both residential and employment disposal for the years 2013-2015. Given the city's ability to meet its diversion targets, as well as the remaining capacity in area landfills, meeting the collection, transfer, recycling, and disposal needs of the projected population anticipated in the General Plan/BVSP is not expected to exceed existing permitted solid waste disposal capacity. In addition, the General Plan/BVSP and CAP contain policies for new development that require participation in all recycling, hazardous waste reduction, and solid waste diversion programs in effect at the time of issuance of building permits. The City requires applicants to provide plans and materials that include details for collecting trash and recycling for proposed development projects (i.e., location of facilities and proposed access for collection). The City's trash and recycling hauler (Recology) reviews the plans and determines the appropriate service levels for the projects. Recology and Public Works staff also determine if there is adequate access/circulation for their vehicles to pick up materials from the site. A letter shall be provided from Recology stating that service is available to the project as designed. Public Works will review the proposed service for impacts to the right-of-way.

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	Construction of the proposed project would result in the generation of solid waste. As described previously and under the standard COAs for Greenhouse Gas, the applicant would be required to recycle or salvage for use a minimum of 50% of the construction waste generated by this project and provide documentation before the final building permit inspection. The proposed expansion would result in an approximately 40-person increase (students and Armstrong employees) increase to the daily on-site population. Armstrong would expand and update its existing campus-wide recycling program and trash pickup service to include the new buildings. The limited increase in the daily on-site population would result in increased solid waste generation that would be accommodated by existing permitted solid waste disposal capacity.

3 General Plan Conformity Analysis

In determining General Plan consistency for the project, applicable goals and policies of the City's General Plan must be considered by decision-makers. The goals and policies of applicable area plans also must be considered because they are ancillary long-range plans that connect to and support the General Plan; however, there are no area plans applicable to the project site. The applicable goals and policies of the City's Climate Action Plan (CAP) must also be considered. A key factor when evaluating policy consistency is whether the project would substantially further or advance the goals and policies of the applicable plans.

A General Plan consistency analysis for the project is presented in Table 3-1. Based on this analysis, the project would be consistent with the General Plan because it would substantially further or advance the General Plan's goals and policies. The project also would be consistent with the CAP's goals and policies.

Table 3-1 Project Consistency with the Goals and Policies of the Belmont General Plan and Belmont Climate Action Plan

Goal or Policy	Determination and Discussion
City of Belmont General Plan	
Land Use Goal 2.1: *Promote a diversity of compatible land uses throughout the city, to enable people to live close to job locations, adequate and convenient commercial services, and public services and facilities such as transit, parks, and schools*.	Consistent. The project would enhance a long-standing community-serving educational use in an established residential neighborhood. The school's expansion would strengthen local access to specialized educational services without introducing land use conflicts or disrupting the existing neighborhood fabric.
Land Use Goal 2.2: *Support the creation and enhancement of "complete neighborhoods" in Belmont, with well-integrated single-family and multi-family residential development, pedestrian and bicycle-friendly environments, and activity nodes featuring schools, parks, and neighborhood commercial areas.*	**Consistent.** Refer to the determination in Land Use Goal 2.1.
Land Use Policy 2.3-4: *Focus new development in or directly adjacent to already-developed areas, where it can be served by existing public services and infrastructure*.	**Consistent.** Refer to the determination in Land Use Goal 2.1.
Land Use & Design Policy 2.13.1-4 & Conservation Element Policy 5.3.6: *Minimize light and glare from new development; Avoid light pollution and unnecessary glare by requiring development projects to use design features and shielding methods that cast outdoor light downward and minimize glare and to install the minimum amount of outdoor lighting necessary for safety and security*.	**Consistent.** The project would include lighting for building entries, walkways, and gathering spaces that would be fully shielded and directed downward. No pole-mounted or high-wattage floodlights are proposed. Lighting would be limited to that necessary for safe circulation and site security, consistent with the City's dark-sky goals. Final fixture selection and photometric design would be in compliance with the City's lighting standards.

Goal or Policy	Determination and Discussion
Circulation / Mobility, and Complete Streets Goal 3.1: *Provide for the safe and efficient movement of people and vehicles within and through the community that fosters accessibility and connectivity; accommodates a mixture of automobiles, transit, bicyclists, and pedestrians; and encourages higher transit ridership.*	**Consistent.** The project would maintain and enhance internal circulation for pedestrians and vehicles, including Americans with Disabilities Act-compliant access routes, drop-off/pick-up staging, and designated parking areas. The small enrollment increase (from 260 to 290) would not generate significant new trips, and the Transportation Demand Management (TDM) practices—such as staggered dismissal and carpool coordination—would reduce potential traffic impacts. The campus is near existing transit corridors, and the project design/scale would accommodate multimodal access without altering public street infrastructure.
Circulation / Mobility, and Complete Streets Goal 3.8: *Provide a balanced and well-managed parking supply that accommodates demand while maximizing efficiency.*	**Consistent.** The project would increase the existing on-site parking supply of 83 by two spaces to 85 spaces across the upper and lower lots. With a projected staffing increase of approximately 11 persons and all staff being required to park on campus, the parking demand would remain within capacity because of staggered schedules and part-time staffing. Armstrong also would implement carpooling strategies and formalize this protocol in its TDM Plan. No on-street parking demand or oversupply is expected to occur.
Conservation and Biological Resources Goal 5.3: *Protect and restore biological and ecological resources in Belmont, including sensitive wildlife species and their habitats*.	**Consistent**. The project would be entirely within a previously developed school campus and would not impact any sensitive biological resources or wildlife habitats. Although 61 trees would be removed (including 39 protected trees, 33 of which are coast live oaks), the project would comply with the City's protected tree replacement standards by providing 33 new oak trees onsite and 6 other preferred species replacement trees, or through in-lieu fees if all replacements cannot be accommodated. As noted below, pre-construction nesting bird surveys would be conducted as required by the City through its standard conditions of approval. The project landscape plan would incorporate native and drought-tolerant species, supporting urban biodiversity and long-term ecological value on site. No riparian zones or undeveloped habitat areas would be disturbed.
Conservation and Biological Resources Policy 5.3-3: *To the greatest extent feasible, ensure that development does not disturb sensitive habitat and special status species by requiring appropriate and feasible mitigation measures.*	Consistent. The project site is fully developed and urbanized, with no identified sensitive habitats. However, there is the potential for nesting birds and bats (specifically the Alameda Sparrow and the Pallid Bat) and the San Francisco Dusky-footed Woodrat which are special-status species. Preconstruction surveys would be conducted by a qualified biologist at the appropriate times prior to construction in accordance with the City standard COAs. If special-status species are encountered, protective measures would be implemented as identified and determined by the qualified

Goal or Policy	Determination and Discussion
	biologist. In addition, the project design would incorporate best practices, such as native plantings, tree protection measures, and erosion control BMPs that would align with the intent of this policy.
Conservation and Biological Resources Policy 5.3-5*: In design and construction, require use of best practices that preserve natural resources, such as soil, trees, native plants, and permeable surfaces*.	**Consistent.** Refer to the determination in Conservation and Biological Resources Goal 5.3.
Conservation and Biological Resources Policy 5.3-7: *Encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure the maximum number and variety of well-adapted plants are maintained.*	**Consistent.** Refer to the determination in Conservation and Biological Resources Goal 5.3.
Conservation and Water Quality Policy 5.5-3: *Require development projects to incorporate structural and non- structural best management practices (BMPs) to mitigate or reduce the projected increases in pollutant loads, in accordance with the NPDES permit guidelines.*	**Consistent.** The project would include Low Impact Development-based stormwater infrastructure, designed in compliance with National Pollutant Discharge Elimination System and Special Provision C.3 requirements. Bioretention areas and on-site treatment systems would improve runoff quality and reduce peak flow, consistent with City and regional water quality objectives.
Conservation and Water Quality Policy 5.5-5: *Implement water pollution prevention methods to the maximum extent practicable, supplemented by pollutant source controls and treatment.*	**Consistent.** Refer to the determination in Conservation and Water Quality Policy 5.5-3.
Conservation and Water Supply 5.6: *Preserve water resources and provide for long-range community water needs by adopting best management practices for water use and conservation.*	**Consistent.** The project would include a drought-tolerant landscape plan, in accordance with the current Mid-Peninsula Water District (MPWD) water efficiency in the landscape ordinance (WELO). The project applicant has secured an "Intent to Serve" letter from MPWD, and the project would be required to meet all applicable CALGreen (indoor water efficiency) standards at the time of building permit issuance.
Water Supply Policy 5.6-4: *Set appropriate conditions of approval for each new development proposal to ensure that the necessary water supply facilities and water resources are in place prior to occupancy.*	**Consistent.** Refer to the determination in Conservation and Water Supply Policy 5.6.

Goal or Policy	Determination and Discussion
Conservation and Water Policy 5.6-5: *Continue the City's Water Conservation Strategy to reduce water use, control water cost, and promote environmental sustainability in municipal buildings, parks, landscaped areas, and athletic fields, as feasible and appropriate*.	**Consistent.** Refer to the determination in Conservation and Water Supply Policy 5.6.
Air Quality Policy 5.10-3: *Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.*	**Consistent**. In addition to the implementation of the City's standard COAs for construction air quality emissions minimization such as the use of equipment with Tier 4 engines, as developed through the General Plan EIR, the applicant and their construction contractor would implement Bay Area Air Quality Management District (BAAQMD) best practices for dust control, including regular watering of exposed soils, vehicle washdowns, and covering of haul trucks. Diesel equipment would meet the California Air Resource Board's emissions standards. These measures would minimize short-term emissions, furthering City and regional compliance efforts to ensure that regional thresholds are not exceeded.
Air Quality Policy 5.11-2: *Support the Climate Action Plan's goals and implement the CAP's reduction measures and strategies to reduce greenhouse gas emissions.*	**Consistent.** The project would support the City's CAP goals by avoiding fossil fuel use, by including efficient mechanical systems, and by using low-energy fixtures. The new buildings would maximize daylighting and natural ventilation. A new electrical service would power the entire campus.
Safety Goal 6.1: *Minimize risks of property damage and personal injury posed by geologic and seismic hazards*.	**Consistent.** A comprehensive geotechnical investigation was prepared for the project and reviewed by the City, and no considerable geologic hazards were found on site (see Project Description Attachment E). The investigation report provides detailed recommendations for grading, drainage, slope stabilization, and foundation design. These recommendations would be implemented, including slab-on-grade and shallow mat foundations, over-excavation of fill areas, and minor shoring. No pile driving or deep foundations are proposed. Thus, the project would meet City standards for seismic and slope safety and minimize the risk of geotechnical hazards.
Safety Policy 6.1-1: *Continue to maintain and enforce appropriate standards to ensure new development is designed to meet current safety codes and requirements associated with seismic activity. Require public and private development to be located, designed, and constructed to minimize the risk of loss of life and injury in the event of a major earthquake or other natural disaster.*	**Consistent.** Refer to the determination in Safety Goal 6.1.

Goal or Policy	Determination and Discussion
Safety Policy 6.1-2: *Continue to regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards on sites having a history or threat of seismic dangers, erosion, landslides, or shrink swell.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Policy 6.1-4: *Continue to require geotechnical site analysis for proposed development on sites as specified in the Municipal Code, prior to allowing site development.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Policy 6.1-5: *Geotechnical studies shall identify any geologic hazards affecting the proposed project site, any necessary mitigation measures, and a statement of the site's suitability for the proposed development and whether or not it will be safe from geologic hazard for its expected life. The study shall identify net developable areas, if any, based on landslide or ground shaking potential or erosion risk. Impacts from the development, such as those resulting from increased water runoff, shall also be determined. Such studies must be signed by a licensed Certified Engineering Geologist or Geotechnical Engineer and are subject to review and approval by City staff and/or contracted employees.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Policy 6.1-6: *Require any geotechnical studies to include the study of expansive and creeping soils, as well as analysis of erosion, seismic, and other geotechnical hazards, and make recommendations, as warranted.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Policy 6.1-8: *Ensure consideration of seismic and geologic hazards at the earliest possible point in the development process, preferably before comprehensive engineering work has commenced.*	**Consistent.** Refer to the determination in Safety Goal 6.1.
Safety Goal 6.3: *Protect soils, surface water, and groundwater from contamination from hazardous materials.*	**Consistent.** The project has not proposed the use, storage, or disposal of hazardous materials during operation. Construction activities would comply with all applicable stormwater pollution prevention measures, including best management practices for erosion control, materials handling, and spill prevention. No existing or historical hazardous waste concerns have been identified on site, and excavation would be monitored for any unexpected conditions.

Goal or Policy	Determination and Discussion
Safety Goal 6.5: E*nsure that utilities that are essential to contemporary life are available and adequate to meet the demands of the Belmont community while also ensuring the utilities maintain and enhance Belmont's physical diversity, visual qualities, and small-town characteristics.*	**Consistent.** The project would connect to all essential utilities (i.e., water, sewer, electrical, internet). A new electrical service would be installed to support the all-electric design. An "Intent to Serve" letter has been secured from MPWD. No natural gas infrastructure is proposed.
Safety Policy 6.5-5: *Require all new development to be connected to the City's sewer system.*	**Consistent.** Refer to the determination in Safety Goal 6.5.
Noise Goal 7.1: *Strive to achieve an acceptable noise environment for the environmental, health, and safety needs of present and future residents of Belmont.*	**Consistent.** Construction noise would occur during City-approved project hours, and the project would not require nighttime work. No operational noise exceedances are anticipated; mechanical systems would be screened and compliant with City thresholds. Ventilation systems would allow indoor use with the windows closed.
Noise Policy 7.1-2: *Use the Community Noise Level Exposure Standards, as review criteria for new land uses. Require all new development that would be exposed to noise greater than the "normally acceptable" noise level range to reduce interior noise through design, sound insulation, or other measures.*	**Consistent.** Refer to the determination in Noise Goal 7.1.
Noise Policy 7.1-3: *Require noise-reducing mitigation to meet allowable outdoor and indoor noise exposure standards in [General Plan] Table 7-2. Noise mitigation measures that may be approved to achieve these noise level targets include but are not limited to the following:* • *Construct façades with substantial weight and insulation;* • *Use sound-rated windows for primary sleeping and activity areas;* • *Use sound-rated doors for all exterior entries at primary sleeping and activity areas;* • *Use minimum setbacks and exterior barriers;* • *Use acoustic baffling of vents for chimneys, attic and gable ends; and,* • *Install a mechanical ventilation system that provides fresh air under closed window conditions.* *Alternative acoustical designs that achieve the prescribed noise level reduction may be approved, provided a qualified Acoustical Consultant submits information demonstrating that the required reductions to meet the specific*	**Consistent.** The project would be designed with durable, well-insulated façades, and sound-rated windows and doors consistent with City standards for noise control. Mechanical ventilation systems would provide fresh air under closed-window conditions, maintaining interior noise levels below 45 dBA Ldn. These design features would achieve compliance with the allowable interior and exterior noise exposure standards identified in General Plan Table 7-2. A qualified acoustical consultant prepared a project-specific mechanical equipment noise study based on a preliminary list of HVAC equipment, which indicates that the proposed design and construction methods would achieve compliance with the City's interior and exterior noise standards. If any alternative acoustical designs or materials are proposed during building permit review, they would be reviewed and approved by the qualified acoustical consultant to ensure compliance with City standards for stationary noise sources.

Goal or Policy	Determination and Discussion
targets for outdoor activity areas and interior spaces can be achieved and maintained.	
Noise Policy: 7.1.8: *Continue to enforce applicable Federal and State Noise Insulation Standards (CCR, Title 24) and noise requirements.*	**Consistent.** The project would comply with all applicable State Building Code (Title 24) noise insulation standards for educational facilities. The project's design incorporates acoustical materials and mechanical ventilation that meet the minimum insulation performance standards for sensitive uses such as classrooms and activity areas.
Noise Policy: 7.1.10: *Require developers of new development anticipated to generate a substantial amount of vibration during construction to implement mitigation practices to reduce vibration, which can include: operating heavy equipment as far as practical from residential uses; using smaller bulldozers (operating weight less than 20,000 pounds) when grading must occur within approximately 50 feet of residential uses or other vibration sensitive uses; and using quiet pile driving technology when feasible.*	**Consistent.** No pile-driving or other high-vibration activities are proposed. Construction would primarily involve standard building and grading equipment, operated at distances greater than 50 feet from nearby residences. Equipment would be staged as far from property lines as feasible, and smaller, lower-impact machinery would be used for fine grading and finishing work. These practices would ensure compliance with City standards and avoid substantial vibration effects on adjacent sensitive uses.
Noise Policy Goal 7.2: *Protect noise-sensitive land uses, such as schools, hospitals, and senior care facilities, from encroachment of and exposure to excessive levels of noise.*	**Consistent.** Refer to the determination in Noise Goal 7.1.
City of Belmont Climate Action Plan	
CAP Goal 3.1.1: *Increase municipal, residential, and commercial energy efficiency, renewable energy, efficient water use, and green building.*	**Consistent.** The project would be all-electrically powered and meet CALGreen and WELO standards. It would include on-site recycling and composting as well as drought-tolerant landscaping, Construction waste would be diverted in accordance with Recology guidelines.
CAP Goal 3.2.1: *Reduce emissions from transportation through efficient land use, alternate modes of transportation, and operational innovations*.	**Consistent.** The project would support this goal by maintaining a neighborhood-serving school in close proximity to housing and transit. The project would also formalize an existing TDM program that includes staggered drop-off and dismissal times, carpool coordination, and on-site staff parking restrictions. Implementation of these operational practices would reduce single-occupancy vehicle trips and lower transportation-related emissions, in alignment with CAP objectives.
CAP Goal 3.3.1: *Reduce solid waste generated and sent to landfills.*	**Consistent.** Armstrong maintains a waste diversion program, and the project would include adequate space for recycling and compost collection.

BASELINE ENVIRONMENTAL CONSULTING

MEMORANDUM

Date: November 10, 2025 **Job No.:** 24232-04

To: Carlos De Melo, City of Belmont Community Development Director
Jeremy Ruiz, City of Belmont Assistant Planner
Peter Mye, Senior Project Manager, Panorama Environmental, Inc

From: Yilin Tian, Project Environmental Engineer, Baseline Environmental Consulting

Subject: **Final Air Quality Health Risk Assessment for the Charles Armstrong School Expansion Project**

The Charles Armstrong School Expansion Project (project) would occur in two phases and result in the construction of four new buildings on the existing school campus at 1405 Solana Drive in Belmont, California. Phase 1 (2026–2027) would include three new academic buildings as part of an Academic Wing totaling approximately 11,900 square feet, along with a new landscaped plaza, building connections, stormwater management systems, utility infrastructure, slope stabilization, and landscaping. Phase 2 (2031–2032) would include a new 11,100-square-foot Athletics Building with associated site improvements.

The Program Environmental Impact Report (EIR) for the Belmont General Plan Update concluded that build out of the Plan Area, which includes the project site, would expose sensitive receptors to substantial pollutant concentrations from new sources of toxic air contaminants (TACs), and requires future projects located within 1,000 feet of receptors to perform a construction health risk assessment (HRA) under Mitigation Measure AQ-6 (AQ-6) and the City's conditions of approval.

In accordance with Mitigation Measure AQ-6, this HRA evaluates the potential health risk impacts to nearby sensitive receptors exposed to diesel particulate matter (DPM) and fine particulate matter ($PM_{2.5}$) emissions from project construction. The health risks to nearby sensitive receptors were evaluated in accordance with guidance from the Office of Environmental Health Hazard Assessment (OEHHA)[1] and the Bay Area Air District (BAAD).[2]

PROJECT ANALYSIS

During construction, the project would generate emissions of DPM and $PM_{2.5}$ from the exhaust of diesel-powered engines; these emissions are a complex mixture of soot, ash particulates,

[1] Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. May.
[2] Bay Area Air District (BAAD), 2023. CEQA Air Quality Guidelines. April.

metallic abrasion particles, volatile organic compounds, and other components that can penetrate deeply into the lungs and contribute to a range of health problems. In 1998, the California Air Resources Board (CARB) identified DPM from diesel-powered engines as a TAC based on its potential to cause cancer and other adverse health effects.[3] The BAAD also recommends that construction emissions of $PM_{2.5}$, in addition to TACs, be considered in health risk assessments of air pollution due to its correlation with diesel exhaust and strong evidence for adverse health effects.

Health Risk Screening Thresholds

For risk assessment purposes, exposure to TACs may result in cancer and noncancer health impacts. Cancer risk is expressed as the incremental probability that an individual will develop cancer over a lifetime as a direct result of exposures to potential carcinogens from anthropogenic sources. The estimated cancer risk is a unitless probability, often expressed as chances in a million. A hazard index (HI) is used to assess noncancer health impacts for different exposure scenarios (chronic and acute). The HI is based on the ratio of the potential exposures to a chemical by the levels at which no adverse effects are expected.

The project site is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of BAAD. BAAD has adopted thresholds of significance to assist lead agencies in the evaluation and mitigation of air quality impacts under CEQA.[4] BAAD's recommend health risk thresholds are summarized in **Table 1**.

Table 1: BAAD Health Risk Screening Thresholds

Impact Analysis	Pollutant	Screening Thresholds
Local Community Risks and Hazards (Operation and/or Construction)	$PM_{2.5}$ (project)	0.3 µg/m^3 (annual average)
	TACs (project)	Cancer risk increase > 10 in one million Chronic hazard index > 1.0
	$PM_{2.5}$ (cumulative)	0.8 µg/m^3 (annual average)
	TACs (cumulative)	Cancer risk > 100 in one million Chronic hazard index > 10.0

Notes: TACs = Toxic air contaminants; $PM_{2.5}$ = Fine particulate matter; µg/m^3 = micrograms per cubic meter.
Source: BAAD, 2023. CEQA Air Quality Guidelines. April.

Sensitive Receptors

Sensitive receptors are areas where individuals are more susceptible to the adverse effects of poor air quality. Sensitive receptors include, but are not limited to, hospitals, schools, daycare

[3] California Air Resources Board (CARB), 1998. Initial Statement of Reasons for Rulemaking; Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, June.
[4] Bay Area Air District (BAAD), 2023. CEQA Air Quality Guidelines. April.

facilities, parks, elderly housing, and convalescent facilities. Residential areas are also considered sensitive receptors because people are often at home for extended periods, thereby increasing the duration of exposure to potential air contaminants.

Existing sensitive receptors near the project site include single-family residences adjacent to the north, east, and south of the project site. The San Carlos Charter Learning Center, Mariposa Upper Elementary School, and Tierra Linda Middle School are located about 185 feet, 380 feet, and 650 feet to the southwest of the project site, respectively.

BAAD also recommends evaluating health risks to offsite worker receptors, which are not considered sensitive receptors. Since the project site is surrounded by sensitive receptors such as residences and schools, offsite worker receptors located further away are not evaluated in the analysis.

Toxic Air Contaminant and $PM_{2.5}$ Emissions from Construction

Project construction would generate DPM and $PM_{2.5}$ emissions from the exhaust of off-road diesel construction equipment, and fugitive $PM_{2.5}$ emissions from construction activities. BAAD recommends using the most recent version of the California Emissions Estimator Model (CalEEMod Version 2022.1) to estimate air pollutant emissions from construction of a project. CalEEMod uses widely accepted models for emission estimates combined with appropriate default data for a variety of land use projects that can be used if site-specific information is not available. The primary input data used to estimate emissions associated with construction of the project were provided by the project applicant and contain information on construction duration, off-road construction equipment inventory and usage, and construction truck and worker commute trips.

Project construction is subject to several mitigation measures from the Program EIR, including Mitigation Measure AQ-1: Require Tier 4 Engines on Construction Equipment, and Mitigation Measure AQ-2: Require Construction Fleet to Use Renewable Diesel, which would reduce exhaust PM_{10} and $PM_{2.5}$ emissions during construction. Mitigation Measure AQ-1 and AQ 2 require all off-road equipment greater than 50 horsepower and operating for more than 20 total hours over the entire duration of construction activities to use Tier 4 or newer engines approved by the U.S. Environmental Protection Agency and renewable diesel, respectively. This analysis conservatively assumes that off-road diesel equipment subject to Mitigation Measure AQ-1 would use Tier 4 interim engines instead of cleaner Tier 4 final engines. For Mitigation Measure AQ-2, since CalEEMod does not have data to quantify mitigation of Tier 4 interim engines, the reduction in exhaust PM_{10} and $PM_{2.5}$ emissions achieved by using renewable diesel was not quantified in this analysis. In addition, project construction is subject to Mitigation Measure AQ-4: Require Fugitive Dust Best Management Practices, which will reduce fugitive dust emissions.

A summary of the assumptions for estimating construction emissions is provided in **Table 2**. Construction information provided by the project applicant and a copy of the CalEEMod report for the proposed project, which summarizes the input parameters, assumptions, and findings, is included as **Attachment A**.

Table 2: CalEEMod Construction Assumptions

Input Category	Construction Assumptions and Changes to Default Data
Construction Phase	The project will be constructed in two phases. Construction of Phase 1 (Academic Wing) would commence on May 26, 2026, and last about 15 months through August 13, 2027. Construction of Phase 2 (Athletics Building) would commence on May 27, 2031, and last about 15 months through August 13, 2032.
Construction Equipment	The construction equipment list was modified according to site-specific construction information provided by the project applicant (Attachment A).
Material Movement	Assumed 800 cubic yards of soil export for Phase 1 and 600 cubic yards of material import for Phase 2.
Demolition	Approximately 4,000 square feet (SF), 8,200 SF, and 3,010 SF of asphalt, concrete, and playground surfaces would be demolished, respectively, which would generate about 367 tons of demolition debris.[1]
Construction: Trips and VMT	Construction truck trips and worker commute trips were provided by the applicant. Truck trips generated by material import/export and demolition debris off-haul were added to the provided truck trips to be conservative.

Notes: Default CalEEMod data was used for all other parameters not described.
[1] Asphalt demo assumption:(Area of pavement)(Depth of pavement)(Density asphalt) = (15.2 KSF)(0.33 ft)(0.0725 tons/ft^3) =367 tons. Demolition debris was included in Phase 1.
Source: Attachment A.

Health Risk Assessment

Exposure to Toxic Air Contaminant and $PM_{2.5}$ Emissions during Construction

In accordance with guidance from BAAD and OEHHA, an assessment was conducted to evaluate potential health risks to sensitive receptors exposed to DPM and $PM_{2.5}$ emissions during project construction. The acute HI for DPM was not calculated because an acute reference exposure level has not been approved by OEHHA and CARB, and BAAD does not recommend analysis of acute non-cancer health hazards from construction activity.

The annual average concentrations of DPM and $PM_{2.5}$ during construction were estimated within 1,000 feet of the project using the U.S. Environmental Protection Agency's AERMOD air dispersion model. For this analysis, emissions of exhaust coarse particulate matter (PM_{10}) were used as a surrogate for DPM, which is a conservative assumption because more than 90 percent of DPM is less than 1 micron in diameter. For modeling purposes, daily emissions from

construction were assumed to occur during the City of Belmont's permitted construction hours between 8 a.m. and 5 p.m. Monday through Friday. The exhaust and fugitive dust emissions from off-road equipment were represented in the AERMOD model as area sources encompassing the Phase 1 and Phase 2 building footprints. Exhaust and fugitive dust emission rates for off-road equipment were based on the actual hours of work and averaged over the entire duration of construction. During non-work hours, the emission rates were assumed to be zero. The input parameters and assumptions used for estimating the dispersion of DPM and $PM_{2.5}$ from off-road diesel construction equipment are included in **Attachment B**.

A uniform grid of receptors spaced 20 meters apart was created for ground level receptors at a standard breathing height of 1.5 meters to develop isopleths (i.e., concentration contours) around the project site that illustrate the air dispersion pattern from the emissions sources. In addition, discrete receptors were created for ground level receptors at heights of 1.5 meters to calculate concentrations at the maximally exposed individual resident (MEIR) and the onsite maximally exposed individual Student (Onsite MEIS). The AERMOD model input parameters included 1 year of BAAD meteorological data from the San Carlos Met Site (Site ID 6901) located about 1.8 miles to the northeast of the project site.

The air dispersion model was used to estimate annual average concentrations of DPM and $PM_{2.5}$ from project construction emissions at nearby receptors. Based on the results of the air dispersion model (**Attachment B**), potential health risks were evaluated for the following receptors (**Figure 1**):

- The MEIR on the ground floor of a single-family residence located adjacent to the east of the project site; and
- The Onsite MEIS at the Middle Classroom Building on the project site west of Phase 1 and north of Phase 2.

The MEIR is located closer to the project site than the offsite student receptors and offsite workers. Since residential receptors have a longer exposure duration, larger age sensitivity factor, and higher exposure frequency than students and workers, the offsite student and worker receptors are not evaluated in this analysis.

The project would be constructed in two phases, with each phase requiring approximately 15 months of construction. Phase 2 is anticipated to begin about four years after the completion of Phase 1 but could start earlier. For the MEIR, the incremental increase in cancer risk was conservatively assessed for an infant starting from birth that would be exposed to annual average DPM concentrations over the entire duration of project construction (30 months). This exposure scenario represents the most sensitive individual who could be exposed to adverse air quality conditions in the vicinity of the project site. For the Onsite MEIS, it was conservatively assumed that the school would be in session and a student 2 to 16 years

of age would attend the Charles Armstrong School during the entire project construction duration.

Estimates of the health risks at the MEIR and Onsite MEIS from exposure to DPM and $PM_{2.5}$ concentrations during project construction are summarized and compared to the BAAD's thresholds of significance in **Table 3**. At the MEIR and Onsite MEIS, the estimated excess cancer risks and chronic HIs for DPM and annual average $PM_{2.5}$ concentrations from construction emissions were below the thresholds of significance.

Table 3: Health Risks during Project Construction

Emissions Scenario	Receptor	Diesel Particulate Matter		$PM_{2.5}$ Annual Average Concentration ($\mu g/m^3$)
		Cancer Risk (per million)	Chronic Hazard Index	
Off-Road Construction Equipment	MEIR	2.1	0.002	0.04
	Onsite MEIS	0.02	<0.001	0.21
Thresholds of Significance		**10**	**1.0**	**0.3**
Exceed Threshold?		No	No	No

Notes: $\mu g/m^3$ = micrograms per cubic meter
Source: Attachment B

Cumulative Exposure to Toxic Air Contaminants and $PM_{2.5}$ Emissions

In addition to a project's individual TAC and $PM_{2.5}$ emissions during construction, the potential cumulative health risks to sensitive receptors from existing TACs and $PM_{2.5}$ were evaluated. Cumulative health risks were estimated at the MEIR to represent the worst-case-exposure scenario for sensitive receptors in the project vicinity.

Based on the BAAD's permitted stationary source risk map,[5] there is one existing stationary source within 1,000 feet of the MEIR (**Figure 1**): Mid Peninsula Water District (13796). Preliminary health risk screening values at the MEIR associated with the stationary source were determined using the 2022 permitted stationary source inventory data and the BAAD Health Risk Calculator with Distance Multipliers (Beta Version 5.0). At the time of preparation of this analysis, there were no reasonably foreseeable future projects identified within 1,000 feet of the project that would introduce a new source of TACs and/or $PM_{2.5}$ emissions.

[5] Bay Area Air District (BAAD), 2024. Stationary Source Screening Map. Available at: https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=845658c19eae4594b9f4b805fb9d89a3. Accessed October 15, 2025.

Preliminary health risk screening values at the MEIR from exposure to mobile sources of TACs and $PM_{2.5}$ were estimated based on the BAAD's Mobile Source Screening Map,[6] which provides health risk estimates reflective of 2022 conditions for residents living near major roadways, and reflective of 2024 conditions for residents living near rail lines and rail yards.

Estimates of the cumulative health risks at the MEIR for the project are summarized and compared to the BAAD's cumulative thresholds of significance in **Table 4**. As shown in **Table 4,** the cumulative cancer risk, chronic HI, and annual average $PM_{2.5}$ concentration at the MEIR were below the BAAD's cumulative thresholds. Therefore, implementation of the project would not expose existing sensitive receptors to substantial concentrations of TACs and $PM_{2.5}$ that would be considered cumulatively considerable.

Table 4: Cumulative Health Risks

Source	Source Type	Ref	Diesel Particulate Matter		$PM_{2.5}$ Annual Average Concentration ($\mu g/m^3$)
			Cancer Risk (per million)	Chronic Hazard Index	
Project					
Off-Road Construction Equipment	Diesel Exhaust		2.1	<0.01	0.04
Existing Stationary Sources					
Mid Peninsula Water District (13796)	Generator	1,2	0.1	<0.01	0.00
Existing Mobile Sources					
Major Roadway	Mobile	3	1.6	0.01	0.08
Cumulative Health Risks			3.7	<0.1	0.1
Thresholds of Significance			**100**	**10.0**	**0.8**
Exceed Threshold?			**No**	**No**	**No**

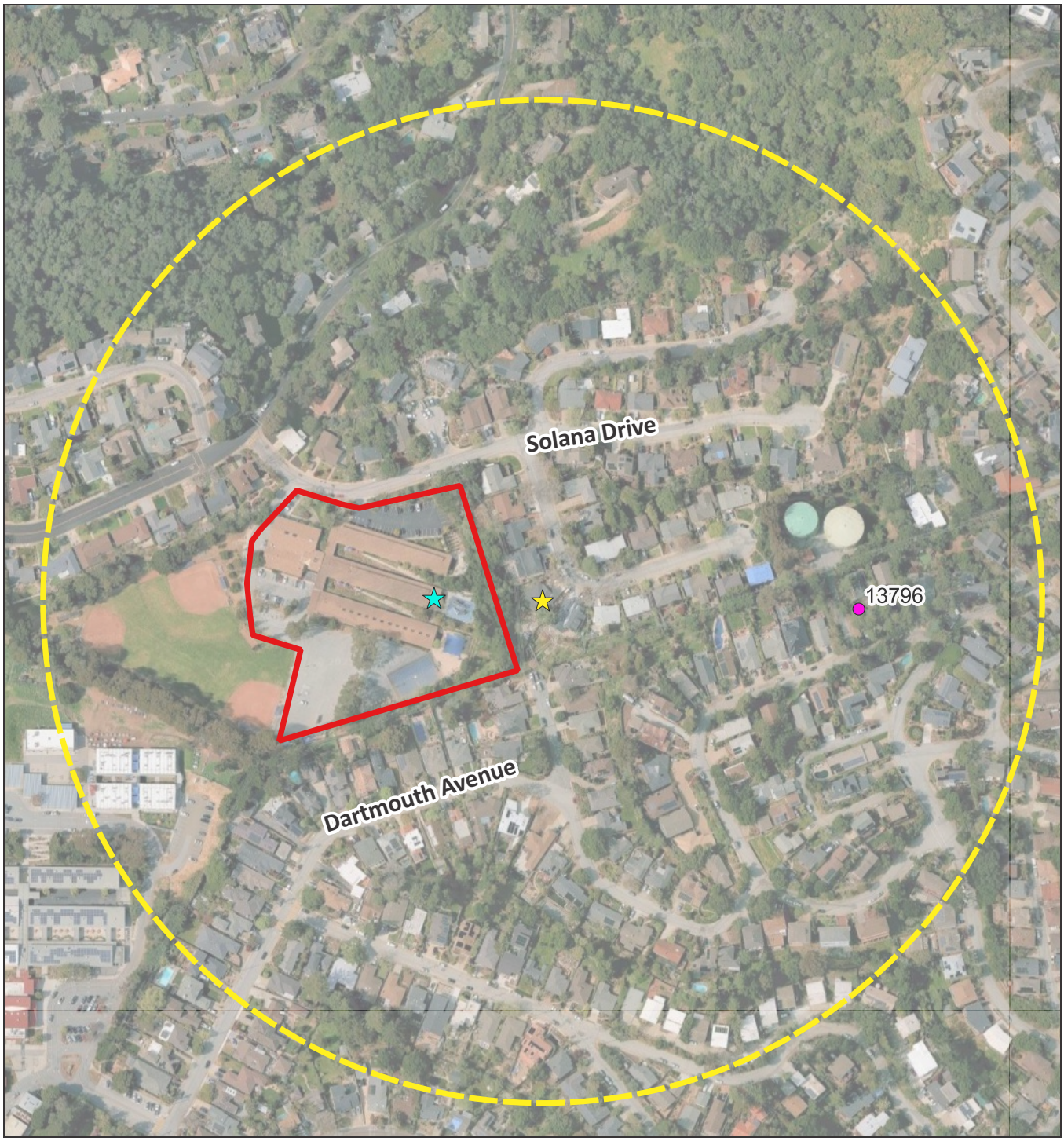
Notes: $\mu g/m^3$=micrograms per cubic meter; HI=hazard index; Ref=reference
Health risk screening values derived using the following BAAD tool and methodology references:
1) BAAD's Health Risk Calculator (Beta Version 5.0)
2) BAAD's Health Risk Calculator (Beta Version 5.0): Diesel Internal Combustion Engine Distance Multiplier Tool.
3) BAAD Beta version Mobile Source Screening Map for Roadway, Rail, and Railyard.
Source: Attachment B

[6] Bay Area Air District (BAAD), 2024. Bay Area Air Quality Management District Mobile Source Screening Map, Beta Version. Available at: https://mtc.maps.arcgis.com/apps/instant/sidebar/index.html?appid=c5f9b1a40326409a89076bdc0d95e429. Accessed October 15, 2025.

CONCLUSION

Based on the analysis of the potential health risk impacts related to emissions from off-road construction equipment, construction of the project would not result in a substantial increase in the exposure of sensitive receptors to DPM and $PM_{2.5}$.

FIGURE



Legend

- MEIR
- Onsite MEIS
- Project Boundary
- 1,000-Feet Buffer around MEIR
- Existing Stationary Source

N

0 380 Feet

BASELINE ENVIRONMENTAL CONSULTING

Figure 1
Sensitive Receptors and Cumulative Sources of TACs

ATTACHMENT A

CalEEMod Results

Construction Schedule and Construction Vehicle Trip Activity

Construction Phase	Project Components	Construction Elements	Estimated Start Date	Estimated End Date	Estimated Duration (Work Days)	Average Trucks per Day	Average Workers per Day	One-Way Truck Trips per Day	One-Way Worker Commute Trips per Day
Phase 1	Academic Buildings (A, B & C)	Site Preparation / Mobilization	May 26, 2026	June 5, 2026	9	2	4	4	8
Phase 1	Academic Buildings (A, B & C)	Grading	June 8, 2026	July 3, 2026	19	3.50	6	7	12
Phase 1	Academic Buildings (A, B & C)	Site Utilities	June 1, 2026	July 10, 2026	29	0.25	12	0.5	24
Phase 1	Academic Buildings (A, B & C)	Building Construction	July 6, 2026	August 13, 2027	280	2	21	4	42
Phase 1	Academic Buildings (A, B & C)	Site Hardscape & Landscape	May 31, 2027	August 13, 2027	53	2	8	4	16
Phase 2	Athletic Building	Site Preparation / Mobilization	May 27, 2031	June 6, 2031	9	2	4	4	8
Phase 2	Athletic Building	Grading	June 9, 2031	July 3, 2031	19	5	6	10	12
Phase 2	Athletic Building	Site Utilities	June 2, 2031	July 11, 2031	29	0.25	12	0.5	24
Phase 2	Athletic Building	Building Construction	July 7, 2031	August 13, 2032	280	2	21	4	42
Phase 2	Athletic Building	Site Hardscape & Landscape	May 31, 2032	August 13, 2032	53	2	8	4	16

Notes: It was conservatively assumed that the average daily truck volumes provided by the applicant represent round trips.

Construction Off-Road Equipment Activity

Construction Phase	Project Components	Site Preparaton / Mobilization	Equipment	CalEEMod Equipment Type	Number of Units	Horse Power	Tier Rating	Hours/Day	Utilization	Adjusted Hours/Day
Phase 1	Academic Buildings (A, B & C)	Site Preparation / Mobilization	Backhoe/Loader	Tractors/Loaders/Backhoes	1	100	4	8	100%	8
			Concrete Saw	Concrete/Indstrial Saws	1	30	4	8	100%	8
Phase 1	Academic Buildings (A, B & C)	Grading	Excavator*	Excavators	1	300	4	8	50%	4
			Backhoe/Loader	Tractors/Loaders/Backhoes	1	100	4	8	75%	6
			Small Dozer	Rubber Tired Dozers	1	100	4	8	50%	4
			Roller/Compactor	Rollers	1	75	4	8	25%	2
Phase 1	Academic Buildings (A, B & C)	Site Utilities	Backhoe	Tractors/Loaders/Backhoes	2	100	4	8	75%	6
			Concrete Saw	Concrete/Indstrial Saws	1	30	4	8	10%	0.8
			Jumping Jack	Plate Compactors	1	10	4	8	75%	6
Phase 1	Academic Buildings (A, B & C)	Building Construction	Gradall/forklift	Forklifts	1	125	4	8	100%	8
			Crane	Cranes	1	400	4	8	10%	0.8
			Concrete Pump	Other Construction Equipment	1	300	4	4	20%	0.8
Phase 1	Academic Buildings (A, B & C)	Site Hardscape & Landscape	Backhoe/Loader	Tractors/Loaders/Backhoes	1	100	4	8	75%	6
			Mini-Excavator	Excavators	1	60	4	8	75%	6
			Skidsteer	Skid Steer Loaders	1	75	4	8	50%	4
Phase 2	Athletic Building	Site Preparation / Mobilization	Backhoe/Loader	Tractors/Loaders/Backhoes	1	100	4	8	100%	8
			Concrete Saw	Concrete/Indstrial Saws	1	30	4	8	100%	8
Phase 2	Athletic Building	Grading	Excavator*	Excavators	1	300	4	8	50%	4
			Backhoe/Loader	Tractors/Loaders/Backhoes	1	100	4	8	75%	6
			Small Dozer	Rubber Tired Dozers	1	100	4	8	50%	4
			Roller/Compactor	Rollers	1	75	4	8	25%	2
Phase 2	Athletic Building	Site Utilities	Backhoe	Tractors/Loaders/Backhoes	2	100	4	8	75%	6
			Concrete Saw	Concrete/Indstrial Saws	1	30	4	8	10%	0.8
			Jumping Jack	Plate Compactors	1	10	4	8	75%	6
Phase 2	Athletic Building	Building Construction	Gradall/forklift	Forklifts	1	125	4	8	100%	8
			Crane	Cranes	1	400	4	8	10%	0.8
			Concrete Pump	Other Construction Equipment	1	300	4	4	20%	0.8
Phase 2	Athletic Building	Site Hardscape & Landscape	Backhoe/Loader	Tractors/Loaders/Backhoes	1	100	4	8	75%	6
			Mini-Excavator	Excavators	1	60	4	8	75%	6
			Skidsteer	Skid Steer Loaders	1	75	4	8	50%	4

*with hydraulic ram attachment if needed for any rock excavation

Charles Armstrong School Expansion Project - Phase 1 Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Charles Armstrong School Expansion Project - Phase 1
Construction Start Date	5/26/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	4.70
Precipitation (days)	3.20
Location	1405 Solana Dr, Belmont, CA 94002, USA
County	San Mateo
City	Belmont
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1245
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Junior High School	11.9	1000sqft	0.27	11,900	0.00	0.00	—	Academic Building

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.41	0.31	6.93	11.6	0.02	0.08	1.70	1.74	0.08	0.76	0.80	—	2,461	2,461	0.19	0.16	2.57	2,498
2027	2.70	2.63	4.72	8.66	0.01	0.06	0.60	0.66	0.05	0.15	0.20	—	1,970	1,970	0.12	0.09	2.17	2,002
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.23	0.16	2.15	4.23	0.01	0.01	0.44	0.45	0.01	0.11	0.12	—	1,141	1,141	0.08	0.07	0.04	1,165
2027	0.21	0.16	2.11	4.16	0.01	0.01	0.44	0.45	0.01	0.11	0.12	—	1,126	1,126	0.07	0.06	0.04	1,146
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.11	0.08	1.27	2.31	< 0.005	0.01	0.27	0.28	0.01	0.08	0.09	—	587	587	0.04	0.04	0.33	599
2027	0.45	0.42	1.25	2.34	< 0.005	0.01	0.20	0.22	0.01	0.05	0.06	—	584	584	0.04	0.03	0.32	594
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.02	0.01	0.23	0.42	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	97.1	97.1	0.01	0.01	0.06	99.1
2027	0.08	0.08	0.23	0.43	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	96.7	96.7	0.01	0.01	0.05	98.4

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	3.16	4.00	0.01	0.06	—	0.06	0.05	—	0.05	—	565	565	0.02	< 0.005	—	567
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.61	0.61	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.9	13.9	< 0.005	< 0.005	—	14.0
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.31	2.31	< 0.005	< 0.005	—	2.32
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.23	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	64.5	64.5	< 0.005	< 0.005	0.19	64.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.16	0.02	1.38	0.98	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	922	922	0.14	0.15	1.78	971
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.51	1.51	< 0.005	< 0.005	< 0.005	1.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.7	22.7	< 0.005	< 0.005	0.02	23.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	< 0.005	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.77	3.77	< 0.005	< 0.005	< 0.005	3.96

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	3.38	6.19	0.01	0.02	—	0.02	0.02	—	0.02	—	1,040	1,040	0.04	0.01	—	1,044
Dust From Material Movement	—	—	—	—	—	—	1.28	1.28	—	0.66	0.66	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.18	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	54.1	54.1	< 0.005	< 0.005	—	54.3
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.96	8.96	< 0.005	< 0.005	—	8.99

Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.35	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	96.8	96.8	< 0.005	< 0.005	0.29	97.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.09	0.01	0.80	0.57	< 0.005	0.01	0.13	0.14	0.01	0.04	0.04	—	538	538	0.08	0.09	1.04	567
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.78	4.78	< 0.005	< 0.005	0.01	4.85
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.0	28.0	< 0.005	< 0.005	0.02	29.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	< 0.005	0.80
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.64	4.64	< 0.005	< 0.005	< 0.005	4.88

3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.50	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	458	458	0.02	< 0.005	—	460
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.50	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	458	458	0.02	< 0.005	—	460
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.52	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	160	160	0.01	< 0.005	—	161
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.10	0.18	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.6	26.6	< 0.005	< 0.005	—	26.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.11	0.10	0.08	1.21	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	339	339	0.01	< 0.005	1.01	341
Vendor	0.01	< 0.005	0.08	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	55.1	55.1	0.01	0.01	0.13	57.7
Hauling	0.05	0.01	0.46	0.33	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	307	307	0.05	0.05	0.59	324
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.09	1.12	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	320	320	0.01	0.01	0.03	324
Vendor	0.01	< 0.005	0.08	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	55.1	55.1	0.01	0.01	< 0.005	57.6
Hauling	0.05	0.01	0.48	0.33	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	307	307	0.05	0.05	0.02	323
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.38	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	113	113	< 0.005	< 0.005	0.15	114
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	19.3	19.3	< 0.005	< 0.005	0.02	20.2
Hauling	0.02	< 0.005	0.17	0.11	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	108	108	0.02	0.02	0.09	113
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	18.6	18.6	< 0.005	< 0.005	0.03	18.9
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	< 0.005	3.34
Hauling	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.8	17.8	< 0.005	< 0.005	0.01	18.8

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.50	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	458	458	0.02	< 0.005	—	460

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.50	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	458	458	0.02	< 0.005	—	460
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.62	1.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	189	189	0.01	< 0.005	—	190
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.11	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.3	31.3	< 0.005	< 0.005	—	31.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.06	1.13	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	333	333	< 0.005	< 0.005	0.89	334
Vendor	0.01	< 0.005	0.07	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	53.9	53.9	0.01	0.01	0.12	56.4
Hauling	0.05	0.01	0.44	0.32	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	300	300	0.04	0.05	0.55	316
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.09	0.09	0.08	1.05	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	314	314	0.01	< 0.005	0.02	315
Vendor	0.01	< 0.005	0.07	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	53.9	53.9	0.01	0.01	< 0.005	56.3
Hauling	0.05	0.01	0.46	0.32	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	300	300	0.04	0.05	0.01	315
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.42	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	130	130	< 0.005	< 0.005	0.16	131
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	22.2	22.2	< 0.005	< 0.005	0.02	23.2
Hauling	0.02	< 0.005	0.19	0.13	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	124	124	0.02	0.02	0.10	130
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	21.5	21.5	< 0.005	< 0.005	0.03	21.6
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.68	3.68	< 0.005	< 0.005	< 0.005	3.85
Hauling	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	20.5	20.5	< 0.005	< 0.005	0.02	21.6

3.9. Site Hardscape & Landscape (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	2.40	3.83	0.01	0.04	—	0.04	0.04	—	0.04	—	549	549	0.02	< 0.005	—	551
Architectural Coatings	2.34	2.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.35	0.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	79.7	79.7	< 0.005	< 0.005	—	80.0
Architectural Coatings	0.34	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.2	13.2	< 0.005	< 0.005	—	13.2
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.02	0.43	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	127	127	< 0.005	< 0.005	0.34	127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	< 0.005	0.22	0.16	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	150	150	0.02	0.02	0.27	158

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	17.4	17.4	< 0.005	< 0.005	0.02	17.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.8	21.8	< 0.005	< 0.005	0.02	22.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.89	2.89	< 0.005	< 0.005	< 0.005	2.90
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.60	3.60	< 0.005	< 0.005	< 0.005	3.79

3.11. Site Utilities (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	2.28	3.78	0.01	0.01	—	0.01	0.01	—	0.01	—	570	570	0.02	< 0.005	—	572
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.01	0.01	0.18	0.30	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.3	45.3	< 0.005	< 0.005	—	45.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.49	7.49	< 0.005	< 0.005	—	7.52
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.04	0.64	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	178	178	< 0.005	< 0.005	0.53	179
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.06	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	38.4	38.4	0.01	0.01	0.07	40.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.4	13.4	< 0.005	< 0.005	0.02	13.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.05	3.05	< 0.005	< 0.005	< 0.005	3.21
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.21	2.21	< 0.005	< 0.005	< 0.005	2.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.51	0.51	< 0.005	< 0.005	< 0.005	0.53

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/26/2026	6/5/2026	5.00	9.00	—
Grading	Grading	6/8/2026	7/2/2026	5.00	19.0	—
Building Construction	Building Construction	7/6/2026	7/30/2027	5.00	280	—
Site Hardscape & Landscape	Paving	5/31/2027	8/11/2027	5.00	53.0	—
Site Utilities	Trenching	6/1/2026	7/9/2026	5.00	29.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	0.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	100	0.37
Site Preparation	Concrete/Industrial Saws	Diesel	Tier 4 Interim	1.00	8.00	30.0	0.73
Grading	Graders	Diesel	Average	0.00	6.00	148	0.41

Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	4.00	100	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	6.00	100	0.37
Grading	Excavators	Diesel	Tier 4 Interim	1.00	4.00	300	0.38
Grading	Rollers	Diesel	Tier 4 Interim	1.00	2.00	75.0	0.38
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	0.80	400	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	1.00	8.00	125	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	0.00	8.00	84.0	0.37
Building Construction	Other Construction Equipment	Diesel	Tier 4 Interim	1.00	0.80	300	0.42
Site Hardscape & Landscape	Cement and Mortar Mixers	Diesel	Average	0.00	6.00	10.0	0.56
Site Hardscape & Landscape	Pavers	Diesel	Average	0.00	7.00	81.0	0.42
Site Hardscape & Landscape	Rollers	Diesel	Average	0.00	7.00	36.0	0.38
Site Hardscape & Landscape	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	6.00	100	0.37
Site Hardscape & Landscape	Excavators	Diesel	Tier 4 Interim	1.00	6.00	60.0	0.38
Site Hardscape & Landscape	Skid Steer Loaders	Diesel	Tier 4 Interim	1.00	4.00	75.0	0.37
Site Utilities	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	2.00	6.00	100	0.37
Site Utilities	Concrete/Industrial Saws	Diesel	Tier 4 Interim	1.00	0.80	30.0	0.73
Site Utilities	Plate Compactors	Diesel	Tier 4 Interim	1.00	6.00	10.0	0.43

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	8.00	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	12.0	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	12.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	7.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	42.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	1.95	8.40	HHDT,MHDT
Building Construction	Hauling	4.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Site Utilities	—	—	—	—
Site Utilities	Worker	22.0	11.7	LDA,LDT1,LDT2
Site Utilities	Vendor	—	8.40	HHDT,MHDT
Site Utilities	Hauling	0.50	20.0	HHDT
Site Utilities	Onsite truck	—	—	HHDT
Site Hardscape & Landscape	—	—	—	—
Site Hardscape & Landscape	Worker	16.0	11.7	LDA,LDT1,LDT2
Site Hardscape & Landscape	Vendor	—	8.40	HHDT,MHDT
Site Hardscape & Landscape	Hauling	2.00	20.0	HHDT
Site Hardscape & Landscape	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Site Hardscape & Landscape	0.00	0.00	17,850	5,950	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Site Preparation	—	—	0.00	367	—
Grading	—	800	4.75	0.00	—
Site Hardscape & Landscape	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Junior High School	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Construction schedule is adjusted based on project-specific information.
Construction: Off-Road Equipment	Based on project-specific construction equipment list.
Construction: Demolition	Surface demolition assumption:(Area of pavement)(Depth of pavement)(Density asphalt) = (15.2 KSF)(0.33 ft)(0.0725 tons/ft^3) =367 tons.

Construction: Trips and VMT	Based on construction truck trips and worker commute trips provided by the applicant. Conservatively assumed the truck trips as haul truck trips. The demolition debris off-haul trips were added to provided truck trips for site preparation phase.

Charles Armstrong School Expansion Project - Phase 2 Custom Report

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5.18.2.1. Unmitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Charles Armstrong School Expansion Project - Phase 2
Construction Start Date	5/27/2031
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	4.70
Precipitation (days)	3.20
Location	1405 Solana Dr, Belmont, CA 94002, USA
County	San Mateo
City	Belmont
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1245
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.30

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Junior High School	11.1	1000sqft	0.25	11,100	0.00	0.00	—	Athletic Building

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2031	0.40	0.30	6.80	11.6	0.02	0.08	1.81	1.85	0.07	0.79	0.83	—	2,700	2,700	0.17	0.15	1.63	2,750
2032	2.65	2.60	4.52	8.24	0.01	0.05	0.60	0.66	0.05	0.15	0.20	—	1,856	1,856	0.09	0.08	1.18	1,883
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2031	0.18	0.14	1.99	3.91	0.01	0.01	0.43	0.45	0.01	0.11	0.12	—	1,063	1,063	0.06	0.06	0.02	1,081
2032	0.17	0.14	1.96	3.86	0.01	0.01	0.43	0.45	0.01	0.11	0.12	—	1,049	1,049	0.06	0.05	0.02	1,066
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2031	0.09	0.07	1.19	2.18	< 0.005	0.01	0.25	0.26	0.01	0.08	0.09	—	553	553	0.03	0.03	0.19	563
2032	0.43	0.41	1.19	2.21	< 0.005	0.01	0.20	0.22	0.01	0.05	0.06	—	549	549	0.03	0.03	0.17	558
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2031	0.02	0.01	0.22	0.40	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	91.6	91.6	0.01	< 0.005	0.03	93.2
2032	0.08	0.08	0.22	0.40	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	90.9	90.9	< 0.005	< 0.005	0.03	92.4

3. Construction Emissions Details

3.1. Site Preparation (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	3.16	4.00	0.01	0.06	—	0.06	0.05	—	0.05	—	565	565	0.02	< 0.005	—	567
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.08	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.9	13.9	< 0.005	< 0.005	—	14.0
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.30	2.30	< 0.005	< 0.005	—	2.31

Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.18	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	59.6	59.6	< 0.005	< 0.005	0.10	59.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.35	0.28	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	264	264	0.03	0.04	0.38	278
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.39	1.39	< 0.005	< 0.005	< 0.005	1.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.51	6.51	< 0.005	< 0.005	< 0.005	6.86
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	0.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.08	1.08	< 0.005	< 0.005	< 0.005	1.14

3.3. Grading (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	3.38	6.19	0.01	0.02	—	0.02	0.02	—	0.02	—	1,040	1,040	0.04	0.01	—	1,044
Dust From Material Movement	—	—	—	—	—	—	1.28	1.28	—	0.66	0.66	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.18	0.32	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	54.1	54.1	< 0.005	< 0.005	—	54.3
Dust From Material Movement	—	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.96	8.96	< 0.005	< 0.005	—	8.99
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.26	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	89.5	89.5	< 0.005	< 0.005	0.15	89.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.12	0.02	1.05	0.84	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	789	789	0.10	0.13	1.15	831
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.42	4.42	< 0.005	< 0.005	< 0.005	4.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.06	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	41.1	41.1	0.01	0.01	0.03	43.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.73	0.73	< 0.005	< 0.005	< 0.005	0.73
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.80	6.80	< 0.005	< 0.005	< 0.005	7.16

3.5. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.06	0.06	1.50	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	458	458	0.02	< 0.005	—	460
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.50	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	458	458	0.02	< 0.005	—	460
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.52	0.95	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	160	160	0.01	< 0.005	—	160
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.10	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	26.4	26.4	< 0.005	< 0.005	—	26.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.93	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	313	313	< 0.005	< 0.005	0.51	314
Vendor	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	44.2	44.2	< 0.005	0.01	0.07	46.3

Hauling	0.04	0.01	0.35	0.28	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	264	264	0.03	0.04	0.38	278
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.84	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	296	296	< 0.005	< 0.005	0.01	297
Vendor	0.01	< 0.005	0.06	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	44.2	44.2	< 0.005	0.01	< 0.005	46.2
Hauling	0.04	0.01	0.37	0.28	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	264	264	0.03	0.04	0.01	278
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.29	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	103	103	< 0.005	< 0.005	0.08	104
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.4	15.4	< 0.005	< 0.005	0.01	16.1
Hauling	0.01	< 0.005	0.13	0.10	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	92.0	92.0	0.01	0.02	0.06	96.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.02	0.02	0.00	0.01	0.01	—	17.1	17.1	< 0.005	< 0.005	0.01	17.2
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.55	2.55	< 0.005	< 0.005	< 0.005	2.67
Hauling	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	15.2	15.2	< 0.005	< 0.005	0.01	16.0

3.7. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.50	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	458	458	0.02	< 0.005	—	460
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.50	2.74	< 0.005	0.01	—	0.01	0.01	—	0.01	—	458	458	0.02	< 0.005	—	460
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.62	1.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	190	190	0.01	< 0.005	—	191
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.11	0.21	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31.5	31.5	< 0.005	< 0.005	—	31.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.88	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	309	309	< 0.005	< 0.005	0.44	310
Vendor	< 0.005	< 0.005	0.05	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	42.6	42.6	< 0.005	0.01	0.06	44.5
Hauling	0.04	0.01	0.33	0.27	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	255	255	0.03	0.04	0.34	269
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.81	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	292	292	< 0.005	< 0.005	0.01	293

Vendor	< 0.005	< 0.005	0.05	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	42.6	42.6	< 0.005	0.01	< 0.005	44.5
Hauling	0.03	0.01	0.35	0.27	< 0.005	< 0.005	0.07	0.08	< 0.005	0.02	0.02	—	255	255	0.03	0.04	0.01	268
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.33	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	122	122	< 0.005	< 0.005	0.08	122
Vendor	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.7	17.7	< 0.005	< 0.005	0.01	18.4
Hauling	0.01	< 0.005	0.14	0.11	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	106	106	0.01	0.02	0.06	111
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	20.2	20.2	< 0.005	< 0.005	0.01	20.2
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.92	2.92	< 0.005	< 0.005	< 0.005	3.05
Hauling	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	17.5	17.5	< 0.005	< 0.005	0.01	18.4

3.9. Site Hardscape & Landscape (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.09	2.40	3.83	0.01	0.04	—	0.04	0.04	—	0.04	—	545	545	0.02	< 0.005	—	547
Architectural Coatings	2.34	2.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.35	0.56	< 0.005	0.01	—	0.01	0.01	—	0.01	—	79.1	79.1	< 0.005	< 0.005	—	79.4
Architectural Coatings	0.34	0.34	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.1	13.1	< 0.005	< 0.005	—	13.1
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.02	0.34	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	118	118	< 0.005	< 0.005	0.17	118
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	< 0.005	0.17	0.14	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	128	128	0.01	0.02	0.17	134

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16.2	16.2	< 0.005	< 0.005	0.01	16.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	18.5	18.5	< 0.005	< 0.005	0.01	19.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.69	2.69	< 0.005	< 0.005	< 0.005	2.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.07	3.07	< 0.005	< 0.005	< 0.005	3.23

3.11. Site Utilities (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.08	2.28	3.78	0.01	0.01	—	0.01	0.01	—	0.01	—	569	569	0.02	< 0.005	—	571
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.01	0.01	0.18	0.30	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	45.2	45.2	< 0.005	< 0.005	—	45.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.49	7.49	< 0.005	< 0.005	—	7.51
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.53	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	179	179	< 0.005	< 0.005	0.29	180
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.04	0.04	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	33.0	33.0	< 0.005	0.01	0.05	34.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	0.01	13.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.62	2.62	< 0.005	< 0.005	< 0.005	2.76
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	2.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.43	0.43	< 0.005	< 0.005	< 0.005	0.46

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/27/2031	6/6/2031	5.00	9.00	—
Grading	Grading	6/9/2031	7/3/2031	5.00	19.0	—
Building Construction	Building Construction	7/7/2031	7/30/2032	5.00	280	—
Site Hardscape & Landscape	Paving	5/31/2032	8/11/2032	5.00	53.0	—
Site Utilities	Trenching	6/2/2031	7/10/2031	5.00	29.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	0.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	8.00	100	0.37
Site Preparation	Concrete/Industrial Saws	Diesel	Tier 4 Interim	1.00	8.00	30.0	0.73
Grading	Graders	Diesel	Average	0.00	6.00	148	0.41

Grading	Rubber Tired Dozers	Diesel	Tier 4 Interim	1.00	4.00	100	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	6.00	100	0.37
Grading	Excavators	Diesel	Tier 4 Interim	1.00	4.00	300	0.38
Grading	Rollers	Diesel	Tier 4 Interim	1.00	2.00	75.0	0.38
Building Construction	Cranes	Diesel	Tier 4 Interim	1.00	0.80	400	0.29
Building Construction	Forklifts	Diesel	Tier 4 Interim	1.00	8.00	125	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	0.00	8.00	84.0	0.37
Building Construction	Other Construction Equipment	Diesel	Tier 4 Interim	1.00	0.80	300	0.42
Site Hardscape & Landscape	Cement and Mortar Mixers	Diesel	Average	0.00	6.00	10.0	0.56
Site Hardscape & Landscape	Pavers	Diesel	Average	0.00	7.00	81.0	0.42
Site Hardscape & Landscape	Rollers	Diesel	Average	0.00	7.00	36.0	0.38
Site Hardscape & Landscape	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	1.00	6.00	100	0.37
Site Hardscape & Landscape	Excavators	Diesel	Tier 4 Interim	1.00	6.00	60.0	0.38
Site Hardscape & Landscape	Skid Steer Loaders	Diesel	Tier 4 Interim	1.00	4.00	75.0	0.37
Site Utilities	Tractors/Loaders/Backhoes	Diesel	Tier 4 Interim	2.00	6.00	100	0.37
Site Utilities	Concrete/Industrial Saws	Diesel	Tier 4 Interim	1.00	0.80	30.0	0.73
Site Utilities	Plate Compactors	Diesel	Tier 4 Interim	1.00	6.00	10.0	0.43

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	8.00	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	4.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	12.0	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	11.9	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	42.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	1.82	8.40	HHDT,MHDT
Building Construction	Hauling	4.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Site Utilities	—	—	—	—
Site Utilities	Worker	24.0	11.7	LDA,LDT1,LDT2
Site Utilities	Vendor	—	8.40	HHDT,MHDT
Site Utilities	Hauling	0.50	20.0	HHDT
Site Utilities	Onsite truck	—	—	HHDT
Site Hardscape & Landscape	—	—	—	—
Site Hardscape & Landscape	Worker	16.0	11.7	LDA,LDT1,LDT2
Site Hardscape & Landscape	Vendor	—	8.40	HHDT,MHDT
Site Hardscape & Landscape	Hauling	2.00	20.0	HHDT
Site Hardscape & Landscape	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Site Hardscape & Landscape	0.00	0.00	17,850	5,950	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	0.00	0.00	—
Grading	600	—	4.75	0.00	—
Site Hardscape & Landscape	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Junior High School	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2031	0.00	204	0.03	< 0.005
2032	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Construction schedule is adjusted based on project-specific information.
Construction: Off-Road Equipment	Based on project-specific construction equipment list.
Construction: Demolition	Demolition was modeled in Phase 1 to be conservative.

Construction: Trips and VMT	Based on construction truck trips and worker commute trips provided by the applicant. Conservatively assumed the truck trips as haul truck trips. The material import haul trips were added to provided truck trips for grading phase.

ATTACHMENT B

Health Risk Assessment Results

Summary of AERMOD Model Parameters, Assumptions, and Results for DPM and $PM_{2.5}$ Emissions from Construction

AERMOD Model Parameters and Assumptions			
Source Type	**Units**	**Value**	**Notes**
Volume Source: Off-Road Equipment Exhaust (DPM)			
Average Hours/Work Day	hours/day	9.0	Assumed Monday to Friday: 8 am to 5 pm
DPM Emission Rate - Phase 1	gram/second	0.00026	Exhaust PM10 from off-road construction equipment. Scaling factor used to convert result from AERMOD (Assumed 1 gram/second emission rate in the AERMOD model)
DPM Emission Rate - Phase 2	gram/second	0.00026	
Release Height	meters	5.0	SMAQMD, 2015
Initial Vertical Dimension	meters	1.4	U.S. EPA, 2022
Area Source: On-Site Fugitive PM2.5			
Fugitive PM2.5 Emission Rate - Phase 1	gram/second	0.000596	Fugitive PM2.5 from on-site construction activities. Scaling factor used to convert result from AERMOD (Assumed 1 gram/second emission rate in the AERMOD model)
Fugitive PM2.5 Emission Rate - Phase 2	gram/second	0.000559	
Release Height	meters	0.0	SMAQMD, 2015
Initial Vertical Dimension	meters	1.0	SMAQMD, 2015

AERMOD Model Results				
Sensitive Receptor	**Pollutant**	**Annual Average Concentration (unit emission rate)**	**Annual Average Concentration (actual emission rate)**	**Notes**
MEIR - Phase 1	DPM ($\mu g/m^3$)	38.12	0.010	DPM: exhaust only $PM_{2.5}$: exhaust and fugitive $PM_{2.5}$
	$PM_{2.5}$ ($\mu g/m^3$)	50.23	0.04	
MEIR - Phase 2	DPM ($\mu g/m^3$)	3.25	0.001	
	$PM_{2.5}$ ($\mu g/m^3$)	3.25	0.003	
MEIS - Phase 1	DPM ($\mu g/m^3$)	78.21	0.021	
	$PM_{2.5}$ ($\mu g/m^3$)	318.48	0.21	
MEIS - Phase 2	DPM ($\mu g/m^3$)	6.01	0.002	
	$PM_{2.5}$ ($\mu g/m^3$)	7.02	0.004	

Notes:

DPM = diesel particulate matter

PM_{10} = particulate matter with aerodynamic resistance diameters equal to or less than 10 microns

$PM_{2.5}$ = particulate matter with aerodynamic resistance diameters equal to or less than 2.5 microns

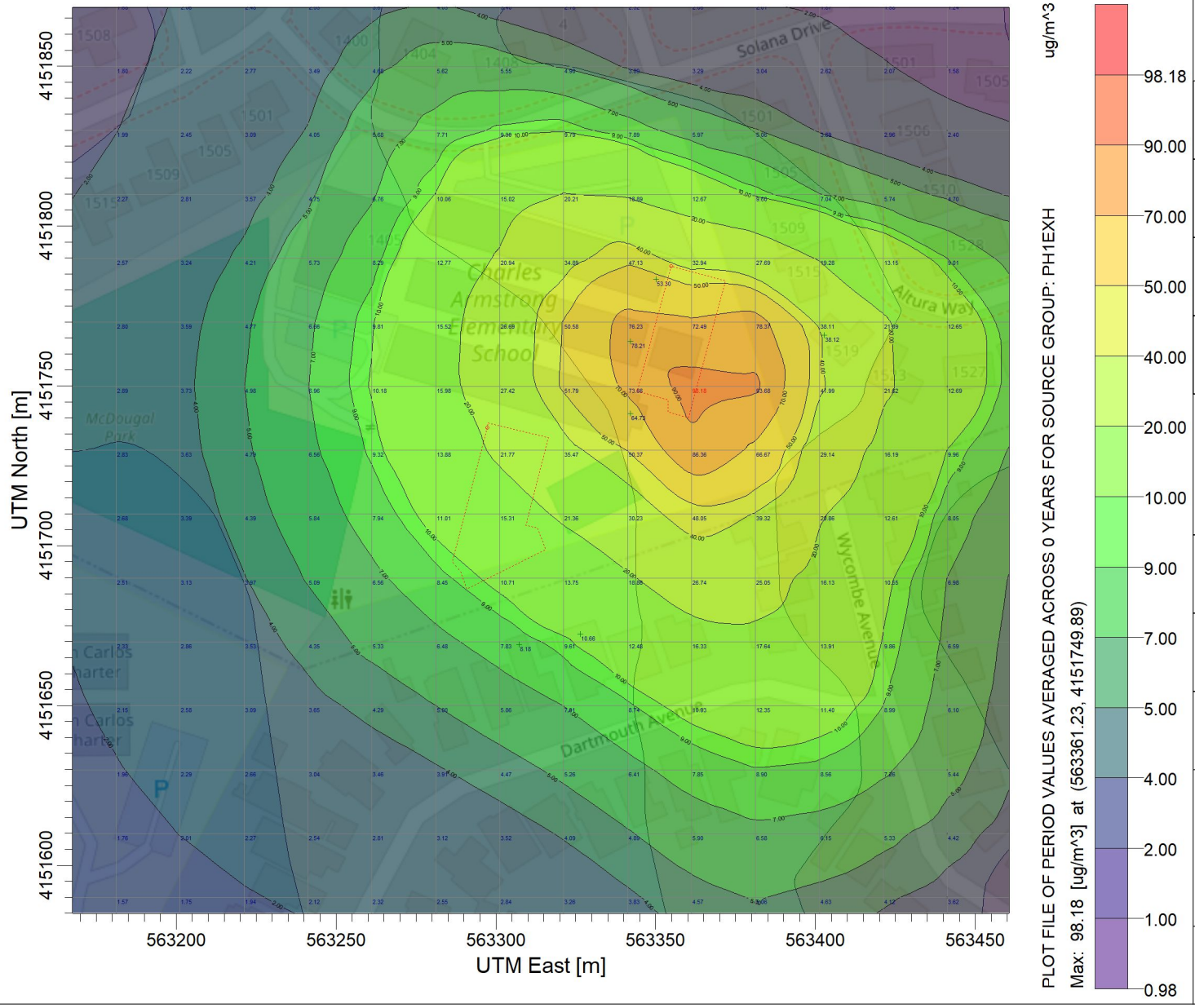
$\mu g/m^3$ = micrograms per cubic meter

Sacramento Metropolitan Air Quality Management District (SMAQMD), 2015. *Guide to Air Quality Assessment in Sacramento County* . June.

U.S. Environmental Protection Agency (EPA), 2022. U*ser's Guide for the AMS/EPA Regulatory Model (AERMOD)* .

PROJECT TITLE:

Charles Armstrong School Expansion Project
Construction Off-Road Equipment Exhaust - Phase 1



COMMENTS:

Annual concentration based on unit emission rate.

SOURCES:

4

RECEPTORS:

447

OUTPUT TYPE:

Concentration

MAX:

98.18 ug/m^3

COMPANY NAME:

Baseline Environmental Consulting

SCALE: 1:1,930

0 0.05 km

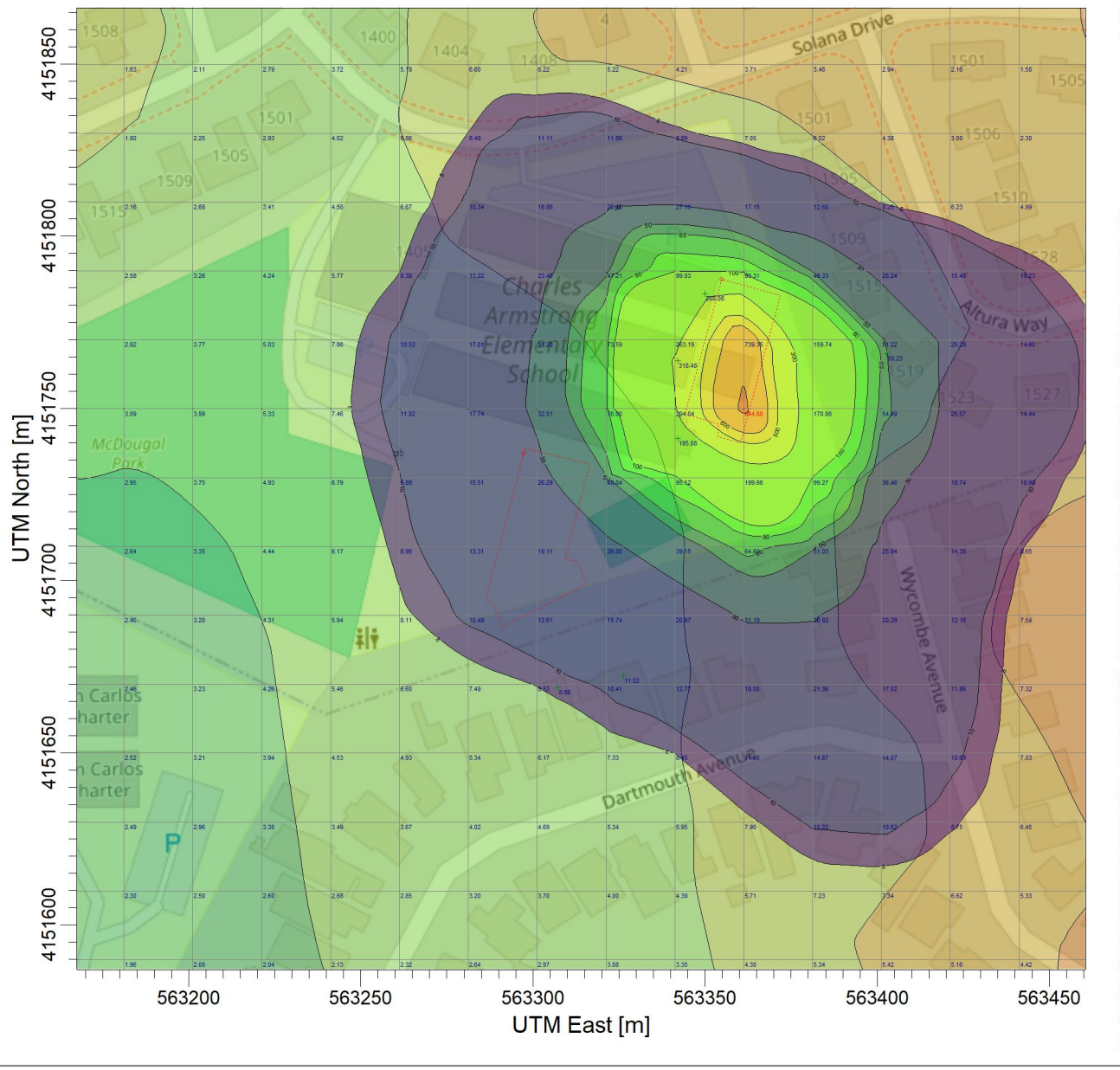
PROJECT NO.:

24232-04

AERMOD View - Lakes Environmental Software

PROJECT TITLE:

Charles Armstrong School Expansion Project
Construction Off-Road Equipment Fugitive Dust - Phase 1



COMMENTS:

Annual concentration based on unit emission rate.

SOURCES:

4

RECEPTORS:

447

OUTPUT TYPE:

Concentration

MAX:

845 ug/m^3

COMPANY NAME:

Baseline Environmental Consulting

SCALE: 1:1,901

0 0.05 km

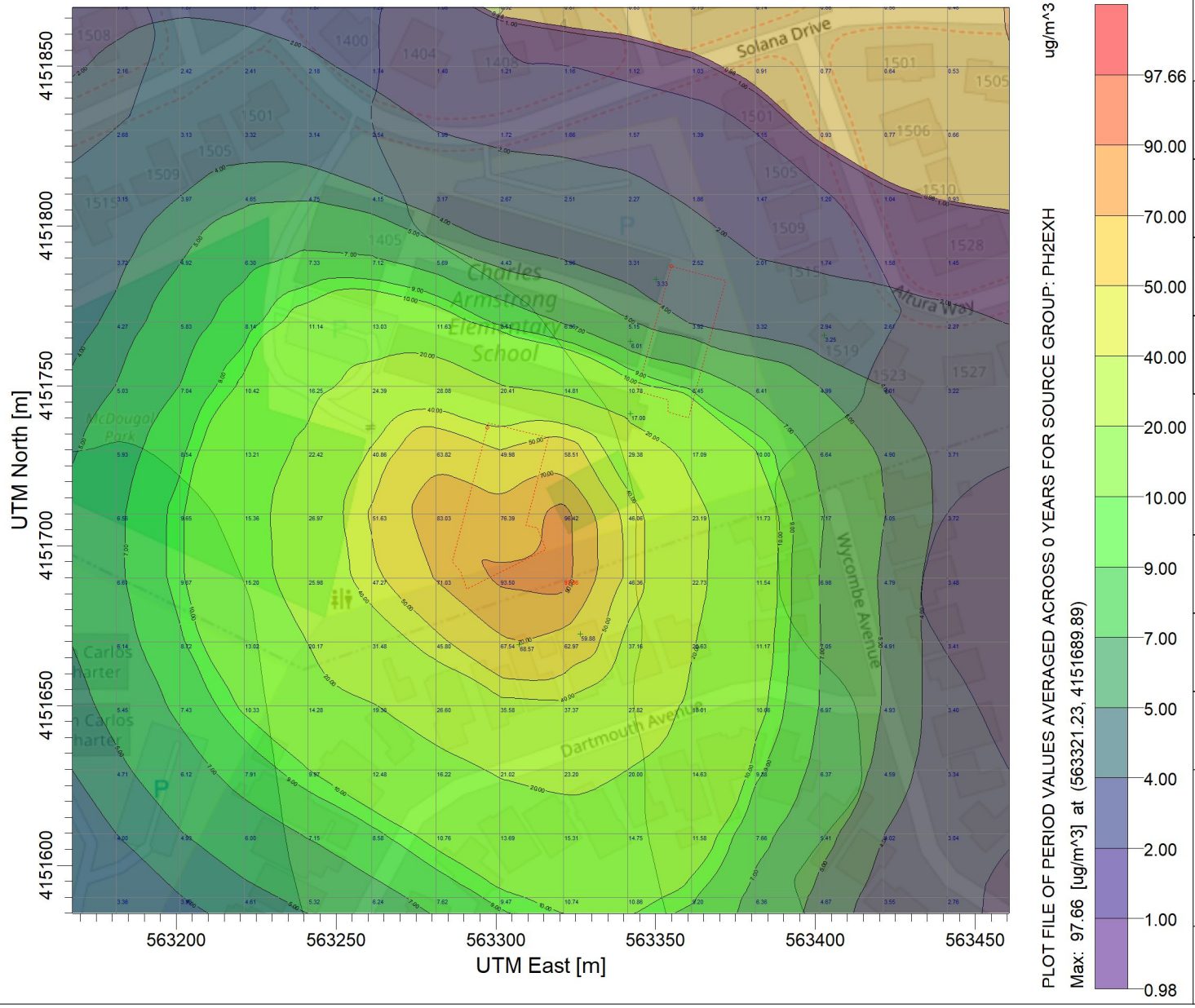
PROJECT NO.:

24232-04

AERMOD View - Lakes Environmental Software

PROJECT TITLE:

Charles Armstrong School Expansion Project
Construction Off-Road Equipment Exhaust - Phase 2



COMMENTS:

Annual concentration based on unit emission rate.

SOURCES:

4

RECEPTORS:

447

OUTPUT TYPE:

Concentration

MAX:

97.66 ug/m^3

COMPANY NAME:

Baseline Environmental Consulting

SCALE: 1:1,930

0 0.05 km

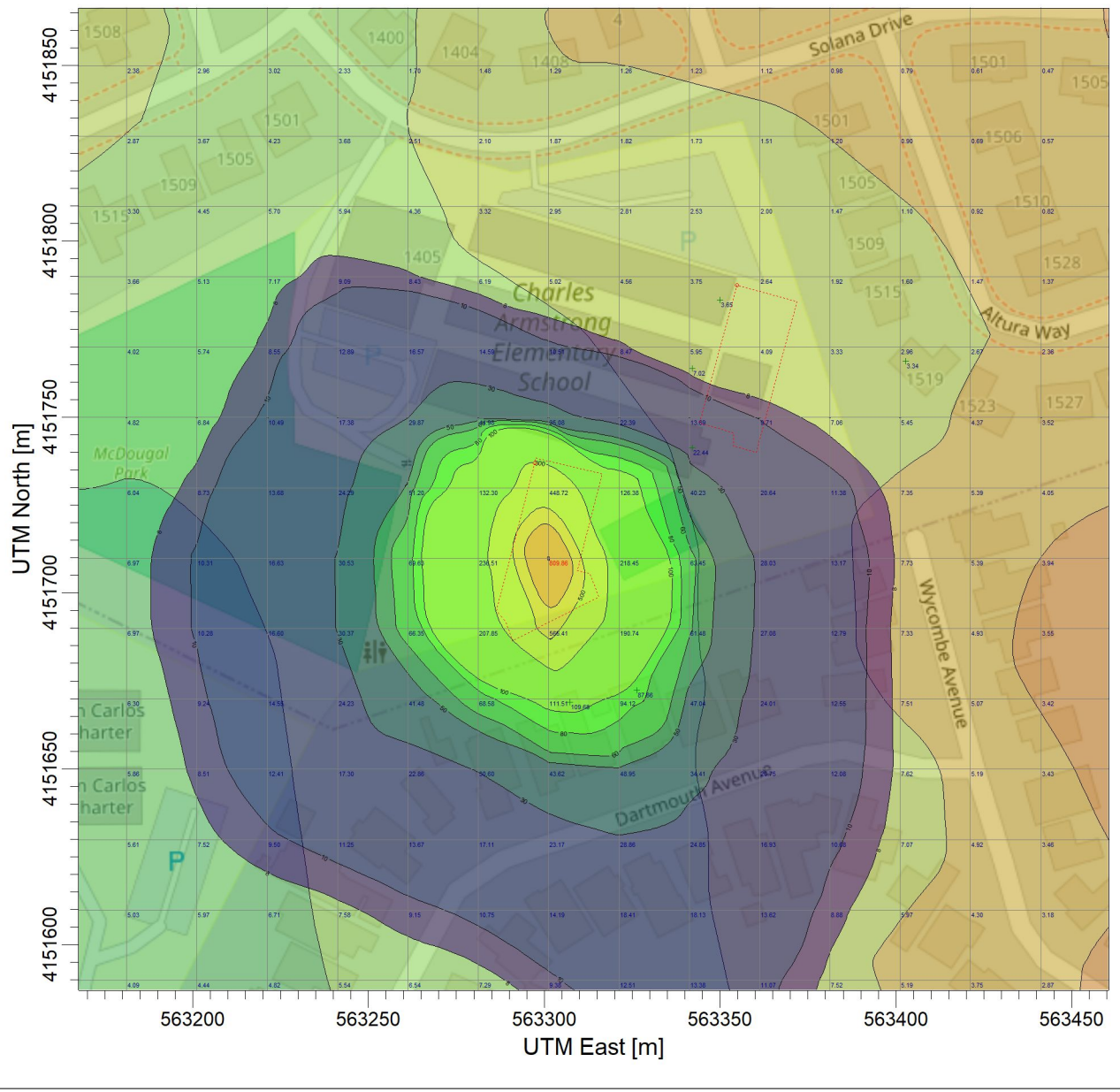
PROJECT NO.:

24232-04

AERMOD View - Lakes Environmental Software

PROJECT TITLE:

Charles Armstrong School Expansion Project
Construction Off-Road Equipment Fugitive Dust - Phase 2



COMMENTS:

Annual concentration based on unit emission rate.

SOURCES:

4

RECEPTORS:

447

OUTPUT TYPE:

Concentration

MAX:

810 ug/m^3

COMPANY NAME:

Baseline Environmental Consulting

SCALE: 1:1,901

0 0.05 km

PROJECT NO.:

24232-04

AERMOD View - Lakes Environmental Software

Summary of Health Risk Assessment for DPM Emissions during Construction

Health Risk Assessment Parameters and Results						
Inhalation Cancer Risk Assessment for DPM	**Units**	**0-2 Years Old Infant (MEIR)**	**2-16 Years Old Child (MEIR)**	**2-16 Years Old Student (Onsite MEIS)**	**2-16 Years Old Student (Onsite MEIS)**	**Notes**
Construction Phase		**Phase 1**	**Phase 2**	**Phase 1**	**Phase 2**	
DPM Concentration (C)	µg/m^3	0.010	0.001	0.021	0.002	AERMOD Annual Average
Daily Breathing Rate (DBR)	L/kg-day	1090	520	520	230	BAAD, 2023
Inhalation absorption factor (A)	unitless	1.0	1.0	1.0	1.0	OEHHA, 2015
Exposure Frequency (EF)	unitless	0.96	0.68	0.68	0.68	MEIR: 350 days/365 days; Onsite MEIS: 250 days/365 days in a year (OEHHA, 2015)
Dose Conversion Factor (CF_D)	mg-m^3/µg-L	0.000001	0.000001	0.000001	0.000001	Conversion of µg to mg and L to m^3
Dose (D)	mg/kg/day	0.000010	0.000000	0.000007	0.000000	C*DBR*A*EF*CF_D (OEHHA, 2015)
Cancer Potency Factor (CPF)	(mg/kg/day)$^{-1}$	1.1	1.1	1.1	1.1	Inhalation CPF for Diesel exhaust, OEHHA, 2015
Age Sensitivity Factor (ASF)	unitless	10	3	3	1	OEHHA, 2015
Annual Exposure Duration (ED)	years	1.3	1.3	1.3	1.3	The Project would be constructed in two phases, with each phase requiring approximately 15 months of construction. Phase 2 is anticipated to begin about four years after the completion of Phase 1.
Averaging Time (AT)	years	70	70	70	70	70 years for residents (OEHHA, 2015)
Fraction of time at home (FAH)	unitless	1	1	--	--	OEHHA, 2015
Worker Adjustment Factor (WAF)	unitless	--	--	3.73	3.73	Assumes the average emissions occur 9 hours/day, 5 days per week
Cancer Risk Conversion Factor (CF)	m^3/L	1000000	1000000	1000000	1000000	Chances per million (OEHHA, 2015)
Cancer Risk	per million	2.1	0.02	1.6	0.02	MEIR: D*CPF*ASF*ED/AT*FAH*CF*IF MEIS: D*CPF*ASF*ED/AT*WAF*CF*IF
Cancer Risk - Total	per million	2.1		1.6		
Hazard Index for DPM	**Units**	**MEIR**		**Onsite MEIS**		**Notes**
Chronic REL	µg/m^3	5.0		5.0		OEHHA, 2015
Chronic Hazard Index for DPM	unitless	0.002		0.004		HI=C/REL (OEHHA, 2015)

Notes:

DPM = diesel particulate matter

REL = reference exposure level

µg/m^3 = micrograms per cubic meter

L/kg-day = liters per kilogram-day

m^3/L = cubic meters per liter

(mg/kg/day)$^{-1}$ = 1/milligrams per kilograms per day

MEIR = maximum exposed individual resident

MEIW = maximum exposed individual worker

Bay Area Air District (BAAD), 2023. *CEQA Air Quality Guidelines.* May.

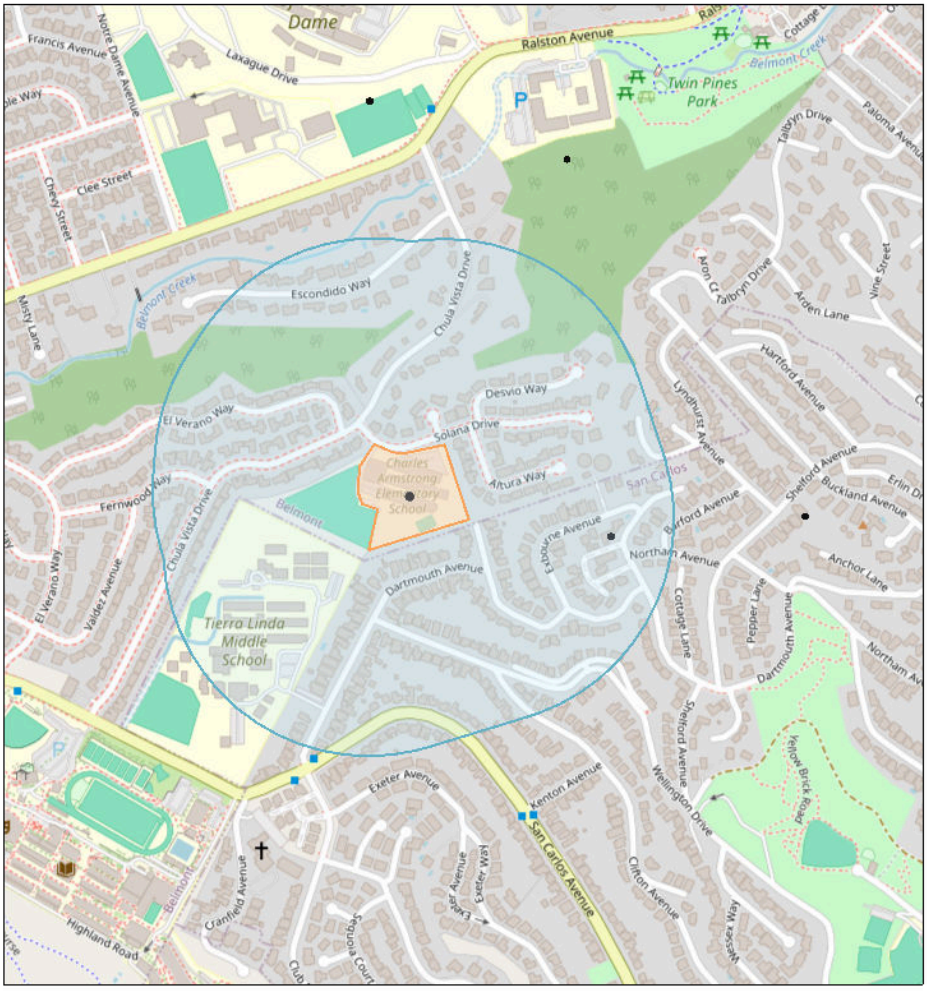
Office of Environmental Health Hazard Assessment (OEHHA), 2015. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February.*

Screening Report

Area of Interest (AOI) Information

Area : 5,113,967.73 ft²

Aug 19 2025 13:45:06 Pacific Daylight Time



Summary

Name	Count	Area(ft²)	Length(ft)
Permitted Stationary Sources	1	N/A	N/A

Permitted Stationary Sources

#	Address	Cancer_Ris	Chronic_Ha	City	County
1	140 Exbourne Avenue	0.90	0.00	San Carlos	San Mateo

#	Details	Facility_I	Facility_N	Latitude	Longitude
1	Generator	13796	Mid Peninsula Water District	37.51	-122.28

#	NAICS	NAICS_Indu	NAICS_Sect	NAICS_Subs	PM25
1	221310	Water Supply and Irrigation Systems	Utilities	Utilities	0.00

#	State	Zip	Count
1	CA	94070	1

NOTE: A larger buffer than 1,000 may be warranted depending on proximity to significant sources.

Preliminary Arborist Report

Charles Armstrong School
Belmont, CA

PREPARED FOR:
Charles Armstrong School
1405 Solana Drive
Belmont, CA 94002

PREPARED BY:
HortScience | Bartlett Consulting
2550 Ninth Street, Suite 112
Berkeley, CA 94710

June 2024

HORT SCIENCE
BARTLETT CONSULTING
Divisions of The F.A. Bartlett Tree Expert Company

Preliminary Arborist Report

Charles Armstrong School
Belmont, CA

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Tree Assessment Form

Tree Assessment Plan

Preliminary Tree Disposition

Preliminary Arborist Report

Charles Armstrong School
Belmont, CA

Introduction and Overview

Charles Armstrong School is preparing plans to renovate their facility in Belmont, constructing new gym and music facilities at the campus. HortScience | Bartlett Consulting, Divisions of The F.A. Bartlett Tree Expert Company, was asked to prepare an **Arborist Report** for the project for submittal to the City of Belmont.

This report provides the following information:

1. An assessment of the health, structural condition, and suitability for preservation of the trees located on and adjacent to the proposed project.
2. An assessment of the trees that would be preserved and removed based on preliminary development plans.
3. Preliminary guidelines for tree preservation during the design, construction, and maintenance phases of development.

Tree Assessment Methods

Trees were assessed on June 11, 2024. The assessment included all trees measuring 6 inches and larger in diameter located within and adjacent to the project area. The assessment procedure was a visual assessment from the ground, consisting of the following steps:

1. Identifying the tree species.
2. Attaching a numerically coded metal tag to the trunk of each tree.
3. Recording the tree's location on a map.
4. Measuring the trunk diameter at a point 48-inches (4 feet) above grade.
5. Evaluating the health and structural condition using a scale of 1 – 5:
   - ***5*** - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
   - ***4*** - Tree with slight decline in vigor, small amount of twig dieback, or minor structural defects that could be corrected.
   - ***3*** - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
   - ***2*** - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
   - ***1*** - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormic shoots (secondary shoots that arise along the trunk and branches); extensive structural defects that cannot be abated.
6. Rating the suitability for preservation as "high", "moderate" or "low." Suitability for preservation considers the health, age and structural condition of the tree, and its potential to remain an asset to the site for years to come.
   - ***High***: Trees with good health and structural stability that have the potential for longevity at the site.
   - ***Moderate***: Trees with somewhat declining health and/or structural defects than can be abated with treatment. The tree will require more intense management and monitoring and may have shorter life span than those in 'high' category.
   - ***Low***: Trees in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline, regardless of treatment. The species or individual may have characteristics that are undesirable for landscapes, and generally are unsuited for use areas.

Description of Trees

One-hundred forty-eight (148) trees representing 24 species were evaluated (Table 1). Coast live oak is native to the Belmont area, and some growing near the east property border on the slope may be indigenous to the site. Otherwise, most appeared to have been planted as part of the landscape treatment. Two off-site trees (#7 and 137) were included in the assessment. Overall, 47 trees were in good condition, 67 were in fair condition, 33 were in poor condition, and tree #11 was dead. Descriptions of each tree are found in the ***Tree Assessment***, and approximate locations are plotted on the ***Tree Assessment Plan*** (see Exhibits).

Table 1. Species present and tree condition.
Charles Armstrong School. Belmont, CA.

Common Name	Scientific Name	Condition				Total
		Dead (0)	Poor (1-2)	Fair (3)	Good (4-5)	
Blackwood acacia	*Acacia melanoxylon*	-	-	2	-	**2**
Marina madrone	*Arbutus* 'Marina'	-	-	-	1	**1**
European white birch	*Betula pendula*	-	-	-	3	**3**
Deodar cedar	*Cedrus deodara*	-	-	-	5	**5**
Japanese cedar	*Cryptomeria japonica*	-	-	2	-	**2**
Loquat	*Eriobotrya japonica*	-	-	-	1	**1**
Lemon-scented gum	*Eucalyptus citriodora*	-	-	1	1	**2**
Blue gum	*Eucalyptus globulus*	-	1	-	-	**1**
Rubber tree	*Ficus elastica*	-	-	-	1	**1**
Grecian laurel	*Laurus nobilis*	-	-	-	1	**1**
Tulip tree	*Liriodendron tulipifera*	-	-	-	2	**2**
Brisbane box	*Lophostemon confertus*	-	-	1	-	**1**
Southern magnolia	*Magnolia grandiflora*	-	1	-	-	**1**
Mulberry	*Morus* sp.	-	1	1	1	**3**
Olive	*Olea europaea*	-	-	1	6	**7**
Canary Island pine	*Pinus canariensis*	-	1	6	-	**7**
Aleppo pine	*Pinus halepensis*	-	6	19	1	**26**
Italian stone pine	*Pinus pinea*	-	-	-	2	**2**
London plane	*Platanus* x *hispanica*	-	1	4	2	**7**
Coast live oak	*Quercus agrifolia*	-	21	24	15	**60**
Southern live oak	*Quercus virginiana*	-	-	1	4	**5**
Coast redwood	*Sequoia sempervirens*	-	-	1	-	**1**
Chinese elm	*Ulmus parvifolia*	-	1	-	-	**1**
Siberian elm	*Ulmus pumila*	1	-	4	1	**6**
Total		**1**	**33**	**67**	**47**	**148**

The project area consisted of a several buildings across the school campus and associated landscaping. An associated parking lot was west of the buildings. To the east, a steep slope arose to meet the boundary line of the neighboring property. Trees were growing throughout the site, most densely concentrated on the naturalized slope.

Coast live oak was the most frequently occurring species with 60 trees. Most oaks grew on the naturalized hillside, with fewer distributed throughout landscaped areas within the campus. Fifteen (15) were in good condition, 24 were in fair condition, and 21 were in poor condition. Condition varied with available growing space. Many oaks were crowded together with neighboring trees, and had developed poor form and structure (Photo 1). Oaks with more available growing space were generally in better condition. Stage of development ranged from young (6 inches in diameter) to semi-mature (22 inches in diameter).



Photo 1: Coast live oak #71 was in fair condition. The crown was dense, but entirely one-sided.



Twenty-six (26) Aleppo pines were assessed. Pine #98 was in good condition, 19 were in fair condition, and six were in poor condition. Fair condition pines often had several trunks arising from a single point on the trunk, forming narrow crowns within dense tree rows (Photo 2). Many pines in poor condition had a pronounced lean or one-sided crown. Asymmetric structure was largely due to competition for space and light and the location of trees on a slope. Trunk diameters ranged from 12 to 49 inches, indicating semi-mature to old development stage.

Photo 2: Multiple upright stems arose from a single point on the trunk on Aleppo pine #109. The tree developed a narrow crown due to dense planting in the tree row.

Five of six olives were in good condition. All had multiple upright stems and vigorous new growth. Olive #101 was similarly structured, but had slightly thin foliage and wounds on the trunk. Individual stem diameters ranged from 3 to 9 inches.

Six of seven Canary Island pines were in fair condition. The pines had limited rooting space in small parking lot landscape islands with root barriers surrounding the trunks. Pine #128 was in poor condition with a significant sweep and epicormic sprouting along the trunk. A triangular cable system ran between codominant trunks of pine #127 and between #127 and 126 (Photo 3). Trunk diameters ranged from 15 to 26 inches, indicating semi-mature to mature development stages.



Photo 3: Three cables were installed in trees #126 and 127 (left, right, yellow lines).

Six London planes were growing in parking lot islands, and #49 grew on the east hillside. Trees #132 and 133 were in good condition with good structure and vigor. Four planes were in fair condition with slightly thinner foliage and small branch dieback. Plane #49 was in poor condition, having only a single poorly formed living branch among numerous dead branch stubs.

Six Siberian elms grew along the southeast edge of the property under high-voltage electrical lines. Elm #2 was in good condition, four were in fair condition, and #11 was dead. Trunk diameters ranged from 5 to 20 inches.

Among the remaining 18 species, none were represented by more than 5 trees. Nine species were represented by a single tree. Together, this group represented 24% of the assessed trees. Among these trees:

- Blackwood acacias #37 and 95 were in fair condition and grew on the naturalized hillside. More than one stem arose from the base on each tree, measuring between 2 and 16 inches.
- Marina madrone #69 was in good condition. The tree had a 6inch diameter trunk.
- European white birches #142 – 144 were all in good condition and appeared well irrigated. Trunks measured between 10 and 13 inches.
- Five deodar cedars were in good condition, growing in landscaping along Solana Drive. The trees were young in development with trunk diameters of 10 inches or smaller.

- Japanese cedars #88 and 118 were in fair condition. Tree #88 was semi-mature in development with a 26-inch diameter trunk: unusually large for the species throughout the Bay Area (Photo 4). The tree had good form, but thin foliage and epicormic sprouting. Cedar #118 was in fair condition with a wounded, sinuous trunk. Diameter measured 9 inches.



Photo 4: Japanese cedar #118 was in fair condition with thin, epicormic foliage.

- Loquat #145 was in good condition. It grew in an interior courtyard within the campus. The trunk measured 10 inches in diameter.
- Lemon-scented gums #124 and 125 were located at the southern corner of the site. Tree #124 was in good condition with good structure and a raised crown for clearance from nearby high-voltage lines. Tree #125 was in fair condition with a corrected northward sweeping trunk and several stems that had been removed near the base. Trunk diameters measured 27 and 23 inches, respectively.
- Blue gum #46 was in poor condition, having been repeatedly topped. Only epicormic sprouts remained. Trunk diameter measured 30 inches.
- Rubber tree #146 had two 8-inch diameter trunks. The tree was vigorous and in good condition.
- Multiple stems measuring either 5 or 6 inches arose from the base of Grecian laurel #134. The tree had been sheared into a topiary form and was in good condition.
- Tulip trees #87 and 104 were young in development with trunk diameters of 8 and 11 inches, respectively. Both were in excellent condition.
- Brisbane box #147 was in fair condition with a north sweeping trunk and slightly thin foliage. The trunk measured 8 inches in diameter.
- Southern magnolia #131 was in poor condition. Vigor was less than average, color was abnormally yellow, and branch tips had died back throughout the crown. It appeared to be a memorial tree. The trunk diameter was 5 inches.
- Three mulberries were in good (#138), fair (#90), or poor (#92) condition. Condition varied with overall vigor, with #92 displaying significant twig and small branch dieback while #138 had a dense crown. Diameters measured between 6 – 12 inches.

- Italian stone pine #58 was among the largest trees on-site with a 47-inch diameter trunk. It was in good condition, with several large scaffold branches attached at four feet forming a low, flat crown. Stone pine #103 was younger in development with two trunks measuring 17 and 14 inches. It was in good condition.
- Four southern live oaks were in good condition while #148 was in fair condition (Photo 5). All were young in development with trunks between 5 – 7 inches in diameter.



Photo 5: Southern live oak #93 was young in development and in good condition.

- Coast redwood #22 was in fair condition with a narrow, suppressed crown. The trunk was 10 inches in diameter.
- Chinese elm #56 was in poor condition. Multiple branches arose from 5 feet and bowed to horizontal due to competition for growing space. Trunk diameter measured 13 inches.

Protected Trees in Belmont

The City of Belmont protects:

- Principal Native Trees of certain species (coast live oak and coast redwood at the subject property) with a main trunk of 10 inches or more in diameter or up to three of the largest secondary stems totaling 10 inches or more in diameter;
- City Trees of any size located on City property (multi-stemmed shrubs excepted);
- Large Diameter Trees having a single main trunk of 14 inches or more in diameter, or up to three of the largest secondary stems totaling 18 inches or more in diameter;
- Replacement Trees: any tree, regardless of size, that has been planted as required mitigation for previous removal of another tree at the same site or elsewhere in the City;
- Right-of-Way Trees.

Certain species, including blue gum and all species of palms, are exempt from these criteria. Based on the above criteria, 88 trees are considered *Protected*: 45 are *Large Diameter Trees*, and 43 are *Principal Native Trees.* Four trees were exempt from *Protected* status due to species: blackwood acacia #37 and 95, blue gum #46, and Siberian elm #11. A tree removal permit is required for removal of *Protected* trees. For each Protected Tree removed, a minimum 15-gallon tree from the City's Preferred Species Tree List must be planted. Alternately, the applicant can arrange for payment of an "in-lieu of planting fee" if replanting is infeasible. For Protected status of individual trees, see the ***Tree Assessment Form*** (*see Exhibits*).

Suitability for Preservation

Trees that are preserved on sites where development or other improvements are planned, must be carefully selected to make sure that they may survive construction impacts, adapt to a new environment and perform well in the landscape. Our goal is to identify trees that have the potential for long-term health, structural stability and longevity. Evaluation of suitability for preservation considers several factors:

- **Tree health**
  Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than non-vigorous trees are.

- **Structural integrity**
  Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely. Defects such as codominant or multiple stems, lean and other deviations from vertical, heavy branches and decay are problematic and may increase the potential for a tree to fail. For example, Aleppo pine #97 leaned sharply to the west while soil mounded uphill to the east. It is a poor candidate for preservation in a use area.

- **Species response**
  There is a wide variation in the response of individual species to construction impacts and changes in the environment. For instance, coast redwood, coast live oak and ginkgo are tolerant of construction impacts, particularly if properly irrigated after disturbance. Note that coast live oaks are intolerant of irrigation in summer months and fill soil around the trunk. Japanese cedar and Aleppo pine are moderately tolerant of impacts, and performs best with irrigation after impact. Blue gum is intolerant of root impacts.

- **Tree age and longevity**
  Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change.

- **Species invasiveness**
  Species which spread across a site and displace desired vegetation are not always appropriate for retention. This is particularly true when indigenous species are displaced. The California Invasive Plant Inventory Database (www.cal-ipc.org) lists species identified as being invasive. Belmont is part of the Central West Floristic Province. Blue gum, blackwood acacia, and olive are listed as having limited invasiveness potential. Species with limited invasiveness potential are invasive but their ecological impacts are minor on a statewide level.

Each tree was rated for suitability for preservation based upon its age, health, structural condition and ability to safely coexist within a development environment (Table 2, below).

Table 2. Tree suitability for preservation.
Charles Armstrong School, Belmont, CA.

High	Trees with good health and structural stability that have the potential for longevity at the site. Thirty-five (35) trees had high suitability for preservation: Aleppo pine #98, 10 coast live oaks, five Deodar cedars, Grecian laurel #134, Italian stone pine #58, lemon-scented gum #124, London planes #132 and 133, Marina madrone #69, mulberry #138, six olives, four southern live oaks, and tulip trees #87 and 104.
Moderate	Trees in fair health and/or possessing structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring, and may have shorter lifespans than those in the high category. Seventy (70) trees had moderate suitability for preservation: 17 Aleppo pines, Brisbane box #147, five Canary Island pines, 25 coast live oaks, coast redwood #22, European white birches #142 – 144, Italian stone pine #103, Japanese cedars #88 and 118, lemon-scented gum #125, four London planes, loquat #145, mulberry #90, olive #101, rubber tree #146, five Siberian elms, and southern live oak #148.
Low	Trees in poor health or possessing significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas. Forty-two (42) trees had low suitability for preservation: eight Aleppo pines, blackwood acacias #37 and 95, blue gum #46, Canary Island pines #7 and 128, Chinese elm #56, 25 coast live oaks, London plane #49, mulberry #92, and southern magnolia #131.

Note: Tree #11 was excluded from this consideration since it was dead.

We consider trees with high suitability for preservation to be the best candidates for preservation during development. We do not generally recommend retention of trees with low suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

Preliminary Evaluation of Impacts and Recommendations for Action

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The ***Tree Assessment Form*** was the reference point for tree condition and quality. Impacts from the proposed project were assessed using the Charles Armstrong School 50% Schematic Site Plan (*Ratcliff, dated 6/14/24*). Plans were preliminary in nature. As such, evaluation of impacts to trees is preliminary and should be reevaluated throughout the design process.

The plans propose improving the eastern portion of the property, adding new buildings for music and gym facilities. These areas currently contain outdoor play areas and associated landscaping, including many trees. Trees also grow near the toe of the adjacent slope to the east, commonly leaning into or towards the project area. Within the footprints of the buildings and at the edges of development, trees may not be preserved. Trees farther from the perimeter may be preserved with moderate or negligible impacts. Impacts may vary once grading plans are developed, and should be reevaluated throughout the design process.

A playground is proposed at the south end of the site. Sarah Knize, Associate Principal at Ratcliff, informed me that the structures would be constructed on existing asphalt. If trees are protected from mechanical damage and existing asphalt is preserved, I expect negligible impacts to trees in this area.

Existing conditions in the west, north, and central areas of the site are proposed to remain. Trees in these areas may be preserved with minimal impacts if they are adequately protected. Given the intensity of proposed improvements, special attention should be paid when planning equipment access and storage routes. Ensure that adequate space is given to trees to be preserved.

Because the plans are preliminary, there may be opportunities to reduce tree impacts and retain more trees. The ability to preserve trees on this site depends on: 1) selecting trees with moderate or high suitability for preservation; and 2) establishing a tree protection zone large enough to sustain tree health and stability. All plans should include surveyed tree trunk locations so that impacts can be accurately assessed, and adequate tree protection measures can be determined.

Based on my assessment of the proposed plan and evaluation of the trees, I recommend the preservation of 87 trees (49 *Protected*: 27 *Large Diameter Trees* and 22 *Principal Native Trees*), and the removal of 61 trees (39 *Protected*: 18 *Large Diameter Trees* and 21 *Principal Native Trees*). Disposition status for individual trees is shown in ***Preliminary Tree Disposition*** (Exhibits).

Among the 87 trees identified for preservation:

- Forty-eight (48) trees are in locations where existing conditions are proposed to remain. I expect negligible impacts if trees are protected.
- Eighteen (18) trees are greater than approximately 30 feet from impacts. I expect negligible impacts if trees are protected.
- Six trees (Aleppo pines #35, 36, coast live oak #39, olive #50, Canary Island pine #7, and Japanese cedar #88) appear to be within approximately 20 – 25 feet from impacts. I expect moderate impacts, but within the tree's tolerances.
- Twelve trees (Italian stone pine #103, coast live oaks #10, 14, 81 – 83, 85, and 86, olive #84, and Siberian elms #12, 13, and 15) appear to be within approximately 10 – 15 feet from impacts. Given the condition of the trees and species tolerance, I believe the trees may be preserved with moderate impacts.

- Three trees (coast live oak #123 and lemon-scented gums #124 and 125) border the new playground proposed to be constructed on existing concrete. I expect impacts to be negligible if trees are protected from mechanical damage during construction.

Among the 61 trees identified for removal:

- Twenty-five (25) trees are within the footprint of proposed improvements.
- Twenty-six (26) trees are at the edge of proposed improvements. I expect impacts to exceed the tolerances of the trees.
- Nine trees are recommended for removal based on condition and low suitability for preservation. They are poor candidates for preservation at the edge of a use area.
- Siberian elm #11 was dead.

Successful retention of the trees to be preserved will require adherence to the **Preliminary Tree Preservation Guidelines**.

Preliminary Tree Preservation Guidelines

The goal of tree preservation is not merely tree survival during development but maintenance of tree health and beauty for many years. Trees retained on sites that are either subject to extensive injury during construction or are inadequately maintained become a liability rather than an asset. The response of individual trees will depend on the amount of excavation and grading, the care with which demolition is undertaken, and the construction methods. Coordinating any construction activity inside the **TREE PROTECTION ZONE** can minimize these impacts.

The following recommendations will help reduce impacts to trees from development and maintain and improve their health and vitality through the clearing, grading and construction phases. Specific recommendations for tree protection will be prepared when project plans are available.

Tree Protection Zone

1. **A TREE PROTECTION ZONE** shall be identified for each tree to be preserved. For design purposes, the **TREE PROTECTION ZONE** should be the dripline of each tree or the edge of existing hardscape where it will be preserved, with the following specifications:
    a. Tree protection fences shall be installed to encompass the **TREE PROTECTION ZONE.**
    b. Fence all trees to be retained to completely enclose the **TREE PROTECTION ZONE** prior to demolition, grubbing or grading. Fences shall be 6-foot-tall chain link with posts sunk into the ground or equivalent as approved by the City. Posts may be installed into concrete blocks on pavement where no soil is available.
    c. Fences must be installed prior to beginning demolition and must remain until construction is complete.
    d. No grading, excavation, construction or storage or dumping of materials shall occur within the **TREE PROTECTION ZONE**.
    e. No underground services including utilities, sub-drains, water or sewer shall be placed in the **TREE PROTECTION ZONE**.
    f. Fences shall be posted with signs stating, ”TREE PROTECTION FENCE – DO NOT MOVE OR REMOVE WITHOUT APPROVAL FROM CITY ARBORIST”.

Design recommendations

1. Picture surveyed trunk locations on all plan sheets.
2. Plan for tree preservation by designing adequate space around trees to be preserved. This is the **TREE PROTECTION ZONE.** No grading, excavation, construction or storage of materials should occur within that zone. Route underground services including utilities, sub-drains, water or sewer around the **TREE PROTECTION ZONE**.
3. Consider the vertical clearance requirements near trees during design. Avoid designs that would require pruning more than 20% of a tree's canopy.
4. Irrigation systems must be designed so that no trenching severs roots larger than 2 inches diameter within the **TREE PROTECTION ZONE**.
5. **Preliminary Tree Preservation Guidelines** prepared by the Consulting Arborist, which include specifications for tree protection during demolition and construction, should be included in all plan sets. Reference to the guidelines or Arborist Report is not sufficient.
6. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.
7. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees should be designed to withstand differential displacement.
8. Ensure adequate but not excessive water is supplied to trees; in most cases occasional irrigation will be required. Supplemental irrigation is required for these trees before construction begins. Avoid directing runoff toward trees.
9. Make all efforts to ensure that roots no larger than 2 inches in diameter are not severed.

Pre-demolition and pre-construction treatments and recommendations

1. The demolition and construction superintendents shall meet with the Consulting Arborist before beginning work to review all work procedures, access routes, storage areas, and tree protection measures.
2. Prune trees to be preserved to provide clearance as needed for construction activities.
    a. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).
    b. The Consulting Arborist may provide pruning specifications prior to site demolition upon request.
    c. Branches extending into the work area that can remain following demolition should be tied back and protected from damage, then released as soon as practical.

3. All tree work shall comply with the Migratory Bird Treaty Act as well as California Fish and Wildlife code 3503-3513 to not disturb nesting birds. To the extent feasible, tree pruning and removal should be scheduled outside of the breeding season. Breeding bird surveys should be conducted prior to tree work. Qualified biologists should be involved in establishing work buffers for active nests.

Recommendations for tree protection during construction

1. Any approved grading, construction, demolition or other work within the **TREE PROTECTION ZONE** should be monitored by the Consulting Arborist.
2. All contractors shall conduct operations in a manner that will prevent damage to trees to be preserved.
3. Where demolition must occur close to trees, such building demolition, tree removals, and removing curb and pavement, install temporary trunk protection devices such as winding silt sock wattle or wood planks wrapped with orange plastic fencing as padding around trunks. Any low branches that are within the work zone should also be protected. Remove trunk protection after demolition is completed and install protective fence at the limits of the tree protection zone. Do not retain wattling around tree trunks for more than 2 – 3 months to avoid damaging trunks from excess moisture.



4. Tree protection devices are to remain until all site work has been completed within the work area. Fences or other protection devices may not be relocated or removed without permission of the Consulting Arborist.
5. Construction trailers, traffic and storage areas must remain outside **TREE PROTECTION ZONE** at all times.
6. Any root pruning required for construction purposes must receive the prior approval of and be supervised by the Consulting Arborist. Roots should be cut with a sharp saw to provide a flat and smooth cut. Removal of roots larger than 2 inches in diameter should be avoided where possible.
7. If roots 2 inches and greater in diameter are encountered during site work and must be cut to complete the construction, the Consulting Arborist must be consulted to evaluate effects on the health and stability of the tree and recommend treatment.
8. Trees to be removed shall be felled to fall away from any **TREE PROTECTION ZONE** and avoid pulling and breaking of roots of trees to remain. If roots are entwined, the Consulting Arborist may require first severing the major woody root mass before extracting the trees, or grinding the stump below ground.
9. Prior to grading or trenching, trees may require root pruning outside the **TREE PROTECTION ZONE.** Any root pruning required for construction purposes must receive the prior approval of, and be supervised by, the Consulting Arborist.
10. Spoil from trench, footing, utility or other excavation shall not be placed within the **TREE PROTECTION ZONE**, neither temporarily nor permanently.
11. All grading within the dripline of trees shall be done using the smallest equipment possible. The equipment shall operate perpendicular to the tree and operate from outside the **TREE PROTECTION ZONE**. Any modifications must be approved and monitored by the Consulting Arborist.

12. All trees shall be irrigated on a schedule to be determined by the Consulting Arborist (every 3 to 6 weeks is typical). Each irrigation shall wet the soil within the **TREE PROTECTION ZONE** to a depth of 30 inches.
13. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.
14. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the **TREE PROTECTION ZONE**.
15. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

Maintenance of impacted trees
Preserved trees will experience a physical environment different from that of pre-development. As a result, tree health and structural stability should be monitored. Occasional pruning, fertilization, mulch, pest management, replanting and irrigation may be required. In addition, provisions for monitoring both tree health and structural stability following construction must be made a priority. Inspect trees annually and following major storms to identify conditions requiring treatment to manage risk associated with tree failure.

Our procedures included assessing trees for observable defects in structure. This is not to say that trees without significant defects will not fail. Failure of apparently defect-free trees does occur, especially during storm events. Wind forces, for example, can exceed the strength of defect-free wood causing branches and trunks to break. Wind forces coupled with rain can saturate soils, reducing their ability to hold roots, and blow over defect-free trees. Although we cannot predict all failures, identifying those trees with observable defects is a critical component of enhancing public safety.

Furthermore, trees change over time. Our inspections represent the condition of the tree at the time of inspection. As trees age, the likelihood of failure of branches or entire trees increases. Annual tree inspections are recommended to identify changes to tree health and structure. In addition, trees should be inspected after storms of unusual severity to evaluate damage and structural changes. Initiating these inspections is the responsibility of the client and/or tree owner.

If you have any questions about my observations or recommendations, please contact me.

HortScience | Bartlett Consulting



Ryan Suttle, Consulting Arborist & Urban Forester
ISA Board Certified Master Arborist, Utility Specialist No. WE-12647BU
ISA Tree Risk Assessment Qualified
ASCA Registered Consulting Arborist #813

Exhibits

Tree Assessment Form

Tree Assessment Plan

Preliminary Tree Disposition Form

Tree Assessment

Charles Armstrong School
Belmont, CA
June 2024

HORT SCIENCE
BARTLETT CONSULTING
Divisions of The F.A. Bartlett Tree Expert Company

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
1	Canary Island pine	20	Yes; large diameter tree	3	Moderate	Narrow; pruned for high voltage; sparse.
2	Siberian elm	12,12,8,8,5	Yes; large diameter tree	4	Moderate	Multiple attachments at base; 2” girdling root W; low vigorous crown.
3	Coast live oak	12	Yes; principal native	3	Low	Between chain link and wood fence; engulfing fence at base; topped for high voltage.
4	Coast live oak	14	Yes; principal native	3	Low	Between chain link and wood fence; ivy at base; topped for high voltage.
5	Coast live oak	19	Yes; principal native	3	Low	Between chain link and wood fence; ivy at base; topped for high voltage.
6	Coast live oak	22	Yes; principal native	3	Low	Between chain link and wood fence; ivy at base; topped for high voltage.
7	Canary Island pine	24	Yes; large diameter tree	3	Low	Off-site; no tag; lateral overhangs by 2 feet; topped for high outage.
8	Aleppo pine	13	No	3	Low	Under high voltage; sparse; mild twig dieback; lean N.
9	Siberian elm	20	Yes; large diameter tree	3	Moderate	Codominant at 4 feet; cavity at 5 feet S; topped.
10	Coast live oak	12	Yes; principal native	4	Moderate	One-sided NW; good vigor; multiple attachments at 9 feet.
11	Siberian elm	10	Exempt	0	-	Dead; 7’ snag.
12	Siberian elm	18	Yes; large diameter tree	3	Moderate	Multiple attachments at 5 feet; low crown; epicormic sprouting; decay in S stem.
13	Siberian elm	11	No	3	Moderate	Codominant at 11 feet; narrow; sapsucker damage.
14	Coast live oak	17	Yes; principal native	3	Moderate	Codominant at 5 feet with seam; low domed crown; top of slope.
15	Siberian elm	17	Yes; large diameter tree	3	Moderate	Codominant at 3 feet; broken branch topped.
16	Coast live oak	8	No	4	Moderate	At top of slope at fence; good young tree; one-sided N; under power lines.

Tree Assessment

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
17	Coast live oak	10	Yes; principal native	3	Moderate	At top of slope at fence; one-sided N; lean N; under power lines.
18	Coast live oak	9	No	4	Moderate	At top of slope at fence; low crown; good young tree; under power lines.
19	Coast live oak	10	Yes; principal native	4	Moderate	At top of slope at fence; low crown; good young tree; base at fence; under power lines.
20	Coast live oak	6	No	3	Moderate	At top of slope at fence; low crown; completely one-sided and lean N.
21	Coast live oak	21	Yes; principal native	3	Moderate	At top of slope at fence; low crown; multiple attachments at 5 feet with seam; good form; engulfing chain link S.
22	Coast redwood	10	Yes; principal native	3	Moderate	Codominant at 5 feet; narrow; suppressed.
23	Aleppo pine	20, 10	Yes; large diameter tree	3	Moderate	Severe sweep NE; history of branch failure; codominant at base; power lines to NE and S.
24	Aleppo pine	13	No	2	Low	Sweep NE with base outside dripline; codominant at 25 feet; small crown.
25	Aleppo pine	16	Yes; large diameter tree	3	Moderate	Upright; narrow crowded crown; girdling root N.
26	Aleppo pine	22,16	Yes; large diameter tree	3	Moderate	Dominant in stand; codominant at 3 feet; stems bowed N; top of slope; sap bleeding N.
27	Aleppo pine	23	Yes; large diameter tree	3	Moderate	Dominant in stand; sinuous; narrow crown.
28	Aleppo pine	17	Yes; large diameter tree	2	Low	Lean S to high voltage; high crown; one-sided; girdling root at base on tension.
29	Aleppo pine	27	Yes; large diameter tree	3	Moderate	Lean N; codominant at 20 and 22 feet; low small branch dieback; narrow.
30	Coast live oak	10	Yes; principal native	2	Low	Suppressed; heavy bow W; top of slope.
31	Coast live oak	11,10,9	Yes; principal native	3	Moderate	Multiple attachments at 1 foot; one-sided N.

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
32	Coast live oak	8	No	2	Low	Suppressed; lean N with base outside dripline.
33	Coast live oak	11,5	Yes; principal native	2	Low	Suppressed; lean N with base outside dripline; 2 feet.
34	Coast live oak	17	Yes; principal native	2	Low	Suppressed; lean N with base outside dripline; 2 feet; bark checking and oozing; canker N at 3'.
35	Aleppo pine	15	Yes; large diameter tree	3	Moderate	Very high crown; slender; upright; lean N.
36	Aleppo pine	12	No	3	Moderate	Very high crown; slender; upright; lean N.
37	Blackwood acacia	16,6	Exempt	3	Low	Codominant at base; one-sized N; girdling roots; near fence at top of slope.
38	Coast live oak	13,4	Yes; principal native	2	Low	Multiple attachments at 2 and 5 feet; narrow; poor structure.
39	Coast live oak	17	Yes; principal native	3	Moderate	Multiple attachments at 5 feet; one-sided W.
40	Coast live oak	17,5	Yes; principal native	2	Low	Multiple attachments at base; both bowed N with base outside dripline; suppressed.
41	Coast live oak	12	Yes; principal native	2	Low	Codominant at 6 and 7 feet; bowed N with base outside dripline; suppressed.
42	Coast live oak	10,10,9,8,4	Yes; principal native	3	Moderate	Multiple attachments at base; one-sided W.
43	Coast live oak	10	Yes; principal native	2	Low	At fence; lean W with base outside dripline; poor vigor.
44	Coast live oak	8	No	2	Low	Engulfing fence; lean NW with base outside dripline.
45	Coast live oak	6	No	2	Low	Engulfing fence; lean SE with base outside dripline; fused to base of #46.
46	Blue gum	30	Exempt	2	Low	Topped many times; multiple stems arise from 6 feet; only epicormic a remain.
47	Coast live oak	7	No	2	Low	Codominant at 8 feet; poor form; poor vigor.
48	Coast live oak	13	Yes; principal native	2	Low	Heavy bow to horizontal W; vase outside dripline; engulfing fence.

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
49	London plane	12	No	1	Low	Just poor; all branches stubbed; one slender stem remains.
50	Olive	9,6,5,5,3	Yes; large diameter tree	4	High	Multiple attachments at base; low vigorous crown; one-sided N.
51	Olive	6,6,5,5	No	4	High	Multiple attachments at base; low vigorous crown; one-sided N.
52	London plane	10,10,9	Yes; large diameter tree	3	Moderate	Multiple attachments at 3 feet; spreading crown; thin; small branch dieback.
53	Coast live oak	9	No	2	Low	Engulfing fence; thin; poor vigor.
54	London plane	10	No	3	Moderate	Multiple attachments at 3 feet; spreading crown; thin; small branch dieback.
55	Olive	9,6,6,4	Yes; large diameter tree	4	High	Multiple attachments at base; low spreading crown; good vigor.
56	Chinese elm	13	No	2	Low	Multiple attachments at 5 feet; one-sided W; branches bowed to horizontal.
57	Coast live oak	7	No	3	Moderate	One-sided N; sinuous.
58	Italian stone pine	47	Yes; large diameter tree	4	High	Multiple narrow attachments at 4 feet; low flat crown; heavy laterals; asymmetric S.
59	Coast live oak	10,9	Yes; principal native	3	Moderate	Codominant at 3 feet; corrected sweep S; thin.
60	Coast live oak	7	No	2	Low	Lean W with base outside dripline; suppresses.
61	Coast live oak	10	Yes; principal native	2	Low	One-sided N; codominant at 9 feet.
62	Coast live oak	7,5	Yes; principal native	2	Low	Suppressed; poor vigor.
63	Coast live oak	12	Yes; principal native	3	Moderate	Codominant at 6 feet; flat form E-W; crowded.
64	Coast live oak	8	No	2	Low	Lean N with base outside dripline; sinuous; crowded.
65	London plane	8,8,5,5,4	Yes; large diameter tree	3	Moderate	Multiple attachments at 2-3 feet; one-sided W; curling browning leaves; twig dieback.
66	Deodar cedar	10	No	4	High	Good form and structure; slightly thin.

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
67	Deodar cedar	9	No	4	High	Good form and structure; slightly thin.
68	Deodar cedar	6	No	4	High	Good form and structure; slightly thin.
69	Marina madrone	6	No	4	High	Good young tree; small twig dieback; wound at base on S.
70	Olive	7,6,6,6,4	Yes; large diameter tree	4	High	Multiple attachments at base; exposed surface roots; vigorous epicormic sprouting.
71	Coast live oak	12	Yes; principal native	3	Moderate	One-sided W; good vigor; crowded.
72	Olive	7,6,6,5	Yes; large diameter tree	5	High	Multiple attachments at base; narrow form.
73	Coast live oak	13	Yes; principal native	3	Moderate	Wide codominant at 8 feet; one-sided N; crowded.
74	Coast live oak	13	Yes; principal native	3	Moderate	Wide codominant at 8 and 10 feet; one-sided N; crowded.
75	Coast live oak	11,10	Yes; principal native	3	Moderate	4 feet from wood wall; codominant at vase; asymmetric N.
76	Coast live oak	6	No	2	Low	Suppressed; lean W with base outside dripline.
77	Coast live oak	16	Yes; principal native	3	Moderate	Sweeps S corrected; codominant at 8 and 10 feet; codom removed at base.
78	Coast live oak	6	No	3	Moderate	Codominant at 1 and 4 feet; lean W.
79	Coast live oak	15,7,4	Yes; principal native	2	Low	Multiple attachments at base; extreme bow S to horizontal; crowded.
80	Coast live oak	12,7	Yes; principal native	3	Moderate	End of row; codominant at base; sinuous, suppressed form; dense.
81	Coast live oak	5,5,3,3,2	Yes; principal native	4	High	Multiple narrow attachments at base; good young tree.
82	Coast live oak	6,4,4,4,3	Yes; principal native	4	High	Multiple narrow attachments at base; good young tree.
83	Coast live oak	8,7,6	Yes; principal native	4	High	Multiple narrow attachments at base with seam to base; good young tree.
84	Olive	7,5,5,4,3,3	No	4	High	Multiple wide attachments at base; headed back from structure.

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
85	Coast live oak	6,6,2	Yes; principal native	4	High	Multiple narrow attachments at base with seam to base; good young tree; narrow; encroaching on building.
86	Coast live oak	4,4	No	3	Moderate	Multiple narrow attachments at base with seam to base; good young tree; narrow; encroaching on building; slight chlorotic.
87	Tulip tree	8	No	5	High	Good young tree; codominant at 9 feet, smaller branch bowed to horizontal.
88	Japanese cedar	26	Yes; large diameter tree	3	Moderate	Excellent form; epicormic sprouting throughout; drought stress; thin; possible systemic injection sites at base; new concrete to S.
89	Southern live oak	7	No	4	High	Good young tree.
90	Mulberry	6	No	3	Moderate	Low, spreading crown; slightly thin; small leaves.
91	Southern live oak	6	No	4	High	Good young tree.
92	Mulberry	6	No	2	Low	Corrected lean S; trunk wounds; twig and small branch dieback.
93	Southern live oak	6	No	4	High	Good young tree.
94	Southern live oak	5	No	4	High	Good young tree.
95	Blackwood acacia	7,5,2,2,2	Exempt	3	Low	Multiple attachments at base; slender; one-sided W.
96	Aleppo pine	20,19	Yes; large diameter tree	3	Moderate	Codominant at base and 10 feet; one-sided N; pitch moth.
97	Aleppo pine	20,7,6	Yes; large diameter tree	3	Low	Multiple attachments at base and 5 feet; lean W, tension side may be heaving; surface roots.
98	Aleppo pine	20	Yes; large diameter tree	4	High	Upright; good structure; base being sprayed by sprinkler head.
99	Aleppo pine	12	No	2	Low	Heavy bow W to horizontal; base outside dripline; suppressed.
100	Aleppo pine	15	Yes; large diameter tree	3	Moderate	One-sided S; crowded; slight lean S.
101	Olive	5,5,4	No	3	Moderate	Multiple attachments at base; slightly thin; trunk wounds.
102	Coast live oak	6	No	5	High	Good young tree; crowded.
103	Italian stone pine	17,14	Yes; large diameter tree	4	Moderate	Codominant at base; lean W; good vigor.
104	Tulip tree	11	No	5	High	Specimen tree; good central leader.

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
105	Coast live oak	6,4	Yes; principal native	4	High	Codominant at base; seam below; good tree.
106	Coast live oak	11	Yes; principal native	4	High	Multiple attachments at 4'; good young tree.
107	Aleppo pine	38	Yes; large diameter tree	3	Moderate	End of row; one-sided S; codominant at 3 feet lean S.
108	Aleppo pine	19	Yes; large diameter tree	3	Moderate	Interior; narrow crown; codominant at 8 feet.
109	Aleppo pine	36	Yes; large diameter tree	3	Moderate	Interior; dominant in stand; multiple narrow attachments at 6'; branches sweep up to candelabra fork.
110	Aleppo pine	16	Yes; large diameter tree	2	Low	Interior; narrow form; slight lean W; thin.
111	Aleppo pine	25	Yes; large diameter tree	3	Moderate	Interior; many small girdling roots; codominant at 5 and 6 feet; bow N.
112	Aleppo pine	27	Yes; large diameter tree	2	Low	End of row; many small girdling roots; one large girdling root S; multiple attachments at 4'; thin.
113	Aleppo pine	49	Yes; large diameter tree	3	Moderate	End of row; huge tree; multiple attachments 6-8 feet; included bark; swollen base for height.
114	Aleppo pine	19,14	Yes; large diameter tree	3	Moderate	Interior; flat E-W; codominant at 4 and 11 feet; thin.
115	Aleppo pine	21	Yes; large diameter tree	3	Moderate	Corner; codominant at 11 feet; stub in compression side of E stem at attachment.
116	Aleppo pine	20,10	Yes; large diameter tree	3	Moderate	Interior; one-sided N; codominant at 3 and 7 feet; sapsucker.
117	Aleppo pine	22,20	Yes; large diameter tree	2	Low	One-sided N; codominant at 3 feet; base outside dripline; bowed N.
118	Japanese cedar	9	No	3	Moderate	Sinuous trunk; trunk wounds all around; sparse.
119	Coast live oak	9	No	4	High	Growing through deck; encroaching on wooden truss; crossing, rubbing branches; vigorous low crown.
120	Coast live oak	6	No	4	High	Growing through deck; good young tree.

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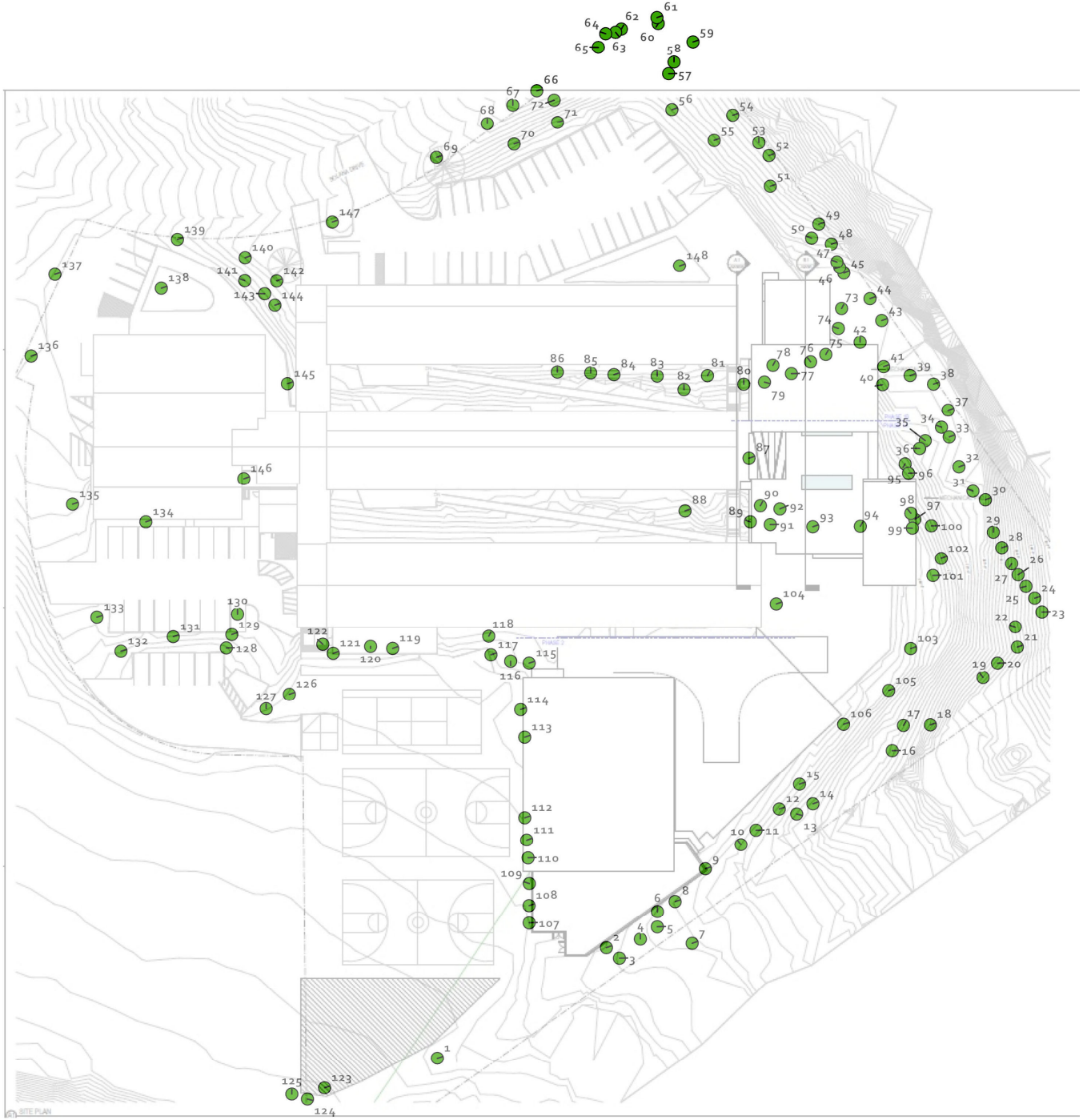
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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
121	Coast live oak	16	Yes; principal native	1	Low	One-sided E; extensive tip dieback and epicormic sprouting.
122	Coast live oak	12	Yes; principal native	2	Low	One-sided E; extensive tip dieback and epicormic sprouting.
123	Coast live oak	9	No	3	Moderate	Lean W; codominant at 5 feet; 3’ from asphalt; no basal flare.
124	Lemon-scented gum	27	Yes; large diameter tree	4	High	Upright; high crown raised for power lines; good structure.
125	Lemon-scented gum	23	Yes; large diameter tree	3	Moderate	Corrected sweep N; stem removals at base; one-sided NW.
126	Canary Island pine	26	Yes; large diameter tree	3	Moderate	Slight lean E; cabled to neighboring tree; sparse; no root flare; compressed soil.
127	Canary Island pine	25,25	Yes; large diameter tree	3	Moderate	Codominant at 2 feet with seam to base; cabled to neighboring tree; cable between stems; sparse; no root flare; compressed soil.
128	Canary Island pine	12	No	2	Low	Sweep N; epicormic sprouting; root barrier S.
129	Canary Island pine	17	Yes; large diameter tree	3	Moderate	Good form; slightly sparse branching; 2’ from electrical box.
130	Canary Island pine	15	Yes; large diameter tree	3	Moderate	Good form; crook at 20 feet; root barrier all directions 6” from trunk; laterals headed back.
131	Southern magnolia	5	No	2	Low	Multiple attachments at 5 feet; poor vigor and color; tip dieback; memorial tree.
132	London plane	12	No	4	High	In 10’ planter; root barrier and irrigation pipe E; good form and structure; dense foliage.
133	London plane	12	No	4	High	In 10’ planter; root barrier and irrigation pipe E; good form and structure; dense foliage.
134	Grecian laurel	6,6,6,5,5,5	Yes; large diameter tree	4	High	Topiary; multiple attachments at base; one-sided S.
135	Coast live oak	14	Yes; principal native	4	High	Lean W from crowding with building; wide codominant at 4 and 6 feet; 10’ from road to N; 4’ from sidewalk to SW.
136	Coast live oak	21,20	Yes; principal native	4	Moderate	Codominant at base; significant sweep from base E; pruned for high voltage.

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
137	Coast live oak	15	Yes; principal native	3	Moderate	Off-site on property line(growing through Cain link; overhangs 10'; topped.
138	Mulberry	12	No	4	High	In stone circle; codominant at 5 feet; low, spreading crown; oozing; slime flux.
139	London plane	17	Yes; large diameter tree	3	Moderate	Multiple attachments at 5 feet; vase-shaped; thin; under high voltage.
140	Deodar cedar	9	No	5	High	Good young tree.
141	Deodar cedar	9	No	5	High	Good young tree.
142	European white birch	10	No	4	Moderate	Well irrigated; dense pendulous foliage; codominant at 6'.
143	European white birch	13	No	4	Moderate	Well irrigated; dense pendulous foliage; codominant at 5 and 6'.
144	European white birch	10	No	4	Moderate	Well irrigated; dense pendulous foliage; codominant at 7'; crook below attachment.
145	Loquat	10	No	4	Moderate	In 3 foot planter; one-sided N; multiple attachments at 5 feet.
146	Rubber tree	8,8	No	4	Moderate	At building foundation; codominant at vase; dense crowded crown; one-sided S.
147	Brisbane box	8	No	3	Moderate	Sweep N; multiple attachments at 10 feet; slightly thin.
148	Southern live oak	6	No	3	Moderate	Good young tree; a little thin; low vigor.



Tree Assessment Plan

Charles Armstrong School
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Prepared for:
Charles Armstrong School
Belmont, CA

June 2024

No Scale

Notes:
Base map provided by:
Ratcliff
Emeryville, CA

Numbered tree locations are approximate

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Preliminary Tree Disposition

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
1	Canary Island pine	20	Yes; large diameter tree	Remove	Edge of playground; area of whole tree failures in pine row.
2	Siberian elm	12,12,8,8,5	Yes; large diameter tree	Remove	Edge of development
3	Coast live oak	12	Yes; principal native	Remove	Edge of development
4	Coast live oak	14	Yes; principal native	Remove	Edge of development
5	Coast live oak	19	Yes; principal native	Remove	Edge of development
6	Coast live oak	22	Yes; principal native	Remove	Edge of development
7	Canary Island pine	24	Yes; large diameter tree	Preserve	~25 feet from development
8	Aleppo pine	13	No	Remove	Edge of development
9	Siberian elm	20	Yes; large diameter tree	Remove	Edge of development
10	Coast live oak	12	Yes; principal native	Preserve	~15 feet from edge of plaza
11	Siberian elm	10	Exempt	Remove	Dead
12	Siberian elm	18	Yes; large diameter tree	Preserve	~15 feet from edge of plaza
13	Siberian elm	11	No	Preserve	~15 feet from edge of plaza
14	Coast live oak	17	Yes; principal native	Preserve	~15 feet from edge of plaza
15	Siberian elm	17	Yes; large diameter tree	Preserve	~15 feet from edge of plaza
16	Coast live oak	8	No	Preserve	>30 feet from impacts
17	Coast live oak	10	Yes; principal native	Preserve	>30 feet from impacts
18	Coast live oak	9	No	Preserve	>30 feet from impacts
19	Coast live oak	10	Yes; principal native	Preserve	>30 feet from impacts
20	Coast live oak	6	No	Preserve	>30 feet from impacts
21	Coast live oak	21	Yes; principal native	Preserve	>30 feet from impacts
22	Coast redwood	10	Yes; principal native	Preserve	>30 feet from impacts
23	Aleppo pine	20, 10	Yes; large diameter tree	Preserve	>30 feet from impacts
24	Aleppo pine	13	No	Preserve	>30 feet from impacts
25	Aleppo pine	16	Yes; large diameter tree	Preserve	>30 feet from impacts
26	Aleppo pine	22,16	Yes; large diameter tree	Preserve	>30 feet from impacts

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
27	Aleppo pine	23	Yes; large diameter tree	Preserve	>30 feet from impacts
28	Aleppo pine	17	Yes; large diameter tree	Preserve	>30 feet from impacts
29	Aleppo pine	27	Yes; large diameter tree	Preserve	>30 feet from impacts
30	Coast live oak	10	Yes; principal native	Preserve	>30 feet from impacts
31	Coast live oak	11,10,9	Yes; principal native	Preserve	>30 feet from impacts
32	Coast live oak	8	No	Remove	Condition; lean
33	Coast live oak	11,5	Yes; principal native	Remove	Condition; lean
34	Coast live oak	17	Yes; principal native	Remove	Condition; lean
35	Aleppo pine	15	Yes; large diameter tree	Preserve	~20 feet from edge of development
36	Aleppo pine	12	No	Preserve	~20 feet from edge of development
37	Blackwood acacia	16,6	Exempt	Preserve	>30 feet from impacts
38	Coast live oak	13,4	Yes; principal native	Preserve	>30 feet from impacts
39	Coast live oak	17	Yes; principal native	Preserve	~20 feet from edge of development
40	Coast live oak	17,5	Yes; principal native	Remove	Edge of development
41	Coast live oak	12	Yes; principal native	Remove	Edge of development
42	Coast live oak	10,10,9,8,4	Yes; principal native	Remove	Edge of development
43	Coast live oak	10	Yes; principal native	Remove	Condition; lean
44	Coast live oak	8	No	Remove	Condition; lean
45	Coast live oak	6	No	Remove	Edge of development
46	Blue gum	30	Exempt	Remove	Edge of development
47	Coast live oak	7	No	Remove	Edge of development
48	Coast live oak	13	Yes; principal native	Remove	Condition
49	London plane	12	No	Remove	Condition
50	Olive	9,6,5,5,3	Yes; large diameter tree	Preserve	~20 feet from edge of development
51	Olive	6,6,5,5	No	Preserve	Existing condition to remain
52	London plane	10,10,9	Yes; large diameter tree	Preserve	Existing condition to remain

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
53	Coast live oak	9	No	Preserve	Existing condition to remain
54	London plane	10	No	Preserve	Existing condition to remain
55	Olive	9,6,6,4	Yes; large diameter tree	Preserve	Existing condition to remain
56	Chinese elm	13	No	Preserve	Existing condition to remain
57	Coast live oak	7	No	Preserve	Existing condition to remain
58	Italian stone pine	47	Yes; large diameter tree	Preserve	Existing condition to remain
59	Coast live oak	10,9	Yes; principal native	Preserve	Existing condition to remain
60	Coast live oak	7	No	Preserve	Existing condition to remain
61	Coast live oak	10	Yes; principal native	Preserve	Existing condition to remain
62	Coast live oak	7,5	Yes; principal native	Preserve	Existing condition to remain
63	Coast live oak	12	Yes; principal native	Preserve	Existing condition to remain
64	Coast live oak	8	No	Preserve	Existing condition to remain
65	London plane	8,8,5,5,4	Yes; large diameter tree	Preserve	Existing condition to remain
66	Deodar cedar	10	No	Preserve	Existing condition to remain
67	Deodar cedar	9	No	Preserve	Existing condition to remain
68	Deodar cedar	6	No	Preserve	Existing condition to remain
69	Marina madrone	6	No	Preserve	Existing condition to remain
70	Olive	7,6,6,6,4	Yes; large diameter tree	Preserve	Existing condition to remain
71	Coast live oak	12	Yes; principal native	Preserve	Existing condition to remain
72	Olive	7,6,6,5	Yes; large diameter tree	Preserve	Existing condition to remain
73	Coast live oak	13	Yes; principal native	Remove	Edge of development
74	Coast live oak	13	Yes; principal native	Remove	Edge of development
75	Coast live oak	11,10	Yes; principal native	Remove	Within building footprint
76	Coast live oak	6	No	Remove	Within building footprint
77	Coast live oak	16	Yes; principal native	Remove	Within building footprint
78	Coast live oak	6	No	Remove	Within building footprint
79	Coast live oak	15,7,4	Yes; principal native	Remove	Within building footprint

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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
80	Coast live oak	12,7	Yes; principal native	Remove	Within building footprint
81	Coast live oak	5,5,3,3,2	Yes; principal native	Preserve	~15 feet from development
82	Coast live oak	6,4,4,4,3	Yes; principal native	Preserve	~15 feet from development
83	Coast live oak	8,7,6	Yes; principal native	Preserve	~15 feet from development
84	Olive	7,5,5,4,3,	No	Preserve	~15 feet from development
85	Coast live oak	6,6,2	Yes; principal native	Preserve	~15 feet from development
86	Coast live oak	4,4	No	Preserve	~15 feet from development
87	Tulip tree	8	No	Remove	Within building footprint
88	Japanese cedar	26	Yes; large diameter tree	Preserve	~25 feet from development
89	Southern live oak	7	No	Remove	Within building footprint
90	Mulberry	6	No	Remove	Within building footprint
91	Southern live oak	6	No	Remove	Within building footprint
92	Mulberry	6	No	Remove	Within building footprint
93	Southern live oak	6	No	Remove	Within building footprint
94	Southern live oak	5	No	Remove	Within building footprint
95	Blackwood acacia	7,5,2,2,2	Exempt	Remove	Edge of development
96	Aleppo pine	20,19	Yes; large diameter tree	Remove	Edge of devemopment
97	Aleppo pine	20,7,6	Yes; large diameter tree	Remove	Within building footprint
98	Aleppo pine	20	Yes; large diameter tree	Remove	Within building footprint
99	Aleppo pine	12	No	Remove	Within building footprint
100	Aleppo pine	15	Yes; large diameter tree	Remove	Edge of development
101	Olive	5,5,4	No	Remove	Edge of development
102	Coast live oak	6	No	Remove	Edge of development
103	Italian stone pine	17,14	Yes; large diameter tree	Preserve	~10 feet from development; up slope
104	Tulip tree	11	No	Remove	Within project area
105	Coast live oak	6,4	Yes; principal native	Remove	Edge of development

Preliminary Tree Disposition

Charles Armstrong School
Belmont, CA
June 2024

HORT SCIENCE
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Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
106	Coast live oak	11	Yes; principal native	Remove	Edge of development
107	Aleppo pine	38	Yes; large diameter tree	Remove	Within building footprint
108	Aleppo pine	19	Yes; large diameter tree	Remove	Within building footprint
109	Aleppo pine	36	Yes; large diameter tree	Remove	Within building footprint
110	Aleppo pine	16	Yes; large diameter tree	Remove	Within building footprint
111	Aleppo pine	25	Yes; large diameter tree	Remove	Within building footprint
112	Aleppo pine	27	Yes; large diameter tree	Remove	Within building footprint
113	Aleppo pine	49	Yes; large diameter tree	Remove	Within building footprint
114	Aleppo pine	19,14	Yes; large diameter tree	Remove	Within building footprint
115	Aleppo pine	21	Yes; large diameter tree	Remove	Edge of development
116	Aleppo pine	20,10	Yes; large diameter tree	Remove	Edge of development
117	Aleppo pine	22,20	Yes; large diameter tree	Remove	Edge of development
118	Japanese cedar	9	No	Preserve	Existing condition to remain
119	Coast live oak	9	No	Preserve	Existing condition to remain
120	Coast live oak	6	No	Preserve	Existing condition to remain
121	Coast live oak	16	Yes; principal native	Remove	Condition
122	Coast live oak	12	Yes; principal native	Remove	Condition
123	Coast live oak	9	No	Preserve	New playground on existing pavement to N.
124	Lemon-scented gum	27	Yes; large diameter tree	Preserve	New playground on existing pavement to N.
125	Lemon-scented gum	23	Yes; large diameter tree	Preserve	New playground on existing pavement to N.
126	Canary Island pine	26	Yes; large diameter tree	Preserve	Existing condition to remain
127	Canary Island pine	25,25	Yes; large diameter tree	Preserve	Existing condition to remain
128	Canary Island pine	12	No	Preserve	Existing condition to remain
129	Canary Island pine	17	Yes; large diameter tree	Preserve	Existing condition to remain
130	Canary Island pine	15	Yes; large diameter tree	Preserve	Existing condition to remain

Preliminary Tree Disposition

Charles Armstrong School
Belmont, CA
June 2024

HORT SCIENCE
BARTLETT CONSULTING
Divisions of The F.A. Bartlett Tree Expert Company

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments
131	Southern magnolia	5	No	Preserve	Existing condition to remain
132	London plane	12	No	Preserve	Existing condition to remain
133	London plane	12	No	Preserve	Existing condition to remain
134	Grecian laurel	6,6,6,5,5,	Yes; large diameter tree	Preserve	Existing condition to remain
135	Coast live oak	14	Yes; principal native	Preserve	Existing condition to remain
136	Coast live oak	21,20	Yes; principal native	Preserve	Existing condition to remain
137	Coast live oak	15	Yes; principal native	Preserve	Existing condition to remain
138	Mulberry	12	No	Preserve	Existing condition to remain
139	London plane	17	Yes; large diameter tree	Preserve	Existing condition to remain
140	Deodar cedar	9	No	Preserve	Existing condition to remain
141	Deodar cedar	9	No	Preserve	Existing condition to remain
142	European white	10	No	Preserve	Existing condition to remain
143	European white	13	No	Preserve	Existing condition to remain
144	European white	10	No	Preserve	Existing condition to remain
145	Loquat	10	No	Preserve	Existing condition to remain
146	Rubber tree	8,8	No	Preserve	Existing condition to remain
147	Brisbane box	8	No	Preserve	Existing condition to remain
148	Southern live oak	6	No	Preserve	Existing condition to remain

MEMORANDUM

Date: October 16, 2025

To: City of Belmont

From: Panorama Environmental, Inc.

Subject: CNDDB Search Results for Charles Armstrong School Expansion Project

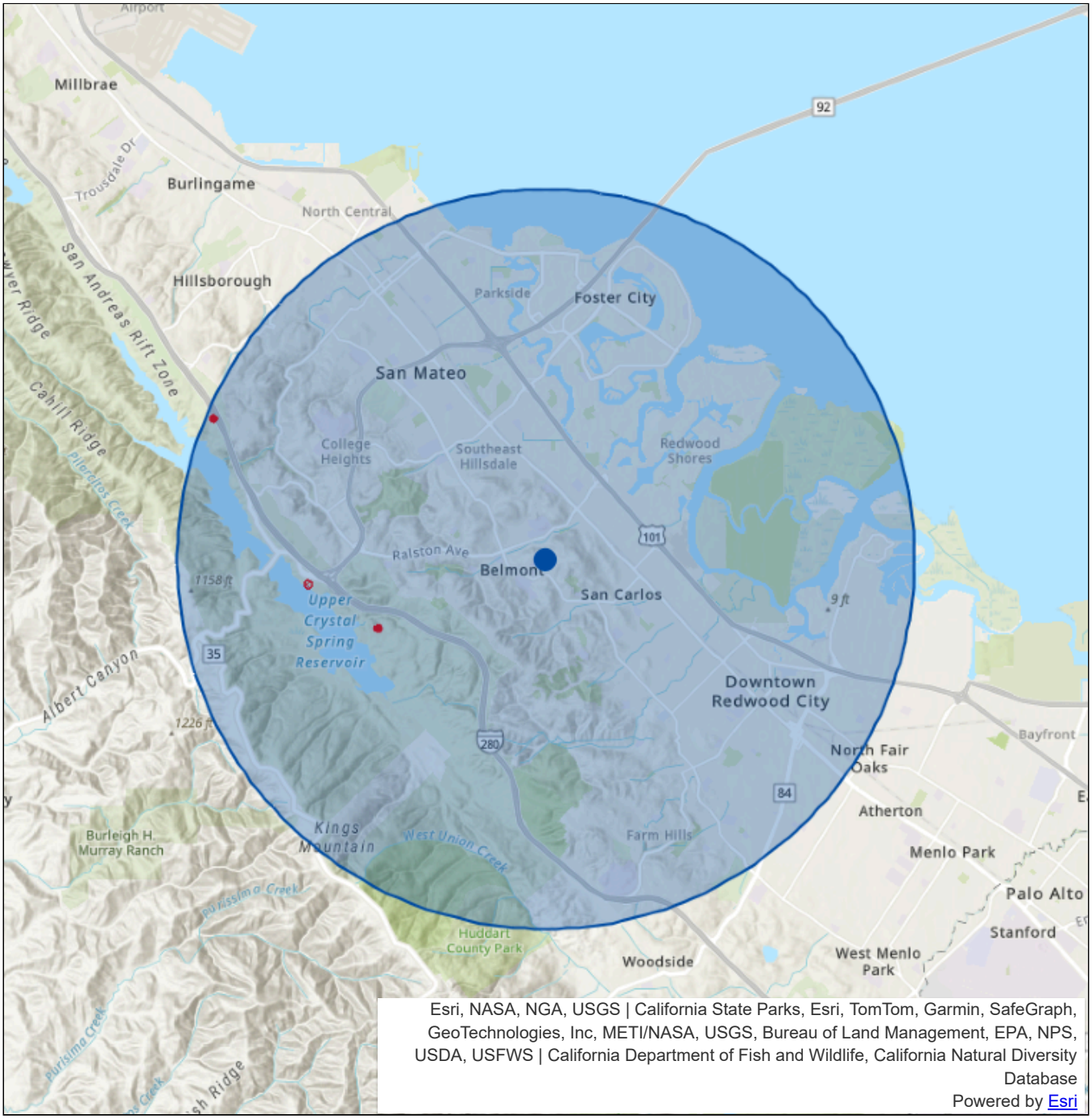
A California Natural Diversity Database (CNDDB) search was completed for the project area and surrounding vicinity. The project site is located at 1405 Solana Drive in the City of Belmont, California, within San Mateo County. The search identified several special-status species that have been observed regionally, including the San Francisco dusky-footed woodrat. The red dots shown on the CNDDB map represent previously documented observations of rare species or sensitive habitats—essentially "known occurrence records" from biologists or agencies that have been entered into the state database. These points indicate that special-status species have been observed somewhere in the general Belmont area, but they do not confirm their presence on or within the Charles Armstrong School campus. Pursuant to the City's standard Conditions of Approval for biological resources, if any special-status wildlife species or nests (including San Francisco dusky-footed woodrat) is encountered during preconstruction surveys or during construction, the project would comply with the City's standard Conditions of Approval, requiring the establishment of protective buffers and coordination with a qualified biologist and the California Department of Fish and Wildlife (CDFW) if relocation or additional protection measures are necessary.

Near Me Report

Area of Interest (AOI) Information

Area: 78.53 mi²

Date: Wed Sep 03 2025 15:46:09 GMT-0600 (Mountain Daylight Time)



School_Site

PolyStyle00

CNDDB

Symbology


Plant (80m)


Plant (specific)


Plant (non-specific)





CNDDB Search | Total count: 203

#	OBJECTID	SNAME	CNAME
1	67	Thamnophis sirtalis tetrataenia	San Francisco gartersnake
2	172	Thamnophis sirtalis tetrataenia	San Francisco gartersnake
3	1236	Falco peregrinus anatum	American peregrine falcon
4	1237	Fritillaria biflora var. ineziana	Hillsborough chocolate lily
5	4958	Dipodomys venustus venustus	Santa Cruz kangaroo rat
6	4959	Antrozous pallidus	pallid bat
7	4960	Melospiza melodia pusillula	Alameda song sparrow
8	11601	Monolopia gracilens	woodland woollythreads
9	11602	Senecio aphanactis	chaparral ragwort
10	1215	Thamnophis sirtalis tetrataenia	San Francisco gartersnake
11	1216	Thamnophis sirtalis tetrataenia	San Francisco gartersnake
12	1217	Thamnophis sirtalis tetrataenia	San Francisco gartersnake
13	17557	Malacothamnus arcuatus var. arcuatus	arcuate bushmallow
14	47565	Dirca occidentalis	western leatherwood
15	31787	Malacothamnus arcuatus var. arcuatus	arcuate bushmallow
16	59874	Allium peninsulare var. franciscanum	Franciscan onion
17	99594	Collinsia multicolor	San Francisco collinsia
18	35022	Reithrodontomys raviventris	salt-marsh harvest mouse
19	15921	Laterallus jamaicensis coturniculus	California black rail
20	15922	Rallus obsoletus obsoletus	California Ridgway's rail
21	15923	Northern Coastal Salt Marsh	Northern Coastal Salt Marsh
22	67095	Collinsia multicolor	San Francisco collinsia
23	39410	Triphysaria floribunda	San Francisco owl's-clover
24	100066	Allium peninsulare var. franciscanum	Franciscan onion
25	102287	Dirca occidentalis	western leatherwood
26	98113	Allium peninsulare var. franciscanum	Franciscan onion
27	7613	Trifolium hydrophilum	saline clover
28	7614	Charadrius nivosus nivosus	western snowy plover
29	7615	Chloropyron maritimum ssp. palustre	Point Reyes salty bird's-beak
30	1222	Thamnophis sirtalis tetrataenia	San Francisco gartersnake
31	46	Acipenser medirostris pop. 1	green sturgeon - southern DPS
32	103747	Collinsia multicolor	San Francisco collinsia
33	70391	Dirca occidentalis	western leatherwood
34	101441	Allium peninsulare var. franciscanum	Franciscan onion
35	2802	Allium peninsulare var. franciscanum	Franciscan onion
36	2803	Astragalus pycnostachyus var. pycnostachyus	coastal marsh milk-vetch
37	89622	Melospiza melodia pusillula	Alameda song sparrow
38	26889	Rallus obsoletus obsoletus	California Ridgway's rail
39	7675	Charadrius nivosus nivosus	western snowy plover
40	99894	Collinsia multicolor	San Francisco collinsia
41	12052	Rallus obsoletus obsoletus	California Ridgway's rail
42	20537	Rana boylii pop. 4	foothill yellow-legged frog - central coast DPS
43	11142	Reithrodontomys raviventris	salt-marsh harvest mouse

44	12430	Northern Coastal Salt Marsh	Northern Coastal Salt Marsh
45	29020	Malacothamnus arcuatus var. arcuatus	arcuate bushmallow
46	7538	Microcina edgewoodensis	Edgewood Park micro-blind harvestman
47	7539	Serpentine Bunchgrass	Serpentine Bunchgrass
48	102441	Allium peninsulare var. franciscanum	Franciscan onion
49	101824	Collinsia multicolor	San Francisco collinsia
50	2139	Pentachaeta bellidiflora	white-rayed pentachaeta
51	45945	Melospiza melodia pusillula	Alameda song sparrow
52	79187	Neotoma fuscipes annectens	San Francisco dusky-footed woodrat
53	58864	Rana draytonii	California red-legged frog
54	34940	Hydrochara ricksecker	Ricksecker's water scavenger beetle
55	63153	Dirca occidentalis	western leatherwood
56	97690	Dirca occidentalis	western leatherwood
57	66503	Allium peninsulare var. franciscanum	Franciscan onion
58	3441	Amsinckia lunaris	bent-flowered fiddleneck
59	3442	Dipodomys heermanni goldmani	Salinas kangaroo rat
60	3443	Bombus occidentalis	western bumble bee
61	3444	Lasiurus cinereus	hoary bat
62	3445	Dipodomys venustus venustus	Santa Cruz kangaroo rat
63	12487	Euphydryas editha bayensis	Bay checkerspot butterfly
64	39217	Rana draytonii	California red-legged frog
65	78667	Actinemys marmorata	northwestern pond turtle
66	39500	Geothlypis trichas sinuosa	saltmarsh common yellowthroat
67	6431	Coturnicops noveboracensis	yellow rail
68	3778	Malacothamnus arcuatus var. arcuatus	arcuate bushmallow
69	102069	Malacothamnus arcuatus var. arcuatus	arcuate bushmallow
70	66836	Actinemys marmorata	northwestern pond turtle
71	7679	Sternula antillarum browni	California least tern
72	7680	Charadrius nivosus nivosus	western snowy plover
73	7681	Circus hudsonius	northern harrier
74	7682	Asio flammeus	short-eared owl
75	82230	Lessingia arachnoidea	Crystal Springs lessingia
76	82231	Hesperolinon congestum	Marin western flax
77	22505	Euphydryas editha bayensis	Bay checkerspot butterfly
78	25104	Fritillaria liliacea	fragrant fritillary
79	42224	Melospiza melodia pusillula	Alameda song sparrow
80	61880	Dirca occidentalis	western leatherwood
81	66962	Fritillaria liliacea	fragrant fritillary
82	95395	Collinsia multicolor	San Francisco collinsia
83	34966	Calicina minor	Edgewood blind harvestman
84	34956	Acanthomintha duttonii	San Mateo thorn-mint
85	22982	Serpentine Bunchgrass	Serpentine Bunchgrass
86	90622	Actinemys marmorata	northwestern pond turtle
87	26317	Lessingia arachnoidea	Crystal Springs lessingia
88	44556	Cirsium fontinale var. fontinale	fountain thistle
89	41364	Hesperolinon congestum	Marin western flax

90	61962	Euphydryas editha bayensis	Bay checkerspot butterfly
91	49833	Melospiza melodia pusillula	Alameda song sparrow
92	81120	Silene verecunda ssp. verecunda	San Francisco campion
93	99792	Dirca occidentalis	western leatherwood
94	104114	Monolopia gracilens	woodland woollythreads
95	81354	Rana draytonii	California red-legged frog
96	6184	Chloropyron maritimum ssp. palustre	Point Reyes salty bird's-beak
97	70449	Arctostaphylos regismontana	Kings Mountain manzanita
98	53319	Geothlypis trichas sinuosa	saltmarsh common yellowthroat
99	49685	Pentachaeta bellidiflora	white-rayed pentachaeta
100	97400	Acanthomintha duttonii	San Mateo thorn-mint
101	99177	Acanthomintha duttonii	San Mateo thorn-mint
102	68361	Hesperolinon congestum	Marin western flax
103	62914	Fritillaria liliacea	fragrant fritillary
104	39593	Plagiobothrys chorisianus var. chorisianus	Choris' popcornflower
105	51087	Rana draytonii	California red-legged frog
106	64260	Amsinckia lunaris	bent-flowered fiddleneck
107	69452	Neotoma fuscipes annectens	San Francisco dusky-footed woodrat
108	104019	Cirsium fontinale var. fontinale	fountain thistle
109	104020	Lessingia arachnoidea	Crystal Springs lessingia
110	77181	Rana draytonii	California red-legged frog
111	70174	Rana draytonii	California red-legged frog
112	3044	Bombus occidentalis	western bumble bee
113	3045	Speyeria zerene myrtleae	Myrtle's silverspot butterfly
114	3046	Allium peninsulare var. franciscanum	Franciscan onion
115	3047	Lasiurus cinereus	hoary bat
116	3048	Hydrochara ricksecker	Ricksecker's water scavenger beetle
117	3049	Pomatiopsis californica	Pacific walker
118	3050	Melospiza melodia pusillula	Alameda song sparrow
119	82124	Lessingia arachnoidea	Crystal Springs lessingia
120	78717	Rana draytonii	California red-legged frog
121	99515	Hesperolinon congestum	Marin western flax
122	67491	Actinemys marmorata	northwestern pond turtle
123	102284	Allium peninsulare var. franciscanum	Franciscan onion
124	67849	Monolopia gracilens	woodland woollythreads
125	34914	Geothlypis trichas sinuosa	saltmarsh common yellowthroat
126	92546	Cirsium fontinale var. fontinale	fountain thistle
127	68380	Rana draytonii	California red-legged frog
128	66178	Dirca occidentalis	western leatherwood
129	99805	Dirca occidentalis	western leatherwood
130	82002	Nannopterum auritum	double-crested cormorant
131	22352	Laterallus jamaicensis coturniculus	California black rail
132	49	Spirinchus thaleichthys pop. 2	longfin smelt - San Francisco Bay-Delta DPS
133	91551	Ardea herodias	great blue heron

134	96829	Malacothamnus arcuatus var. arcuatus	arcuate bushmallow
135	27977	Melospiza melodia pusillula	Alameda song sparrow
136	78831	Rana draytonii	California red-legged frog
137	98217	Dirca occidentalis	western leatherwood
138	92534	Acanthomintha duttonii	San Mateo thorn-mint
139	65215	Actinemys marmorata	northwestern pond turtle
140	80952	Rana draytonii	California red-legged frog
141	35110	Sorex vagrans halicoetes	salt-marsh wandering shrew
142	22260	Collinsia multicolor	San Francisco collinsia
143	39598	Allium peninsulare var. franciscanum	Franciscan onion
144	39599	Malacothamnus arcuatus var. arcuatus	arcuate bushmallow
145	39600	Dirca occidentalis	western leatherwood
146	98997	Dirca occidentalis	western leatherwood
147	101291	Amsinckia lunaris	bent-flowered fiddleneck
148	102002	Plagiobothrys chorisianus var. chorisianus	Choris' popcornflower
149	76861	Rana draytonii	California red-legged frog
150	92086	Rana draytonii	California red-legged frog
151	39476	Eriophyllum latilobum	San Mateo woolly sunflower
152	6563	Triphysaria floribunda	San Francisco owl's-clover
153	7636	Acanthomintha duttonii	San Mateo thorn-mint
154	80039	Actinemys marmorata	northwestern pond turtle
155	104787	Fritillaria liliacea	fragrant fritillary
156	31178	Lessingia arachnoidea	Crystal Springs lessingia
157	42136	Amsinckia lunaris	bent-flowered fiddleneck
158	91216	Hesperolinon congestum	Marin western flax
159	10939	Sternula antillarum browni	California least tern
160	27409	Rallus obsoletus obsoletus	California Ridgway's rail
161	41530	Rana draytonii	California red-legged frog
162	60684	Rana draytonii	California red-legged frog
163	28787	Northern Coastal Salt Marsh	Northern Coastal Salt Marsh
164	80467	Cirsium fontinale var. fontinale	fountain thistle
165	91611	Hesperolinon congestum	Marin western flax
166	96782	Dirca occidentalis	western leatherwood
167	62311	Rana draytonii	California red-legged frog
168	26547	Reithrodontomys raviventris	salt-marsh harvest mouse
169	35135	Elanus leucurus	white-tailed kite
170	98022	Allium peninsulare var. franciscanum	Franciscan onion
171	68889	Arctostaphylos regismontana	Kings Mountain manzanita
172	35133	Elanus leucurus	white-tailed kite
173	35001	Euphydryas editha bayensis	Bay checkerspot butterfly
174	60451	Fritillaria liliacea	fragrant fritillary
175	33615	Collinsia multicolor	San Francisco collinsia
176	68092	Hesperolinon congestum	Marin western flax
177	65713	Rana draytonii	California red-legged frog
178	15718	Nannopterum auritum	double-crested cormorant

179	12049	Northern Coastal Salt Marsh	Northern Coastal Salt Marsh
180	12050	Rallus obsoletus obsoletus	California Ridgway's rail
181	78523	Malacothamnus arcuatus var. arcuatus	arcuate bushmallow
182	22487	Aneides niger	Santa Cruz black salamander
183	55679	Athene cunicularia	burrowing owl
184	24556	Serpentine Bunchgrass	Serpentine Bunchgrass
185	27683	Hesperolinon congestum	Marin western flax
186	28039	Hesperevax sparsiflora var. brevifolia	short-leaved evax
187	92536	Hesperolinon congestum	Marin western flax
188	25083	Lessingia arachnoidea	Crystal Springs lessingia
189	81910	Rana draytonii	California red-legged frog
190	20221	Arctostaphylos regismontana	Kings Mountain manzanita
191	35136	Elanus leucurus	white-tailed kite
192	44643	Fritillaria liliacea	fragrant fritillary
193	2949	Lasiurus cinereus	hoary bat
194	2950	Dicamptodon ensatus	California giant salamander
195	2951	Bombus caliginosus	obscure bumble bee
196	75349	Neotoma fuscipes annectens	San Francisco dusky-footed woodrat
197	7540	Bombus caliginosus	obscure bumble bee
198	7541	Fritillaria biflora var. ineziana	Hillsborough chocolate lily
199	7542	Lasiurus cinereus	hoary bat
200	61805	Hesperolinon congestum	Marin western flax
201	34963	Calicina minor	Edgewood blind harvestman
202	35157	Reithrodontomys raviventris	salt-marsh harvest mouse
203	22393	Arctostaphylos regismontana	Kings Mountain manzanita

#	OCCNUMBER	PRESENCE	ELMDATE
1	10	Presumed Extant	19870505
2	2	Presumed Extant	20160205
3	32	Presumed Extant	20070515
4	2	Presumed Extant	20160322
5	11	Possibly Extirpated	19000402
6	292	Presumed Extant	19520827
7	37	Presumed Extant	19241026
8	50	Presumed Extant	19730422
9	82	Presumed Extant	19730422
10	39	Presumed Extant	20060215
11	58	Presumed Extant	20070426
12	59	Presumed Extant	20070814
13	31	Presumed Extant	20XXXXXX
14	66	Presumed Extant	20210313
15	16	Presumed Extant	20040512
16	19	Presumed Extant	20150501
17	31	Presumed Extant	20170404
18	57	Presumed Extant	19600430
19	12	Presumed Extant	197208XX
20	46	Presumed Extant	1975XXXX
21	13	Presumed Extant	197706XX
22	30	Presumed Extant	20170514
23	44	Extirpated	19320506
24	23	Presumed Extant	20150416
25	72	Presumed Extant	20150326
26	16	Presumed Extant	20090520
27	8	Presumed Extant	18860509
28	86	Presumed Extant	1976XXXX
29	62	Possibly Extirpated	18930617
30	75	Presumed Extant	19220531
31	11	Presumed Extant	2016XXXX
32	33	Presumed Extant	20170430
33	73	Presumed Extant	20160131
34	17	Presumed Extant	20090520
35	5	Presumed Extant	19120610
36	9	Presumed Extant	18940421
37	11	Presumed Extant	20040501
38	48	Presumed Extant	1975XXXX
39	88	Possibly Extirpated	1919XXXX
40	34	Presumed Extant	20170323
41	40	Presumed Extant	20060406
42	10	Extirpated	19380821
43	74	Presumed Extant	19921125
44	11	Presumed Extant	197706XX

45	39	Presumed Extant	20200520
46	1	Presumed Extant	19870102
47	3	Presumed Extant	19870405
48	25	Presumed Extant	20150404
49	32	Presumed Extant	20170420
50	7	Presumed Extant	1867XXXX
51	10	Presumed Extant	20040501
52	1	Presumed Extant	20010821
53	947	Presumed Extant	20150403
54	1	Presumed Extant	19540225
55	7	Presumed Extant	20210226
56	65	Presumed Extant	2017XXXX
57	18	Presumed Extant	20170520
58	69	Presumed Extant	19330517
59	3	Extirpated	19320616
60	249	Presumed Extant	19630915
61	118	Presumed Extant	19910325
62	24	Possibly Extirpated	19330808
63	3	Extirpated	1977XXXX
64	611	Presumed Extant	20090826
65	743	Presumed Extant	20050405
66	49	Presumed Extant	1985XXXX
67	3	Presumed Extant	19120104
68	27	Extirpated	19350411
69	17	Presumed Extant	20200508
70	744	Presumed Extant	20060224
71	5	Presumed Extant	1982XXXX
72	87	Presumed Extant	1977XXXX
73	6	Presumed Extant	19710618
74	4	Presumed Extant	1977XXXX
75	11	Presumed Extant	20030523
76	31	Presumed Extant	20030523
77	16	Presumed Extant	20170402
78	19	Presumed Extant	20150316
79	12	Presumed Extant	20040501
80	8	Presumed Extant	20200117
81	20	Presumed Extant	19840318
82	10	Presumed Extant	20150423
83	1	Presumed Extant	19830102
84	4	Possibly Extirpated	19720516
85	4	Presumed Extant	19870405
86	749	Presumed Extant	20060221
87	2	Presumed Extant	20140813
88	1	Presumed Extant	20140410
89	3	Presumed Extant	20160518
90	6	Possibly Extirpated	198XXXXX

91	14	Presumed Extant	20040527
92	10	Possibly Extirpated	1983XXXX
93	85	Presumed Extant	20210201
94	93	Presumed Extant	20210414
95	1220	Presumed Extant	XXXXXXXX
96	18	Possibly Extirpated	190810XX
97	22	Presumed Extant	20150411
98	48	Presumed Extant	1985XXXX
99	1	Presumed Extant	2004XXXX
100	6	Presumed Extant	20000531
101	3	Presumed Extant	20130520
102	4	Presumed Extant	2010XXXX
103	21	Presumed Extant	20150310
104	7	Presumed Extant	19720416
105	1085	Presumed Extant	20070315
106	71	Presumed Extant	20180516
107	18	Presumed Extant	20160525
108	4	Presumed Extant	20010509
109	7	Presumed Extant	20010509
110	1664	Presumed Extant	20120822
111	1458	Presumed Extant	20160607
112	247	Presumed Extant	19510327
113	12	Extirpated	19190824
114	7	Presumed Extant	190306XX
115	116	Presumed Extant	19911105
116	6	Presumed Extant	19500314
117	3	Possibly Extirpated	18XXXXXX
118	27	Presumed Extant	18981105
119	10	Presumed Extant	20121009
120	1086	Presumed Extant	20060825
121	17	Presumed Extant	2004XXXX
122	746	Presumed Extant	20060222
123	24	Presumed Extant	20150414
124	38	Presumed Extant	20230510
125	47	Presumed Extant	1985XXXX
126	6	Possibly Extirpated	1993XXXX
127	1126	Presumed Extant	20190910
128	9	Presumed Extant	20200306
129	86	Presumed Extant	20210212
130	35	Presumed Extant	20040413
131	321	Presumed Extant	20110210
132	22	Presumed Extant	1995XXXX
133	76	Presumed Extant	20040413
134	44	Presumed Extant	20210517
135	13	Presumed Extant	20040527
136	1088	Presumed Extant	20060214

137	35	Presumed Extant	20140820
138	7	Presumed Extant	19940604
139	748	Presumed Extant	20060720
140	1087	Presumed Extant	20060818
141	3	Presumed Extant	198512XX
142	11	Presumed Extant	20140421
143	8	Presumed Extant	200707XX
144	30	Presumed Extant	200707XX
145	52	Presumed Extant	200707XX
146	87	Presumed Extant	20210212
147	70	Presumed Extant	20160516
148	42	Presumed Extant	20150507
149	1662	Presumed Extant	20170223
150	1124	Presumed Extant	20070108
151	1	Presumed Extant	20150503
152	48	Presumed Extant	1951XXXX
153	2	Extirpated	19770808
154	751	Presumed Extant	20060823
155	55	Presumed Extant	19990415
156	5	Presumed Extant	20000914
157	5	Presumed Extant	19940510
158	22	Presumed Extant	20010601
159	6	Extirpated	1976XXXX
160	91	Presumed Extant	20060318
161	1065	Presumed Extant	20140328
162	1089	Presumed Extant	20070322
163	14	Presumed Extant	197706XX
164	7	Presumed Extant	20130708
165	29	Presumed Extant	20070510
166	74	Presumed Extant	20150209
167	832	Presumed Extant	20180918
168	96	Presumed Extant	19851022
169	5	Presumed Extant	1971XXXX
170	14	Presumed Extant	20170523
171	21	Presumed Extant	20151201
172	6	Presumed Extant	1971XXXX
173	4	Possibly Extirpated	1983XXXX
174	35	Presumed Extant	20150228
175	35	Presumed Extant	20140506
176	18	Possibly Extirpated	197XXXXX
177	533	Presumed Extant	20120919
178	27	Presumed Extant	1988XXXX
179	12	Presumed Extant	197706XX
180	50	Presumed Extant	20060405
181	45	Presumed Extant	20201019
182	69	Presumed Extant	197XXXXX

183	1106	Presumed Extant	20051226
184	5	Presumed Extant	1986XXXX
185	1	Presumed Extant	20160504
186	30	Presumed Extant	19700503
187	21	Possibly Extirpated	19870623
188	1	Presumed Extant	20140811
189	1125	Presumed Extant	20070130
190	4	Presumed Extant	20130105
191	7	Presumed Extant	1971XXXX
192	59	Presumed Extant	20130520
193	121	Presumed Extant	19910104
194	90	Presumed Extant	19350915
195	126	Presumed Extant	19580705
196	19	Presumed Extant	20160518
197	124	Presumed Extant	19260706
198	1	Presumed Extant	19140312
199	113	Presumed Extant	19911209
200	5	Presumed Extant	20140507
201	2	Presumed Extant	19660123
202	8	Presumed Extant	19710806
203	5	Presumed Extant	20171217

#	FEDLIST	CALLIST	SRANK
1	Endangered	Endangered	S2
2	Endangered	Endangered	S2
3	Delisted	Delisted	S3S4
4	None	None	S1
5	None	None	S1
6	None	None	S3
7	None	None	S2
8	None	None	S3
9	None	None	S2
10	Endangered	Endangered	S2
11	Endangered	Endangered	S2
12	Endangered	Endangered	S2
13	None	None	S2
14	None	None	S2
15	None	None	S2
16	None	None	S2
17	None	None	S2
18	Endangered	Endangered	S3
19	None	Threatened	S2
20	Endangered	Endangered	S2
21	None	None	S3.2
22	None	None	S2
23	None	None	S2?
24	None	None	S2
25	None	None	S2
26	None	None	S2
27	None	None	S2
28	Threatened	None	S3
29	None	None	S2
30	Endangered	Endangered	S2
31	Threatened	None	S1
32	None	None	S2
33	None	None	S2
34	None	None	S2
35	None	None	S2
36	None	None	S2
37	None	None	S2
38	Endangered	Endangered	S2
39	Threatened	None	S3
40	None	None	S2
41	Endangered	Endangered	S2
42	Threatened	Endangered	S2
43	Endangered	Endangered	S3
44	None	None	S3.2

45	None	None	S2
46	None	None	S1
47	None	None	S2.2
48	None	None	S2
49	None	None	S2
50	Endangered	Endangered	S1
51	None	None	S2
52	None	None	S2S3
53	Threatened	None	S2S3
54	None	None	S2?
55	None	None	S2
56	None	None	S2
57	None	None	S2
58	None	None	S3
59	None	None	S2S3
60	None	Candidate Endangered	S1
61	None	None	S4
62	None	None	S1
63	Threatened	None	S3
64	Threatened	None	S2S3
65	Proposed Threatened	None	SNR
66	None	None	S3
67	None	None	S2
68	None	None	S2
69	None	None	S2
70	Proposed Threatened	None	SNR
71	Endangered	Endangered	S2
72	Threatened	None	S3
73	None	None	S3
74	None	None	S2
75	None	None	S2
76	Threatened	Threatened	S1
77	Threatened	None	S3
78	None	None	S2
79	None	None	S2
80	None	None	S2
81	None	None	S2
82	None	None	S2
83	None	None	S1
84	Endangered	Endangered	S1
85	None	None	S2.2
86	Proposed Threatened	None	SNR
87	None	None	S2
88	Endangered	Endangered	S1
89	Threatened	Threatened	S1
90	Threatened	None	S3

91	None	None	S2
92	None	None	S1
93	None	None	S2
94	None	None	S3
95	Threatened	None	S2S3
96	None	None	S2
97	None	None	S2
98	None	None	S3
99	Endangered	Endangered	S1
100	Endangered	Endangered	S1
101	Endangered	Endangered	S1
102	Threatened	Threatened	S1
103	None	None	S2
104	None	None	S1
105	Threatened	None	S2S3
106	None	None	S3
107	None	None	S2S3
108	Endangered	Endangered	S1
109	None	None	S2
110	Threatened	None	S2S3
111	Threatened	None	S2S3
112	None	Candidate Endangered	S1
113	Endangered	None	S1
114	None	None	S2
115	None	None	S4
116	None	None	S2?
117	None	None	S1
118	None	None	S2
119	None	None	S2
120	Threatened	None	S2S3
121	Threatened	Threatened	S1
122	Proposed Threatened	None	SNR
123	None	None	S2
124	None	None	S3
125	None	None	S3
126	Endangered	Endangered	S1
127	Threatened	None	S2S3
128	None	None	S2
129	None	None	S2
130	None	None	S4
131	None	Threatened	S2
132	Endangered	Threatened	S1
133	None	None	S4
134	None	None	S2
135	None	None	S2
136	Threatened	None	S2S3

137	None	None	S2
138	Endangered	Endangered	S1
139	Proposed Threatened	None	SNR
140	Threatened	None	S2S3
141	None	None	S1
142	None	None	S2
143	None	None	S2
144	None	None	S2
145	None	None	S2
146	None	None	S2
147	None	None	S3
148	None	None	S1
149	Threatened	None	S2S3
150	Threatened	None	S2S3
151	Endangered	Endangered	S1
152	None	None	S2?
153	Endangered	Endangered	S1
154	Proposed Threatened	None	SNR
155	None	None	S2
156	None	None	S2
157	None	None	S3
158	Threatened	Threatened	S1
159	Endangered	Endangered	S2
160	Endangered	Endangered	S2
161	Threatened	None	S2S3
162	Threatened	None	S2S3
163	None	None	S3.2
164	Endangered	Endangered	S1
165	Threatened	Threatened	S1
166	None	None	S2
167	Threatened	None	S2S3
168	Endangered	Endangered	S3
169	None	None	S3S4
170	None	None	S2
171	None	None	S2
172	None	None	S3S4
173	Threatened	None	S3
174	None	None	S2
175	None	None	S2
176	Threatened	Threatened	S1
177	Threatened	None	S2S3
178	None	None	S4
179	None	None	S3.2
180	Endangered	Endangered	S2
181	None	None	S2
182	None	None	S3

183	None	Candidate Endangered	S2
184	None	None	S2.2
185	Threatened	Threatened	S1
186	None	None	S3
187	Threatened	Threatened	S1
188	None	None	S2
189	Threatened	None	S2S3
190	None	None	S2
191	None	None	S3S4
192	None	None	S2
193	None	None	S4
194	None	None	S2S3
195	None	None	S1S2
196	None	None	S2S3
197	None	None	S1S2
198	None	None	S1
199	None	None	S4
200	Threatened	Threatened	S1
201	None	None	S1
202	Endangered	Endangered	S3
203	None	None	S2

#	RPLANTRANK	CDFWSTATUS	LOCDETAILS
1	*No data*	FP	*No data*
2	*No data*	FP	*No data*
3	*No data*	*No data*	*No data*
4	1B.1	*No data*	*No data*
5	*No data*	*No data*	SPECIMEN LOCALITY GIVEN AS "BELMONT." EXACT COLLECTION LOCATION UNKNOWN.
6	*No data*	SSC	EXACT LOCATION UNKNOWN. MAPPED IN THE VICINITY OF BELMONT.
7	*No data*	SSC	LOCATION STATED AS "BELMONT" AND MAPPED AT BELMONT.
8	1B.2	*No data*	EXACT LOCATION OF MALABAR RD UNKNOWN. MAPPED AS BEST GUESS NW OF MELENDY DR TO INCLUDE THE AREA NORTH OF MALABAR COURT, ALTHOUGH IT IS UNKNOWN IF MALABAR COURT EXISTED IN 1973. GIVEN ELEVATION IS 600-680 FT.
9	1B.2	*No data*	EXACT LOCATION OF MALABAR RD UNKNOWN. MAPPED AS BEST GUESS NW OF MELENDY DR TO INCLUDE THE AREA NORTH OF MALABAR COURT, ALTHOUGH IT IS UNKNOWN IF MALABAR COURT EXISTED IN 1973. GIVEN ELEVATION IS 600-680 FT.
10	*No data*	FP	*No data*
11	*No data*	FP	*No data*
12	*No data*	FP	*No data*
13	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED ROUGHLY AROUND WATER DOG LAKE PARK, BASED ON A CHECKLIST OF PLANTS BY CORELLI. HISTORIC COLLECTIONS HAVE BEEN IDENTIFIED AS M. HALLII, M. DAVIDSONII, & M. FASCICULATUS; MAPPED AS M. ARCUATUS BASED ON LOCATION.
14	1B.2	*No data*	MAPPED AS 18 POLYGONS BASED ON COORDINATES AND MAPPED POINTS PROVIDED BY CORELLI AS WELL AS OBSERVATIONS ON INATURALIST & CALFLORA. POSSIBLE DISCREPANCY WITH ONE SET OF COORDINATES/MAPPED POINT ON CHAPARRAL TRAIL.
15	1B.2	*No data*	MAPPED ACCORDING TO UTM COORDINATES PROVIDED BY CORELLI ET AL.
16	1B.2	*No data*	13 POLYGONS MAPPED ACCORDING TO MAPPED POINTS PROVIDED BY CORELLI AND THOMSON. PLANTS ALSO LOCATED ON ROCKS AT SOUTH SIDE OF WATER DOG LAKE. IN THE SOUTH 1/2 OF SECTION 9 AND THE NE 1/4 OF SECTION 16.

17	1B.2	*No data*	MAPPED AS 2 POLYGONS FROM 2013 CORELLI FIELD SURVEY AND 2017 BOSCH COORDINATES, IN THE CENTER OF THE SOUTH HALF OF SECTION 9.
18	*No data*	FP	*No data*
19	*No data*	FP	LOCATION DESCRIBED ONLY AS "BELMONT SLOUGH" IN 1972. COORDINATES FOR 2002 SURVEY AT WEST END OF FEATURE.
20	*No data*	FP	*No data*
21	*No data*	*No data*	ON BIRD ISLAND AND ALONG THE FRINGES OF THE SHORE.
22	1B.2	*No data*	MAPPED AS 5 POLYGONS BY CNDDB, BASED ON 2015 THOMSON COORDINATES AND 2017 BOSCH COORDINATES. IN THE SOUTH 1/2 OF THE NE 1/4 SECTION 22, AND THE SOUTH 1/2 OF THE NW 1/4 SECTION 23.
23	1B.2	*No data*	EXACT LOCATION UNKNOWN, MAPPED BY CNDDB AS A BEST GUESS.
24	1B.2	*No data*	DISTRIBUTED ABOVE AND BELOW TRAIL. 2 POLYGONS MAPPED IN THE SW 1/4 OF THE NW 1/4 OF SECTION 23.
25	1B.2	*No data*	MAPPED ACCORDING TO 2015 THOMSON COORDINATES, IN THE SW 1/4 OF THE NW 1/4 OF SECTION 23.
26	1B.2	*No data*	MAPPED BASED ON COORDINATES PROVIDED ON A 2009 CORELLI SURVEY FORM AND DIGITAL DATA PROVIDED BY ANDERSEN.
27	1B.2	*No data*	*No data*
28	*No data*	SSC	*No data*
29	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS A BEST GUESS.
30	*No data*	FP	*No data*
31	*No data*	SSC	MAPPED NON-SPECIFICALLY TO SAN FRANCISCO BAY BETWEEN THE BAY BRIDGE AND DUMBARTON BRIDGE. IT IS KNOWN THAT GREEN STURGEON ENTER THE SOUTH BAY, BUT DETAILS ON HABITAT USE APPEAR TO BE SCANT. TAGGED GST WERE DETECTED AT THE DUMBARTON BRIDGE.
32	1B.2	*No data*	ALONG TRAIL ON EASTERN SIDE OF SUGARLOAF MTN, IN SHADY AREA JUST BEFORE SMALL WOOD BRIDGE. MAPPED BY CNDDB FROM 2017 BOSCH COORDINATES IN THE SE 1/4 OF THE SE 1/4 OF PROJECTED SECTION 5.

33	1B.2	*No data*	THIS TRAIL SYSTEM GRADES INTO SAN MATEO CITY LAURELWOOD PARK. COLONIES BOTH UPSLOPE AND DOWNSLOPE OF TRAIL. MAPPED ACCORDING TO 2016 THOMSON COORDINATES, IN THE NE 1/4 OF THE NE 1/4 OF SECTION 8.
34	1B.2	*No data*	MAPPED BASED ON COORDINATES PROVIDED ON A 2009 CORELLI SURVEY FORM AND DIGITAL DATA PROVIDED BY ANDERSEN.
35	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB TO INCLUDE CRYSTAL SPRINGS RESERVOIR.
36	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB IN THE VICINITY OF UPPER CRYSTAL SPRINGS RESERVOIR.
37	*No data*	SSC	AREA MAPPED ACCORDING TO UTM COORDINATES GIVEN.
38	*No data*	FP	*No data*
39	*No data*	SSC	*No data*
40	1B.2	*No data*	MAPPED AS 2 POLYGONS BY CNDDB FROM 2016 & 2017 BOSCH COORDINATES, IN THE EAST HALF OF PROJECTED SECTION 5.
41	*No data*	FP	2006 SAMPLED SITES ALONG THE SAN FRANCISCO BAY NATIONAL WILDLIFE REFUGE DESIGNATED AS OUTER BAIR B2 MUTED, OUTER BAIR B2 SOUTH AND OUTER BAIR B2 NORTH.
42	*No data*	*No data*	STONE CIRCLE APPEARS TO BE A FORMER REFERENCE TO PULGAS WATER TEMPLE. THE SITE WAS ESTABLISHED IN 1934, BUT THE CURRENT PULGAS WATER TEMPLE STRUCTURE WAS ERRECTED IN 1938. HAWKEN LATER (1940S) REFERRED TO THE STONE CIRCLE AS PULGAS TEMPLE.
43	*No data*	FP	*No data*
44	*No data*	*No data*	FRINGE OF ISLAND.
45	1B.2	*No data*	2 POLYGONS MAPPED BY CNDDB. W POLY IS BASED ON 2020 INATURALIST COORDINATES. E POLY IS NON-SPECIFIC, MAPPED AS BEST GUESS BASED ON SITE DESCRIPTION: "UPPER PART OF THE UNNAMED CANYON ON THE WEST END OF PULGAS RIDGE PRESERVE."
46	*No data*	*No data*	HOLOTYPE COLLECTED IN VICINITY OF CANADA AND EDGEWOOD ROADS. PARATYPES COLLECTED FROM CANYON BETWEEN SYLVAN AND SERPENTINE TRAILS.
47	*No data*	*No data*	2 FORMERLY CONTIGUOUS AREAS. IN MOSAIC W/ OTHER SERPENTINE COMMUNITIES: CHAPARRAL, WILDFLOWER FIELDS, BARRENS.
48	1B.2	*No data*	MAPPED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 5.

49	1B.2	*No data*	ON BOTH SIDES OF CROSS TRAIL. MAPPED FROM 2015 THOMSON FIELD SURVEY AND 2017 BOSCH COORDINATES, IN THE SW 1/4 OF THE SE 1/4 OF PROJECTED SECTION 5.
50	1B.1	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB IN THE VICINITY OF CRYSTAL SPRINGS RESERVOIR. MAPPED AS LARGE, NONSPECIFIC POLYGON AROUND CRYSTAL SPRINGS RESERVOIR FOR LACK OF BETTER INFORMATION.
51	*No data*	SSC	AREA MAPPED ACCORDING TO UTM COORDINATES PROVIDED BY LIU (2004). MVZ LOCATION GIVEN AS "NEAR REDWOOD CITY".
52	*No data*	SSC	TWO NESTS LOCATED NEXT TO POWER LINE TRANSMISSION TOWER.
53	*No data*	SSC	MAPPED TO PROVIDED LOCATIONS.
54	*No data*	*No data*	MANAGED BY SAN FRANCISCO WATER DEPARTMENT.
55	1B.2	*No data*	MAPPED AS 2 POLYGONS BY CNDDB. WEST POLYGON BASED ON 2021 GALLAGHER OBSERVATION IN CALFLORA; EAST POLYGON BASED ON 1984 & 1985 MAPS, AS WELL AS 2019 COORDINATES.
56	1B.2	*No data*	MAPPED ACCORDING TO 2002 MORRIS MAP AND DIGITAL DATA PROVIDED BY ANDERSEN IN THE NW 1/4 OF THE NW 1/4 OF SECTION 27.
57	1B.2	*No data*	MAPPED AS A SINGLE POLYGON BASED ON MAP DETAIL PROVIDED BY CORELLI AND 2015 THOMSON COORDINATES.
58	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED IN THE GENERAL VICINITY OF REDWOOD CITY.
59	*No data*	*No data*	COLLECTION LOCALITY ONLY DESCRIBED AS REDWOOD CITY.
60	*No data*	*No data*	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB CENTERED ON REDWOOD CITY.
61	*No data*	*No data*	MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 4828.032 M.
62	*No data*	*No data*	SPECIMEN LOCALITY GIVEN AS "REDWOOD CITY." EXACT COLLECTION LOCATION UNKNOWN.
63	*No data*	*No data*	*No data*
64	*No data*	SSC	LAGUNA CREEK & PULGAS WATER TEMPLE FOUND AT THE SOUTH END OF UPPER CRYSTAL SPRINGS.
65	*No data*	SSC	*No data*
66	*No data*	SSC	*No data*

67	*No data*	SSC	MAPPED NON-SPECIFICALLY TO THE TIDAL MARSHES, SPECIFICALLY REDWOOD SLOUGH/CREEK, NOTED ON 1909 EDITION OF THE 1899 PALO ALTO TOPOGRAPHIC QUAD.
68	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS A BEST GUESS.
69	1B.2	*No data*	MAPPED ACCORDING TO COORDINATES FROM MORSE (2017) AND HICKMAN (2020). 2004 CORELLI PHOTOS TAKEN AT "EMERALD HILLS, REDWOOD CITY, CA" IN A FLICKR ALBUM TITLED "EDGEWOOD COUNTY PARK AND NATURAL PRESERVE" ARE ATTRIBUTED TO THIS OCCURRENCE.
70	*No data*	SSC	MANAGED BY SAN FRANCISCO WATER DEPARTMENT.
71	*No data*	FP	*No data*
72	*No data*	SSC	PARTIALLY WITHIN THE SAN FRANCISCO BAY NWR.
73	*No data*	SSC	5 YOUNG OBSERVED IN NEST ON LOOSE SALICORNIA MATERIAL 06/18/71.
74	*No data*	SSC	*No data*
75	1B.2	*No data*	SITE BASED ON A FIELD SURVEY FORM FOR HESPEROLINON CONGESTUM WITH LESSINGIA ARACHNOIDEA MENTIONED AS AN ASSOCIATE. IN THE SE 1/4 OF THE NE 1/4 OF SECTION 7.
76	1B.1	*No data*	ON ROADCUT FOR TOWER ROAD, IMMEDIATELY EAST OF DETENTION FACILITY.
77	*No data*	*No data*	MAPPED TO 6 SUB-POPULATIONS LABELED A THROUGH F ON FIELD SURVEY FORMS FROM 1990S. OBSERVED IN AREAS B & D IN 1998; ONLY IN AREA B IN 1999. 2017: "MUCH SMALLER THAN CURRENT CNDDB #16 EXTENT."
78	1B.2	*No data*	MULTIPLE COLONIES MAPPED BY CNDDB AS FIVE POLYGONS; PULGAS RIDGE, EAST OF THE DETENTION CENTER, WEST OF THE DETENTION CENTER, AND LAKE SHORE WEST OF THE HWY 280/HWY 92 INTERCHANGE. SF WATER DEPT, CALTRANS, & DFG SHARE MGMT/OWNERSHIP.
79	*No data*	SSC	AREA MAPPED ACCORDING TO UTM COORDINATES GIVEN.
80	1B.2	*No data*	MAPPED BY CNDDB BASED ON 1984 & 1985 MAPS AS WELL AS 2017-2020 COORDINATES.
81	1B.2	*No data*	MAPPED IN THE CENTER OF THE EAST HALF OF SECTION 27. EDGEWOOD PARK COLONY 2.

82	1B.2	*No data*	MAPPED BY CNDDB AS 2 POLYGONS. SW POLYGON BASED ON 1984 & 1985 MAPS, IN THE NE 1/4 OF THE SE 1/4 OF SECTION 27. NE POLYGON BASED ON 2015 THOMSON COORDINATES, IN THE WEST 1/2 OF SECTION 26.
83	*No data*	*No data*	NEW GENUS, ARTICLE 1989, COMPARITIVE MORPHOLOGY. FORMER EO #3-6 REFERRED TO MICROCINA HOMI.
84	1B.1	*No data*	ALONG EAST SIDE OF RESERVOIR.
85	*No data*	*No data*	*No data*
86	*No data*	SSC	*No data*
87	1B.2	*No data*	MAPPED BY CNDDB AS 19 POLYGONS TO ENCOMPASS VARIOUS SOURCES OF INFORMATION.
88	1B.1	*No data*	DETAILED POPULATION INFO FOR EACH POLYGON AVAILABLE AT CNDDB. TOTAL POP NUMBERS WEST OF I-280 (INCLUDES SITES L1, L2, L3, L6, L8, L11, L14): 605 IN '89, 2500 IN '99, 1846 IN '00, 1466 IN '01, 2000+ IN '08, 19,342 IN '09, 10,000+ IN '13/'14.
89	1B.1	*No data*	MAPPED AS MANY COLONIES ON BOTH SIDES OF I-280.
90	*No data*	*No data*	HABITAT AT ONE TIME EXTENDED FROM NE OF CRYSTAL SPRINGS RESERVOIR TO THE SE, BEYOND THE HWY 92/I-280 INTERSECTION, PRIOR TO I-280 CONSTRUCTION.
91	*No data*	SSC	AREA MAPPED ACCORDING TO UTM COORDINATES.
92	1B.2	*No data*	*No data*
93	1B.2	*No data*	MAPPED AS 2 POLYGONS BY CNDDB BASED ON 2021 INATURALIST OBSERVATIONS, IN THE NW 1/4 SW 1/4 SECTION 27.
94	1B.2	*No data*	MAPPED BY CNDDB ACCORDING TO 2021 COORDINATES FROM INATURALIST.
95	*No data*	SSC	ACCESSED FROM CANADA RD. MAPPED TO 2007 AERIAL IMAGE AND ESTATE MAP BROCHURE.
96	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB AT MOUTH OF REDWOOD CREEK, NEAR REDWOOD CITY.
97	1B.2	*No data*	MAPPED ACCORDING TO 2015 THOMSON COORDINATES, IN THE NE 1/4 OF THE SW 1/4 OF SECTION 27.
98	*No data*	SSC	ALONG OLD CANADA ROAD.
99	1B.1	*No data*	SFO CITY/COUNTY PROPERTY MANAGED BY SAN FRANCISCO WATER DEPARTMENT. MAP AT CNDDB FOLLOWS GGNRA MAP PRIMARILY.

100	1B.1	*No data*	MAPPED ACCORDING TO GGNRA DIGITAL DATA (DATE OF DATA UNK). SFWD CURRENTLY PROTECTING AGAINST USE OF PESTICIDES & SITE IS FENCED TO AVOID TRAMPLING (1989). NEW HOUSING CONSTRUCTION NEAR SITE HAS ALTERED MOISTURE REGIME IN LAST 5 YRS (2000).
101	1B.1	*No data*	MAPPED ACCORDING TO MAP IN SMT REPORT (1984). COLLECTIONS FROM EMERALD LAKE & REDWOOD CITY AREA ATTRIBUTED HERE. PORTIONS SEEDED. N POLY: ~800 IN '84, ~75 IN '93, ~50 IN '94, 190-220 IN '95. ADDITIONAL POP INFO AVAILABLE UPON REQUEST.
102	1B.1	*No data*	MAPPED IN THE SE 1/4 OF THE SE 1/4 OF SECTION 27 AND SLIGHTLY IN THE SW 1/4 OF THE SW 1/4 OF SECTION 26.
103	1B.2	*No data*	EDGEWOOD PARK COLONIES 1 (EASTERN POLYGON) AND 3 (WESTERN POLYGON). COLONY 1 IS 0.8 AIR MILE NW OF THE HWY 280/CANADA RD. INTERCHANGE. COLONY 3 IS ABOUT 800 METERS NE OF THE INTERCHANGE.
104	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, ALONG OLD CANADA ROAD, 1.5 MILE S OF PULGAS WATER TEMPLE, 0.6 MILE W OF THE INTERSECTION OF CANADA ROAD AND EDGEWOOD ROAD.
105	*No data*	SSC	*No data*
106	1B.2	*No data*	SFPUC PROPERTY - SITE L4. MAPPED AS 2 POLYGONS BY CNDDB BASED ON 2014 & 2018 FIELD SURVEYS, IN THE SE 1/4 OF THE NW 1/4 OF SECTION 7.
107	*No data*	SSC	MAPPED TO PROVIDED COORDINATES. SITE L8.
108	1B.1	*No data*	THERE IS A FENCE AROUND PATCH. MAPPED ACCORDING TO GGNRA DIGITAL DATA.
109	1B.2	*No data*	WEST SIDE OF I-280. MAPPED BY CNDDB ACCORDING TO 2002 GOLDEN GATE NATIONAL RECREATION AREA SHAPEFILE NEAR THE CENTER OF THE SW 1/4 OF SECTION 27.
110	*No data*	SSC	MAPPED TO PROVIDED COORDINATES AND POND FEATURE IN AERIAL IMAGERY. REFERED TO BY SWAIM AS "SEDIMENT BASIN #5" AND BY KOBERNUS AS "CALTRANS POND."
111	*No data*	SSC	MAPPED TO PROVIDED COORDINATES. SITE L8.
112	*No data*	*No data*	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB CENTERED ON THE CITY OF SAN MATEO.

113	*No data*	*No data*	TYPE LOCALITY STATED AS "SAN MATEO, CALIFORNIA." MAPPED GENERALLY TO THE CITY OF SAN MATEO, BUT LAUNER ET AL. SUGGESTED THAT THIS MAY ONLY REFERENCE THE COUNTY OF SAN MATEO & SUGGESTED THE TYPE IS FROM COASTAL SMT, LIKELY PACIFICA (EO #13).
114	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS IN THE VICINITY OF THE CITY OF SAN MATEO.
115	*No data*	*No data*	*No data*
116	*No data*	*No data*	EXACT LOCALITY UNKNOWN.
117	*No data*	*No data*	COLLECTION LOCALITIES GIVEN AS "SAN MATEO." MAPPED BY CNDDB CENTERED ON THE CITY OF SAN MATEO. IT IS POSSIBLE THAT THESE COLLECTION LOCALITIES WERE REFERRING TO SOMEWHERE IN THE COUNTY OF SAN MATEO RATHER THAN THE CITY OF SAN MATEO.
118	*No data*	SSC	LOCATION GIVEN AS "SAN MATEO".
119	1B.2	*No data*	MAPPED BY CNDDB IN THE SE 1/4 OF THE SE 1/4 OF SECTION 28 ACCORDING TO 2012 MAGUIRE COORDINATES.
120	*No data*	SSC	*No data*
121	1B.1	*No data*	MAPPED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 27.
122	*No data*	SSC	*No data*
123	1B.2	*No data*	MAPPED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 27.
124	1B.2	*No data*	5 POLYGONS MAPPED BY CNDDB ACCORDING TO 2015 THOMSON COORDINATES, 2016-2019, 2021-2023 INATURALIST COORDINATES AND 2023 EDGEWOOD COORDINATES.
125	*No data*	SSC	*No data*
126	1B.1	*No data*	*No data*
127	*No data*	SSC	MAPPED TO HOMESTEAD POND AND PORTIONS OF THE CREEK WHERE RANA DRAYTONII HAVE BEEN DETECTED. WHEN THIS SITE WAS TEMPORARILY AFFECTED BY A MITIGATION PROJECT IN 2012, EGG MASSES, TADPOLES, AND JUV/ADULTS WERE RELOCATED TO EO #1663 & EO #1664.
128	1B.2	*No data*	MAPPED AS 2 POLYGONS BY CNDDB. NORTH POLYGON: PRIMARILY BASED ON 1993 REPORT. OFF TRAIL LOCATION EAST OF PG&E SUBSTATION ON CANADA RD. ALONG SOUTH BANK OF CREEK VISIBLE FROM CLARKIA TRAIL. SOUTH POLYGON: BASED ON 2020 THOMAS COORDINATES.
129	1B.2	*No data*	MAPPED BY CNDDB BASED ON 2020-2021 THOMAS COORDINATES IN THE SE 1/4 SW 1/4 PROJECTED SECTION 18.

130	*No data*	WL	*No data*
131	*No data*	FP	LOCATION FOR 1892-1913 COLLECTIONS STATED ONLY AS "REDWOOD CITY," EXACT LOCATION UNKNOWN, PRESUMABLY THE AREA JUST NE ALONG REDWOOD SLOUGH/RIVER. ATTRIBUTED COLLECTIONS TO 2011 DETECTION LOCATION. MAPPED TO 2011 SURVEY BOUNDARY.
132	*No data*	*No data*	SPECIMENS FROM VICINITY OF DUMBARTON BRIDGE (1980) & HUNTERS PT (1922, ND). MAPPED TO "SOUTH BAY" SAMPLING AREA FROM IEP BAY STUDY INITIATED IN 1980; INCLUDES 9 OPEN WATER (MIDWATER & OTTER TRAWLS, PLANKTON NET) & 8 BEACH SEINE STATIONS.
133	*No data*	*No data*	*No data*
134	1B.2	*No data*	MAPPED ACCORDING TO 2014-2021 COORDINATES, NEAR THE CENTER OF THE NE 1/4 OF SECTION 34.
135	*No data*	SSC	AREA MAPPED ACCORDING TO UTM COORDINATES.
136	*No data*	SSC	*No data*
137	1B.2	*No data*	MAPPED ACCORDING TO 2014 LARSEN DIGITAL DATA AND 2014 PARR MAP, IN THE SW 1/4 OF THE NW 1/4 OF SECTION 18.
138	1B.1	*No data*	POPULATION REPORTED AT 1997 RECOVERY WORKSHOP TO BE DECLINING SINCE SEED STOPPED BEING ADDED IN 1995. THOUGH PRECARIOUS, POPULATION IS REPRODUCING ON ITS OWN.
139	*No data*	SSC	*No data*
140	*No data*	SSC	*No data*
141	*No data*	SSC	*No data*
142	1B.2	*No data*	EXACT LOCATIONS OF PLANTS UNKNOWN. MOST SOURCES FOR THIS OCCURRENCE EITHER GIVE LOCATIONS AS LARGE UNDEVELOPED PARCELS OR GIVE VAGUE LOCATIONAL INFORMATION. IT SEEMS LIKELY THAT THERE ARE MANY SMALL COLONIES OF PLANTS IN THIS VICINITY.
143	1B.2	*No data*	WITHIN A 60 ACRE PARCEL. PRECISE LOCATIONS OF PLANTS NOT PROVIDED TO CNDDB. MAPPED BY CNDDB NON-SPECIFICALLY ACROSS THE ENTIRE PARCEL. ELEVATIONAL RANGES GIVEN ARE BETWEEN 100 TO 500 FEET.
144	1B.2	*No data*	WITHIN A 60 ACRE PARCEL. PRECISE LOCATIONS OF PLANTS NOT PROVIDED TO CNDDB. MAPPED BY CNDDB NON-SPECIFICALLY ACROSS THE ENTIRE PARCEL. ELEVATION GIVEN AS 100 TO 500 FEET.

145	1B.2	*No data*	WITHIN A 60 ACRE PARCEL. PRECISE LOCATIONS OF PLANTS NOT PROVIDED TO CNDDB. MAPPED BY CNDDB NON-SPECIFICALLY ACROSS THE ENTIRE PARCEL. ELEVATION GIVEN AS 100 TO 500 FEET.
146	1B.2	*No data*	MAPPED BY CNDDB BASED ON 2020-2021 THOMAS COORDINATES IN THE SW 1/4 SW 1/4 PROJECTED SECTION 18.
147	1B.2	*No data*	EAST OF THE 57 ROXBURY LANE PROPERTY ON PUBLIC LAND, JUST UPSLOPE OF WHERE HILLSIDE BECOMES DENSELY COVERED IN OAK WOODLAND. MAPPED IN THE SW 1/4 OF THE NW 1/4 OF SECTION 6.
148	1B.2	*No data*	MAPPED FROM 2015 LEVY COORDINATES, IN THE SE 1/4 OF THE NE 1/4 OF PROJECTED SECTION 13.
149	*No data*	SSC	MAPPED TO WESTERN-MOST CONSTRUCTED POND VISIBLE IN AERIAL IMAGES.
150	*No data*	SSC	*No data*
151	1B.1	*No data*	FOUND ALONG BOTH SIDES OF CRYSTAL SPRINGS RD AND SAN MATEO CREEK. 7 POLYGONS MAPPED PRIMARILY ACCORDING TO A 1992 MCGURE MAP, 2002 DIGITAL DATA FROM GGNRA, AND 2007 BARTOSH COORDINATES.
152	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB IN THE GENERAL VICINITY OF LOWER CRYSTAL SPRINGS LAKE. INCLUDES COLLECTIONS FROM "ALONG SKYLINE BLVD, 15 MILES SOUTH OF SAN FRANCISCO" AND "CRYSTAL SPRINGS LAKE."
153	1B.1	*No data*	*No data*
154	*No data*	SSC	*No data*
155	1B.2	*No data*	ONE SMALL COLONY MAPPED IN THE CENTER OF THE NW 1/4 OF SECTION 12.
156	1B.2	*No data*	MAPPED BY CNDDB AS BEST GUESS AROUND THE AREA JUST NORTH OF THE JUNCTION OF TARTAN TRAIL ROAD WITH CRYSTAL SPRINGS ROAD.
157	1B.2	*No data*	MAPPED BY CNDDB ALONG CRYSTAL SPRINGS ROAD JUST NORTH OF TARTAN TRAIL. ALSO MAPPED TO INCLUDE A COLLECTION FROM "ROAD WEST OF SAN MATEO CITY TO SKYLINE BLVD, 1.7 MILES BELOW JUNCTION TO SKYLINE OPPOSITE GRAVEL PIT (HILLSBOROUGH)."
158	1B.1	*No data*	NORTH SIDE OF ROAD. MAJOR PIPELINE IS EXPOSED JUST BELOW THE COLONY WHERE THE PIPELINE CROSSES A SMALL STREAM. MANAGED BY SAN FRANCISCO WATER DEPARTMENT.

159	*No data*	FP	*No data*
160	*No data*	FP	*No data*
161	*No data*	SSC	LOCATION DESCRIBED AS "FROM CONFLUENCE OF WEST UNION CREEK & MCGARVEY GULCH TO THE UPSTREAM MOST BOUNDARY OF PHELGER ESTATES, STOPPING BEFORE THE IMPASSABLE FISH BARRIER. THE SURVEY DISTANCE WAS 1,094 M". MAPPED ACCORDING TO THIS LOCATION.
162	*No data*	SSC	ESSENTIALLY, THE OCCURRENCE IS AT THE CENTER OF T053 R05W OF SEC 12.
163	*No data*	*No data*	*No data*
164	1B.1	*No data*	MAPPED ACCORDING TO COORDINATE INFORMATION PROVIDED BY CORELLI (2007). REPORTED SITE QUALITY VARIED FROM POOR (2010) TO GOOD (2013); RANKED AS FAIR DUE TO DISTURBANCES/THREATS. EXPERIMENTAL SEEDING AT SITE THROUGH CDFW RESEARCH PERMIT.
165	1B.1	*No data*	ON THE NW SIDE OF THE CREEK (OJO DE AQUA), SOUTH OF THE INTERSECTION OF FARM HILL BLVD AND BRANDY ROCK WAY.
166	1B.2	*No data*	MAPPED ACCORDING TO 2015 HUDDLESTON COORDINATES, IN THE SW 1/4 OF THE NE 1/4 OF SECTION 1.
167	*No data*	SSC	*No data*
168	*No data*	FP	SITE WAS DEVELOPED AS PACIFIC SHORES CENTER (CORPORATE BUSSINESS PARK) SOMETIME BETWEEN 1993 & 2002 ; THIS SITE IS EXTIRPATED.
169	*No data*	FP	1 OF 3 NESTS LOCATED ON THE NE PART OF BAIR ISLAND IN 1971.
170	1B.2	*No data*	2 POLYGONS MAPPED IN THE SW 1/4 OF THE NE 1/4 OF SECTION 36.
171	1B.2	*No data*	2 POLYGONS MAPPED BY CNDDB ACCORDING TO 2013 LAPORTE COORDINATES (DATUM UNKNOWN, MAPPED TO INCLUDE COORDINATES IN NAD 27 AND NAD 83) AND 2015 SHEPARD COORDINATES. IN THE SE 1/4 SW 1/4 OF SECTION 34 AND THE NW 1/4 NW 1/4 OF SECTION 3.
172	*No data*	FP	1 OF 3 NESTS LOCATED ON THE NE PART OF BAIR ISLAND IN 1971.
173	*No data*	*No data*	SITE WAS LARGELY ELIMINATED BY A HOUSING DEVELOPMENT, LEAVING A SMALL, 26-ACRE REMNANT. SECURE, PROTECTIVE OWNERSHIP RENDERS THIS SITE POTENTIALLY GOOD FOR RE-ESTABLISHMENT.
174	1B.2	*No data*	SITE IS EAST OF FARM HILL BLVD AND SOUTH OF EDEN BOWER LANE AND EXTENDS EAST TO THE WATER TANKS.

175	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB AROUND CRYSTAL SPRINGS DAM, BASED ON 2014 KRAMER PHOTOS.
176	1B.1	*No data*	MAPPED ON THE EAST SIDE OF FARM HILL BLVD BETWEEN EDEN BOWER LN AND WOODHILL DR ACCORDING TO A 1979 MAP FROM MCCLINTOCK.
177	*No data*	SSC	TADPOLES FOUND AT THE TOP OF THE DAM, AS WELL AS AT THE BASE ALONG SAN MATEO CREEK IN 2001.
178	*No data*	WL	NESTS FOUND ON UTILITY TOWERS NEXT TO THE BRIDGE.
179	*No data*	*No data*	ALL OF ISLAND & FRINGE OF ADJACENT ISLAND.
180	*No data*	FP	2006 SURVEYS ON GRECO ISLAND WERE ONLY ON THE NW THIRD OF THE ISLAND.
181	1B.2	*No data*	MAPPED ACCORDING TO 2020 WAHL COORDINATES.
182	*No data*	SSC	EXACT LOCATION ALONG GULCH UNKNOWN.
183	*No data*	SSC	OWL OBSERVED AT TOP EDGE OF RIPRAP ABOUT 30 FT NORTH OF TRAIL SURROUNDING THE RESTORED SAN MATEO LANDFILL IN THE SAN MATEO SHORELINE PARK.
184	*No data*	*No data*	ONE LARGE PATCH NW OF CRYSTAL SPRINGS DAM, SE OF CRYSTAL SPRINGS GOLF COURSE.
185	1B.1	*No data*	BOTH SIDES OF HWY 280 AND BETWEEN SKYLINE BLVD AND I-280. 5 POLYGONS MAPPED BY CNDDB IN THE WEST 1/2 OF SECTION 36, THE EAST 1/2 OF SECTION 35 AND THE NE 1/4 OF THE NW 1/4 OF SECTION 1.
186	1B.2	*No data*	EXACT LOCATION UNKNOWN; LOCALITY DESCRIPTION IS VAGUE. MAPPED AS BEST GUESS ALONG SKYLINE BLVD. AT THE BASE OF BLACK MOUNTAIN.
187	1B.1	*No data*	APPROXIMATELY 150' WEST OF TARTAN TRAIL ON NORTH SIDE OF MORSE RD, WHICH NO LONGER HAS A STREET SIGN AND IS ABANDONED (1987). ROAD NAMES APPEAR TO HAVE CHANGED ALONG WITH RECENT DEVELOPMENT IN THIS AREA.
188	1B.2	*No data*	BOTH SIDES OF SKYLINE BLVD. MAPPED BY CNDDB AS 10 POLYGONS ACCORDING TO MAP/COORDINATE INFORMATION FROM 2001, 2006, AND 2007, AND 2014 RODRIGUEZ DIGITAL DATA.
189	*No data*	SSC	*No data*
190	1B.2	*No data*	OPPOSITE FARWELL'S RHODODENDRON NURSERY. MAPPED BY CNDDB AS A BEST GUESS AROUND THE GENERAL AREA OF FARWELL'S RHODODENDRON NURSERY (13040 SKYLINE BLVD).

191	*No data*	FP	1 OF 3 NESTS LOCATED ON THE NE PART OF BAIR ISLAND IN 1971.
192	1B.2	*No data*	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB ALONG SKYLINE BLVD FOR ~0.50 ROAD MILE, OPPOSITE OF THE STATUE OF FATHER JUNIPERO SERRA AT THE I-280 REST AREA ON BURI BURI RIDGE.
193	*No data*	*No data*	MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 3218.688 M.
194	*No data*	SSC	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB CENTERED ON THE TOWN OF WOODSIDE.
195	*No data*	*No data*	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB IN GENERAL VICINITY OF WOODSIDE, SW OF REDWOOD CITY.
196	*No data*	SSC	MAPPED TO PROVIDED COORDINATES. SITE BB8.
197	*No data*	*No data*	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB IN GENERAL VICINITY OF HILLSBOROUGH.
198	1B.1	*No data*	EXACT LOCATION UNKNOWN. MAPPED NEAR THE MIDDLE OF THE CITY OF HILLSBOROUGH.
199	*No data*	*No data*	MAPPED TO INCLUDE LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 2414.016 M.
200	1B.1	*No data*	MAPPED AS 2 POLYGONS ACCORDING TO A MCCARTEN MAP (W POLYGON) AND COORDINATES/MAPS FROM PGE (E POLYGON).
201	*No data*	*No data*	NEW GENUS, ARTICLE 1989, COMPARITIVE MORPHOLOGY.
202	*No data*	FP	TWO CAPTURES (PLUS ONE RECAPTURE) DURING 100 TRAPNIGHTS, ON AUG 5-6, 1971.
203	1B.2	*No data*	MAPPED BY CNDDB AS SEVERAL POLYGONS. LONG ROADSIDE POLYGON IS NON-SPECIFIC, MAPPED TO INCLUDE 1940 WIESLANDER COLLECTIONS FROM "ROAD FROM WOODSIDE TO KINGS MTN" AT ELEVATIONS RANGING 600 - 2000 FT. REMAINING POLYS MAPPED FROM SPECIFIC INFO.

#	GENERAL	AREA	PERIMETER
1	*No data*	344650067.788000	77397.469294
2	*No data*	306693402.447000	77652.395781
3	*No data*	153220361.136000	49844.139636
4	*No data*	153220361.136000	49844.139636
5	SPECIMEN COLLECTED 2 APR 1900 FROM BELMONT FIRST IDENTIFIED AS D. CALIFORNICUS BY W. STONE IN 1904 & LATER RE-IDENTIFIED AS D. VENUSTUS, PER GRINNELL (1922).	8042068.815910	10052.968849
6	1 MALE AND 1 FEMALE COLLECTED BY A. VOSS ON 18 OCT 1949, CAS #9732-9733. 1 FEMALE COLLECTED BY SISTER ANNA SND ON 27 AUG 1952, CAS #10357.	8042068.815910	10052.968849
7	8 COLLECTED (CAS #27106 - 21110 & 51642 - 51644) DURING 1917 & 1924.	8042068.815910	10052.968849
8	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1973 HEMPHILL COLLECTION. NEEDS FIELDWORK.	5309019.973200	8168.085912
9	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1973 HEMPHILL COLLECTION. NEEDS FIELDWORK.	5309019.973200	8168.085912
10	*No data*	153473041.311000	49880.400695
11	*No data*	153473041.311000	49880.400695
12	*No data*	153473041.311000	49880.400695
13	SITE BASED ON A CHECKLIST OF PLANTS FROM JAN 5, 2013, BUT IT IS UNKNOWN IF PLANTS WERE SEEN ON THAT DATE; LIKELY SEEN IN 1990S OR 2000S. NEEDS FIELDWORK. HISTORIC COLLECTIONS FROM "BELMONT," AND "HILLS BACK OF BELMONT" ALSO ATTRIBUTED HERE.	1169947.204270	10113.591281
14	434 PLANTS OBSERVED IN 2013; ONLY VISIBLE PLANTS WERE COUNTED; MANY MORE PLANTS NOT COUNTED OFF THE TRAILS. 135 PLANTS IN NW-MOST POLYGON IN 2015. 2-10 PLANTS IN 2018. UNKNOWN NUMBER SEEN IN 2020. AN ESTIMATED 37-170 PLANTS IN 2021.	109926.321484	5235.865370
15	10 PLANTS SEEN IN 2004. AREA RECENTLY INCORPORATED IN THE CITY OF SAN CARLOS. NEGATIVE DECLARATION SUBMITTED FOR HOUSING DEVELOPMENT THAT WILL AFFECT THIS POPULATION. M. ARCUATUS NOT MENTIONED IN BIOLOGICAL ASSESSMENT.	282659.366024	1884.815631
16	~900 PLANTS OBSERVED THROUGHOUT SITE IN 2013; ONLY VISIBLE PLANTS WERE COUNTED AND MAPPED, LIKELY MANY MORE PLANTS ARE OFF TRAIL. 22 PLANTS OBSERVED IN SOUTHEASTERN POLYGON IN 2015.	59281.530609	3498.213076

17	650 PLANTS TOTAL OBSERVED IN 2013, WITH AN ESTIMATED 400 PLANTS IN WEST POLYGON. 51-100 PLANTS OBSERVED IN WEST POLYGON IN 2017. THE RARE ALLIUM PENINSULARE VAR. FRANCISCANUM ALSO OCCURS HERE.	6261.606673	397.877574
18	COLLECTIONS MADE HERE IN FEB AND APR 1960.	281501.806828	1883.209205
19	ONE OBSERVED IN 1972. NOT FOUND IN THE SOUTH BAY DURING THE 1977 SURVEY. LACK OF SUITABLE HABITAT (HIGH MARSH) PROBABLY PREVENTS NESTING IN THIS REGION. 0 DETECTED DURING A CALL-RESPONSE SURVEY ON 9 MAY 2002.	2077906.180270	17080.460429
20	BREEDING POPULATIONS.	2077906.180270	17080.460429
21	WITHIN DFG REDWOOD SHORES ECOLOGICAL RESERVE. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	2077906.180270	17080.460429
22	2015 POPULATION NUMBERS IN POLYGONS WEST TO EAST: 287, 488, 300, 2055, AND 75 PLANTS. 11-50 PLANTS OBSERVED IN WESTERNMOST POLYGON IN 2017.	31912.350803	1561.484945
23	MAIN SOURCE OF INFORMATION FOR THIS SITE IS A 1932 COLLECTION BY KECK. 1897 DUDLEY COLLECTION FROM "BY ROAD ABOVE BELMONT SCHOOL" AND 1927 ROSE COLLECTION FROM SAN MATEO ARE ALSO ATTRIBUTED TO THIS OCCURRENCE.	257733.404417	3473.603914
24	700 PLANTS OBSERVED IN EASTERN POLYGON AND 4 PLANTS OBSERVED IN WESTERN POLYGON IN 2015.	5654.519538	377.088093
25	SEEN IN 2014. 6 PLANTS OBSERVED IN 2015.	2827.328603	188.495825
26	150 PLANTS OBSERVED IN 2009 BETWEEN THIS OCCURRENCE AND OCCURRENCE #17 TO THE SOUTH. PLANTS ARE WELL OFF THE TRAIL, SO TRAIL MAINTENANCE IS PROBABLY NOT A THREAT. THERE ARE MANY MORE PLANTS IN THE AREA.	8818.763299	388.189706
27	TYPE LOCALITY. ONLY SOURCE OF INFORMATION IS COLLECTION FROM 1886 BY E. GREENE.	8007023.185930	10043.695195
28	TWO ADULTS OBSERVED IN 1972; NESTS OBSERVED IN 1975-76; 19 ADULTS OBSERVED DURING 1978 STUDY IN SAN MATEO COUNTY PORTION OF THE SOUTH BAY (UNKNOWN WHETHER THIS AREA WAS USED FOR NESTING).	8007023.185930	10043.695195

29	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1893 COLLECTION BY DAVY. POSSIBLY EXTIRPATED ACCORDING TO HECKARD; EXTIRPATED ACCORDING TO D. SMITH (1996).	8007023.185930	10043.695195
30	*No data*	153470345.497000	49880.017573
31	HISTORICAL EVIDENCE OF PRESENCE NEAR THE PORT OF OAKLAND & COYOTE HILLS NEAR NEWARK. COLLECTED IN 1941. JUVENILES & ADULTS DETECTED OR STUDIED FROM 2007 - 2016.	466947686.796000	189939.592552
32	2-10 PLANTS OBSERVED IN 2017.	2815.217915	188.291771
33	69 PLANTS OBSERVED IN 2016.	20105.954052	502.770935
34	150 PLANTS OBSERVED BETWEEN THIS OCCURRENCE AND OCCURRENCE #16. TRAIL MAINTENANCE SHOULD BE DONE AFTER SEEDS ARE SET TO INSURE THE HEALTH OF THIS POPULATION. MOST PLANTS WERE WITHIN 2-5 FT OF TRAIL. THERE ARE MANY MORE PLANTS IN THE AREA.	4264.962378	236.511878
35	ONLY SOURCES OF INFORMATION FOR THIS OCCURRENCE ARE A 1902 BAKER COLLECTION FROM "CRYSTAL SPRINGS LAKE" AND A 1912 EASTWOOD COLLECTION FROM "CRYSTAL SPRINGS". NEEDS FIELDWORK.	8042240.772850	10053.076078
36	ONLY SOURCE OF INFORMATION FOR THIS SITE IS AN 1894 DUDLEY COLLECTION. NEEDS FIELDWORK.	8042240.772850	10053.076078
37	1 DETECTION ON 21 MAR 2004 AND 3 DETECTIONS ON 1 MAY 2004. DETECTIONS OCCURRED AT THE SAME POINT.	20023.323457	502.136401
38	AREA SUPPORTS BREEDING POPULATIONS.	406988.314703	5047.913184
39	ONE MUSEUM EGG SET COLLECTED IN 1919; 19 ADULTS OBSERVED DURING 1978 STUDY IN SAN MATEO COUNTY PORTION OF THE SOUTH BAY (UNKNOWN WHETHER ANY BIRDS WERE NESTING AT THIS LOCATION).	8006847.553890	10043.593871
40	HUNDREDS OF PLANTS OBSERVED IN EAST POLYGON IN 2016, AND HUNDREDS OBSERVED IN WEST POLYGON IN 2017.	5717.249097	379.272453
41	BREEDING POPS DETECTED BETWEEN 1971 & 1975. 25 AUG 2003: 2 RAILS COUNTER-CALLING (TERRITORIAL "CLAPPER" CALL) ALONG N PORTION OF DEEPWATER SL. BETWEEN 31 JAN & 6 APR 2006 UP TO 4 BIRDS OBS AT EACH OF 29 SITES BY INVASIVE SPARTINA PROJECT.	4329661.478270	26125.961181

42	HISTORIC COLLECTION FROM VICINITY OF REDWOOD CITY COLLECTED IN 1899. COLLECTED IN 1935 & 1938. ACCORDING TO JENNINGS, RANA BOYLII IS EXTIRPATED FROM THIS VICINITY.	1130525.483170	3769.543213
43	19 INDIVIDUALS CAPTURED DURING 220 TRAP NIGHTS IN MAR 1988. NUMEROUS OTHER DETECTIONS MADE BETWEEN 1949 AND 1992.	5598158.712370	25677.440265
44	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	3309365.485380	25823.063021
45	W POLYGON: SEEN IN 2020. E POLYGON: SITE MENTIONED IN A 2002 KAN SPECIAL STATUS PLANT SURVEY REPORT; KAN INDICATES SHE "LEARNED ABOUT THIS POPULATION LATE IN 2001" BUT ORIGINAL SOURCE OF INFORMATION IS NOT GIVEN. NEEDS FIELDWORK.	302702.636783	2387.216923
46	HOLOTYPE MALE COLLECTED 13 APR 1985, DEPOSITED AT CAS, AND 2 MALE PARATYPES, 2 JAN 1987, DEPOSTED AT CAS.	8007281.006660	10043.856881
47	MORE ECOLOGY INFO IN COR91F03. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	8007281.006660	10043.856881
48	27 PLANTS OBSERVED IN 2015.	2827.309741	188.493530
49	176 PLANTS OBSERVED IN 2015. 11-50 PLANTS OBSERVED IN 2017.	3647.013257	216.310210
50	ONLY SOURCE OF INFORMATION FOR THIS COLLECTION IS 1867 BOLANDER COLLECTION. NEEDS FIELDWORK.	13818077.618000	23261.240529
51	2 COLLECTED (MVZ #108140, 108141) ON 4 MAY 1929. 1 DETECTION AT 2 POINTS, 2 DETECTIONS AT 1 POINT AND 4 DETECTIONS AT 1 POINT ON 21 MAR 2004 AND 1 MAY 2004. 2 POINTS SAMPLED 1 TIME AND 2 POINTS SAMPLED 2 TIMES.	130602.753482	1883.749275
52	ONE ANIMAL OBSERVED ON 21 AUG 2001 AND NOTED AS NESTING; TWO NESTS INCLUDING ONE LARGE TREE NEST AND ONE SMALL GROUND NEST, ON SITE.	20023.841827	502.142902
53	1 ADULT FOUND DOR ON CANADA ROAD ON 9 NOV 2005. 4 METAMORPHS OBSERVED ON 14 AUG 2006. 3 EGG MASSES OBSERVED ON 15 MAR 2007. 1 ADULT OBSERVED ON 3 APR 2015.	63622.491144	1041.197432
54	*No data*	281509.162811	1883.233647
55	EAST POLYGON: 51-100 PLANTS OBSERVED IN 1985 AND 2019. WEST POLYGON: 100 PLANTS OBSERVED IN 2021.	41394.833140	1303.568010

56	61 PLANTS OBSERVED IN 2002. UNKNOWN NUMBER SEEN IN 2017.	9784.511297	388.669496
57	623 PLANTS OBSERVED IN 2004. 560 PLANTS OBSERVED IN 2015. UNKNOWN NUMBER OF PLANTS SEEN IN 2017. 2002 AND 2003 CORELLI PHOTOS FROM EDGEWOOD COUNTY PARK ARE ALSO ATTRIBUTED TO THIS OCCURRENCE.	34180.395377	1087.358075
58	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1933 ROSE COLLECTION. NEEDS FIELDWORK.	8042069.367970	10052.969032
59	THIS OCCURRENCE IS KNOWN FROM A COLLECTION MADE IN 1932. MOST OF THIS AREA HAS BEEN DEVELOPED SINCE THAT TIME. OCCURRENCE IS PRESUMED EXTIRPATED.	8042069.367970	10052.969032
60	COLLECTED 14 OCT 1950 AND 15 SEP 1963.	8042069.367970	10052.969032
61	1 MALE AND 1 FEMALE SPECIMENS (MVZ #182421-182422) COLLECTED BY WILLIAM E., RAINEY ON 23 FEB AND 25 MAR 1991.	8042069.367970	10052.969032
62	1 COLLECTED 8 AUG 1933.	8042069.367970	10052.969032
63	TYPE LOCALITY.	3212488.976900	8073.959558
64	1 ADULT IN SPRING 2002 AND 1 ADULT ON 25 NOV 2002. 1 ADULT FOUND ON 4 JUL 2004. ALL LIFE STAGES DETECTED IN AREA ON SURVEYS IN FEB & AUG 2006, AND IN FEB & MAR 2007. 1 ADULT FOUND ON 26 AUG 2009.	263455.785127	3455.063971
65	1 TURTLE WAS DISCOVERED DEAD ON CANADA RD. 1 WAS OBSERVED AT THE BASE OF A CYCLONE FENCE ABOUT 10' W OF A HIKING TRAIL & ABOUT 75' W OF CANADA RD.	20025.586167	502.167391
66	13 BREEDING PAIRS OBSERVED DURING 1985 SURVEY.	254736.674841	2488.353636
67	1 COLLECTED ON 2 JAN 1893. 1 COLLECTED 23 DEC 1894. 1 COLLECTED 21 OCT 1896. 1 COLLECTED ON 22 JAN & 1 ON 24 OCT 1897. 1 REPORTEDLY COLLECTED 17 NOV 1911. 1 COLLECTED ON 4 JAN 1912.	8041671.224180	10052.845306
68	THIS AREA IS NOW COMPLETELY DEVELOPED. OCCURRENCE EXTIRPATED.	8042068.910350	10052.968908
69	SITE MENTIONED IN A 1993 REPORT (UNKNOWN WHEN SEEN). SEEN IN 2017. 2-10 PLANTS IN 2020. PER CORELLI (1996), A SMALL POP "AT EDGEWOOD" BURNED 2 YEARS PRIOR AND PRODUCED HUNDREDS OF SEEDLINGS.	3117.056825	198.432121
70	1 JUVENILE OBSERVED ON 3 JUN 2004. 4 ADULTS OBSERVED ON 24 FEB 2006.	32922.806951	928.150067

71	FROM 1969-71, UP TO 15 PAIRS NESTED HERE; NO NESTING IN 1972 OR 1973; FROM 1974-76, 8-14 PAIRS NESTED; 1 PAIR NESTED IN 1977; NO NESTING IN 1978; IN 1982, 48 PAIRS NESTED; NO NESTING IN 1987 OR 1988, 1990 - 1992 OR 1996.	8006836.388820	10043.578190
72	TWO ADULTS OBSERVED BY TIM MANOLIS IN MAY-JUNE OF 1977; 19 ADULTS OBSERVED DURING 1978 STUDY IN SAN MATEO COUNTY PORTION OF THE SOUTH BAY (UNKNOWN WHETHER ANY WERE USING THIS SITE FOR NESTING).	8006836.388820	10043.578190
73	*No data*	8006836.388820	10043.578190
74	BIRDS NESTING.	8006836.388820	10043.578190
75	UNKNOWN NUMBER OF PLANTS OBSERVED IN 2003.	20023.325847	502.136422
76	200 PLANTS OBSERVED IN 2003.	20023.325847	502.136422
77	ADULT COUNTS: 100KS IN EARLY 1900S; LOW 1000S BY 1993; 1000S IN 1994 & '97; PRESENT, 1995; 1000S, 1998; 100S, 1999; <100, 2000; 0, 2003-06. REINTRODUCED, 2011. LARVAL COUNTS REACHED 4.2K IN 2014; DOWN TO 100 IN FEB 2017. 47 ADULTS IN 2017.	905820.367585	8748.495534
78	POP #S FOR PARTS OF EO. >100 IN 1985, 100S IN '87, 11,000 IN '88, 1000S IN '89, ADD'L COLONY OBS IN '99, 919 IN '00. UNK # IN '01, '03 & '09. 117 IN 2014, ~5500 IN 2015. BTWN CANADA RD AND INTERCHANGE: 14 IN 1995, 230 IN 1996, 94 IN 2012.	553042.414927	8510.574575
79	1 DETECTION AT 1 POINT, 2 DETECTIONS AT EACH OF 2 POINTS, 4 DETECTIONS AT 1 POINT, AND 5 DETECTIONS AT 1 POINT ON 21 MAR 2004 AND 1 MAY 2004. 2 POINTS SAMPLED 1 TIME AND 3 POINTS SAMPLED 2 TIMES.	181646.962294	2518.407856
80	ABOUT 500 PLANTS OBSERVED IN 1985. ALSO SEEN IN 1989, 1996, 2017-2020.	47754.287951	955.578701
81	FEWER THAN 1000 PLANTS OBSERVED BETWEEN THIS OCCURRENCE AND EO #21 IN 1981. 50 PLANTS OBSERVED IN 1982, 35 SEEN IN 1983, AND 145 SEEN IN 1984.	32417.974318	781.833217
82	300 PLANTS OBSERVED IN SW POLYGON IN 1985. NO PLANTS FOUND IN SW POLYGON, AND 267 PLANTS IN NE POLYGON IN 2015. 1988, 2004 & 2010 OBSERVATIONS FROM EDGEWOOD COUNTY PARK ATTRIBUTED HERE.	16537.775823	718.616224
83	EXCELLENT HABITAT FOR THIS SPECIES. OTHER RARE TAXA (BUTTERFLIES AND PLANTS) ALSO OCCUR IN THIS AREA.	281506.533991	1883.289531

84	THIS IS THE SITE OF A 1972 COLLECTION. POPULATION MAY HAVE BEEN DESTROYED BY THE CONSTRUCTION OF THE 280 FREEWAY. SOME SUITABLE HABITAT STILL EXISTS ACC TO PARTICIPANTS AT 1997 RECOVERY WORKSHOP; EXTENSIVE SURVEYS NEEDED.	281507.128562	1883.226885
85	SOILS ARE SERPENTINE DERIVED OBISPO CLAY AND FAGAN LOAM. BAY CHECKERSPOT BUTTERFLIES AND SF GARTER SNAKES HERE. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	794558.079333	9531.495031
86	1 JUVENILE FOUND DEAD ON 21 FEB 2006.	20023.322000	502.136377
87	POPULATION NUMBERS ARE FOR PORTIONS OF OCCURRENCE: THOUSANDS OF PLANTS OBSERVED IN 1994, 56,500+ IN 2001, 20 IN 2006, HUNDREDS IN 2007, 19,401 AT SOUTH END OF OCCURRENCE IN 2012, 19,270+ PLANTS IN 2014. INCLUDES FORMER OCCURRENCE #3 AND 4.	448420.575572	10737.185062
88	TOTAL POP NUMBERS EAST OF I-280: (INCLUDES SITES L4, L7, L9, L10, L15): 1501 IN '89, 2500 IN '94, 1600 IN '95, 2300 IN '96, 2742 IN '00, 2348 IN '01, 5493 IN '12, 1525 IN '14. TWO SW-MOST POLYS MAY BE C. QUERCETORUM. INCL FORMER EOS 2, 5.	148348.177384	5816.882307
89	POP #S FOR PORTIONS OF SITE: >15,600 TOTAL PLANTS IN 1988, 10,300 IN 1995, 5170 IN 1996, 3072 IN 2000, 1390 IN 2001, 1000S TO TENS OF 1000S BETWEEN EO#S 1 & 3 IN 2009, 129 IN 2012, 11 IN 2014, 816+ IN 2016. INCLUDES FORMER EO #19 & #30.	200726.449599	6913.604092
90	COLONY WAS BELIEVED EXTIRPATED AFTER I-280 CONSTRUCTION; HOWEVER, A REMNANT COLONY OR RECOLONIZATION WAS DISCOVERED NORTH OF THE INTERSECTION. HOWEVER, NO BUTTERFLIES HAVE BEEN FOUND 1989-1993.	47362.364891	824.302700
91	1, 2, AND 3 DETECTIONS OCCURRED AT 3 DIFFERENT POINTS ON 27 MAY 2004.	85421.464970	1319.716897
92	OBSERVED IN 1981 AND 1983. DOUBT EXISTS ABOUT THE IDENTIFICATION. NO PLANTS WERE OBSERVED DURING 5 ANNUAL SURVEYS FROM 1984 THROUGH 1988.	20023.326960	502.136440
93	UNKNOWN NUMBER OF PLANTS OBSERVED IN 2021. SITE BASED ON THREE INATURALIST OBSERVATIONS.	5896.716668	385.492117
94	UNKNOWN NUMBER OF PLANTS SEEN IN 2021.	2812.762879	188.261194

95	FORMAL SURVEY DATA WAS NOT AVAILABLE, BUT FON04R0001 AND THE FILOLI WEBSITE IDENTIFY THIS LOCATION AS BEING A KNOWN RANA DRAYTONII BREEDING SITE. ADDITIONAL PONDS AT THE FILOLI MANSION AND GARDENS MAY SUPPORT RED-LEGGED FROGS.	20023.326765	502.136438
96	ONLY INFORMATION FOR THIS SITE IS 1908 COLLECTION BY HALSEY. EXTIRPATED ACCORDING TO D. SMITH (1996).	8041954.538960	10052.897099
97	1 MATURE SHRUB AND 2 SMALLER, YOUNGER PLANTS OBSERVED IN 2015. PHOTOS FROM EDGEWOOD COUNTY PARK FROM 2002, 2003, 2006, AND 2010 ARE ALSO ATTRIBUTED TO THIS SITE. PLANTS ARE UNDER SHADE OF COAST LIVE OAKS; NO SIGNS OF RECRUITMENT.	20105.939655	502.665215
98	3 BREEDING PAIRS OBS DURING 1985 SURVEY. MANAGED BY SAN FRANCISCO WATER DEPARTMENT.	70602.608087	942.200317
99	POPULATION GROWING SINCE 1978. ABOUT 1 MILLION PLANTS SEEN IN 1982, THOUSANDS IN 1987, MILLIONS IN '89, '91 & '92, '00, UNKNOWN NO. IN '01. PARK POPULATION IS SMALL (APPROX. 100 IN 1989, 950 IN 1992, 43 IN 2004).	87040.688335	2969.900154
100	<20 PLANTS REPORTED IN 1987, ~40 IN 1988, 50 IN 1991, 34 IN 1994, 23 IN 1995 IN AN AREA SMALLER THAN ONE SQUARE FOOT, "SMALL POPULATION" SEEN IN 2000. NOT SEEN ON 5/11/2001 (TOO EARLY?). NEEDS FIELDWORK TO DETERMINE STATUS OF POPULATION.	10600.327907	926.226656
101	S POLY: 2000-3000 PLANTS IN 1978 & '81; 12,864 IN '90; 9,660 IN '91; 18,772 IN '92; 36,280 IN '93; 53,136 IN '94; 165 IN '04; 500 IN '07; 249 IN '08; 395 IN '09; 3135 IN '10; 3450 IN '11; 934 IN '12; 875 IN '13. INCLUDES FORMER EOS #1 & 5.	6959.905658	478.678577
102	UNKNOWN NUMBER OF PLANTS SEEN IN 1980, <1000 IN 1981, >10,000 IN 1983, UNK # IN 1983 & 1984, >800 IN 1986, 2000 IN 1992, >1500 IN 2004, UNK # IN 2009, FEWER PLANTS THAN PREVIOUS YEARS IN 2010. GOOD TO EXCELLENT SITE QUALITY.	26947.199012	774.253404
103	EASTERN POLYGON: 500 PLANTS OBSERVED IN 1982, 707 IN 1983, 3350 IN 1984, 200+ PLANTS IN 2011 AND 2015. WESTERN POLYGON: 200 PLANTS SEEN IN 1982, 167 IN 1983, 460 IN 1984. INCLUDES FORMER OCCURRENCE #22.	42480.837313	1362.334905

104	MAIN SOURCE OF INFO IS 1972 HECKARD COLLECTION. HISTORIC COLLECTIONS FROM "NEAR CRYSTAL SPRINGS RESERVOIR", "NEAR CRYSTAL SPRINGS LAKE", "POND BY ROAD BTWN WOODSIDE & BYRNE'S STORE" (SITE OF STORE UNKNOWN) ATTRIBUTED HERE. NEEDS FIELDWORK.	252216.549602	3404.485701
105	16 METAMORPHS OBSERVED ON 22 AUG 2006. 2 EGG MASSES OBSERVED ON 27 FEB & 15 MAR 2007.	74676.580086	1172.756781
106	100 PLANTS OBSERVED IN NW POLYGON IN 2014. 120 PLANTS OBSERVED IN SE POLYGON IN 2018.	40152.625159	1004.998073
107	2 ADULTS AND 6 JUVENILES OBSERVED "WILL [SIC] DISMANTLING MIDDEN. WAITED 48 HOURS AND MIDDEN HAD BEEN VACATED." ON 25 MAY 2016. 1 "ADULT LEAVING AREA" ALSO SEEN.	22804.044655	536.585101
108	ABOUT 200 PLANTS SEEN IN 1985, FEWER THAN 100 PLANTS IN A 20 SQ FT AREA SEEN IN 1989, 137 IN 1992, 10 IN 1997, 65 IN 1999, 7 IN 2000, AND AN UNKNOWN NUMBER OF PLANTS SEEN IN 2001.	2815.199793	188.291167
109	UNKNOWN NUMBER OF PLANTS OBSERVED IN 2001. 1994 SMITH NOTE THAT 1 PLANT WAS OBSERVED IN EDGEWOOD PARK IS ALSO ATTRIBUTED TO THIS SITE.	2815.199793	188.291167
110	EGG MASSES, TADPOLES, METAMORPHS, & ADULTS WERE RELOCATED HERE BETWEEN MAR - AUG 2012. DURING MAY - JUN 2018 SURVEYING & TRAPPING FOR T. SIRTALIS TETRATAENIA, "NOTABLY" NO RANA DRAYTONII WERE CAPTURED OR DETECTED.	20073.775053	502.452166
111	1 FROG OBSERVED ON 7 JUN 2016.	20106.088361	503.040733
112	COLLECTED IN 1930, 1950, AND 1951.	8042101.910000	10052.989537
113	HOLOTYPE MALE COLLECTED 27 JUL 1919. ALLOTYPE FEMALE COLLECTED 10 AUG 1919. 5 PARATYPES COLLECTED 10-24 AUG BY W. F. BREEZE & IN THE AMERICAN MUSEUM OF NATURAL HISTORY. BELIEVED TO HAVE BEEN EXTIRPATED IN 1970'S.	8042101.910000	10052.989537
114	ONLY SOURCE OF INFORMATION IS A VAGUE 1903 COLLECTION BY ELMER. NEEDS FIELDWORK.	8042101.910000	10052.989537
115	1 MALE SPECIMEN (MVZ #27858) COLLECTED BY JOSEPH S. HUNTER AND JOSEPH S. DIXON ON 12 FEB 1918. 1 FEMALE SPECIMEN (MVZ #182425) COLLECTED BY WILLIAM E. RAINEY ON 5 NOV 1991.	8042101.910000	10052.989537
116	1 COLLECTED BY R.S. BEAL 14 MAR 1950. MUSEUM LABEL DATA CITED IN APPENDIX OF HAFERNIK REPORT.	8042101.910000	10052.989537

117	OCCURRENCE KNOWN FROM A PAIR OF HISTORIC COLLECTIONS. ONE SET WAS MADE SOME TIME PRIOR TO 1901 (LIKELY FROM LATE 1800'S). THE OTHER SET WAS FROM AN UNKNOWN DATE. OCCURRENCE IS POSSIBLY EXTIRPATED BUT EXACT COLLECTION LOCALITY IS UNKNOWN.	8042101.910000	10052.989537
118	1 MALE COLLECTED (MVZ #6069) ON 14 MAR 1891. 5 COLLECTED (CAS #51610, 51627-8, 51640, 51648), NOV 1898. THERE IS SOME QUESTION REGARDING SUBSPECIES ID OF MVZ #6069. SPECIMEN MAPPED AS PUSILLULA DUE TO LOCATION WHERE IT WAS FOUND.	8042101.910000	10052.989537
119	APPROXIMATELY 30 PLANTS OBSERVED IN 2012.	20023.325916	502.136427
120	3 METAMORPHS OBSERVED ON 25 AUG 2006.	20025.169829	502.161303
121	FEWER THAN 3000 PLANTS SEEN IN 1983, 30-50 IN 1987, 900 IN 1992, AND >4000 IN 2004. OTHER RARE SPECIES NEARBY INCLUDE FRITILLARIA LILIACEA, PENTACHAETA BELLIDIFLORA, AND BAY AREA CHECKERSPOT BUTTERFLY.	6373.685336	307.312425
122	10 ADULTS WERE OBSERVED AT THE INLET LOCATION ON 10 FEB 2006 AND 1 ADULT WAS OBSERVED AT THE LAKESIDE LOCATION ON 22 FEB 2006.	30457.675641	887.270588
123	23 PLANTS OBSERVED IN 2015. AN ADDITIONAL 14 FLOWERING STEMS PRESENT BUT THE FLOWERS HAD BEEN REMOVED BY PREDATION (RABBITS?); NOT COUNTED AS THEY COULD NOT BE CONFIRMED AS FRANCISCAN ONION.	2827.334883	188.496820
124	POPULATION NUMBERS ARE FOR PARTS OF EO: 116 PLANTS SEEN IN 2015, MULTIPLE PLANTS SEEN IN 2017, 11-50 SEEN IN 2023. 1988, 2007, 2009, 2010, 2012 & 2016 OBSERVATIONS FROM EDGEWOOD PARK ATTRIBUTED HERE, AS WELL AS A 1930 HOLM COLLECTION.	29025.522620	1484.453219
125	8 BREEDING PAIRS OBS IN 1985.	281511.425139	1883.241391
126	ONLY 1 PLANT SEEN IN 1993. ENTIRE LENGTH OF TRAIL SURVEYED IN 1996; SOME SUITABLE HABITAT FOUND, BUT NO PLANTS WERE FOUND.	20018.184079	502.192624
127	1 EGG MASS FOUND ON 1 MAR 2007. ALL LIFE STAGES DETECTED IN 2012 MONITORING, SOME RELOCATED. 1 EGG MASS FOUND ON 15 FEB 2013. 2 DETECTED DURING VEGETATION REMOVAL WORK IN NOV 2013. REGULARLY DETECTED ON SURVEYS FROM 2014 - 2019.	26871.297774	665.534647

128	NORTH POLYGON: SIZE OF POPULATION OBSERVED IN 1993 NOT PROVIDED. ABOUT 200 PLANTS ESTIMATED IN 2014. 450-500 PLANTS OBSERVED IN 2016. UNKNOWN NUMBER SEEN IN BOTH POLYGONS IN 2020.	35696.842246	1058.262861
129	1 PLANT OBSERVED IN 2020. AN ESTIMATED 34-150 PLANTS OBSERVED IN 2021.	5871.233272	289.158547
130	~180 ACTIVE NESTS (360 ADULTS) OBSERVED ON 13 APR 2004.	20023.326068	502.136427
131	SEVERAL COLLECTED VICINITY OF REDWOOD CITY IN 1892, 1897, 1898, 1900, 1908, 1909, 1910, 1911, AND 1913. NONE DETECTED IN 1977, 2002, 2007, 2008, OR 2009. 1 DETECTED ON 10 FEB 2011.	943465.812686	4099.777813
132	COLLECTED IN 1922, 1980. 1980-95: LARVAE COLLECTED FROM SOUTH BAY ONLY IN HIGH-OUTFLOW YEARS. YOY >40 MM PRESENT IN LOW #S MAY-DEC; SUBSTANTIAL YOY USE ONLY IN HIGH-OUTFLOW YEARS. AGE-1 FISH PRESENT JAN-MAR; NONE DETECTED BY JULY.	446522403.746000	161523.276637
133	2 ACTIVE NESTS (3 ADULTS) OBSERVED ON 13 APR 2004.	20023.165414	502.134425
134	UNKNOWN NUMBER OF PLANTS SEEN IN 2014 & 2016. ~76 PLANTS SEEN IN 2017. 40 PLANTS SEEN IN 2018. ~100 PLANTS SEEN IN 2019. UNKNOWN NUMBER SEEN IN 2020. 10-50 PLANTS SEEN IN 2021.	11932.394826	491.988572
135	2 TO 10 DETECTIONS OCCURRED AT EACH OF 11 POINTS SAMPLED ON 13 APR 2004 AND 27 MAY 2004. THE TOTAL NUMBER OF DETECTIONS FOR THE SAMPLE PERIOD WAS 53. 2 POINTS SAMPLED 1 TIME AND 9 POINTS SAMPLED 2 TIMES.	346181.649673	4577.387017
136	3 ADULTS AND 1 EGG MASS OBSERVED ON 14 FEB 2006.	20024.494966	502.151782
137	45 PLANTS OBSERVED IN 2014. 2008 LEITNER SPECIMEN ON CALFLORA FROM "CRYSTAL SPRINGS WATERSHED ADOBE GULCH POWERLINE" ALSO ATTRIBUTED HERE.	8590.413704	339.943464
138	1176 NUTLETS (FROM OCC #5-EDGEWOOD PARK) SOWN HERE ON 9/9/91, 315 SEEDLINGS COUNTED IN 1992 (JANUARY-JUNE GROWING SEASON). SITE ENHANCED (SEEDS ADDED) 10/92, 11/93, AND 1994. 181 PLANTS IN 1993, 158 IN 1994.	20018.287921	502.193913
139	5 ADULTS WERE OBSERVED ON THE EAST SHORE ON 15 FEB & 6 MAR 2006 AND 1 ADULT WAS OBSERVED ON THE WEST SHORE ON 20 JUL 2006.	39527.516558	1003.522963
140	1 ADULT OBSERVED ON 18 AUG 2006.	20023.327164	502.136452

141	300 TRAP-NIGHTS: NO S. V. HALICOETES CAPTURED IN TRAPS, 3 OBSERVED IN COVER ADJACENT TO TRAPLINE.	281490.511460	1883.171471
142	8700+ PLANTS ESTIMATED IN 2007. 2014 KRAMER PHOTOS FROM "SAN MATEO CREEK" ATTRIBUTED HERE. INCLUDES FORMER OCCURRENCE #12. NEED MAP DETAIL FOR THIS SITE.	966336.052813	6193.359081
143	6273 PLANTS OBSERVED IN TOTAL IN 2007. A 1907 HELLER COLLECTION FROM "BACK OF SAN MATEO ON THE HALF MOON BAY RD" AND A 1963 BREEDLOVE COLLECTION FROM "SE CORNER OF JUNCTION OF CRYSTAL SPRINGS RD & POLHEMUS RD" ARE ATTRIBUTED HERE.	252075.144030	3290.629417
144	3 PLANTS OBSERVED IN 2007.	252075.144030	3290.629417
145	660 PLANTS OBSERVED IN 2007.	252075.144030	3290.629417
146	1 PLANT OBSERVED IN 2020. AN ESTIMATED 44-200 PLANTS OBSERVED IN 2021.	7368.657955	434.983206
147	113 PLANTS OBSERVED IN 2016. ORANGE PLASTIC FENCING WAS PLACED AROUND THE POPULATION DURING CONSTRUCTION OF THE WATER PIPELINE TO PROTECT IT FROM CONSTRUCTION DISTURBANCE.	4511.262264	242.508086
148	ABOUT 250 PLANTS OBSERVED IN 2015.	3255.279369	202.827496
149	3 ADULTS DETECTED ON 27 MAY 2014. 1 EGG MASS, JUVENILES, AND ADULTS DETECTED ON SURVEYS IN MAR-MAY 2015. 1 ADULT FOUND ON 23 FEB 2017.	20073.775165	502.452166
150	1 ADULT OBSERVED ON 8 JAN 2007.	20022.294670	502.143593
151	TYPE LOCALITY. POPULATION NUMBERS ARE FOR PARTS OF OCCURRENCE: 100+ PLANTS IN 1986, 221 IN 1991, 315+ IN 1992, ~60 IN 1993, ~163 IN 1994, "A FEW" IN 1997, 189 IN 2001, 53 IN 2002, 311 IN 2007, 100 IN 2009, SEEN IN 2014 & 2015.	255614.799631	6640.879856
152	BASED ON COMMENT "OBERBAUER IN HIS THESIS SAYS 'IN THE SPRING OF '51 ORTHOCARPUS FLORIBUNDUS WAS ABUNDANT IN THE GRASSLANDS OPPOSITE OF LOWER CRYSTAL SPRINGS LAKE." CORELLI LOOKED FOR PLANTS IN THIS AREA AROUND 1989-1991, NO PLANTS FOUND.	8041669.559000	10052.844166
153	SITE BASED ON 1915 DUTTON COLLECTIONS AND A 1977 HECKARD COLLECTION. LIKELY EXTIRPATED FROM URBANIZATION.	8006970.430660	10043.662367
154	1 ADULT OBSERVED ON 23 AUG 2006.	20023.394486	502.136473
155	25 INDIVIDUALS OBSERVED IN 1999. SITE HAS NO PUBLIC ACCESS, WATER STORAGE RESERVOIR AND STATE GAME REFUGE.	1951.865318	158.348217

156	SITE BASED ON A 2000 ZANDER COLLECTION. A 1941 ROSE COLLECTION FROM "SAN MATEO CANYON, 300 FT" IS ALSO ATTRIBUTED TO THIS SITE. NEEDS FIELDWORK.	282659.706295	1884.816358
157	TYPE LOCALITY. MAIN SOURCES OF INFORMATION FOR THIS SITE ARE A 1953 NEWCOMB COLLECTION AND A 1994 TAYLOR COLLECTION. THE TYPE COLLECTION BY HELLER IN 1907 FROM "BACK OF SAN MATEO ON THE HALF MOON BAY RD" IS ALSO ATTRIBUTED TO THIS SITE.	183422.344232	2541.753850
158	57 PLANTS OBSERVED IN 1988, 143 IN 2000, AND 54 IN 2001.	20023.274671	502.135785
159	IN 1976, A FEW PAIRS NESTED NEAR SOME FORSTER'S TERNS ON A DRIED SALT EVAPORATING POND, 3-5 KM SSE OF BAIR ISLAND. FURTHER SE OF THESE PONDS, PALO ALTO BAYLANDS SERVES AS A FREQUENT POST-BREEDING HAUNT.	7129482.274670	15159.450153
160	10 ADULTS OBSERVED ON 10 DEC 2003. 1-4 ADULTS OBSERVED AT 29 LOCATIONS SURVEYED BETWEEN 25 JAN & 18 MAR 2006 BY THE INVASIVE SPARTINA PROJECT.	373339.754632	2760.755639
161	1996: 2 ADULTS IN WOODY DEBRIS ON 24 JUL; 2 ADULTS ON GRAVEL BAR, 1 ADULT UNDER OPEN CANOPY & DEBRIS JAM; 2 ADULTS & LARVAE 26 JUL; 2 ADULTS NEAR ROOT WAD 31 JUL. 1 JUVENILE FOUND AND PHOTOGRAPHED ON 28 MAR 2014.	196447.249573	2701.918232
162	2 EGG MASSES OBSERVED ON 13 FEB AND 1 ADULT OBSERVED ON 6 MAR 2006. 1 EGG MASS OBSERVED ON 5 MAR, 2 EGG MASSES & 1 JUVENILE OBSERVED ON 22 MAR 2007.	54501.874572	1120.707285
163	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	310464.201118	2184.190113
164	POPULATION DISCOVERED BY JEFFREY CALDWELL. 50 PLANTS SEEN BY CORELLI & CALDWELL IN 2007. 548 PLANTS (280 OF WHICH WERE SEEDLINGS) IN 2010. 783 (306 WERE SEEDLINGS) IN 2011.1092 (614 SEEDLINGS) IN 2012. 1216 (233 SEEDLINGS) IN 2013.	20023.328394	502.136464
165	500 PLANTS OBSERVED IN 2007.	20023.142131	502.134149
166	49 PLANTS OBSERVED IN 2015.	12068.181685	432.057260
167	2 ADULTS CAPTURED ON 27 AND 29 MAY 2004, AND 1 JUVENILE CAPTURED ON 17 NOV 2004. 2 ADULTS CAPTURED ON 28 JUL 2005. 1 JUVENILE DETECTED ON 10 AUG 2017. 1 ADULT OBSERVED ON 18 SEP 2018.	45574.438079	800.954120

168	ONE SMHM CAPTURE IN 800 TRAPNIGHTS (1985). NO CAPTURES IN 978 TRAPNIGHTS (1989). THIS SITE IS EXTIRPATED.	430462.407357	2882.940230
169	ALL 3 NESTING PAIRS ON BAIR ISLAND IN 1971 PRODUCED EGGS, AND AT LEAST 2 OF THE PAIRS FLEDGED YOUNG. FLEDGED YOUNG.	281489.080917	1883.166579
170	110 PLANTS OBSERVED IN 2007. FEWER THAN 50 PLANTS OBSERVED IN EASTERN POLYGON IN 2017.	9006.930807	488.828015
171	100+ PLANTS OBSERVED IN NE POLYGON IN 2013. 2 PLANTS SEEN GROWING NEAR A TRANSMISSION TOWER IN THE SW POLYGON IN 2015.	24947.294170	771.823917
172	ALL 3 NESTING PAIRS ON BAIR ISLAND IN 1971 PRODUCED EGGS, AND AT LEAST 2 OF THE PAIRS FLEDGED YOUNG.	281489.229115	1883.167197
173	SITE CHECKED DURING SPRING 1994; NO ADULTS OBSERVED.	281503.502547	1883.214904
174	~110 PLANTS OBSERVED IN 1979. 100+ PLANTS IN 1981. 25 PLANTS IN 2015. COLLECTIONS FROM "NEAR CANADA COLLEGE, JUST OFF OF FARM HILL BLVD", "FARM HILLS SCHOOL SITE OPPOSITE CANADA COLLEGE", AND "FARM HILL" ATTRIBUTED HERE.	55793.663258	886.927476
175	SITE BASED ON 2014 PHOTOS BY KRAMER IN CALPHOTOS. NEEDS FIELDWORK.	282631.742411	1884.776177
176	100 PLANTS SEEN ON AN UNKNOWN DATE, PRESUMABLY IN THE 1970'S. SITE WAS CONTEMPLATED FOR DEVELOPMENT OF A CHURCH AND POSSIBLY VISITED BY MCCARTEN IN 1986. 2012 AERIAL PHOTO SHOWS RESIDENTIAL DEVELOPMENT & OPEN SPACE; AREA SHOULD BE CHECKED.	28074.207877	701.691318
177	15 MAY 2001: 20+ TADPOLES OBSERVED. 2006: JAN; 11 ADULTS, MAR; 12 EGG MASSES, APR; 7 ADULTS & 2 JUVENILES. 2007: FEB; 3 ADULTS & 12 EGG MASSES, MAR; 2 EGG MASSES, APR; 2 ADULTS, MAY; 2 ADULTS. DETECTED IN THIS AREA IN 2011 & 2012.	37657.253103	722.665038
178	DATA REPORTED IN FEBRUARY 1989 REPORT BY POINT REYES BIRD OBSERVATORY.	2264132.124980	22958.935556
179	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	4334535.050820	17933.645516

180	1-2 ADULTS FOUND AT 14 LOCATIONS ON NW GRECO ISLAND BETWEEN 31 JAN & 5 APR 2006 DURING SURVEYS CONDUCTED BY THE INVASIVE SPARTINA PROJECT. NO RAILS FOUND AT THE 2 SITES SURVEYED ALONG WESTPOINT SL.	4334535.050820	17933.645516
181	2 PLANTS OBSERVED IN 2020; PLANTS WERE ACCIDENTALLY CUT DOWN A COUPLE OF YEARS AGO BUT NOW RESPROUTING VIGOROUSLY.	20072.786955	502.455692
182	COLLECTED IN 1970S.	909115.215420	6508.454365
183	1 ADULT OBSERVED AT BURROW. OWL HAS BEEN OSERVED IN SAME LOCATION DURING WINTER MONTHS IN 2000 AND 2003. OWL HAS NOT BEEN OBSERVED DURING SUMMER MONTHS, THEREFORE IS MOST LIKELY A WINTERING OWL.	70602.600135	942.200262
184	SERPENTINE SEEP VEGETATION KNOWN FROM THE AREA. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	607880.950826	5709.392256
185	POP NUMBERS ARE FOR PARTS OF OCC: <100 PLANTS IN 1981, 75 IN 1986, 1500+ IN 1989, 1100 IN 1991, 5000 IN 2000, UNK # IN 2001, 640 IN 2006, 13 IN 2008, ~10,000 TOTAL BETW EO#S 1, 3, & 30 IN 2009, 100S IN 2010, SEEN IN 2016. INCL FRMR EO#2.	358680.324859	7570.264778
186	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS 1970 ROSE COLLECTION. NEEDS FIELDWORK TO DETERMINE EXACT LOCATION.	343502.830666	4543.519856
187	44 PLANTS SEEN IN 1987. 2012 AERIAL IMAGERY SHOWS RESIDENTIAL DEVEOPMENT THROUGHOUT THIS AREA; POPULATION CONSIDERED POSSIBLY EXTIRPATED.	20018.254623	502.193489
188	POPULATION NUMBERS ARE FOR PORTIONS OF OCCURRENCE: 10,000-100,000+ PLANTS IN 1994, THOUSANDS OF PLANTS IN 1996, 170,000 IN 2001, 74,000 PLANTS IN 2006 BETWEEN THIS OCC AND OCC #6, 5000+ IN 2007, UNKNOWN NUMBER IN 2008, 711 IN 2014.	554775.477898	7728.721009
189	1 ADULT OBSERVED ON 30 JAN 2007.	20023.326138	502.136430
190	SITE BASED ON 1974 WALLACE COLLECTION. OTHER COLL/OBS FROM "SKYLINE BLVD, 2 MI N OF SUMMIT OF KINGS MTN," "ALONG SKYLINE HWY BTWN KINGS MTN RD & LA HONDA RD," "ON STAGE ROAD FROM KINGS MTN TO SPANISHTOWN," & "FILOLI" ATTRIBUTED HERE.	1130890.314400	3769.841680

191	ALL 3 NESTING PAIRS ON BAIR ISLAND IN 1971 PRODUCED EGGS, AND AT LEAST 2 OF THE PAIRS FLEDGED YOUNG.	281488.921295	1883.166154
192	SITE BASED ON A 1978 SMITH COLLECTION. A 1915 SMITH COLLECTION FROM "HILLSBOROUGH" AND TWO 2013 PHOTOS BY KRAMER FROM "BURI BURI RIDGE" ARE ALSO ATTRIBUTED TO THIS OCCURRENCE.	147165.204015	2091.513465
193	1 MALE (MVZ #106317) COLLECTED BY WILLIAM E. RAINEY ON 4 JAN 1991.	8042158.535620	10053.024928
194	1 COLLECTED NEAR WOODSIDE ON 15 SEP 1935.	8042158.535620	10053.024928
195	COLLECTED 5 JUL 1958.	8042158.535620	10053.024928
196	SURVEYOR OBSERVED ONE ADULT "LEAVING AREA" ON 18 MAY 2016.	20075.934527	502.483751
197	COLLECTED 6 JUL 1926.	8007279.666600	10043.855861
198	TYPE LOCALITY. BASED ON A 1914 COLLECTION BY SMITH. NEEDS FIELDWORK.	8007279.666600	10043.855861
199	2 FEMALE AND 1 MALE SPECIMENS (MVZ #182416-182418) COLLECTED BY WILLIAM E. RAINEY ON 20 DEC 1990, 29 OCT 1991 & 9 DEC 1991.	8007279.666600	10043.855861
200	W POLYGON: 1 PLANT SEEN IN 1978, BETWEEN 1000-1500 PLANTS IN 1981, 175 PLANTS IN 1986. E POLYGON: ABOUT 10,000-15,000 PLANTS IN 2014; ON-SITE RESTORATION PLANNED. A 1900 COLLECTION BY DUTTON FROM WOODSIDE IS ALSO ATTRIBUTED TO THIS SITE.	48189.033350	1381.028445
201	HOLOTYPE LOCATION. TOPOTYPES COLLECTED 19 FEBRUARY 1966.	281506.642476	1883.221587
202	*No data*	281486.715265	1883.158787
203	TYPE LOCALITY. NUMEROUS COLLECTIONS FROM SUMMIT OF KINGS MTN FROM 2000 FT TO 2500 FT ATTRIBUTED HERE. POP NUMBERS FOR PORTIONS OF SITE: 10 IN 1994, 2 LIVE/9 DEAD IN 2002, 34 IN 2015, "RARE" IN 2016, <10 IN 2017. INCL FORMER EO #6 & 7.	933634.297079	12974.362322

#	Symbology	Shape__Area	Shape__Length	Closest Approximate Distance
1	Sensitive EO's (Commercial only)	344650068.294455	77397.469321	0 mi
2	Sensitive EO's (Commercial only)	306693402.750880	77652.395879	0 mi
3	Sensitive EO's (Commercial only)	153220361.363352	49844.139672	0 mi
4	Sensitive EO's (Commercial only)	153220361.363352	49844.139672	0 mi
5	Multiple (circular)	8042068.818798	10052.968851	0 mi
6	Multiple (circular)	8042068.818798	10052.968851	0 mi
7	Multiple (circular)	8042068.818798	10052.968851	0 mi
8	Multiple (circular)	5309019.983154	8168.085907	0.23 mi
9	Multiple (circular)	5309019.983154	8168.085907	0.23 mi
10	Sensitive EO's (Commercial only)	153473041.387528	49880.400714	0.73 mi
11	Sensitive EO's (Commercial only)	153473041.387528	49880.400714	0.73 mi
12	Sensitive EO's (Commercial only)	153473041.387528	49880.400714	0.73 mi
13	Plant (non-specific)	1169947.191533	10113.591306	0.81 mi
14	Plant (specific)	109926.322233	5235.865239	0.92 mi
15	Plant (circular)	282659.369119	1884.815642	1 mi
16	Plant (specific)	59281.532406	3498.213465	1 mi
17	Plant (specific)	6261.606629	397.877589	1.21 mi
18	Animal (circular)	281501.814051	1883.209230	1.4 mi
19	Multiple (specific)	2077906.165287	17080.460342	1.43 mi
20	Multiple (specific)	2077906.165287	17080.460342	1.43 mi
21	Multiple (specific)	2077906.165287	17080.460342	1.43 mi
22	Plant (specific)	31912.351897	1561.484995	1.69 mi
23	Plant (non-specific)	257733.361402	3473.603926	1.74 mi
24	Plant (specific)	5654.519732	377.088108	1.76 mi
25	Plant (specific)	2827.328786	188.495827	1.76 mi
26	Plant (specific)	8818.765656	388.189745	1.77 mi
27	Multiple (circular)	8007023.215600	10043.695229	1.79 mi
28	Multiple (circular)	8007023.215600	10043.695229	1.79 mi
29	Multiple (circular)	8007023.215600	10043.695229	1.79 mi
30	Sensitive EO's (Commercial only)	153470346.213408	49880.017693	1.93 mi
31	Animal (non-specific)	466947686.930823	189939.592610	1.96 mi
32	Plant (specific)	2815.217615	188.291758	1.97 mi
33	Plant (80m)	20105.954486	502.770899	2.03 mi
34	Plant (specific)	4264.960608	236.511835	2.04 mi
35	Multiple (circular)	8042240.774736	10053.076078	2.05 mi
36	Multiple (circular)	8042240.774736	10053.076078	2.05 mi
37	Animal (80m)	20023.320805	502.136372	2.11 mi
38	Animal (non-specific)	406988.308500	5047.913069	2.13 mi
39	Animal (circular)	8006847.560347	10043.593854	2.16 mi

40	Plant (specific)	5717.248427	379.272424	2.18 mi
41	Animal (non-specific)	4329661.506801	26125.961210	2.28 mi
42	Animal (circular)	1130525.493216	3769.543228	2.28 mi
43	Animal (specific)	5598158.696176	25677.440282	2.29 mi
44	Terrestrial Comm. (specific)	3309365.492969	25823.062891	2.29 mi
45	Plant (non-specific)	302702.634999	2387.216897	2.29 mi
46	Multiple (circular)	8007281.012054	10043.856896	2.33 mi
47	Multiple (circular)	8007281.012054	10043.856896	2.33 mi
48	Plant (specific)	2827.309817	188.493533	2.34 mi
49	Plant (specific)	3647.012891	216.310202	2.36 mi
50	Plant (non-specific)	13818077.729979	23261.240511	2.38 mi
51	Animal (non-specific)	130602.744046	1883.749269	2.4 mi
52	Animal (80m)	20023.842360	502.142911	2.41 mi
53	Animal (specific)	63622.497676	1041.197403	2.44 mi
54	Animal (circular)	281509.171274	1883.233678	2.45 mi
55	Plant (specific)	41394.834460	1303.567898	2.45 mi
56	Plant (specific)	9784.513687	388.669496	2.46 mi
57	Plant (specific)	34180.396574	1087.358124	2.5 mi
58	Multiple (circular)	8042069.370457	10052.969034	2.55 mi
59	Multiple (circular)	8042069.370457	10052.969034	2.55 mi
60	Multiple (circular)	8042069.370457	10052.969034	2.55 mi
61	Multiple (circular)	8042069.370457	10052.969034	2.55 mi
62	Multiple (circular)	8042069.370457	10052.969034	2.55 mi
63	Animal (non-specific)	3212488.934847	8073.959523	2.57 mi
64	Animal (specific)	263455.789173	3455.064092	2.6 mi
65	Animal (80m)	20025.586409	502.167397	2.62 mi
66	Animal (non-specific)	254736.680804	2488.353770	2.62 mi
67	Animal (circular)	8041671.220075	10052.845304	2.66 mi
68	Plant (circular)	8042068.879316	10052.968888	2.69 mi
69	Plant (specific)	3117.056360	198.432113	2.73 mi
70	Animal (specific)	32922.801421	928.150048	2.75 mi
71	Multiple (circular)	8006836.417685	10043.578229	2.79 mi
72	Multiple (circular)	8006836.417685	10043.578229	2.79 mi
73	Multiple (circular)	8006836.417685	10043.578229	2.79 mi
74	Multiple (circular)	8006836.417685	10043.578229	2.79 mi
75	Multiple (80m)	20023.324381	502.136405	2.79 mi
76	Multiple (80m)	20023.324381	502.136405	2.79 mi
77	Animal (specific)	905820.373838	8748.495498	2.82 mi
78	Plant (specific)	553042.410772	8510.574502	2.83 mi
79	Animal (non-specific)	181646.985469	2518.407908	2.84 mi
80	Plant (specific)	47754.284822	955.578635	2.85 mi
81	Plant (specific)	32417.974779	781.833204	2.86 mi
82	Plant (specific)	16537.772397	718.616194	2.88 mi
83	Animal (circular)	281506.530119	1883.289486	2.88 mi
84	Plant (circular)	281507.135175	1883.226942	2.91 mi
85	Terrestrial Comm. (specific)	794558.058058	9531.494890	2.95 mi

86	Animal (80m)	20023.323536	502.136403	2.96 mi
87	Plant (specific)	448420.594526	10737.185490	2.96 mi
88	Plant (specific)	148348.178687	5816.882185	2.97 mi
89	Plant (specific)	200726.445385	6913.603679	3.01 mi
90	Animal (non-specific)	47362.368596	824.302712	3.02 mi
91	Animal (non-specific)	85421.462326	1319.716906	3.02 mi
92	Plant (80m)	20023.324358	502.136408	3.02 mi
93	Plant (specific)	5896.714892	385.492059	3.03 mi
94	Plant (specific)	2812.762259	188.261169	3.03 mi
95	Animal (80m)	20023.325843	502.136426	3.04 mi
96	Plant (circular)	8041954.544012	10052.897099	3.05 mi
97	Plant (80m)	20105.939466	502.665204	3.05 mi
98	Animal (circular)	70602.610964	942.200333	3.06 mi
99	Plant (specific)	87040.697989	2969.900519	3.07 mi
100	Plant (specific)	10600.328876	926.226612	3.14 mi
101	Plant (specific)	6959.900856	478.678569	3.16 mi
102	Plant (specific)	26947.195943	774.253466	3.16 mi
103	Plant (specific)	42480.840239	1362.334873	3.16 mi
104	Plant (non-specific)	252216.548446	3404.485695	3.16 mi
105	Animal (specific)	74676.577071	1172.756806	3.17 mi
106	Plant (specific)	40152.626026	1004.998067	3.19 mi
107	Animal (specific)	22804.042694	536.585075	3.19 mi
108	Multiple (specific)	2815.199193	188.291148	3.2 mi
109	Multiple (specific)	2815.199193	188.291148	3.2 mi
110	Animal (80m)	20073.774906	502.452164	3.21 mi
111	Animal (80m)	20106.088553	503.040714	3.21 mi
112	Multiple (circular)	8042101.901954	10052.989532	3.22 mi
113	Multiple (circular)	8042101.901954	10052.989532	3.22 mi
114	Multiple (circular)	8042101.901954	10052.989532	3.22 mi
115	Multiple (circular)	8042101.901954	10052.989532	3.22 mi
116	Multiple (circular)	8042101.901954	10052.989532	3.22 mi
117	Multiple (circular)	8042101.901954	10052.989532	3.22 mi
118	Multiple (circular)	8042101.901954	10052.989532	3.22 mi
119	Plant (80m)	20023.322237	502.136381	3.25 mi
120	Animal (80m)	20025.166535	502.161266	3.26 mi
121	Plant (specific)	6373.684708	307.312401	3.26 mi
122	Animal (specific)	30457.682819	887.270664	3.31 mi
123	Plant (specific)	2827.335023	188.496827	3.32 mi
124	Plant (specific)	29025.522930	1484.453413	3.34 mi
125	Animal (circular)	281511.421136	1883.241377	3.35 mi
126	Plant (80m)	20018.183062	502.192616	3.5 mi
127	Animal (specific)	26871.294575	665.534634	3.51 mi
128	Plant (specific)	35696.847709	1058.262937	3.54 mi
129	Plant (specific)	5871.232035	289.158529	3.55 mi
130	Animal (80m)	20023.327690	502.136446	3.56 mi
131	Animal (non-specific)	943465.820227	4099.777852	3.57 mi

132	Animal (non-specific)	446522403.788405	161523.276579	3.59 mi
133	Animal (80m)	20023.164118	502.134407	3.59 mi
134	Plant (specific)	11932.396785	491.988599	3.6 mi
135	Animal (non-specific)	346181.631829	4577.387076	3.61 mi
136	Animal (80m)	20024.495532	502.151797	3.64 mi
137	Plant (specific)	8590.414404	339.943488	3.66 mi
138	Plant (80m)	20018.291200	502.193959	3.67 mi
139	Animal (specific)	39527.514153	1003.522879	3.68 mi
140	Animal (80m)	20023.324346	502.136415	3.68 mi
141	Animal (circular)	281490.507183	1883.171459	3.7 mi
142	Plant (non-specific)	966336.065939	6193.359049	3.78 mi
143	Multiple (non-specific)	252075.124621	3290.629456	3.78 mi
144	Multiple (non-specific)	252075.124621	3290.629456	3.78 mi
145	Multiple (non-specific)	252075.124621	3290.629456	3.78 mi
146	Plant (specific)	7368.660203	434.983269	3.8 mi
147	Plant (specific)	4511.261577	242.508047	3.82 mi
148	Plant (specific)	3255.279052	202.827481	3.85 mi
149	Animal (80m)	20073.772767	502.452136	3.88 mi
150	Animal (80m)	20022.295211	502.143607	3.88 mi
151	Plant (specific)	255614.809426	6640.879624	3.9 mi
152	Plant (circular)	8041669.555235	10052.844165	3.91 mi
153	Plant (circular)	8006970.410170	10043.662365	3.99 mi
154	Animal (80m)	20023.395351	502.136477	3.99 mi
155	Plant (specific)	1951.865211	158.348180	4 mi
156	Plant (circular)	282659.705118	1884.816353	4.02 mi
157	Plant (non-specific)	183422.339054	2541.753798	4.03 mi
158	Plant (80m)	20023.275961	502.135796	4.03 mi
159	Animal (non-specific)	7129482.266614	15159.450120	4.03 mi
160	Animal (specific)	373339.755622	2760.755663	4.07 mi
161	Animal (non-specific)	196447.246645	2701.918205	4.08 mi
162	Animal (specific)	54501.873200	1120.707189	4.12 mi
163	Terrestrial Comm. (specific)	310464.204265	2184.190129	4.15 mi
164	Plant (80m)	20023.327676	502.136461	4.17 mi
165	Plant (80m)	20023.141303	502.134140	4.17 mi
166	Plant (specific)	12068.185318	432.057249	4.19 mi
167	Animal (specific)	45574.434203	800.954091	4.2 mi
168	Animal (non-specific)	430462.398077	2882.940295	4.2 mi
169	Animal (circular)	281489.089484	1883.166605	4.21 mi
170	Plant (specific)	9006.929376	488.828071	4.21 mi
171	Plant (specific)	24947.294221	771.823958	4.25 mi
172	Animal (circular)	281489.231099	1883.167205	4.26 mi
173	Animal (circular)	281503.506304	1883.214920	4.29 mi
174	Plant (specific)	55793.666800	886.927465	4.3 mi
175	Plant (circular)	282631.745934	1884.776191	4.32 mi
176	Plant (specific)	28074.212514	701.691365	4.35 mi
177	Animal (specific)	37657.254560	722.665068	4.4 mi

178	Animal (non-specific)	2264132.043488	22958.935520	4.41 mi
179	Multiple (specific)	4334535.070220	17933.645469	4.43 mi
180	Multiple (specific)	4334535.070220	17933.645469	4.43 mi
181	Plant (80m)	20072.786844	502.455681	4.44 mi
182	Animal (non-specific)	909115.210724	6508.454322	4.49 mi
183	Animal (circular)	70602.600019	942.200259	4.5 mi
184	Terrestrial Comm. (non-specific)	607880.933702	5709.392500	4.52 mi
185	Plant (specific)	358680.294287	7570.264778	4.55 mi
186	Plant (non-specific)	343502.833134	4543.519844	4.59 mi
187	Plant (80m)	20018.254068	502.193482	4.6 mi
188	Plant (specific)	554775.469385	7728.720889	4.62 mi
189	Animal (80m)	20023.327044	502.136441	4.62 mi
190	Plant (circular)	1130890.318536	3769.841686	4.66 mi
191	Animal (circular)	281488.904219	1883.166102	4.68 mi
192	Plant (non-specific)	147165.198721	2091.513474	4.74 mi
193	Multiple (circular)	8042158.535586	10053.024928	4.79 mi
194	Multiple (circular)	8042158.535586	10053.024928	4.79 mi
195	Multiple (circular)	8042158.535586	10053.024928	4.79 mi
196	Animal (80m)	20075.935209	502.483755	4.84 mi
197	Multiple (circular)	8007279.609903	10043.855830	4.86 mi
198	Multiple (circular)	8007279.609903	10043.855830	4.86 mi
199	Multiple (circular)	8007279.609903	10043.855830	4.86 mi
200	Plant (specific)	48189.029783	1381.028474	4.9 mi
201	Animal (circular)	281506.647751	1883.221602	4.95 mi
202	Animal (circular)	281486.718958	1883.158802	4.98 mi
203	Plant (non-specific)	933634.316688	12974.362418	5 mi



September 5, 2025

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RE: *Final Archaeological Resources Assessment Report* – Charles Armstrong School, 1405 Solana Drive (APN 045-122-190), City of Belmont, San Mateo County

Dear Mr. Mye,

Please let this letter report stand as Basin Research Associates' (BASIN) *Archaeological Resources Assessment Report* (ARAR) for the Charles Armstrong School New Academic & Athletics Buildings, 1405 Solana Drive, City of Belmont, San Mateo County.

This ARAR provides the results of an archival records review conducted by the California Historical Resources Information System, Northwest Information Center (CHRIS/NWIC), Sonoma State University, Rohnert Park; a limited literature review of materials on file with BASIN for the project area; the results of a Native American Heritage Commission (NAHC) *Sacred Lands File Search* and, a short management summary and recommendations. A field review was not conducted due to the nature of the project within a developed school.

The ARAR was completed to meet the requirements of the California Environmental Quality Act (CEQA) in regard to cultural resources and City of Belmont planning requirements. Cultural resources include prehistoric and historic archaeological sites, districts, and objects; standing historic structures, buildings, districts, and objects; and, locations of important historic events or sites of traditional and/or cultural importance to various groups. The analysis of cultural resources can provide valuable information on the cultural heritage of both local and regional populations. Cultural resources may be determined significant or potentially significant in terms of national, state, or local criteria either individually or in combination. Resource evaluation criteria are determined by the compliance requirements of a specific project.

CEQA requires a review by the lead state or local agency to determine if the project will have a significant effect (impact) on archaeological sites or properties of historic or cultural significance to a community or ethnic group eligible for inclusion in the California Register of Historic Resources (CRHR). Impacts on any significant resources that may be affected by the project must be mitigated to a less-than-significant effect. The information provided by the assessment

will allow the City to determine any appropriate mitigation measures to mitigate potential impacts on any significant cultural resources.

LOCATION AND DESCRIPTION

Charles Armstrong School (CAS), a private institution in Belmont, San Mateo County serving students with dyslexia and related learning differences, plans to expand and modernize its 4.9-acre campus at 1405 Solana Drive (APN 045-122-190). The school site consists of several single-story school buildings in the middle of the site surrounded by drive aisles, a parking lot, basketball court, and other outdoor activity areas. The campus is bordered by McDougal Park to the west, Solana Drive to the north, single-family residences within the City of Belmont to the east, and single-family residences within the City of San Carlos to the south. The closest cross street is Chula Vista Drive (USGS San Mateo, CA. 1997, Township 5 South, Range 4 West [T4S R4W], unsectioned) [Figs. 1-3].

The proposed project would occur in two phases and result in the construction of four new buildings on the existing Charles Armstrong School campus at 1405 Solana Drive in Belmont, CA. Phase 1 (2026-2027) would include three new academic buildings totaling approximately 11,900 square feet with general classrooms and creative learning spaces, along with a new landscaped outdoor learning and central plaza area that would link the new facilities with the rest of the campus. Phase 2 (2031-2032) would include an approximately 11,100-square-foot, one-story athletic and multi-purpose building that would include an indoor court, multipurpose space, and commercial kitchen. All new buildings would be built on existing outdoor playgrounds and asphalt-paved areas of the campus. Other site improvements would include upgraded stormwater and utility infrastructure, slope stabilization, landscaping, and expanded parking (from 83 to 85 spaces) [see Fig. 4].

The project site slopes down to the south, with about 40 feet of elevation change between the northeastern and southeastern corners of the site. Approximately 61 trees would be removed, and a limited amount of cut and fill would be required for the new buildings and trenching for utility lines to serve the new buildings, slope stabilization, and stormwater treatment basin(s).

RESEARCH PROTOCOLS

A prehistoric and historic site record and literature search was completed by the California Historical Resources Information System, Northwest Information Center, Sonoma State University, Rohnert Park (CHRIS/NWIC File No. 24-1878 dated 6/16/2025 by Murazzo). Reference material from the Bancroft Library, University of California, Berkeley and Basin Research Associates, San Leandro was also consulted. Specialized listings for cultural resources included:

California History Plan (CAL/OHP 1973);

California Inventory of Historic Resources (CAL/OHP 1976);

Five Views: An Ethnic Sites Survey for California (CAL/OHP 1988);

National Register of Historic Places (NRHP) listings in San Mateo County (USNPS 2024a-c);

OHP [Office of Historic Preservation] Built Environment Resources Directory (BERD) for San Mateo County (CAL/OHP 2025a);

California Historical Resources for San Mateo County (CAL/OHP 2025b);

Archaeological Determinations of Eligibility for San Mateo County [ADOE] (CAL/OHP 2025c); and,

Other relevant sources (see References Cited).

The Native American Heritage Commission (NAHC) was contacted for a review of the Sacred Lands Inventory (Busby 2025). The review was negative (Lin 2025). The City of Belmont will conduct any needed Native American consultation in accordance with AB 52 pursuant to Public Resources Code § 21080.3.1.

No other agencies, departments or local historical societies were contacted regarding landmarks, potential historic sites or structures.

A pedestrian archaeological survey of the project site was not completed due to previous grading for development of the school grounds in the mid-1950s and lack of current sufficient native soil exposures for inspection.

SUMMARY CONTEXT
PREHISTORIC

Cultural resources are traces of human occupation and activity. In northern California, human occupation extends back in time for at least 9,000-11,500 years with Native American occupation and use of the Bay Area extending over 5,000-8,000 years and possibly longer. Evidence for early occupation along the bayshore has been hidden by rising sea levels from about 15,000 to 7,000 years ago, or was buried under sediments caused by bay marshland infilling along estuary margins from about 7,000 years onward. The locations of the shoreline, marshlands, and creeks within the greater San Francisco Bay area have changed over the past 6,000 years due to either natural factors or urban development including flood control. In general, the prehistoric archaeological sites associated with the bay, inland areas and the Coast Ranges are located close to water (e.g., creeks, marshes, and the shoreline) and exploitable resources.

The project site is within an environmentally advantageous area for Native American use and occupation during the prehistoric period prior to white contact. The area would have provided a favorable environment during the prehistoric period with coastal, riparian and inland resources readily available. Prehistoric use was heavily influenced by the presence of various seasonal creeks, the San Francisco Bay marshlands around the bay margin, the coastal margins and the foothills and higher elevations. In addition, travel would have been relatively easy between the coast and bay shorelines and interior. The foothills and higher elevations would have provided access to acorns, seeds, game, tool stone and other resources while San Francisco Bay and its margins three to four miles to east along with the many perennial and seasonal creeks and sloughs would have been sources of shellfish, fish, waterfowl, and riparian vegetation. The San Mateo coast would have provided ocean resources similar to the bay and was approximately 8-10 miles to the west.

Prehistoric site types in the general project area include habitation sites ranging from villages to temporary campsites, stone tool and other manufacturing areas, quarries for tool stone procurement, cemeteries usually associated with large villages, isolated burial sites, rock art locations, bedrock mortars or other milling feature sites and trails. Archaeological sites appear to have been selected for relative accessibility, protection from seasonal flooding, and proximity to a diversified resource base. The higher elevations were probably occupied seasonally for hard seed collection and processing and hunting.

Archaeological information suggests a slow steady increase in the prehistoric population in the greater Bay Area and the San Mateo Peninsula over time with an increasing focus on permanent settlements with large populations in later periods. This change from hunter-collectors to an increased sedentary lifestyle is due both to more efficient resource procurement as well as a focus on staple food exploitation, the increased ability to store food at village locations, and the development of increasingly complex social and political systems including long-distance trade networks.

The complexity of the archaeological record in the central California region has resulted in the development and refinement of local sequences with specific cultural traits and chronologies. A tripartite scheme consisting of the Archaic (10,000-1,300 B.P), Emergent (1,300-200 B.P.) and Ethnographic (Historic), each delineated by certain archaeological characteristics, has been suggested by Fredrickson (1974, 1994a-b). The periods from 10,000-4,500 B.P. are not well known. The other divisions are reasonably well represented and details on the chronology and characteristics of these cultural divisions are presented in Fredrickson (1974, 1994a-b). Hylkema (see Allen 1999) has presented a four-period chronological framework for the Northern Santa Clara Valley/Southern San Francisco Bay region based on Milliken and Bennyhoff (1993) and Fredrickson (1994a-b).

General overviews and perspectives on the regional prehistory including chronological sequences can be found in Moratto (1984), Elsasser (1978), Allen (1999), Jones and Klar (2007), Milliken et al. (2007) and Hylkema (1991, 2002) for detail regarding environment and chronology for selected archaeological sites from the southern San Francisco Bay and the peninsula coast.

ETHNOGRAPHIC

The aboriginal inhabitants of the project area belonged to a group known as the Costanoan, a name derived from the Spanish word *Costanos* (“coast people” or “coastal dwellers”) who occupied the central California coast as far east as the Diablo Range. Their territory covered 6,000-7,000 square miles extending along the Pacific Coast from south of Monterey Bay north to the San Francisco Peninsula and inland 20-45 miles into the Coast Ranges, including the east shore of San Francisco Bay from the Carquinez Straits south. The descendants of the Costanoan in the greater San Francisco Bay Area now generally prefer to be known as *Ohlone* (Margolin 1978).

The *Ohlone* language belongs to the larger Penutian language family spoken by other California Indian groups known as the Wintun, Maidu, Miwok, and Yokuts. The language has been subdivided into eight distinct branches or possible dialects (Levy 1978; Milliken 1995).

Linguistic analyses suggest that the *Ohlone* moved into the San Francisco Bay Area around A.D. 500 and may have replaced an original Hokan-speaking population.

In 1770, the *Ohlone* lived in approximately 50 separate and politically autonomous tribelets with each group having one or more permanent villages surrounded by a number of temporary camps. The camps were used to obtain seasonally available floral and faunal resources (Kroeber 1925; Levy 1978; Hart 1987). Tribelet territories, defined by physiographic features, generally supported a population of approximately 200 persons with a range of between 50-500 individuals. The *Ohlone* population at the time of Spanish contact was estimated at 7,000 (Kroeber 1925) while recent research using mission records (Milliken et al. 2007) suggests a population of 16,000.

The project site is within the *Ramaytush* subdivision of the *Ohlone*, which included much of present day San Mateo and San Francisco counties (Levy 1978:485, Fig. 1, #13 *lamsin* (Las Pulgas). Alternatively the tribe is known as the *Lamchin (Lhamshín)*, who held the area along the shore from present-day Belmont south to Redwood City and adjacent interior valleys inland. The closest village appears to have been *Guloisnistac*[1] at Belmont in the hollow or gap that conforms to the Belmont Valley (1.3 miles north of Pulgas Creek). The main village, "Cachanigtac, alias Las Pulgas" (The Fleas) has been placed along Pulgas Creek within present-day San Carlos **(**Kroeber 1925; Brown 1973-1974; Milliken 1983, 1995, 2006).

Traditional Native American lifeways were disrupted by European exploration, colonization and the development of the Spanish missions in the late 18th century (see Milliken 1995). Introduced diseases, the cataclysmic impact of the mission system, a declining birthrate, and the later secularization[2] of the missions by the Mexican government and establishment of the rancho system (Brown 1973-1974, 1975; Levy 1978; Milliken 1983, 1995) led to drastic reductions of the Native American population and the disappearance of the pre-contact lifeway. The *Ohlone* were transformed from hunters and gatherers into generally agricultural laborers who lived at the missions and worked with former neighboring groups such as the Esselen, Yokuts, and Miwok (Levy 1978). Later, due to secularization of the missions in the Mexican Period, the majority of the aboriginal population gradually moved to ranchos to work as manual laborers (Levy 1978). The sparse ethnographic data available on the *Ohlone* was collected by the early explorers, mission staff, and late 19th and early 20th century interviews of members of the surviving multi-ethnic Indian communities that formed in and around *Ohlone* territory. Recent interpretations of the prehistoric *Ohlone* populations have been based on intensive mission records study (see Milliken 1983, 1995, 2006; Milliken et al. 2009).

HISTORIC ERA
Hispanic Period

The history of the San Francisco Bay Region can be divided into the Age of Exploration, the Spanish Period (1769-1821), the Mexican Period (1822-1848), and the American Period (1848-onward). During the Spanish Period government policy in northwestern New Spain was directed

1. Name as *Wuloisnístac* following Brown (1973-1974:16).

2. Program which replaced Franciscan clergy with "secular" (parish) clergy, released Native American neophytes from mission jurisdiction, and converted mission property into pueblos (towns). Decrees were issued in Spain in 1813 and 1820 and in California in 1826 and 1834 (Hart 1987).

at the founding of *presidios* (forts), missions, and *pueblos* (secular towns) with the land held by the Crown. Between 1769-1823, twenty-one missions were established by the Franciscan priests along the California coast between San Diego and Sonoma. Later Mexican Period policy stressed individual ownership of the land with grants of vast tracts of land to individuals (Beck and Haase 1974; Hart 1987).

Spanish explorers in the late 1760s and 1770s were the first Europeans to traverse the San Francisco Peninsula. The first party, that of Gaspar de Portola and Father Juan Crespi, traveled up the coast in search of Monterey Bay but failed to recognize it based on previous descriptions. In the fall of 1769, they first sighted San Francisco Bay from a ridge on the Peninsula. Sergeant Jose Francisco Ortega scouted the area although his exact route remains uncertain. The second Hispanic exploration party, that of Fernando Javier Rivera and Father Francisco Palou, reached the San Francisco Peninsula in late 1774. The same route was followed by Heceta in 1775 (Beck and Haase 1974:#17).

In 1776, Colonel Juan Bautista de Anza and Father Pedro Font traveled from Monterey to San Francisco to select the settlement sites. On March 29, 1776, the party of explorers camped at the banks of San Mateo Creek in the present-day City of San Mateo (CAL/OHP 1976, 1990:Landmark #47; San Mateo County 1986:Appendix B, #2).[3] The Juan Bautista de Anza National Historic Trail [1776][4] places their northward route along present-day El Camino Real[5]/State Route 82[6] and their return along Skyline Boulevard (Hoover et al. 1966; Beck and Haase 1974:#17; Hynding 1982; USNPS 1995, 1996:Sheet 41 of 47).

Mission San Francisco de Asis (also known as Mission San Francisco Dolores) was formally established on October 9, 1776, to provide for the religious needs of the Peninsula until the American Period (Beck and Haase 1974; Hart 1987). In 1793, an adobe was built at the rancheria on the north bank of San Mateo Creek along El Camino Real, the trail connecting the San Francisco outpost with Monterey. This "Hospice" or Outpost of Mission Dolores adobe, at Baywood and El Camino (P-41-000011/ CA-SMA-6), located approximately 5 miles north of the project site, was the focus of Native American activity in the Mission era (Stanger 1963; Brown 1975; CAL/OHP 1976, 1990:Landmark #393; Gebhard et al. 1985; San Mateo County 1986:Appendix B, #26). None of the other known ranches of the mission, San Francisco Presidio or of an individual were located in the vicinity of the project site (Brown ca. 1963).

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3. There were 17 expedition campsites known in San Mateo county (Richards 1978:3).

4. The National Trails System Act (P.L. 90-543 (16 U.S.C. 1241 et. seq) as amended through P.L. 102-461, October 23, 1992 defines three types of national trails: National scenic trails, National recreation trails, and National historic trails. National historic trails are *extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historical significance.* They are established to identify and protect a historic route, plus its historic remnants and artifacts, for public use and enjoyment (USNPS 1996:Appendix A).

5. El Camino Real/State Route 82 ran from Mission San Diego de Alcala, San Diego to Mission San Francisco de Asis (Mission Dolores), in San Francisco. El Camino Real is listed in *The California History Plan* (CAL/OHP 1973/II:150) and is also a State of California landmark. As a landmark designated after #770, it is automatically on the California Register of Historical Resources (CAL/OHP 1990:204-205, Landmark #784, ca. 1999).

6. El Camino Real through Belmont and San Carlos was built just west of the railroad tracks in 1917-1918 (Hoover et al. 1966:392).

The project is within the former *Rancho de las Pulgas* or *Pulgas Rancho* (the fleas) or *Cochenetas* (variously *Cochinitas* or little pigs) which extends from San Mateo Creek to San Francisquito Creek (Palo Alto). Originally this rancho *nacional* of the San Francisco Presidio was granted by Governor Diego de Borica in 1795 to Jose D. Arguello and later by Governor Pablo Vicente de Sola in 1820 or 1821. The formal grant by Governor Jose Castro was made on November 27, 1835, to Luis Arguello and patented to Maria de la Soledad Ortega de Arguello on October 2, 1857. None of the known rancho dwellings, other structures or features (e.g., mills, corrals, roads, etc.) were located in or adjacent the project site (Hendry and Bowman 1940; Stevens 1856; Easton 1868; Hoover et al. 1966; Beck and Haase 1974; Brown 1975; USGS 1980).

American Period

Beginning in the mid-19th century, most rancho and pueblo lands were subdivided as a result of population growth, the American takeover, and the confirmation of property titles. The initial population explosion on the Peninsula was associated with the Gold Rush (1848), followed later by the construction of the transcontinental railroad (1869), and local railroads. Until about World War II, San Mateo County was dominated by a predominantly agricultural or rural land-use pattern (Hart 1987).

San Mateo County was created in 1856 from the southern part of San Francisco County and enlarged by annexing part of Santa Cruz County in 1868. Belmont was initially the County seat as a result of a fraudulent election; it was changed within a year to Redwood City (Hoover et al. 1966:389).

For the most part, the cultural landscape of San Mateo County from San Francisco to Palo Alto consisted of large estates and farms. The origin story of Belmont varies. Following Moore & DePue 1878), initial settlement consisted of "Angelo's" canvas tent succeeded by his "hotel" built in 1850 or 1851. In turn, he was succeeded by a Mr. Flashner, later known as the solicitous proprietor of the "Belmont Hotel." Initial growth was centered around the roadhouse on the County Road (present-day Old County Road) and the canyon route to the coast, later known as "The Corners." Adam Castor's store across from the roadhouse followed in 1857, and John Ellet's small hotel in 1858 was across from the store.

The name Belmont – "beautiful mountain" is a combination of two French phrases – belle montagne and beau mont - and is credited to land speculator Elias Beard and his land agent John Beal Steinberger who laid out and sold both villa lots and town lots in Belmont beginning in November 1853. The property was sold to Beard by Simon Mónserrate Mezes, the original owner and subdivider of the property who had obtained the land as his fee for successfully arguing the Arguello family claim for the *Rancho de las Pulgas*. His claim for 15% of the rancho included what is now the City of Belmont and much of Redwood City (Cain and Jones 2024).

Belmont was laid out in September 1853 as the Cañada Diablo Villa Lots subdivision, but was advertised as 'Belmont" the following year. The first Belmont post office was established July 18, 1854, discontinued September 4, 1856, and re-established shortly thereafter, April 15, 1857.

Growth accelerated with the arrival of the San Francisco & San Jose Railroad in 1863[7] and construction of small rail depot at Belmont in 1864. Soon after banker/financier William Chapman Ralston (1826-1875) purchased 14 acres adjacent to present-day Ralston Avenue (named between 1888 and 1893). Ralston's baronial "Belmont" estate - incorporating Count Leonetto Cipriani's earlier villa and enlarged from 1865-1875 - was the focal point of the area and synonymous with the Town of Belmont.[8]" Ralston was also responsible for constructing a wharf on the nearby slough.[9] By 1875 Belmont was a popular picnic ground with a limited number of local businesses including a soda works. Growth accelerated after the San Francisco earthquake and fire of 1906 and by the 1920s, the population of San Mateo County doubled. The City of Belmont was incorporated in 1926, effective in 1927 to prevent its absorption by its southern rival, San Carlos. Post-World War II San Mateo County as in the case of other towns/cities in the San Francisco Bay region experienced a tremendous influx of residents as various maps document (Moore & DePue 1878 by Gilbert 1974; Stanger 1963: Brown 1974; Hynding 1982; Hart 1987; Patera 1991; Robertson 1998).

Selected Historic Map Review

A number of historic maps were reviewed for the presence of cultural features in and/or in the immediate vicinity of the proposed project (Stevens 1856; Easton 1868; Whitney 1873; Cloud 1877; Moore and DePue 1878; Neuman 1909; USGS 1896; USGS 1915; 1980, 1997; US War Dept 1943). In brief, linear transportation related features are the major cultural features identified in the project vicinity. These consist of east/west Ralston Avenue to the north of the project site and the north/south Old County Road on the west side of the railroad tracks about 0.8 mile east of the project.

The proposed project is within the former *Rancho de las Pulgas* (T5S R4W; USGS 1980). The Stevens' 1856 Plat of the *Pulgas Rancho* finally confirmed to Maria de la Soledad Ortega de Arguello et al. shows the "County Road" (present-day Old County Road). Richard's 1974 annotated detail of Belmont extracted from Easton's 1868 *Official Map of the County of San Mateo, California* shows the Belmont town grid flanking the railroad tracks and county road. At the time, a single road (present-day Ralston Avenue) crossed the railroad tracks and continued east to a tendril of the adjacent slough system – Angelo Creek, O'Neill Creek, etc..

The 1892, 1896 and 1915 USGS San Mateo topographic quadrangles do not show a road extending to the slough system. Neuman's 1909 *Official Map of San Mateo Co., California* differs and shows a road to "Angleo Creek". Later maps – the 1934 United States Coast and Geodetic Survey (USCGS) *San Francisco Bay, West Coast, California* (surveyed in 1931 and 1932) and the US War Dept. 1943 map show the road to as far as US Highway 101.[10] Development in the vicinity of the project site by the late 1930s was limited to unpaved roads.

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7 Consolidated into the Southern Pacific Railroad Company on October 12, 1870.

8 The landmark mansion is located on the present-day campus of Notre Dame de Namur University at 1500 Ralston Avenue (Gebhard et al. 1985).

9. Note this wharf likely replaced the embarcadero at Belmont based on the construction of a road from the *Rancho Canada de Raymundo* in 1862 (Richards 1973:83).

10. The Bayshore highway was constructed between 1928 and 1935 (Brown 1975:5).

The 1947 topographic map and 1946 aerial imagery (GS-CP 2-189) shows the area as vacant with the St. Joseph's Military Academy to the southwest. The 1956 topographic map shows the project site as the location of the John McDougal Elementary School.[11] A 1956 aerial photograph (GS-VLX 1-9) has the school within an active construction site with two buildings already present with an additional building started. The area around the school is a new subdivision under construction with lots laid out. By 1980 the project is within urbanized Belmont (USGS 1947,1956, 1980, 1997; US War Department 1943).

INDIVIDUALS, GROUP AND AGENCY PARTICIPATION

The Native American Heritage Commission (NAHC) was contacted for a review of the Sacred Lands Inventory (Busby 2025). The review was negative (Lin 2025) (see Attachments). The City of Belmont will conduct any needed Native American consultation in accordance with AB 52 pursuant to Public Resources Code § 21080.3.1.

No other agencies, departments or local historical societies were contacted.

RECORDS SEARCH RESULTS

No reports or recorded resources are on file with the CHRIS/NWIC for the project site or immediately adjacent areas (see Attachments).

ARCHAEOLOGICAL SENSITIVITY

The area appears to have a low sensitivity for prehistoric and historic archaeological resources based on the archaeological literature, the draft geotechnical report for the proposed improvements and a review of aerial photographs.

No archaeological sites are present within the project site or within a 0.25 mile radius. None of the over 500 shellmounds mapped by Nels C. Nelson between 1906 and 1908 during his comprehensive archaeological survey of the San Francisco Bay periphery were located in the vicinity of the project although five mounds are present in the vicinity of Belmont near and along the alignment of Belmont and Pulgas creeks (Nelson 1909, ca. 1912 [annotated]; Moratto 1984:227).

The project site is within an area mapped as Franciscan Complex sedimentary rocks (KJfs). A review of three test boring logs in the geotechnical report completed by Rockridge Geotechnical (2024) indicates the presence of sandy clay and clayey sand with gravel layers (to depth ranging from 2-5 feet) before encountering shale and/or sandstone bedrock at depths of 2-5 feet. A 1956 aerial photograph (GS-VLX 1-9) has the school within an active construction site indicating extensive mass grading for the preparation of both school and adjacent subdivision construction.

11. The Charles Armstrong School appears to have purchased the elementary school in 1984 for private school use.

SUMMARY

- The CHRIS/NWIC records review found no record of any previous project site specific cultural resources reports and did not report the presence of any prehistoric and/or historic era archaeological sites within or adjacent to the project site.
- No Native American villages, traditional use areas or contemporary use areas or other features of significance have been identified in or adjacent to the project site.
- No Hispanic era features have been identified in or adjacent to the project site.
- No American Period archaeological sites have been recorded, reported or identified in or adjacent to the project site.
- A review of the available archaeological research for the project site and surrounding area suggests a low potential for the presence of subsurface prehistoric and/or historic deposits either within or adjacent to the project site. Geotechnical information and aerial photographs indicate a lack of culture bearing sediments based on the geology and previous disturbance during mass grading for construction of the school in the mid-1950s. No discoveries of significant archaeological materials have been noted over the past 70 years.
- No listed, known significant and/or potentially significant National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) or local cultural resources/historic properties, landmarks, points of interest, etc. have been identified in or adjacent to the project site.

MANAGEMENT RECOMMENDATIONS

It is the considered opinion of BASIN, based on a review of pertinent records, maps and other documents that the proposed project can proceed as planned in regard to prehistoric and historic archaeological resources. No subsurface testing for buried archaeological resources appears warranted. Archaeological and/or tribal monitoring during subsurface construction is not recommended due to the low cultural sensitivity of the project site.

BASIN recommends that if any unanticipated prehistoric or significant historic period cultural materials are exposed during construction grading and/or excavation, operations should stop within 50 feet of the find and a qualified professional archaeologist contacted for evaluation and further recommendations consistent with CEQA and City of Belmont requirements.

Significant prehistoric cultural resources are defined as human burials, features or other clusterings of finds made, modified or used by Native American peoples in the past. The prehistoric and protohistoric indicators of prior cultural occupation by Native Americans include artifacts and human bone, as well as soil discoloration, shell, animal bone, sandstone cobbles, ashy areas, and baked or vitrified clays. Prehistoric materials may include:

a. Human bone - either isolated or intact burials.
b. Habitation (occupation or ceremonial structures as interpreted from rock rings/features, distinct ground depressions, differences in compaction (e.g., house floors).

c Artifacts including chipped stone objects such as projectile points and bifaces; groundstone artifacts such as manos, metates, mortars, pestles, grinding stones, pitted hammerstones; and, shell and bone artifacts including ornaments and beads.

d. Various features and samples including hearths (fire-cracked rock; baked and vitrified clay), artifact caches, faunal and shellfish remains (which permit dietary reconstruction), distinctive changes in soil stratigraphy indicative of prehistoric activities.

e. Isolated artifacts

Historic cultural materials may include finds from the late 19th through early 20th centuries. Objects and features associated with the Historic Period can include:

a. Structural remains or portions of foundations (bricks, cobbles/boulders, stacked field stone, postholes, etc.).

b. Trash pits, privies, wells and associated artifacts.

c. Isolated artifacts or isolated clusters of manufactured artifacts (e.g., glass bottles, metal cans, manufactured wood items, etc.).

d. Human remains.

In addition, cultural materials including both artifacts and structures that can be attributed to Hispanic, Asian and other ethnic or racial groups are potentially significant. Such features or clusters of artifacts and samples include remains of structures, trash pits, and privies.

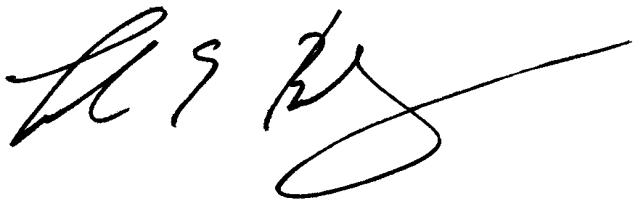
Potential recommendations for treatment could include identification, evaluation, collection, recordation, analysis, etc. of any significant cultural materials followed by a professional report.

State law shall be followed in regard to Native American burials (Chapter 1492, Section 7050.5 to the Health and Safety Code, Sections 5097.94, 5097.98 and 5097.99 of the Public Resources Code).

CLOSING REMARKS

If I can provide any additional information, please don't hesitate to contact me.

BASIN RESEARCH ASSOCIATES, INC.



Colin I. Busby, Ph.D., RPA
Principal

CIB/dg
Enclosures

REFERENCES

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2017b [Final] City of Belmont 2035 General Plan. Adopted November 14, 2017.

Brabb, E.E., F.A. Taylor and G.P. Miller with the cooperation of San Mateo County Planning Department, San Mateo County Historical Association and San Mateo County Historic-Resources Advisory Board
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Busby, Colin I. (Basin Research Associates, San Leandro)
2025 Native American Heritage Commission Sacred Lands File & Native American Contacts List Request: Charles Armstrong School Improvements, City of Belmont, San Mateo County. Dated 5/27/2025. Copy on file, Basin Research Associates, San Leandro.

Cain, Julie A. and Laura Jones
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Abbreviations

n.d. no date v.d. various dates N.P. no publisher noted
n.p.p. no place of publisher noted

CHRIS/NWIC, Sonoma State University, Rohnert Park is used for material on file at the California Historical Resources Information System, Northwest Information Center, Sonoma State University, Rohnert Park.

ATTACHMENTS

FIGURES

FIGURE 1	General Project Location (ESRI World Street Map)
FIGURE 2	Project Location - T5S R4W unsectioned (USGS San Mateo, CA 1997; Woodside, CA 1997)
FIGURE 3	Charles Armstrong School - Aerial View of Project Vicinity
FIGURE 4	Charles Armstrong School - Proposed Site Plan (Ratcliff 2024:C2.0)

NATIVE AMERICAN OUTREACH

REQUEST	Request to Native American Heritage Commission (NAHC) for Review of Sacred Lands File (SLF)
RESPONSE	NAHC Response to Request for SLF Review

CHRIS/NWIC SEARCH

SEARCH	CHRIS/NWIC File No. 24-1878 (Dated 6/16/2025) [No Confidential Information]

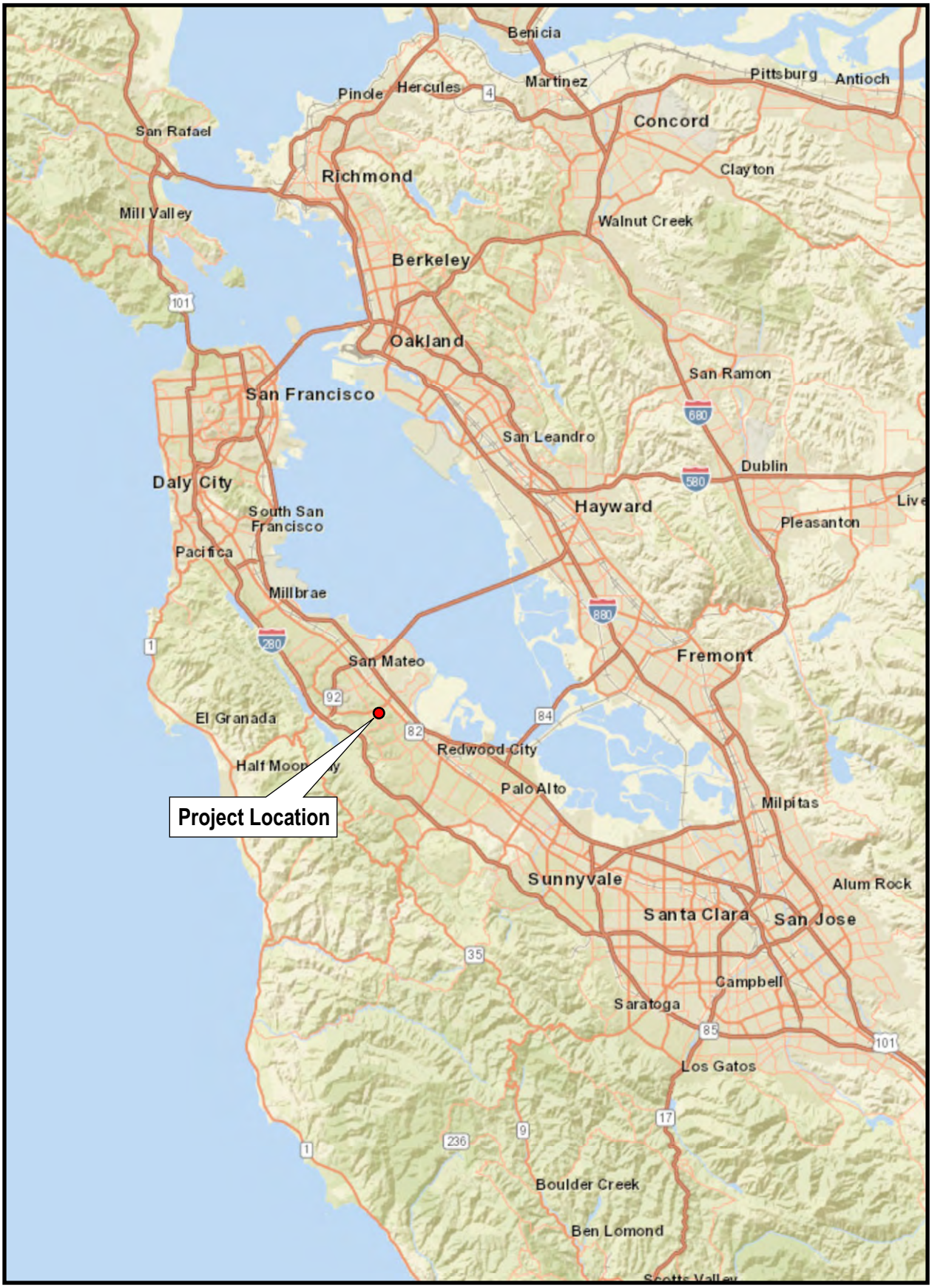


Figure 1: General Project Location (ESRI World Street Map)

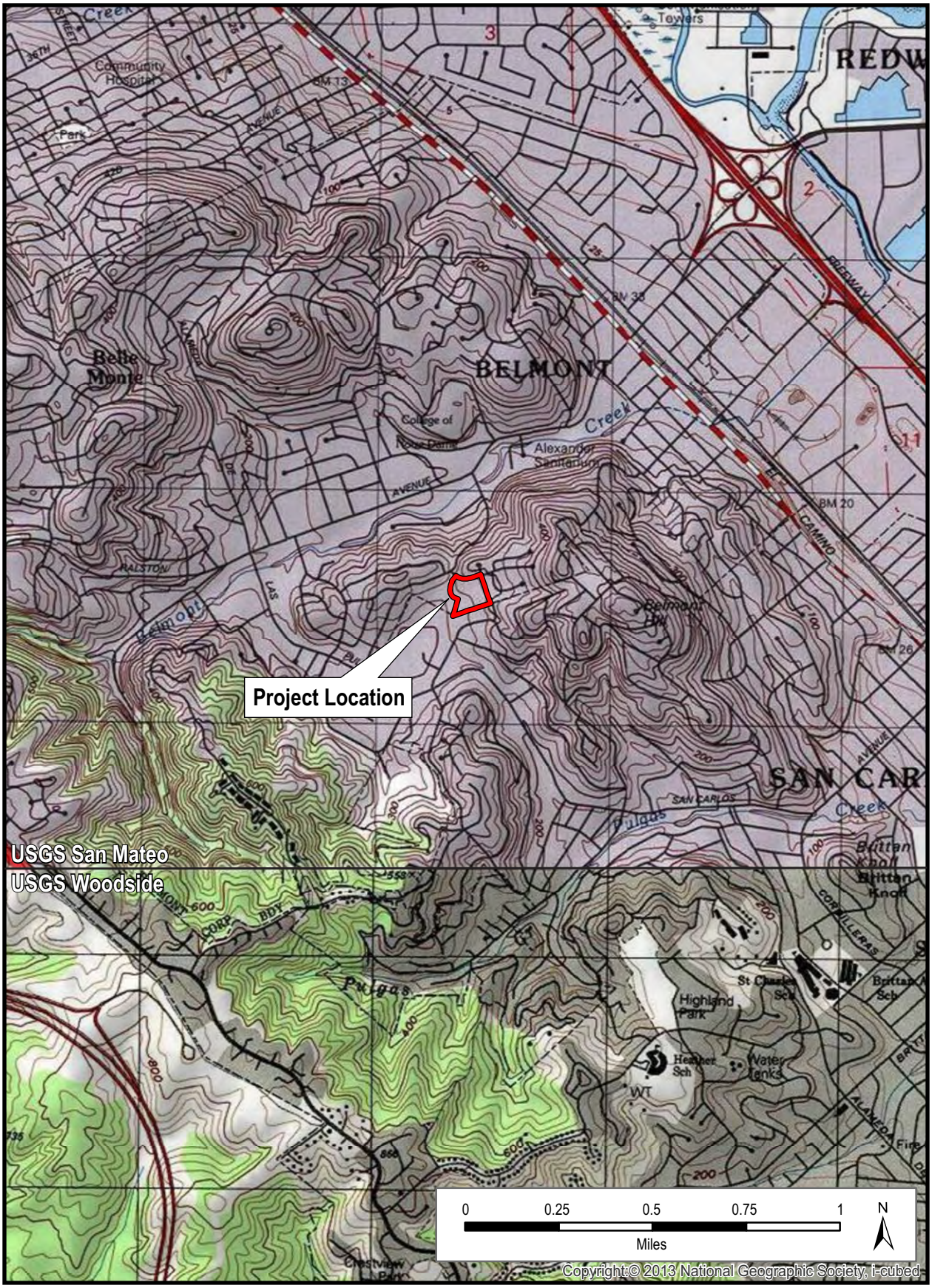


Figure 2: Project Location - T5S R4W unsectioned (USGS San Mateo, CA 1997; Woodside, CA 1997)

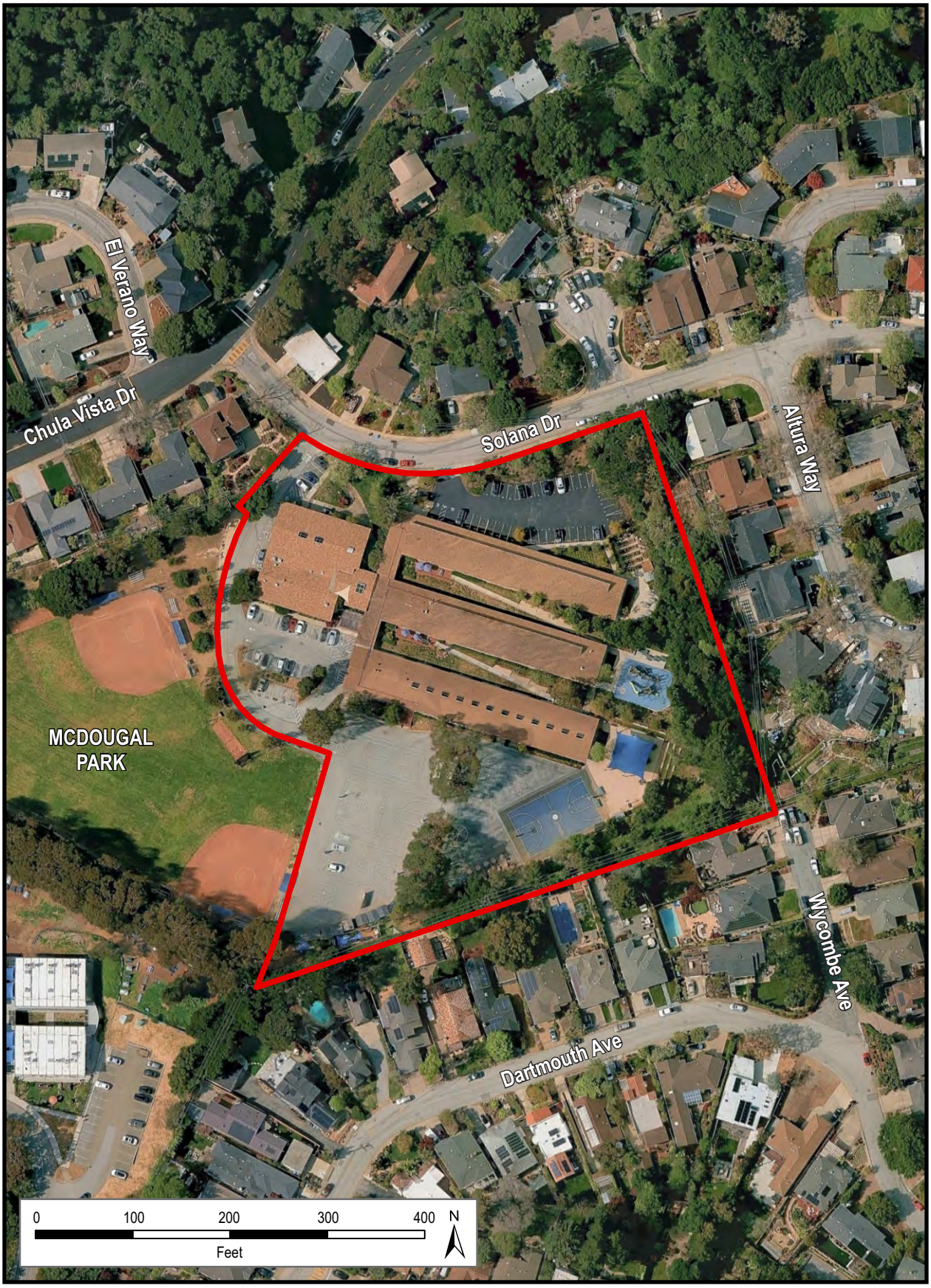


Figure 3: Charles Armstrong School - Aerial View of Project Vicinity

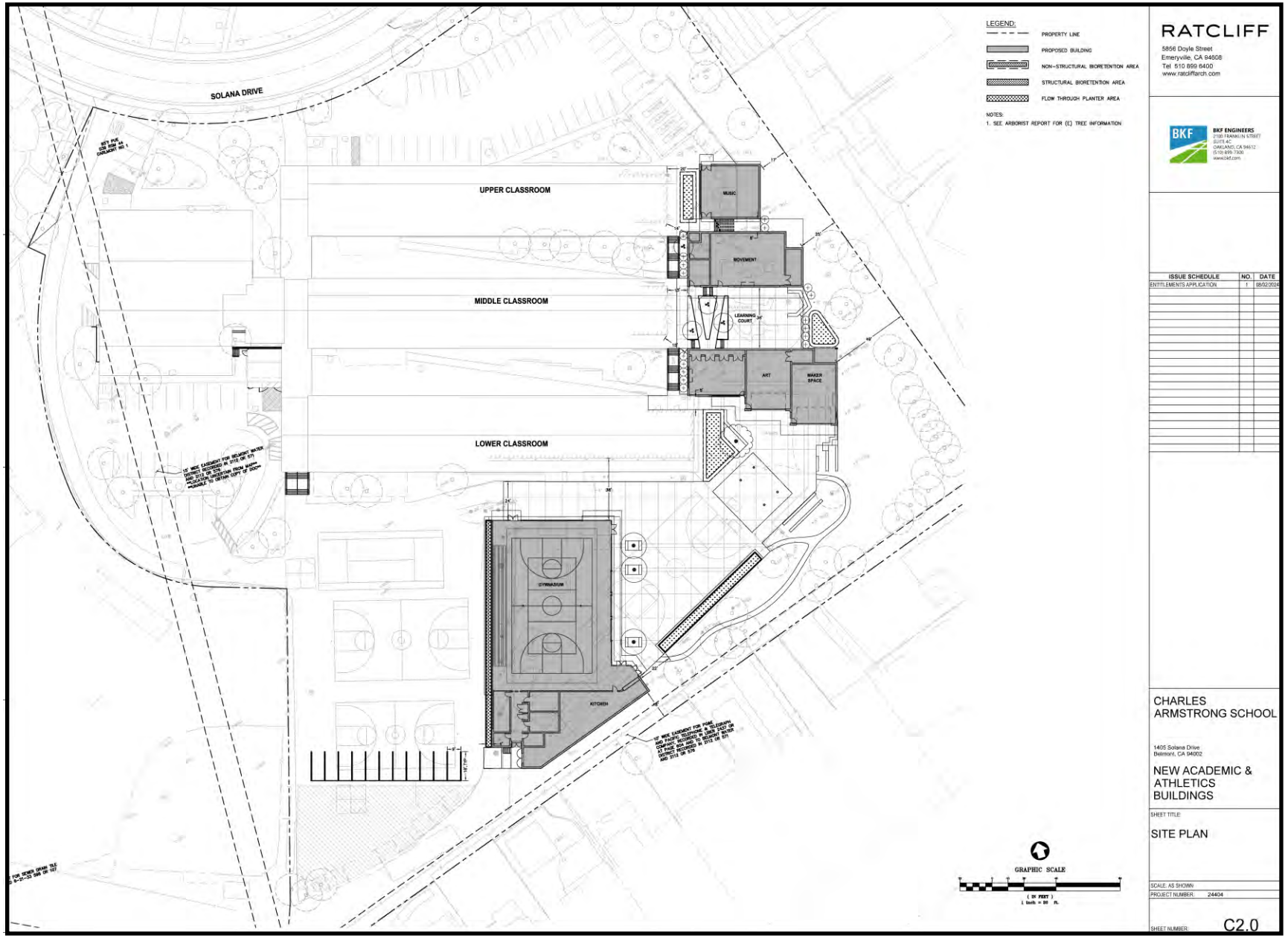


Figure 3: Charles Armstrong School - Proposed Site Plan (Ratcliff 2024:C2.0)

Sacred Lands File & Native American Contacts List Request

NATIVE AMERICAN HERITAGE COMMISSION

1556 Harbor Boulevard, STE 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: Charles Armstrong School Improvements, Belmont

County: San Mateo

USGS Quadrangle Name: USGS San Mateo, CA 1997

Address: 1405 Solana Drive

Township: 5 South, **Range**: 4 West unsectioned

Company/Firm/Agency: Basin Research Associates

Contact Person: Colin I. Busby, PhD, RPA

Street Address: 1933 Davis Street, STE 214

City/Zip: San Leandro, CA 94577

Phone: (510) 430-8441 x101

Email: Please send response to basinres1@gmail.com

Project Description:

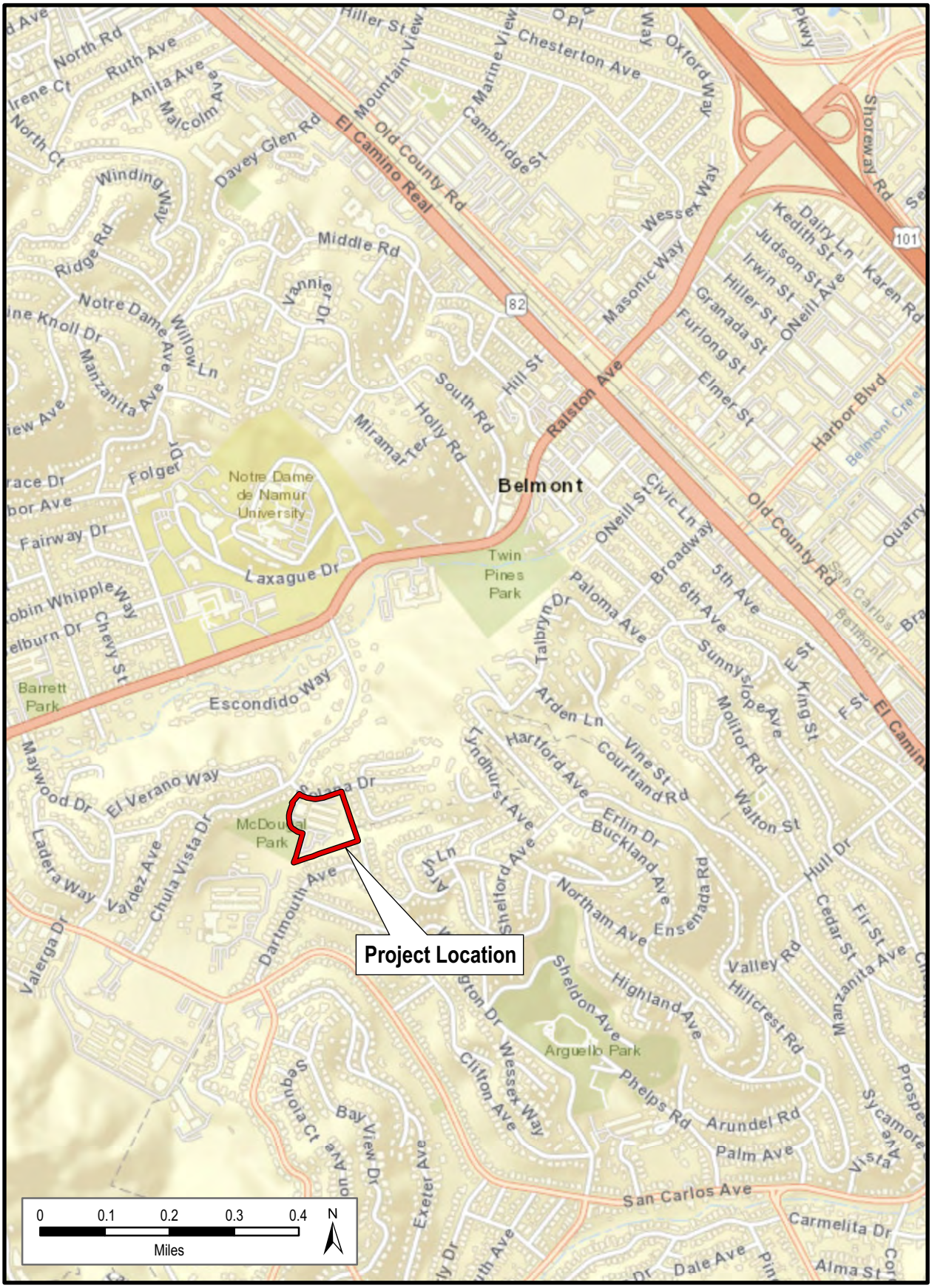
Charles Armstrong School (CAS), a private institution in Belmont, San Mateo County, plans to expand and modernize its 4.9-acre campus at 1405 Solana Drive (APN 045-122-190). The school site consists of several single-story school buildings in the middle of the site surrounded by drive aisles, a parking lot, basketball court, and other outdoor activity areas.

The proposed project includes constructing two new buildings: an 11,900-square-foot, two-story Academic Building with general classrooms and creative learning spaces, and an 11,100-square-foot, one-story Athletic/Multi-Purpose Building with an indoor court, multipurpose space, and commercial kitchen. The proposed new buildings would be constructed on the existing outdoor playgrounds and asphalt paved areas of the school campus. A new landscaped outdoor learning and central plaza area linking the new buildings with the rest of the campus would also be developed. Other site improvements include upgraded stormwater and utility infrastructure, slope stabilization, and expanded parking (from 83 to 85 spaces).

The project site slopes down to the south, with about 40 feet of elevation change between the northeastern and southeastern corners of the site. Approximately 61 trees would be removed, and a limited amount of cut and fill would be required for the new buildings and trenching for utility lines to serve the new buildings, slope stabilization, and stormwater treatment basin(s).

The project site slopes down to the south, with about 40 feet of elevation change between the northeastern and southeastern corners of the site. Approximately 61 trees would be removed, and a limited amount of cut and fill would be required for the new buildings and trenching for utility lines to serve the new buildings, slope stabilization, and stormwater treatment basin(s).

Date: 05/27/2025


Project Location
Belmont
Notre Dame de Namur University
Twin Pines Park
McDougal Park
Barrett Park
Arguello Park
El Camino Real
Ralston Ave
Old County Rd
Middle Rd
Laxague Dr
Escondido Way
Hillcrest Rd
Valley Rd
Highland Ave
San Carlos Ave
Carmelita Dr
Palm Ave
Arundel Rd
Phelps Rd
Sheldon Ave
Northam Ave
Ensenada Rd
Buckland Ave
Erlin Dr
Courtland Rd
Hartford Ave
Tyndhurst Ave
Vine St
Arden Ln
Broadway
Civic Ln
ONeill St
Paloma Ave
Talbryn Dr
Sunnyslope Ave
Molitor Rd
Walton St
Hull Dr
Cedar St
Fir St
Manzanita Ave
Dartmouth Ave
Chula Vista Dr
Valdez Ave
Ladera Way
Maywood Dr
El Verano Way
Valerga Dr
Chevy St
Folger Dr
Fairway Dr
Robin Whipple Way
Elburn Dr
Manzanita Ave
Notre Dame Ave
Willow Ln
Ridge Rd
Winding Way
North Rd
Ruth Ave
Anita Ave
Malcolm Ave
Irene Ct
North Ct
Davey Glen Rd
Mountain View
Hiller St
Marine View
Chesterton Ave
Cambridge St
Oxford Way
Wessex Way
Masonic Way
Granada St
Furlong St
Elmer St
Irwin St
Judson St
Kedith St
Dairy Ln
Karen Rd
Shoreway Rd
Harbor Blvd
Belmont Creek
Old County Rd
San Carlos Bra
Quarry
Hill St
South Rd
Holly Rd
Miramar Ter
Vannier Dr
Middle Rd
Bay View Dr
Exeter Ave
Clifton Ave
Wessex Way
Sequoia Ct
Dale Ave
Alma St
Sycamore Ave
Prospect
Vista
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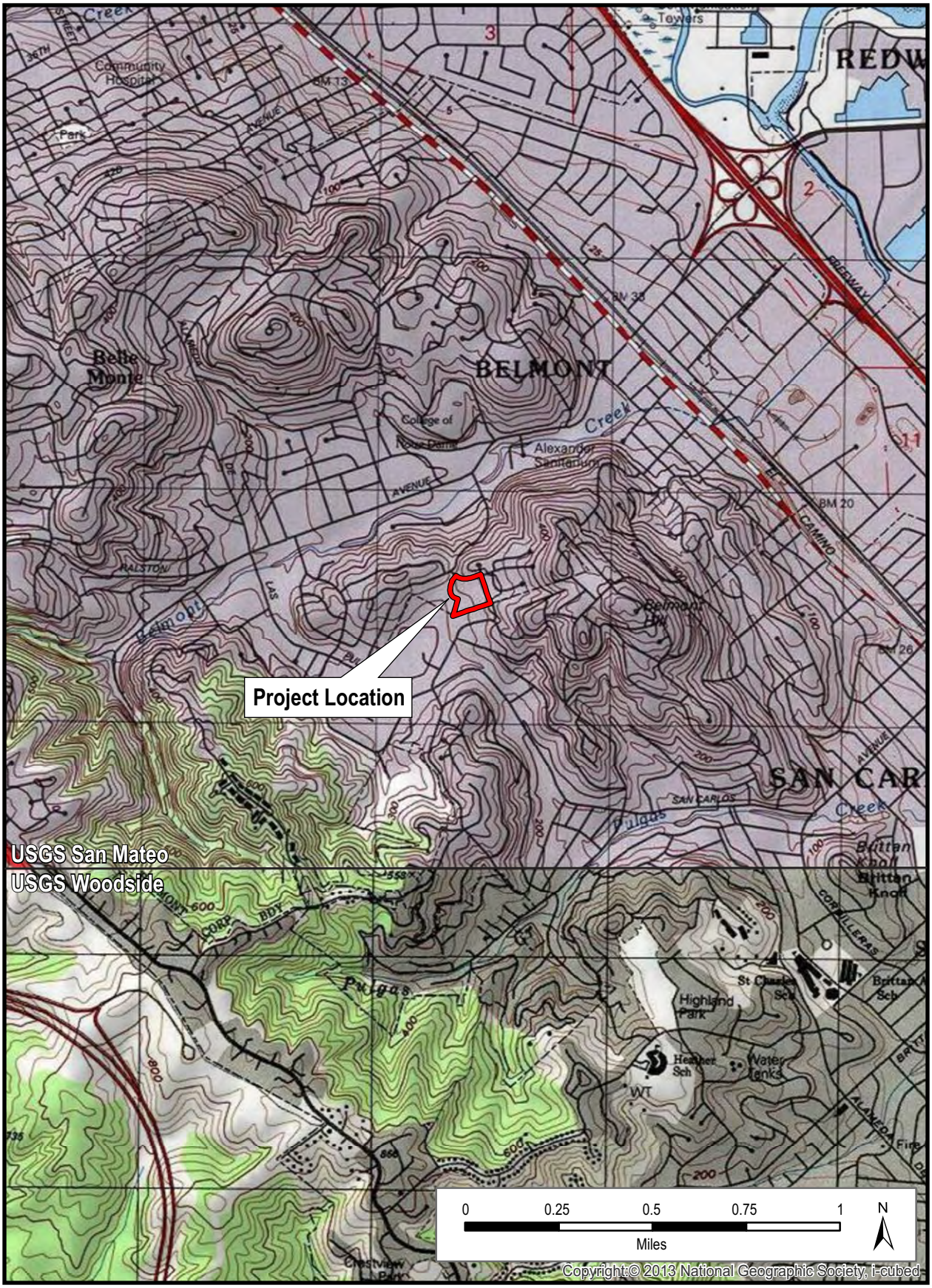


Figure 1: Project Location - T5S R4W unsectioned (USGS San Mateo, CA 1997; Woodside, CA 1997)

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
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Pauma-Yuima Band of Luiseño Indians

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ACTING EXECUTIVE SECRETARY
Steven Quinn

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

May 28, 2025

Colin I. Busby
Basin Research Associates

Via Email to: basinres1@gmail.com

Re: Charles Armstrong School Improvements, Belmont Project, San Mateo County

To Whom It May Concern:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at Mathew.lin@nahc.ca.gov.

Sincerely,

Mathew Lin

Mathew Lin, MPP
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
San Mateo County
5/28/2025

Tribe Name	Contact Person	Contact Address	Phone #	Email Address
Amah Mutsun Tribal Band	Ed Ketchum, Vice-Chairperson		(530) 578-3864	aerieways@aol.com
Amah Mutsun Tribal Band	Valentin Lopez, Chairperson	P.O. Box 5272 Galt, CA, 95632	(916) 743-5833	vjltestingcenter@aol.com
Amah Mutsun Tribal Band of Mission San Juan Bautista	Christopher Zimmer, Senior Cultural Monitor & Consultant, Councilman	PO Box 214211, 2929 Fulton Ave Unit 19 Sacramento, CA, 95821	(650) 520-8418	cdzimmer93@gmail.com
Amah Mutsun Tribal Band of Mission San Juan Bautista	Irenne Zwierlein, Chairperson	3030 Soda Bay Road Lakeport, CA, 95453	(916) 730-9468	amahmutsuntribalcommunications@gmail.com
Amah Mutsun Tribal Band of Mission San Juan Bautista	Garry Zimmer, Senior Cultural Monitor & Consultant	PO Box 214211, 2929 Fulton Ave Unit 19 Sacramento, CA, 95821	(408) 771-8901	garryzimmer@gmail.com
Amah Mutsun Tribal Band of Mission San Juan Bautista	Shelby Brown, Senior Cultural Monitor & Consultant, Councilwoman	2451 Tyrolean Way Sacramento, CA, 95821	(916) 276-8380	shelbyzimmer1997@gmail.com
Amah Mutsun Tribal Band of Mission San Juan Bautista	Michelle Zimmer, Senior Cultural Monitor & Consultant	PO Box 214211, 2929 Fulton Ave Unit 19 Sacramento, CA, 95821	(916) 730-9468	michellezimmer1966@gmail.com
Costanoan Rumsen Carmel Tribe	Samuel Rodriguez, Cultural Resource Officer	29539 Oakbridge Dr Menifee, CA, 92586	(760) 681-6860	crct.crd@gmail.com
Costanoan Rumsen Carmel Tribe	Henry Muñoz, Cultural Resource Officer	108 South Acacia Rialto, CA, 92376	(909) 254-1610	crct.crd@gmail.com
Costanoan Rumsen Carmel Tribe	Carla Munoz, Tribal Council		(415) 690-3110	crct.crd@gmail.com
Indian Canyon Mutsun Band of Costanoan	Kanyon Sayers-Roods, Tribal ChairWoman	971 S 7th Street San Jose, CA, 95122	(408) 673-0626	kanyon@kanyonkonsulting.com
Indian Canyon Mutsun Band of Costanoan	Ann Marie Sayers, Retired Honorable Elder	P.O. Box 28 Hollister, CA, 95024	(831) 637-4238	admin@kanyonkonsulting.com
Muwekma Ohlone Tribe of the SF Bay Area	Charlene Nijmeh, Chairperson	1169 S. Main Street, Ste. 336 Manteca, CA, 95337	(408) 464-2892	cnijmeh@muwekma.org
Muwekma Ohlone Tribe of the SF Bay Area	Richard Massiatt, Councilmember/MLD Tribal Rep.	1169 S. Main Street, Ste. 336 Manteca, CA, 95337	(209) 321-0372	rmassiatt@muwekma.org
The Ohlone Indian Tribe	Andrew Galvan, Chairperson	P.O. Box 3388 Fremont, CA, 94539	Phone: (510) 882-0527	chochenyo@AOL.com

Native American Heritage Commission
Native American Contact List
San Mateo County
5/28/2025

The Ohlone Indian Tribe	Desiree Vigil, THPO	259 Winwood Avenue Pacifica, CA, 94044	(650) 290-0245	dirwin0368@yahoo.com
The Ohlone Indian Tribe	Vincent Medina, Cultural Leader	17365 Via Del Rey San Lorenzo, CA, 94580	(510) 610-7587	vincent.d.medina@gmail.com
Wuksachi Indian Tribe/Eshom Valley Band	Kenneth Woodrow, Chairperson	1179 Rock Haven Ct. Salinas, CA, 93906	(831) 443-9702	kwood8934@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Charles Armstrong School Improvements, Belmont Project, San Mateo County.

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO
SAN FRANCISCO
SAN MATEO
SANTA CLARA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
1400 Valley House Drive, Suite 210
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
https://nwic.sonoma.edu

6/16/2025 NWIC File No.: 24-1878

Donna M. Garaventa
Basin Research Associates
1933 Davis Street, Suite 214
San Leandro, CA 94577

Re: Armstrong Belmont

The Northwest Information Center received your record search request for the project area referenced above, located on the San Mateo USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a ¼ mile radius:

Resources within project area:	None
Resources within ¼ mile radius:	None
Informal Res. w/in ¼ mile radius	C-331
Reports within project area:	None
Reports within ¼ mile radius:	S-025256

**Informal Resources are those resources not recorded on DPR 523A primary record forms and not submitted in CHRIS standard format to an IC by OHP.*

Resource Database Printout (list):	☐ enclosed	☐ not requested	☒ nothing listed
Resource Database Printout (details):	☐ enclosed	☐ not requested	☒ nothing listed
Resource Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☐ enclosed	☐ not requested	☒ nothing listed
Report Copies: *(Client to check before ordering)*	☐ enclosed	☒ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☐ enclosed	☐ not requested	☒ nothing listed
OHP Archaeological Resources Directory:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☒ not requested	☐ nothing listed
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☐ enclosed	☒ not requested	☐ nothing listed

Historical Literature:	☐ enclosed	☒ not requested	☐ nothing listed
Historical Maps:	☐ enclosed	☒ not requested	☐ nothing listed
Local Inventories:	☐ enclosed	☒ not requested	☐ nothing listed
GLO and/or Rancho Plat Maps:	☐ enclosed	☒ not requested	☐ nothing listed
Shipwreck Inventory:	☐ enclosed	☒ not requested	☐ nothing listed
Soil Survey Maps:	☐ enclosed	☒ not requested	☐ nothing listed

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Justin Murazzo

Justin Murazzo, Researcher

Report List

24-1878 :: Armstrong Belmont

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-025256		2000	Miley Holman	Archaeological Field Inspection of the Ralston Village Project, Belmont, San Mateo County, California (letter report)		

ROCKRIDGE GEOTECHNICAL

Prepared for **Charles Armstrong School**

GEOTECHNICAL INVESTIGATION
PROPOSED IMPROVEMENTS
CHARLES ARMSTRONG SCHOOL
1405 SOLANA DRIVE
BELMONT, CALIFORNIA

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August 2, 2024
Project No. 24-2627

ROCKRIDGE GEOTECHNICAL

August 2, 2024
Project No. 24-2627

Charles Armstrong School
c/o Bob Olson, Cumming Group
1405 Solana Drive
Belmont, California 94002

Subject: Geotechnical Investigation
Proposed Improvements
Charles Armstrong School
1405 Solana Drive
Belmont, California

Dear Bob Olson:

We are pleased to present the results of our geotechnical investigation for the proposed improvements to be constructed at the Charles Armstrong School in Belmont, California. Our investigation was performed in accordance with our proposal dated April 24, 2024.

The Charles Armstrong School campus (site) encompasses an area of about 4.9 acres and slopes down to the south, with about 40 feet of elevation change between the northeastern and southeastern corners of the site. It is bordered by McDougal Park to the west, Solana Drive to the north, and single-family residences to the east and south. The site is currently occupied by single-story school buildings in the middle of the site surrounded by drive aisles, a parking lot, basketball court, and other outdoor activity areas.

Plans are to construct three new structures, including two buildings to the east of the classroom buildings and a gymnasium in the playground south of the school buildings. Cuts up to about 10 feet will be required to construct the new buildings on the eastern side of the site.

Based on the results of our geotechnical investigation, we conclude there are no major geotechnical issues that would preclude development of the site as proposed. We conclude the proposed structures can be supported on spread footings bearing in residual soil and/or bedrock or alternatively, on mat foundations.

The recommendations contained in our report are based on limited subsurface exploration. Consequently, variations between expected and actual subsurface conditions may be encountered during construction. Therefore, we should be engaged to observe site preparation, shoring installation (if needed), fill placement, and foundation installation, during which time we may make changes to our recommendations if deemed necessary.

ROCKRIDGE GEOTECHNICAL

We appreciate the opportunity to provide our services to you on this project. Should you have any questions, please call.

Sincerely,
ROCKRIDGE GEOTECHNICAL, INC.



Date: 8/2/2024

Date: 8/2/2024

Craig S. Shields, P.E., G.E.
Principal Engineer

Alex D. Limpert, P.E.
Project Engineer

Enclosure

QUALITY CONTROL REVIEWER:

Linda H. J. Liang, P.E., G.E.
Principal Engineer

ROCKRIDGE GEOTECHNICAL

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ROCKRIDGE GEOTECHNICAL

GEOTECHNICAL INVESTIGATION
PROPOSED IMPROVEMENTS
CHARLES ARMSTRONG SCHOOL
1405 SOLANA DRIVE
BELMONT, CALIFORNIA

1.0 INTRODUCTION

This report presents the results of the geotechnical investigation performed by Rockridge Geotechnical, Inc. for the proposed improvements to be constructed at the Charles Armstrong School in Belmont, California. The subject property is on the southern side of Solana Drive just west of its intersection with Altura Way, as shown in the Site Location Map (Figure 1).

The Charles Armstrong School campus (site) encompasses an area of about 4.9 acres and slopes down to the south, with about 40 feet of elevation change between the northeastern and southeastern corners of the site. It is bordered by McDougal Park to the west, Solana Drive to the north, and single-family residences to the east and south. The site is currently occupied by single-story school buildings in the middle of the site surrounded by drive aisles, a parking lot, basketball court, and other outdoor activity areas.

Plans are to construct three new structures, including two buildings to the east of the classroom buildings and a gymnasium in the playground south of the school buildings. Cuts up to about 10 feet will be required to construct the new buildings on the eastern side of the site.

2.0 SCOPE OF SERVICES

Our investigation was performed in accordance with our proposal dated April 24, 2024. Our scope of services consisted of exploring subsurface conditions at the site, performing laboratory testing on selected soil samples, and performing engineering analyses to develop conclusions and recommendations regarding:

- soil and groundwater conditions at the site
- site seismicity and seismic hazards
- the most appropriate foundation type(s) for the proposed improvements

- design criteria for the recommended foundation type(s), including vertical and lateral capacities
- estimates of foundation settlement
- design parameters for design of new retaining walls
- site grading and excavation, including criteria for fill quality and compaction
- subgrade preparation for pavements and new concrete slab-on-grade floors
- design for temporary shoring
- 2022 California Building Code (CBC) site class and design spectral response acceleration parameters
- soil corrosivity
- construction considerations.

3.0 FIELD INVESTIGATION AND LABORATORY TESTING

We explored the subsurface conditions at the site by performing four dynamic penetrometer tests (DPTs), drilling three test borings, and performing laboratory testing on selected soil samples. Before performing the field investigation, we filed a drilling notification form in accordance with our annual permit with San Mateo County Environmental Health Services Division (SMCEHSD). We also contacted Underground Services Alert (USA) to notify them of our work, as required by law, and retained C. Cruz Sub-Surface Locators of Milpitas, California, a private utility locator, to check the DPT and boring locations to reduce the potential for encountering buried utilities during our field investigation. Details of our field investigation and laboratory testing are presented in this section.

3.1 Dynamic Penetrometer Tests

On June 12, 2024, we performed four DPTs, designated as DPT-1 through DPT-4, at the approximate locations shown in Figure 2. The DPTs consist of manually driving a 1.4-inch-diameter cone-tipped probe with a 35-pound hammer falling 15 inches. The blow counts required to drive the probe are recorded at 10-centimeter intervals. The DPTs were advanced to practical refusal, defined as more than 50 blows per 10-centimeter (4-inch) interval, at depths of about 1 to 3 feet below the ground surface (bgs). The DPT results are presented in Figures A-1 through A-4.

3.2 Test Borings

Three test borings, designated as B-1 through B-3, were drilled on June 17, 2024 by Stapleton Engineering and Exploration of Santa Rosa, California at the approximate locations shown in Figure 2. The borings were drilled using hydraulic drilling equipment mounted on a skid steer equipped with 4-inch-diameter solid-stem flight augers. The borings were drilled to practical refusal in bedrock at depths of about 4.75 to 7.25 feet bgs.

During drilling, our field engineer logged the soil and bedrock encountered and obtained representative samples for visual classification and laboratory testing. The boring logs are presented in Figures A-5 through A-7 in Appendix A. The soil and rock encountered in the borings were classified in accordance with the classification systems presented in Figures A-8 and A-9, respectively.

Soil samples were obtained using:

- Modified California (MC) split-barrel sampler with a 3.0-inch outside diameter and 2.5-inch inside diameter, lined with 2.43-inch inside diameter stainless steel tubes.
- Standard Penetration Test (SPT) split-barrel sampler with a 2.0-inch outside and 1.5-inch inside diameter; the sampler was designed to accommodate liners, but liners were not used.

The samplers were driven with a 140-pound rope-and-cathead safety hammer falling about 30 inches per drop. The samplers were driven up to 18 inches, and the hammer blows required to drive the samplers were recorded every 6 inches and are presented in the boring logs. A “blow count” is defined as the number of hammer blows per 6 inches of penetration or 50 blows for 6 inches or less of penetration. The blow counts required to drive the MC and SPT samplers were converted to approximate SPT N-values using factors of 0.7 and 1.2, respectively, to account for sampler type, approximate hammer energy, and the fact that the SPT sampler was designed to accommodate liners, but liners were not used. The blow counts used for this conversion were the last two blow counts if the sampler was advanced more than 12 inches or the last one blow count if the sampler was advanced 12 inches or less. The converted SPT N-values are presented in the boring logs.

Upon completion of drilling, the boreholes were backfilled with neat cement grout in accordance with SMCEHSD requirements. The soil cuttings were left on-site near the boreholes.

3.3 Laboratory Testing

We re-examined the soil samples in the office to confirm the field classifications and selected representative samples for laboratory testing. Soil samples were tested by Inspection Services, Inc. of Berkeley, California to measure moisture content, dry density, and plasticity (Atterberg limits). Soil corrosivity testing was performed by Project X Corrosion Engineering, Inc. of Murrieta, California on two samples from the borings. The results of the laboratory tests are presented in the boring logs and Appendix B.

4.0 SUBSURFACE CONDITIONS

Regional geologic information (Figure 3) indicates the site is underlain by early Cretaceous and/or late Jurassic-age Franciscan complex sedimentary rock (KJfs). The results of our field investigation indicate the site is underlain by between 1 to 3 feet of soil overlying residual soil and/or bedrock. The soil encountered in our borings consists of stiff to very stiff sandy clay with occasional gravel, extending to depths of about 1.5 to 3.25 feet bgs. The surficial soil is underlain by residual soil, consisting of medium dense to very dense clayey sand and clayey gravel. Atterberg limits tests performed on two near-surface samples indicate the near-surface soil has low to moderate expansion potential with plasticity indices (PIs) of 8 and 16.

Bedrock was encountered between 4.25 and 5 feet bgs in the three borings. Based on the shallow refusal depths in the DPTs, we estimate the depth to bedrock at the four DPT locations ranged from about 0.5 to 3 feet bgs. The bedrock encountered in the borings consisted of friable to weak, soft to low hardness, deeply to completely weathered sandstone and shale.

4.1 Groundwater

Groundwater was not encountered during our investigation. We did not observe any evidence of groundwater seepage at the site during our investigation. Groundwater levels may vary seasonally and depend on a variety of factors, such as landscape irrigation in the site vicinity and

seasonal rainfall. Considering the site topography and potential shallow depth to bedrock, we anticipate there may be seasonal perched groundwater on or near the surface of the bedrock. This erratic and unpredictable groundwater may be controlled by installing backdrains behind new retaining walls and new basement walls (see Section 7.3.2).

5.0 SEISMIC CONSIDERATIONS

5.1 Regional Seismicity

The site is located within the Coast Ranges Geomorphic Province of California, which is characterized by northwest-trending valleys and ridges. These topographic features are controlled by folds and faults that resulted from the collision of the Farallon and North American plates and subsequent strike-slip faulting along the San Andreas Fault system. The San Andreas Fault is more than 600 miles long and extends from Point Arena in the north to the Gulf of California in the south. The Coast Ranges Geomorphic Province is bounded on the east by the Great Valley and on the west by the Pacific Ocean.

The major active faults in the area are the San Andreas, San Gregorio, and Hayward faults. These and other faults in the region are shown in Figure 4. For these and other active faults within a 50-kilometer radius of the site, the distance from the site and estimated characteristic moment magnitude[1] [Petersen et al. (2014) & Thompson et al. (2016)] are summarized in Table 1. These references are based on the Third Uniform California Earthquake Rupture Forecast (UCERF3), prepared by Field et al. (2013).

[1] Moment magnitude (M_w) is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

TABLE 1
Regional Faults and Seismicity

Fault Segment	Approximate Distance from Site (km)	Direction from Site	Characteristic Moment Magnitude
Monte Vista - Shannon	4.7	Southwest	7.14
Total North San Andreas (SAO+SAN+SAP+SAS)	4.8	Southwest	8.04
North San Andreas (Peninsula, SAP)	4.8	Southwest	7.38
San Gregorio (North)	17	West	7.44
Butano	24	Southwest	6.93
Total Hayward + Rodgers Creek (RC+HN+HS+HE)	25	Northeast	7.58
Hayward (South, HS)	25	Northeast	7.00
Hayward (North, HN)	32	Northeast	6.90
Zayante-Vergeles (2011 CFM)	36	South	7.48
Total Calaveras (CN+CC+CS+CE)	37	East	7.43
Calaveras (North, CN)	37	East	6.86
Calaveras (Central, CC)	42	East	6.85
Mount Diablo Thrust North CFM	43	Northeast	6.72
Las Positas	43	East	6.50
Mount Diablo Thrust South	44	Northeast	6.50
Hayward (Extension, HE)	44	East	6.18
North San Andreas (Santa Cruz Mts, SAS)	45	Southeast	7.15
Mount Diablo Thrust	45	Northeast	6.67

Damaging earthquakes have occurred along many of these faults in recorded history, as depicted in Figure 4 (USGS, 2021). Notable historic earthquakes which have impacted the Bay Area in recorded history include:

- 1838 San Andreas Earthquake, M_w = 7.4 (estimated)
- 1865 San Andreas Earthquake, M_w = 6.5 (estimated)
- 1868 Hayward Earthquake, M_w = 7.0 (estimated)
- 1906 Great San Francisco Earthquake (San Andreas Fault), M_w = 7.9 (estimated)
- 1989 Loma Prieta Earthquake (San Andreas Fault), M_w = 6.9

- 2014 West Napa Earthquake, $M_w = 6.0$

As a part of the UCERF3 project, researchers estimated that the probability of at least one $M_w \geq 6.7$ earthquake occurring in the greater San Francisco Bay Area during a 30-year period (starting in 2014) is 72 percent. The highest probabilities are assigned to sections of the Hayward (South), Calaveras (Central), and San Andreas (Santa Cruz Mountains) faults. The respective probabilities are approximately 25, 21, and 17 percent.

5.2 Geologic Hazards

Because the site is in a seismically active region, we evaluated the potential for earthquake-induced geologic hazards including ground shaking, ground surface rupture, liquefaction,[2] lateral spreading,[3] and cyclic densification.[4] We used the results of our investigation to evaluate the potential of these phenomena occurring at the site.

5.2.1 Ground Shaking

The seismicity of the site is governed by the activity of the San Andreas Fault, although ground shaking from future earthquakes on other faults, including the Hayward and San Gregorio faults, will also be felt at the site. The intensity of earthquake ground motion at the site will depend upon the characteristics of the generating fault, distance to the earthquake epicenter, and magnitude and duration of the earthquake. We judge strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults.

5.2.2 Ground Surface Rupture

Historically, ground surface displacements closely follow the trace of geologically young faults. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake

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[2] Liquefaction is a phenomenon where loose, saturated, cohesionless soil experiences temporary reduction in strength during cyclic loading such as that produced by earthquakes.

[3] Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

[4] Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing ground-surface settlement.

Fault Zoning Act, and no known active or potentially active faults exist on the site. Therefore, we conclude the probability of fault offset at the site from a known active fault to be very low. In a seismically active area, the remote possibility exists for future faulting in areas where no faults previously existed; however, we conclude that the probability of surface faulting, and consequently secondary ground failure from previously unknown faults, is very low.

5.2.3 Liquefaction and Liquefaction-Induced Settlement

When saturated, cohesionless soil liquefies, it experiences a temporary loss of shear strength created by a transient rise in excess pore pressure generated by a strong ground motion. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures, and sand boils are evidence of excess pore pressure generation and liquefaction.

The site has **not** been mapped within a zone of liquefaction hazard zone as shown on the map titled *Earthquake Zones of Required Investigation, San Mateo Quadrangle,* prepared by the California Geological Survey and dated January 11, 2018. In our borings, bedrock was encountered at depths of 1 to 5 feet bgs, with primarily cohesive soil above the bedrock. Bedrock is not susceptible to liquefaction. Furthermore, the soil present above the bedrock is not susceptible to liquefaction due to its cohesion. Therefore, we conclude that the potential for liquefaction and liquefaction-induced ground failures, such as lateral spreading, to occur at the site during a major earthquake is nil.

5.2.4 Cyclic Densification

Cyclic densification (also referred to as differential compaction) of non-saturated sand (sand above the groundwater table) can occur during an earthquake, resulting in settlement of the ground surface and overlying improvements. The results of our field investigation indicate the soil above the groundwater at the site is not susceptible to cyclic densification due to its cohesion and/or relative density. Therefore, we conclude that the potential for ground surface settlement resulting from cyclic densification at the site is nil.

5.2.5 Earthquake-Induced Slope Instability

The west-facing, moderately steep slope along the eastern edge of the property is mapped as an earthquake-induced landslide hazard zone, as shown on the map titled *Earthquake Zones of Required Investigation, San Mateo Quadrangle*, prepared by the California Geological Survey and dated January 11, 2018 (see Figure 5). This zone is defined as "Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements..." Areas most susceptible to earthquake-induced landslides are steep slopes in poorly cemented or highly fractured rock, areas underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. The methodology used to make the State Seismic Hazard Map is based on earthquake ground-shaking estimates, geologic material strength characteristics, and slope gradient.

Considering the shallow depth to bedrock underlying the site and the lack of evidence of past landsliding, we judge the potential for earthquake-induced landsliding adversely impacting the proposed improvements is low. In addition, we conclude the proposed structures will not negatively impact the slope stability at the site or in the surrounding area if designed and constructed following the recommendations presented in this report.

6.0 DISCUSSION AND CONCLUSIONS

From a geotechnical standpoint, we conclude the site can be developed as planned, provided the recommendations presented in this report are incorporated into the project plans and specifications and implemented during construction. The primary geotechnical concerns for the improvements are providing adequate foundation and excavation support.

6.1 Foundations and Support

Based on our field investigation, the locations for proposed improvements encountered firm native soil overlying residual soil/bedrock. We conclude new foundations for the proposed improvements may consist of spread footings bearing on residual soil and/or bedrock. Where the depth to suitable bearing soil/bedrock is more than about 3 feet deep, the lower portion of the footing excavation can be filled with controlled low-strength material (CLSM). The CLSM

would serve to transfer footing loads to the bedrock and prevent the need for extending reinforced structural concrete down to rock. Alternatively, the buildings can be supported on mat foundations bearing on native soil, residual soil and/or bedrock. We estimate total and differential settlements of properly constructed shallow foundations bearing on residual soil or bedrock will be less than 1/2 inch and 1/4 over a horizontal distance of 30 feet, respectively.

6.2 Excavation in Rock

Excavations and drilling in rock will be required to construct the proposed improvements, including cuts of up to about 10 feet. Where encountered in our borings, the bedrock is generally friable to weak, soft to low hardness, deeply to completely weathered sandstone and shale, and becomes moderately hard with depth. The rock varies substantially in hardness and degree of weathering. We anticipate weathered rock can be excavated with a backhoe; however, excavation of harder rock that will require the use of hydraulic breaking equipment (i.e., a hoe ram) may be encountered. Therefore, the contractors involved in shoring and foundation installation should be prepared to excavate hard rock, including the possibility of hydraulic breaking equipment, and should bid the project accordingly. The material descriptions and SPT N-values presented in our borings should be evaluated by the contractor when bidding the project and selecting appropriate equipment.

6.3 Soil Corrosivity

Corrosivity tests were performed by Project X Corrosion Engineering of Murrieta, California on soil samples obtained from borings B-1 and B-3 at depths of 1.25 and 3.5 feet bgs, respectively. The corrosivity test results are presented in Appendix B.

Many factors can affect the corrosion potential of soil including, but not limited to, resistivity, pH, and chloride and sulfate concentrations. Based on the minimum soil resistivity measurements of 4,020 and 3,149 ohm-cm, we conclude the soil is “corrosive” to buried metal (Roberge, 2018). Accordingly, all buried iron, steel, cast iron, galvanized steel, and dielectric-coated steel or iron should be protected against corrosion depending upon the critical nature of

the structure. If it is necessary to have metal in contact with soil, a corrosion engineer should be consulted to provide recommendations for corrosion protection.

The results of the pH tests (6.5 and 6.8) indicate the near-surface soil is "mildly corrosive" to buried metallic and concrete structures. The chloride ion concentrations (24.6 and 20.7 mg/kg) indicate the chlorides in the near-surface soil are "negligibly corrosive" to buried metallic structures and reinforcing steel in concrete structures below ground. The results also indicate the sulfate ion concentrations (78.5 and 39.2 mg/kg) are sufficiently low such that sulfates do not pose a threat to buried concrete and mortars.

7.0 RECOMMENDATIONS

Our recommendations for site preparation and grading, foundation design, shoring, and other geotechnical aspects of the project are presented in this section.

7.1 Site Preparation, Grading and Fill Placement

In areas that will receive fill or improvements (i.e., new floor slabs, building pads, concrete flatwork), the soil subgrade exposed should be scarified to a depth of at least 8 inches, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction.[5] The soil subgrade should be kept moist until it is covered by fill. Scarification and re-compaction will not be required where residual soil and/or bedrock is exposed at finished subgrade elevation. If zones of poorly compacted undocumented fill or weak/unstable soil are encountered during site preparation and grading within future building pads, the fill should be overexcavated under the observation of our field engineer and replaced as properly compacted fill.

Fill should consist of on-site soil or imported (select) fill that is free of organic matter, contains no rocks or lumps larger than 3 inches in greatest dimension, and be approved by the Geotechnical Engineer. Imported select fill should also have a liquid limit less than 40 and

[5] Relative compaction refers to the in-place dry density of soil expressed as a percentage of the maximum dry density of the same material, as determined by the ASTM D1557 laboratory compaction procedure.

plasticity index less than 12 and be approved by the Geotechnical Engineer. Samples of proposed imported fill material should be submitted to the Geotechnical Engineer at least three business days prior to use at the site. The grading contractor should provide analytical test results or other suitable environmental documentation indicating the imported fill is free of hazardous materials at least three days before use at the site. If this data is not provided, a minimum of two weeks will be required to perform any necessary analytical testing.

Fill should be placed in horizontal lifts not exceeding 8 inches in uncompacted thickness, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction. Fill consisting of clean sand or gravel (defined as poorly graded soil with less than 5 percent fines by weight) or greater than 5 feet in thickness should be compacted to at least 95 percent relative compaction. Fill placement within the upper 12 inches of vehicular pavement soil subgrade should also be compacted to at least 95 percent relative compaction and be non-yielding.

7.1.1 Utility Trench Backfill

Excavations for utility trenches can be readily made with a backhoe. All trenches should conform to the current CAL-OSHA requirements. To provide uniform support, pipes or conduits should be bedded on a minimum of 4 inches of clean sand or fine gravel. After the pipes and conduits are tested, inspected (if required), and approved, they should be covered to a depth of 6 inches with sand or fine gravel, which should be mechanically tamped.

Footings/mat foundations should be bottomed below an imaginary line extending up at a 1.5:1 (horizontal to vertical) inclination from the base of existing or new utility trenches. Alternatively, the portion of the utility trench (excluding bedding) that is below the 1.5:1 line can be backfilled with controlled low-strength material (CLSM) with a 28-day unconfined compressive strength of at least 100 pounds per square inch (psi) or Class 2 aggregate base compacted to at least 95 percent relative compaction.

Backfill for utility trenches and other excavations is also considered fill and should be placed and compacted in accordance with the recommendations previously presented. If imported clean sand

or imported clean gravel (defined as soil with less than 5 percent fines) is used as backfill, it should be compacted to at least 95 percent relative compaction. Jetting of trench backfill should not be permitted. Special care should be taken when backfilling utility trenches in pavement areas. Poor compaction may cause excessive settlements, resulting in damage to the pavement section.

7.1.2 Exterior Concrete Flatwork

We recommend a minimum of 4 inches of Class 2 aggregate base be placed beneath proposed exterior concrete flatwork, including sidewalks; the aggregate base should extend at least 6 inches beyond the slab edges where the flatwork is adjacent to landscaping. Class 2 aggregate base placed beneath exterior slabs-on-grade not subject to vehicular loading, such as patios and sidewalks, should be moisture-conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction. Prior to placement of the aggregate base, the subgrade should be scarified to a depth of at least 8 inches, moisture-conditioned to above optimum moisture content, and re-compacted to at least 90 percent relative compaction.

7.2 Temporary and Permanent Slopes

7.2.1 Temporary Slopes

Where space permits, the sides of the proposed cuts may be sloped. Temporary slopes in the native soil or residual soil should be sloped no steeper than 1:1 (horizontal to vertical). Allowable inclinations for temporary slopes in bedrock will depend on bedrock quality and the orientation of joints and fractures. For planning purposes, an allowable slope inclination of ½:1 in bedrock may be assumed; however, a geologist should examine the bedrock to confirm there is no adverse orientation of joints and fractures that may result in instability of the cuts. During construction, we should observe cut slopes to verify the inclinations are appropriate for the conditions encountered.

7.2.2 Permanent Cut and Fill Slopes

Permanent fill slopes comprised of engineered fill and cut slopes in stiff native soil should be inclined no steeper than 2:1 (horizontal to vertical). For planning purposes, an inclination of

1.5:1 should be assumed for permanent cut slopes in bedrock. All permanent cut slopes in bedrock should be observed during grading by a geologist for signs of adverse orientation of joints and fractures. Should such adverse slope conditions be detected by the geologist during grading, remedial alternatives will be provided at that time based on the exposed conditions.

7.3 Surface and Subsurface Drainage

7.3.1 Surface Drainage

Positive surface drainage should be provided around the buildings to direct surface water away from the foundations. Grades around the building should be designed by the Civil Engineer and conform to the requirements of the 2022 CBC, which will help minimize stormwater accumulation adjacent to foundations. In addition, roof downspouts should be discharged into controlled drainage facilities to keep water away from the foundations. The use of water-intensive landscaping around the perimeter of the buildings should be avoided.

Care should be taken to minimize the potential for subsurface water to collect beneath pavements and pedestrian walkways. Where landscape beds and tree wells are immediately adjacent to pavements and flatwork, we recommend vertical cutoff barriers be incorporated into the design to prevent irrigation water from saturating the subgrade and aggregate base. These barriers may consist of either flexible impermeable membranes or deepened concrete curbs.

7.3.2 Bioswales

The primary concerns with providing bio-retention areas for this site are: 1) providing suitable support for foundations and curbs constructed near the bio-retention areas and 2) the potential for subsurface water from the bio-retention areas to migrate (and possibly build up) beneath pavements and the proposed building. Consequently, we recommended that bioswales constructed at the site be provided with underdrains and/or drain inlets; moreover, bioswales should be constructed at least 5 feet from buildings. The subdrain pipes should be installed 8 inches above the bottom of the infiltration area for treatment areas at least 5 feet away from the buildings and pavements. The intent of this recommendation is to allow infiltration into the

underlying soil but reduce the potential for bio-retention areas to flood during periods of heavy rainfall.

Where bio-retention areas are constructed within 5 feet of buildings, the sides and bottom of the treatment area within 5 feet of buildings should be lined with an impermeable liner. Where bio-retention areas are constructed within 5 feet of pavements, a 4-inch-diameter perforated subdrain pipe should be placed 4 inches above the base of the treatment area, or the bottom of the treatment area should be lined with an impermeable liner. Where a foundation is constructed near a bio-retention area, the edge of the foundation should be founded below an imaginary line extending up at an inclination of 1.5:1 (horizontal to vertical) from the base of the bio-retention area.

Where bio-retention areas are planned within parking lots or along streets adjacent to vehicular loading, the walls of the bio-retention areas should be designed as retaining walls that can withstand vehicular loading.

7.3.3 Subsurface Drainage

Because some of the proposed buildings will be constructed by cutting into a hillside, there is potential for perched water to be present in the cut. Furthermore, because residual soil and bedrock will be exposed near the ground surface in the cuts to construct the building pads, infiltration of rainwater into the ground will likely be slow. To mitigate the potential for perched water to adversely impact the proposed improvements, we recommend a foundation subdrain be installed adjacent to the entire perimeter of each building. The subdrain trench should be at least 12 inches wide and extend at least 18 inches below grade but should not extend below the bottom of spread footings/mat foundations. The bottom of the subdrain trench should slope at a minimum inclination of one percent to a suitable outlet. A perforated 4-inch-diameter Schedule 40 PVC pipe should be placed (with perforations facing down) at the bottom of the trench with a gradient of at least one percent and underlain by 2 inches of Class 2 permeable material. The trench should then be backfilled with Class 2 permeable material to within 6 inches of the ground surface. As an alternative to Class 2 permeable, 3/4-inch drain rock completely wrapped in filter

fabric may be used. Regardless of the type of gravel used, a filter sock should not be placed around the perforated pipe. The trench should be capped with at least 6 inches of low-permeability soil or a concrete slab. A cleanout should be installed at the high end of the pipe to allow for flushing of the subdrain if necessary.

If significant seepage is observed during construction, subdrains beneath the building slab-on-grade floors may also be warranted.

7.4 Foundations

7.4.1 Spread Footings

Spread footings should bottom at least 18 inches below the ground surface and bottom on residual soil (medium dense to very dense clayey sand) or bedrock. In locations where suitable bearing material is not encountered at the design bottom-of-footing elevation, the footing should be overexcavated down to residual soil or bedrock and the overexcavation should be filled with CLSM up to the design bottom-of-footing elevation. The CLSM should have a 28-day compressive strength of at least 100 psi. Spread footings situated near a slope should be setback at least 5 feet horizontally from the top of the slope. Alternatively, the footings may be deepened such that there is at least 7 feet of horizontal distance between the bottom edge of the footing and the face of the slope.

Spread footings may be designed using allowable bearing pressures of 4,000 pounds per square foot (psf) for dead-plus-live loads; this allowable bearing pressure may be increased by one-third for total design loads, which include wind and seismic forces. The allowable bearing pressures for dead-plus-live and total loads include factors of safety of at least 2.0 and 1.5, respectively.

Lateral loads may be resisted by a combination of passive pressures on the vertical faces of the footings and friction between the bottoms of the footings and the supporting bedrock. To compute lateral resistance from passive pressure, we recommend using equivalent fluid weights of 270 pounds per cubic foot (pcf) and 400 pcf in soil and bedrock, respectively. The upper foot of soil or bedrock should be ignored for lateral resistance unless confined by a slab. Lateral resistance should also be ignored where there is less than 7 feet of horizontal distance between

the footing and the face of the slope. Frictional resistance should be computed using base friction coefficient of 0.35 and 0.50 in soil and bedrock, respectively. The passive pressure and frictional resistance values include a factor of safety of at least 1.5 and may be used in combination without further reduction.

We recommend spread footings be founded below an imaginary plane extending up at an inclination of 1.5:1 (horizontal to vertical) from the base of any vault, utility trench, bioswale/stormwater treatment area, etc. If the design bottom-of-footing elevation is above this plane, the edge of mat can either be deepened, or it can be overexcavated below the zone-of-influence line and replaced with CLSM with a 28-day unconfined compressive strength of at least 100 psi.

Footing excavations should be free of standing water, debris, and weak and disturbed materials prior to placing concrete. The bottoms and sides of the footing excavations should be maintained in a moist condition until concrete is placed. We should check footing excavations prior to placement of reinforcing steel.

7.4.2 Mat Foundation

The proposed buildings may be supported on mat foundations bearing on firm clay, residual soil and/or bedrock. The edge of the mat should be thickened, where needed, to bottom at least 9 inches below adjacent exterior grade. For preliminary structural design of the mat foundation, we recommend using a coefficient of vertical subgrade reaction of 50 pounds per cubic inch (pci) for dead-plus-live loads; this value has already been scaled to take into account the plan dimensions of the mat foundation (therefore, this is <u>not</u> k_{v1} for 1-foot-square plate) and may be increased by one-third for total load conditions. Once the Structural Engineer estimates the distribution of bearing stress on the bottom of the mat, we should review the distribution and revise the modulus of subgrade reaction, if appropriate.

Mat foundations situated near a slope should be set back at least 5 feet horizontally from the top of the slope. Alternatively, the edge of the mat may be deepened such that there is at least 7 feet of horizontal distance between the bottom edge of the footing and the face of the slope.

Considering the relatively large area of the mat, we expect the average bearing stress under the mat to be relatively low; however, concentrated stresses will occur at column locations and at the edges of the mat. We recommend the mat be designed to limit bearing pressures to 4,000 psf for dead-plus-live loads; this pressure may be increased by one-third for total load conditions. The allowable bearing pressures for dead-plus-live and total loads include factors of safety of at least 2.0 and 1.5, respectively.

Lateral forces can be resisted by friction along the base of the mat and by passive pressure against the sides of the mat foundation. To compute lateral resistance, we recommend using an equivalent fluid weight (triangular distribution) of 270 pcf and 400 pcf in soil and bedrock, respectively. The upper foot of soil or bedrock should be ignored for lateral resistance unless confined by a slab. Lateral resistance should also be ignored where there is less than 7 feet of horizontal distance between the footing and the face of the slope. Frictional resistance should be computed using base friction coefficient of 0.35 and 0.50 where the bottom of the mat is in direct contact with in soil and bedrock, respectively. Where a vapor retarder is placed beneath the mat, a base friction coefficient of 0.20 should be used. The passive pressure and frictional resistance values include a factor of safety of at least 1.5 and may be used in combination without reduction.

We recommend edge of the mat bottom below an imaginary plane extending up at an inclination of 1.5:1 (horizontal to vertical) from the base of any vault, utility trench, bioswale/stormwater treatment area, etc. If the design bottom-of-mat elevation is above this plane, the edge of mat can either be deepened, or it can be overexcavated below the zone-of-influence line and replaced with CLSM with a 28-day unconfined compressive strength of at least 100 psi.

We should check the mat subgrade prior to placing the vapor retarder or rebar to confirm it is free of standing water, debris, and disturbed materials. If the mat subgrade will be potentially exposed to rain, we recommend 2 to 3 inches of mud slab be placed to protect the subgrade from rain-induced softening prior to concrete/vapor retarder placement.

7.5 Concrete Slabs-on-Grade and Vapor Barrier

The subgrade for slab-on-grade floors and mats should be prepared in accordance with our recommendations in Section 7.1. Where water vapor transmission through the floor slab/mat is not desirable, we recommend installing a capillary moisture break and water vapor retarder beneath the floor slab/mat. A capillary moisture break consists of at least 4 inches of clean, free-draining, angular, crushed rock. The crushed rock should be graded so that 100 percent passes the 1-inch sieve and less than 5 percent passes the No. 4 sieve. The crushed rock should be compacted using vibratory equipment.

The vapor retarder should meet the requirements for Class A vapor retarders stated in ASTM E1745 and be placed directly below the concrete slab. Where the building will be supported on a mat, the capillary moisture break may be omitted. The vapor retarder should be placed in accordance with the requirements of ASTM E1643. These requirements include overlapping seams by 6 inches, taping seams, and sealing penetrations in the vapor retarder.

Concrete mixes with high water/cement (w/c) ratios result in excess water in the concrete, which increases the cure time and can result in excessive vapor transmission through the slab. Where the concrete is poured directly over the vapor retarder, we recommend the w/c ratio of the concrete not exceed 0.45. Water should not be added to the concrete mix in the field. If necessary, workability should be increased by adding plasticizers. In addition, the slab should be properly cured. Before the floor covering is placed, the contractor should check that the concrete surface and the moisture emission levels (if emission testing is required) meet the manufacturer's requirements.

7.6 Retaining Walls

Permanent retaining walls should be designed to resist lateral earth pressures imposed by the retained soil, as well as a surcharge pressure from nearby foundations and vehicles where appropriate. In addition, because the site is in a seismically active area, retaining walls that retain more than 6 feet of soil should be designed for the more critical of static or seismic conditions. Static and seismic lateral earth pressures for walls that retain soil are presented in Table 2.

TABLE 2
Lateral Earth Pressures for Design of Retaining Walls with Sloping Backfill

Wall Type	Backslope (horizontal to vertical)	Static Conditions (pcf; at-rest for restrained and active for unrestrained)	Seismic Conditions (pcf; active plus seismic increment)
Restrained	Level	59	38 + 42
	3:1	75	48 + 53
	2:1	92	59 + 65
Unrestrained	Level	38	38 + 17
	3:1	48	48 + 21
	2:1	59	59 + 26

Where walls retain bedrock, the lateral earth pressures for static conditions in Table 2 can be reduced by 50 percent. A seismic increment is not needed where walls retain bedrock.

Where there will be vehicular loading behind the top of a permanent wall within a horizontal distance equal to 1.5 times the height of the wall, the wall should be designed for vehicular surcharge of 50 psf over the upper 10 feet of the wall. Where existing foundations are supported above a "zone-of-influence" line extending up from a permanent wall at an inclination of 1.5:1 (horizontal to vertical), the wall should be designed for surcharge pressure. The magnitude of the surcharge pressure will need to be evaluated on a case-by-case basis.

The recommended lateral earth pressures for "drained" conditions assume the walls are backdrained above the water table to prevent the buildup of hydrostatic pressure. Although site retaining walls will be above the groundwater level, water can accumulate behind the walls from other sources, such as rainfall, irrigation, and broken water lines. One acceptable method for backdraining a site retaining wall is to place a prefabricated drainage panel against the back of the wall. The drainage panel should extend down to a perforated PVC collector pipe at the base of the wall foundation. The drainage pipe should be surrounded by at least 4 inches of Caltrans Class 2 permeable material or 3/4-inch drain rock wrapped in filter fabric (Mirafi 140NC or equivalent). Where shoring is installed and there is insufficient room to install a perforated pipe between the shoring and the back of the basement wall, the drainage panel should extend down to a proprietary, prefabricated collector drain system, such as Tremdrain Total Drain or

Hydroduct Coil (or equivalent), designed to work in conjunction with the drainage panel and may be used in lieu of the perforated pipe surrounded by gravel described above. The pipe should be connected to a suitable discharge point; a sump and pump system may be required to drain the collector pipes.

If backfill is required behind below-grade walls, the walls should be braced, or hand compaction equipment used, to prevent unacceptable surcharges on walls (as determined by the Structural Engineer).

7.7 Pavement Design

Design recommendations for asphalt and Portland cement concrete pavements are presented in the following sections.

7.7.1 Flexible (Asphalt Concrete) Pavement Design

The State of California flexible pavement design method was used to develop the recommended asphalt concrete pavement sections. Based on our experience, we selected a resistance value (R-Value) of 20, which is appropriate for the clayey sand and sandy clay soils encountered in our borings. Recommended pavement sections for traffic indices (TIs) ranging from 4.5 to 7.0 are presented in Table 3. The Civil Engineer for the project should check that the TIs presented in this report are appropriate for the intended use. We can provide additional pavement sections for different TIs upon request.

TABLE 3
Asphalt Concrete Pavement Sections

TI	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)
4.5	2.5	7.0
5.0	3.0	7.5
5.5	3.0	9.0
6.0	3.5	9.5
6.5	4.0	10.5
7.0	4.0	12.0

The upper 8 inches of the soil subgrade should be moisture-conditioned and compacted in accordance with our recommendations presented in Section 7.1 and should be non-yielding. If residual soil or bedrock is exposed at the subgrade elevation, scarification and re-compaction is not necessary; however, the roadway subgrade should be free of loose or soft material, ponded water, and should be non-yielding. The Class 2 aggregate base should be moisture-conditioned to near optimum, compacted to at least 95 percent relative compaction, and be non-yielding.

If pavements are adjacent to irrigated landscaped areas (including infiltration basins), curbs adjacent to those areas should extend through the aggregate base and at least 3 inches into the underlying soil to reduce the potential for irrigation water to infiltrate into the pavement section. If drip irrigation is used in the landscaping adjacent to the pavement, deepening the curbs is not required.

7.7.2 Rigid (Portland-Cement Concrete) Pavement Design

The minimum thickness for concrete pavements should be based on the anticipated traffic loading, the modulus of rupture of the concrete used, and the supporting characteristics of the subgrade below the pavement section. Pavements should be designed and constructed in accordance with the American Concrete Institute (ACI) Commercial Concrete Parking Lots and Site Paving Design and Construction Guide (ACI PRC-330-21). The compressive strength of the concrete should be at least 3,750 psi with a modulus of rupture of the concrete of 550 psi at 28

days. Reinforcing steel may be used for shrinkage crack control. The recommended minimum rigid pavement section and maximum spacing between joints are presented in Table 4 below.

TABLE 4
Rigid Concrete Pavement Design

Traffic Categories	Maximum ADTT[6]	Concrete Thickness (inches)	Class 2 Aggregate Base Thickness (inches)	Maximum Spacing Between Joints (feet)
Car parking areas and Access Lanes (Category A)	10	5.0	6	10
Entrance and Truck Service Lanes (Category B)	25	5.5	6	12.5
Garbage or Fire Truck lane (Category E)	1	7.0	6	15

Recommendations for subgrade preparation and aggregate base compaction for concrete pavement are the same as those described above for asphalt concrete pavement. Recommendations for pavements adjacent to irrigated landscaped areas, bio-swales, or other storm water treatment areas are also the same as those presented above for asphalt concrete pavement.

7.8 Permeable Pavers

We recommend permeable interlocking concrete pavements (ICP) be designed in accordance with the guidelines presented by the Interlocking Concrete Pavement Institute (Smith, 2017). These guidelines include specific recommendations for permeable aggregate subbase, base, and bedding courses to be placed beneath ICP pavements. We recommend permeable pavements for vehicular and pedestrian traffic be designed for partial exfiltration of water into the subgrade soil. This requires installing a subdrain system at the base of the pervious aggregate materials, which

[6] ADDT is the Average Daily Truck Traffic in both directions (excludes panel trucks, pickup trucks, and other four-wheel vehicles).

are underlain by a filter fabric. ICPI's generalized paver section for partial infiltration is presented in Figure 6.

The soil subgrade beneath ICP pavements should be prepared and compacted in accordance with the recommendations presented in Section 7.1. In addition, the subgrade should be a firm and non-yielding surface. The subgrade should be proof-rolled under the observation of our field engineer to confirm it is non-yielding prior to placing the filter fabric and aggregate base materials. The native soil subgrade at the bottom of the permeable section should slope down toward the drain pipe trench at a gradient of at least 2 percent. The perforated pipe should slope down to a suitable outlet at a minimum gradient of 1 percent. The pipe should be placed with the perforations down on a minimum of 2 inches of permeable subbase.

ICPI's guidelines call for 1.5 to 2 inches of bedding material consisting of ASTM No. 8 crushed aggregate directly below the pavers. This material is also recommended for fill material between the pavers. As shown in Table 5 below, this material consists of fine gravel with 10 to 30 percent sand.

TABLE 5
Gradation Requirements for ASTM No. 8 Aggregate

Sieve Size	Percentage Passing Sieve
1/2 inch	100
3/8 inch	85 – 100
No. 4	10 – 30
No. 8	0 – 10
No. 16	0 – 5

The ASTM No. 8 bedding should be underlain by a permeable base course of ASTM No. 57 crushed aggregate. As shown in Table 6, ASTM No. 57 aggregate consists of open-graded gravel with a gradation between that of the 3/4-inch drain rock and the ASTM No. 8 aggregate.

TABLE 6
Gradation Requirements for ASTM No. 57 Aggregate

Sieve Size	Percentage Passing Sieve
1-1/2 inch	100
1 inch	95 – 100
1/2 inch	25 – 60
No. 4	0 – 10
No. 8	0 – 5

The ASTM No. 57 permeable base course should be underlain by a permeable subbase course of ASTM No. 2 crushed aggregate. The gradation requirements for ASTM No. 2 crushed aggregate subbase are presented in Table 7.

TABLE 7
Gradation Requirements for ASTM No. 2 Aggregate

Sieve Size	Percentage Passing Sieve
3 inch	100
2-1/2 inch	90-100
2 inch	35-70
1-1/2 inch	0-15
3/4 inch	0-5

The No. 2 aggregate subbase course should be placed in lifts not exceeding 6 inches in loose thickness and compacted using a smooth-drum roller, operated in static (non-vibratory) mode. The subsequent course of No. 57 aggregate may be placed in one lift and should be compacted with a smooth-drum roller in vibratory mode with sufficient passes to create a non-yielding surface. Placement and compaction of the permeable aggregate base and subbase should be performed under the observation of our field engineer. Following compaction of the No. 57 aggregate, the No. 8 bedding, not exceeding 2 inches in loose thickness, should be placed and screeded to a level, undisturbed surface immediately prior to the paver installation.

The recommended thicknesses of the permeable aggregate base and subbase courses depend on the infiltration and water storage design requirements, as well as the traffic loading demand. Our recommendations for the minimum permeable ICP pavement sections subject to vehicular traffic (including fire and garbage trucks) are presented in Table 8. Also included in Table 8 is a recommended section for permeable ICPs subject to pedestrian traffic only.

TABLE 8
Recommended Pavement Sections for
Permeable Interlocking Concrete Pavers

Pavement Type	ASTM No. 8 Crushed Bedding Aggregate (inches)	ASTM No. 57 Crushed Base (inches)	ASTM No. 2 Crushed Subbase (inches)
Pedestrian	1.5-2.0	4.0	6.0
Vehicular	1.5-2.0	4.0	10.0

The above-recommended ICP pavement sections are based on the ICPI technical guidelines (Smith, 2017). From a geotechnical standpoint, it is acceptable to design the pedestrian ICP section to exclude the No. 2 subbase course, in which case the No. 57 base course should be increased to 10 inches. If this approach is used, the perforated pipe should include a filter fabric sleeve to prevent the finer aggregate from entering the perforations.

7.9 Excavations and Temporary Shoring

Excavations that will be entered by workers should be shored or sloped in accordance with the Occupational Safety and Health Administration (OSHA) standards (29 CFR Part 1926). The shoring designer should be responsible for the shoring design. The contractor should be responsible for the construction and safety of temporary slopes and shoring. Recommendations for temporary cut slopes are presented in Section 7.2.1. Where temporary cut slopes are not feasible due to space constraints, temporary shoring will be required.

We judge that a soldier pile and lagging shoring system is appropriate for support of excavations. A soldier pile and lagging shoring system usually consists of steel H-beams and concrete placed

in predrilled holes extending below the bottom of the excavation. Wood lagging is placed between the piles as the excavation proceeds from the top down. Where the required cut is less than about 12 feet, a soldier pile and lagging system can typically provide economical shoring without tiebacks. Where cuts exceed about 12 feet in height, soldier pile and lagging systems are typically more economical if they include tieback anchors. We can provide recommendations for tieback anchors upon request.

A soil-nail wall may also be evaluated by the shoring engineer as an alternative to a soldier pile and lagging system. The construction of a soil-nail wall involves: 1) excavation, 2) installation of nails, and 3) construction of a shotcrete facing. The excavation proceeds in lifts that are generally 4 to 6 feet deep depending upon the ability of the soil/bedrock to stand temporarily unsupported. In each excavation step, a row of nails, usually 0.75- to 1.5-inch-diameter steel bars, are placed in predrilled holes and grouted. After the installation of a row of nails and placement of drainage panels, the face of the cut is covered by a facing, which is typically 4 inches of shotcrete reinforced with wire mesh. On the following day, the nails are bolted to square plates, which are typically 8 inches square. The above steps are repeated to the bottom of the excavation.

A Structural/Civil Engineer knowledgeable in this type of construction should be retained to design the shoring. The shoring designer should design the shoring system for lateral deformation of less than an inch at any location on the shoring. We should review the final shoring plans and calculations to check that they are consistent with the recommendations presented in this report.

7.9.1 Cantilevered Soldier Pile and Lagging Shoring System

We recommend a cantilevered soldier pile and lagging shoring system be designed using active equivalent fluid weights of 38 pcf for level backslope, 48 pcf for a 3:1 (horizontal to vertical) backslope; and 58 pcf for a 2:1 backslope. Where traffic loads are expected within 10 feet of the shoring walls, a vehicle surcharge pressure of 50 psf should be applied to the upper 10 feet of the wall. Where construction equipment will be working behind the walls within a horizontal distance equal to 1.5 times the shoring height, the design should include a surcharge pressure of

250 psf. The above pressures should be assumed to act over the entire width of the lagging installed above the excavation.

Passive resistance at the toe of the soldier piles embedded in bedrock should be computed using equivalent fluid weights of 270 and 400 pcf in soil and bedrock, respectively, with a maximum pressure of 4,000 psf. The upper foot of soil or bedrock should be ignored for lateral resistance unless confined by a slab; soil above the bedrock should also be ignored for lateral resistance. Passive pressure can be assumed to act over an area of three soldier pile widths assuming the toe of the soldier pile is filled with structural concrete. If lean concrete is placed in the soldier pile shaft, the passive pressure can be assumed to act over two pile diameters. These passive pressure values include a factor of safety of at least 1.5.

Soldier piles should be placed in pre-drilled holes backfilled with concrete. Drilling the holes for soldier piles will require equipment capable of penetration into bedrock.

7.9.2 Soil Nails

Several computer programs, such as SNAIL (California Department of Transportation, updated August 21, 2018) and SNAP_2 (FHWA 2016), are available for designing a soil-nail wall. SNAIL uses a force limit equilibrium for the stability analyses of soil nails; the failure planes are assumed bi-linear if they pass through the toe of the wall and tri-linear if they pass beyond the toe of the wall. SNAP also uses a limit equilibrium design method (Bishop's) and allows soil-nail wall design using allowable stress design (ASD). Internal failure modes include nail pullout and nail tensile failure analysis, along with nail head and facing element analysis for temporary and permanent conditions. External failure modes include global stability, sliding, and bearing capacity analyses.

Soil-nail systems are typically installed under a design-build contract by specialty contractors; therefore, we are not providing a specific design; however, we are providing estimated input parameters for preliminary design. The actual capacities and lengths should be determined by the design-build contractor with experience designing, building, and testing soil-nail walls in similar

soil conditions. We should review the design prior to installation. For preliminary design, we recommend the input parameters presented in Table 9.

TABLE 9
Recommended Input Parameters for Design of Soil-Nail Walls

Soil Type	Total Density (pcf)	Ultimate Bond Strength (psf) (Factor of Safety = 1.0)	Shear Strength Parameters	
			c^1 (psf)	ϕ^2 (deg)
Bedrock	145	5,000	4,000	0

Notes:
[1] Cohesion intercept or undrained shear strength, without a factor of safety
[2] Angle of internal friction, without a factor of safety

We should review the design plans and design calculations prior to their issuance for construction to check for conformance with our recommendations. The design of the walls should also include appropriate testing of soil nails.

7.10 Seismic Design

The latitude and longitude of the site are 37.5107° and -122.2832°, respectively. For design per the 2022 CBC, we recommend the following:

- Site Class C (very dense soil and soft rock)
- S_S = 1.97g, S_1 = 0.81g
- F_a = 1.2, F_v = 1.4
- S_{MS} = 2.36g, S_{M1} = 1.13g
- S_{DS} = 1.57g, S_{D1} = 0.76g
- Seismic Design Category E for Risk Factors I, II, and III

8.0 ADDITIONAL GEOTECHNICAL SERVICES

Prior to construction, we should review the project plans and specifications to check that they conform to the intent of our recommendations. During construction, our field engineer should observe shoring installation as needed, foundation excavations prior to placement of reinforcing steel, and perform field density testing to check subgrade preparation and fill compaction. These observations will allow us to compare actual with anticipated soil conditions and to check that the contractor's work conforms to the geotechnical aspects of the plans and specifications.

9.0 LIMITATIONS

This geotechnical investigation has been conducted in accordance with the standard of care commonly used as state-of-practice in the profession. No other warranties are either expressed or implied. The recommendations made in this report are based on the assumption that the subsurface conditions do not deviate appreciably from those disclosed in our field investigation. If any variations or undesirable conditions are encountered during construction, we should be notified so that additional recommendations can be made. The foundation recommendations presented in this report are developed exclusively for the proposed development described in this report and are not valid for other locations and construction in the site vicinity.

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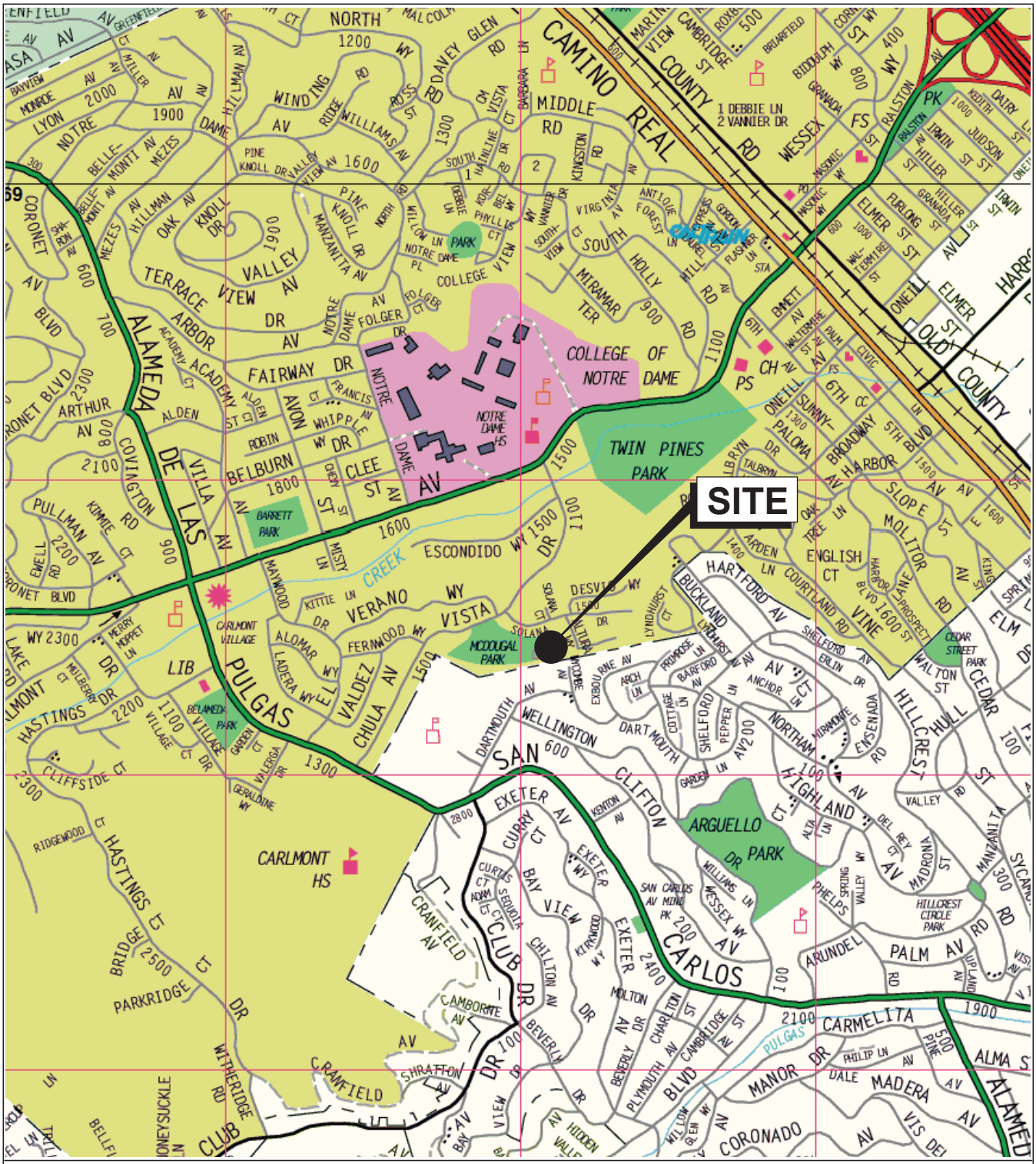
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FIGURES



Base map: The Thomas Guide
San Mateo County

0 1/4 1/2 Mile

Approximate scale

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SITE LOCATION MAP

ROCKRIDGE GEOTECHNICAL

Date 06/21/24	Project No. 24-2627	Figure 1



EXPLANATION

DPT-1 — Approximate location of dynamic penetrometer test by Rockridge Geotechnical, Inc., June 17, 2024

B-1 — Approximate location of boring by Rockridge Geotechnical, Inc., June 17, 2024

N

0 60 Feet

Approximate scale

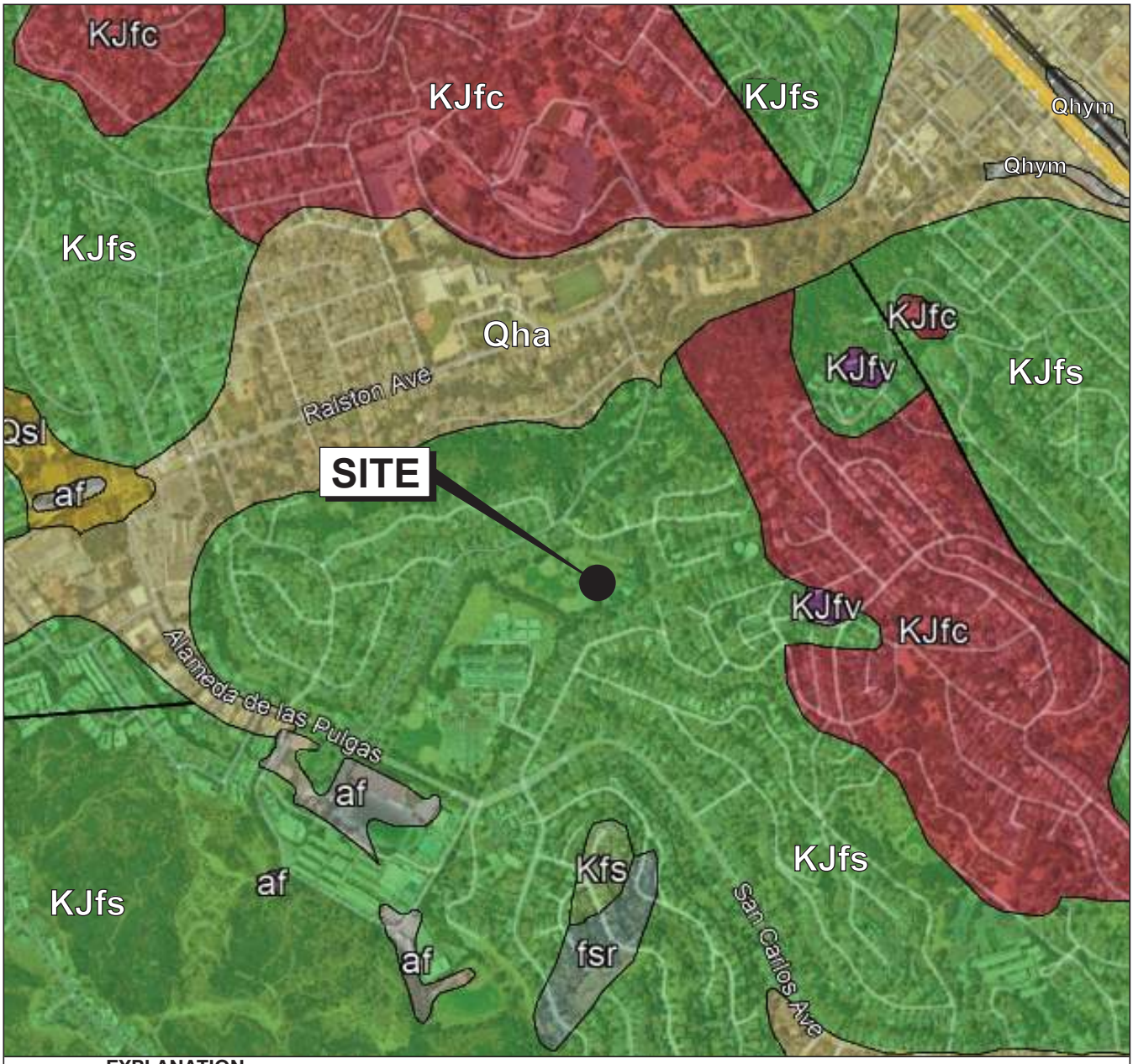
Base map: Google Earth, 2024

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SITE PLAN

Date 07/22/24	Project No. 24-2627	Figure 2

ROCKRIDGE GEOTECHNICAL



EXPLANATION

Base map: Google Earth with U.S. Geological Survey (USGS), San Mateo County, 2024.

af	Artificial Fill
Qhym	Mud deposits (late Holocene)
Qha	Alluvium (Holocene)
Qsl	Hillslope Deposits (Quaternary)
Kfs	Franciscan Complex sedimentary rocks (Cretaceous)
KJfs	Franciscan Complex sedimentary rocks (Early Cretaceous and (or) Late Jurassic)
KJfc	Franciscan Complex chert (Early Cretaceous and (or) Late Jurassic)
KJfv	Franciscan Complex volcanic rocks (Early Cretaceous and (or) Late Jurassic)
fsr	Franciscan Complex melange (Eocene, Paleocene, and (or) Late Cretaceous)

Geologic contact: dashed where approximate and dotted where concealed, queried where uncertain

0 1000 2000 Feet

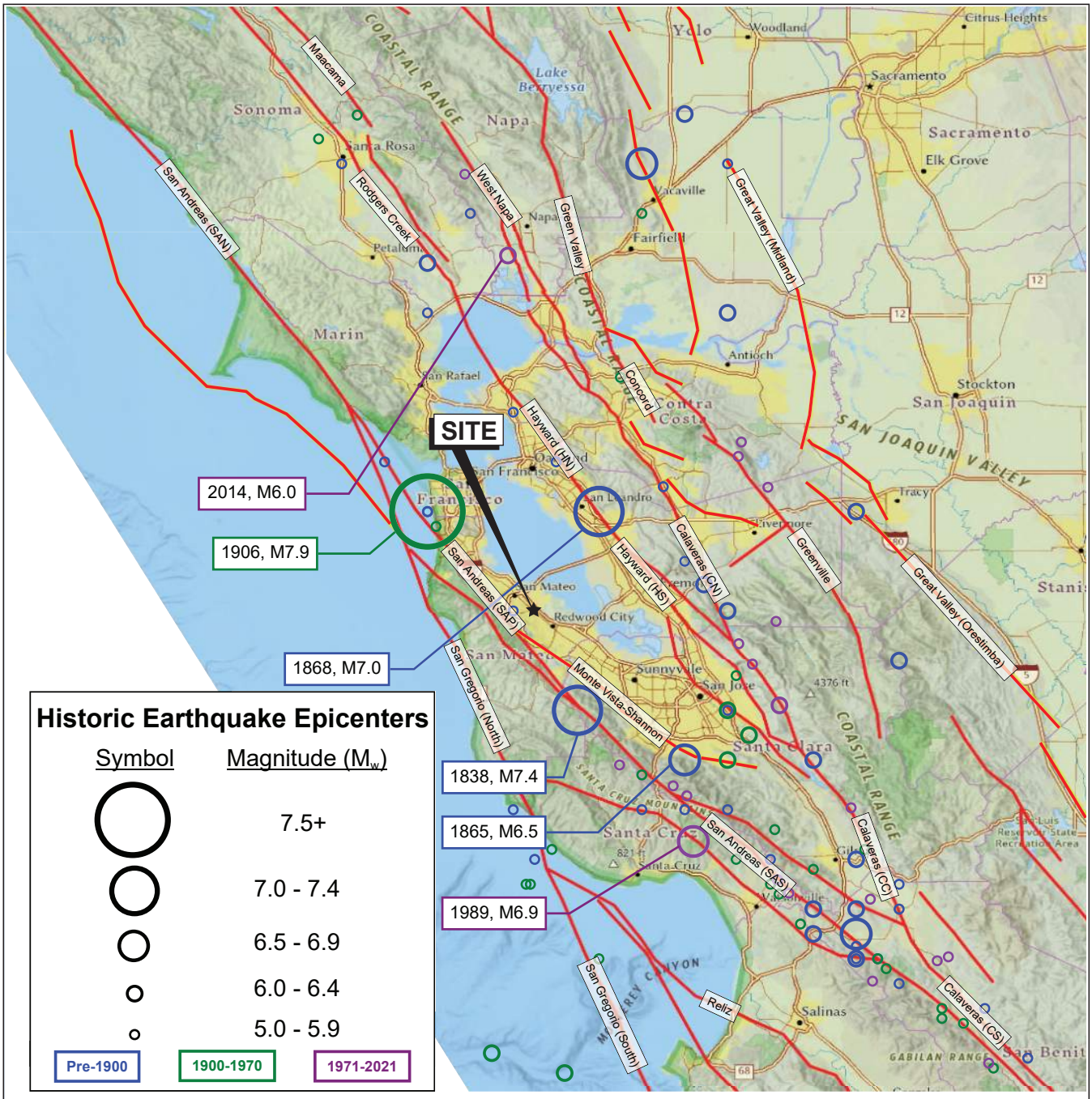
Approximate scale

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ROCKRIDGE GEOTECHNICAL

REGIONAL GEOLOGIC MAP

Date 07/03/24 | Project No. 24-2627 | Figure 3



EXPLANATION

Faults (National Seismic Hazard Model)

0 10 20 Miles

0 16 32 Kilometers

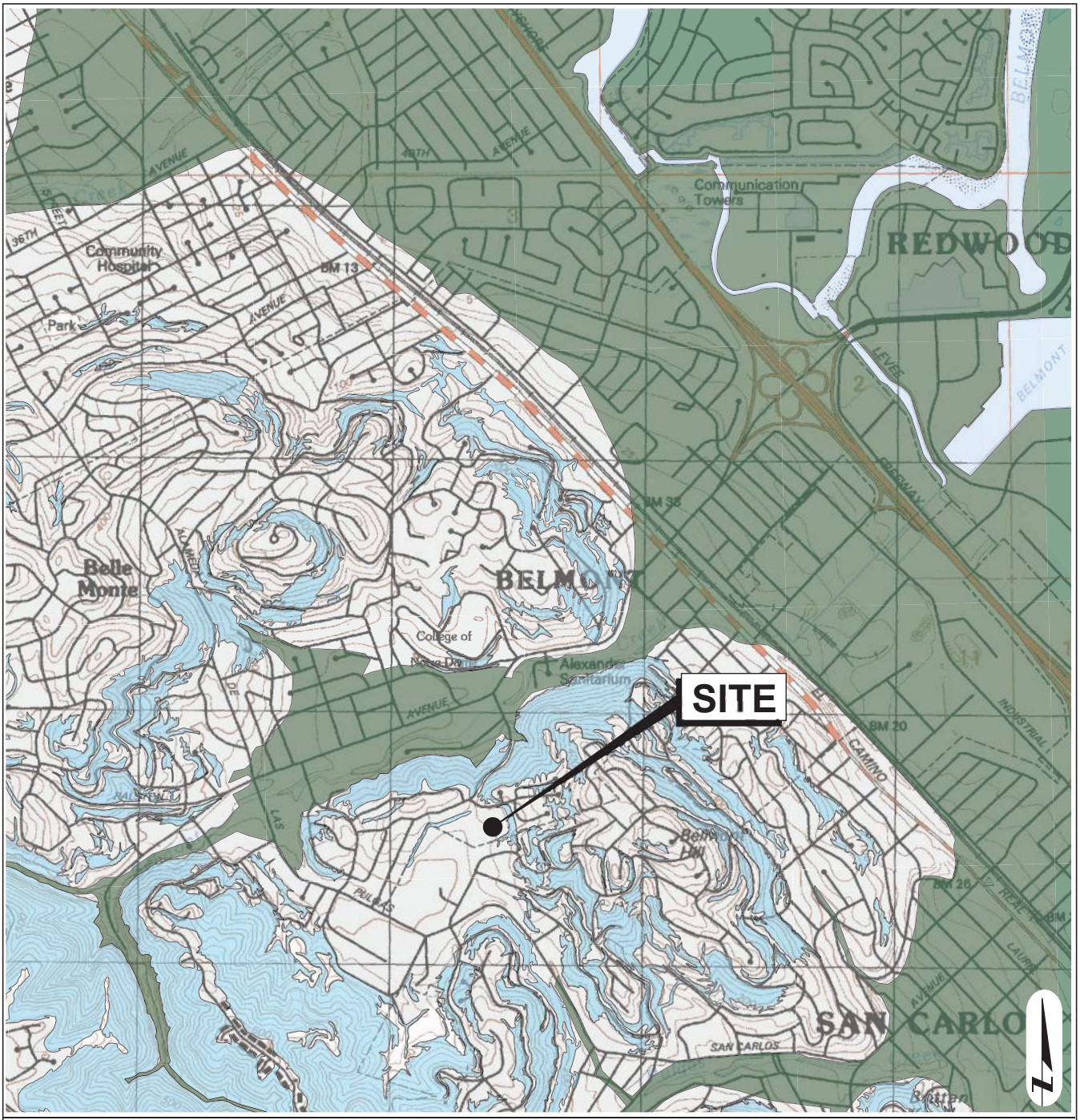
Approximate scale

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ROCKRIDGE GEOTECHNICAL

REGIONAL FAULT AND HISTORIC SEISMICITY MAP

Date 06/21/24	Project No. 24-2627	Figure 4



Liquefaction Zones
Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslide Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Reference:
Earthquake Zones of Required Investigation
San Mateo Quadrangle
California Geological Survey
Released January 11, 2018

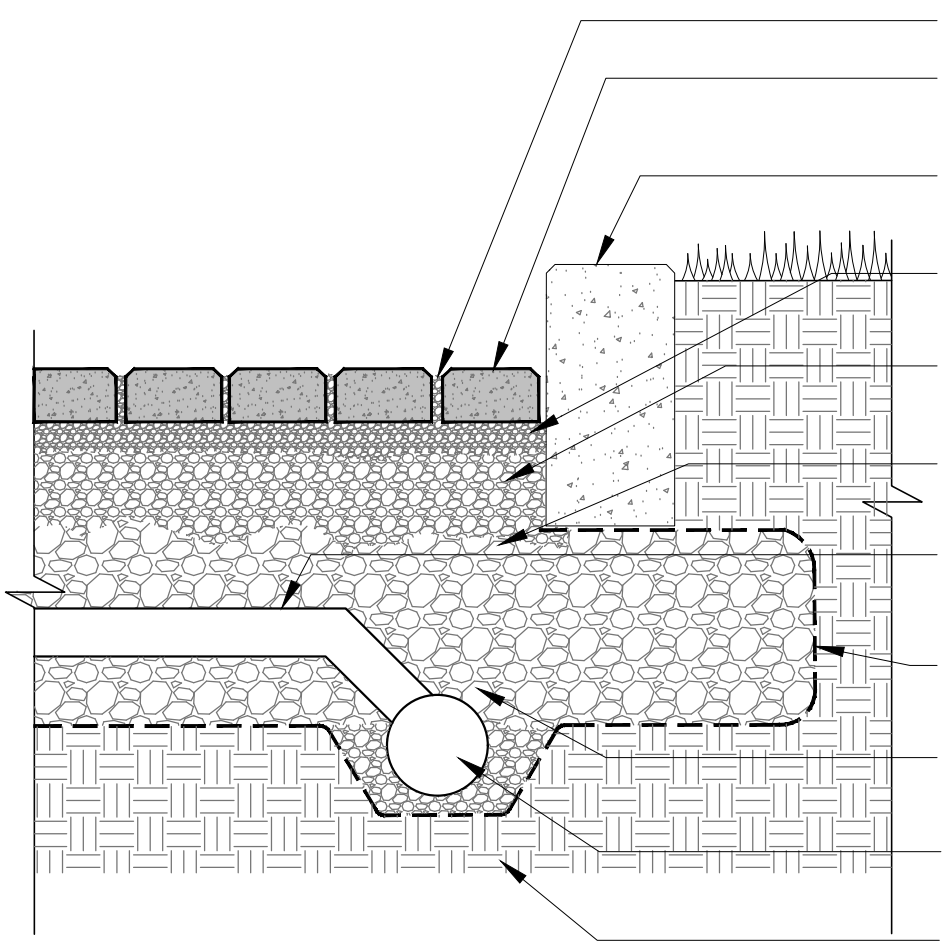
0 2,000 4,000 Feet
Approximate scale

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ROCKRIDGE GEOTECHNICAL

EARTHQUAKE ZONES OF REQUIRED INVESTIGATION MAP

Date 06/21/24	Project No. 24-2627	Figure 5



TYP. NO. 8, 89, OR 9 AGGREGATE IN OPENINGS

CONCRETE PAVERS MIN. 3 1/8 IN. (80 MM) THICK
FOR VEHICULAR TRAFFIC (ASPECT RATIO≤ 3)

CURB/EDGE RESTRAINT WITH CUT-OUTS
FOR OVERFLOW DRAINAGE (CURB SHOWN)

BEDDING COURSE 1 1/2 TO 2 IN. (40 TO 50 MM) THICK
(TYP. NO. 8 AGGREGATE)

4 IN (100 MM) THICK NO. 57
STONE OPEN-GRADED BASE

MIN. 6 IN. (150 MM) THICK
NO. 2 STONE SUBBASE

PERFORATED PIPES SPACED AND
SLOPED TO DRAIN ALL STORED WATER

GEOTEXTILE ON TOP AND SIDES OF
SUBBASE UNDER/BEYOND CURB

GEOTEXTILE ON SUBGRADE

NON-PERFORATED OUTFALL PIPE(S)
SLOPED TO STORM SEWER OR STREAM

SOIL SUBGRADE SLOPED TO DRAIN

NOTES:

1. 2 3/8 IN. (60 MM) THICK PAVERS MAY BE USED IN RESIDENTIAL APPLICATIONS.
2. NO. 2 STONE SUBBASE THICKNESS VARIES WITH DESIGN. CONSULT ICPI PERMEABLE INTERLOCKING CONCRETE PAVEMENT MANUAL..
3. PERFORATED PIPES MAY BE RAISED FOR WATER STORAGE FROM LARGE RAIN EVENTS WITH OUTLET(S) AT LINER BOTTOM TO DRAIN SMALL RAIN EVENTS.

Reference: "Permeable Interlocking Concrete Pavements", Third Edition, prepared by Interlocking Concrete Pavement Institute, dated 2005.

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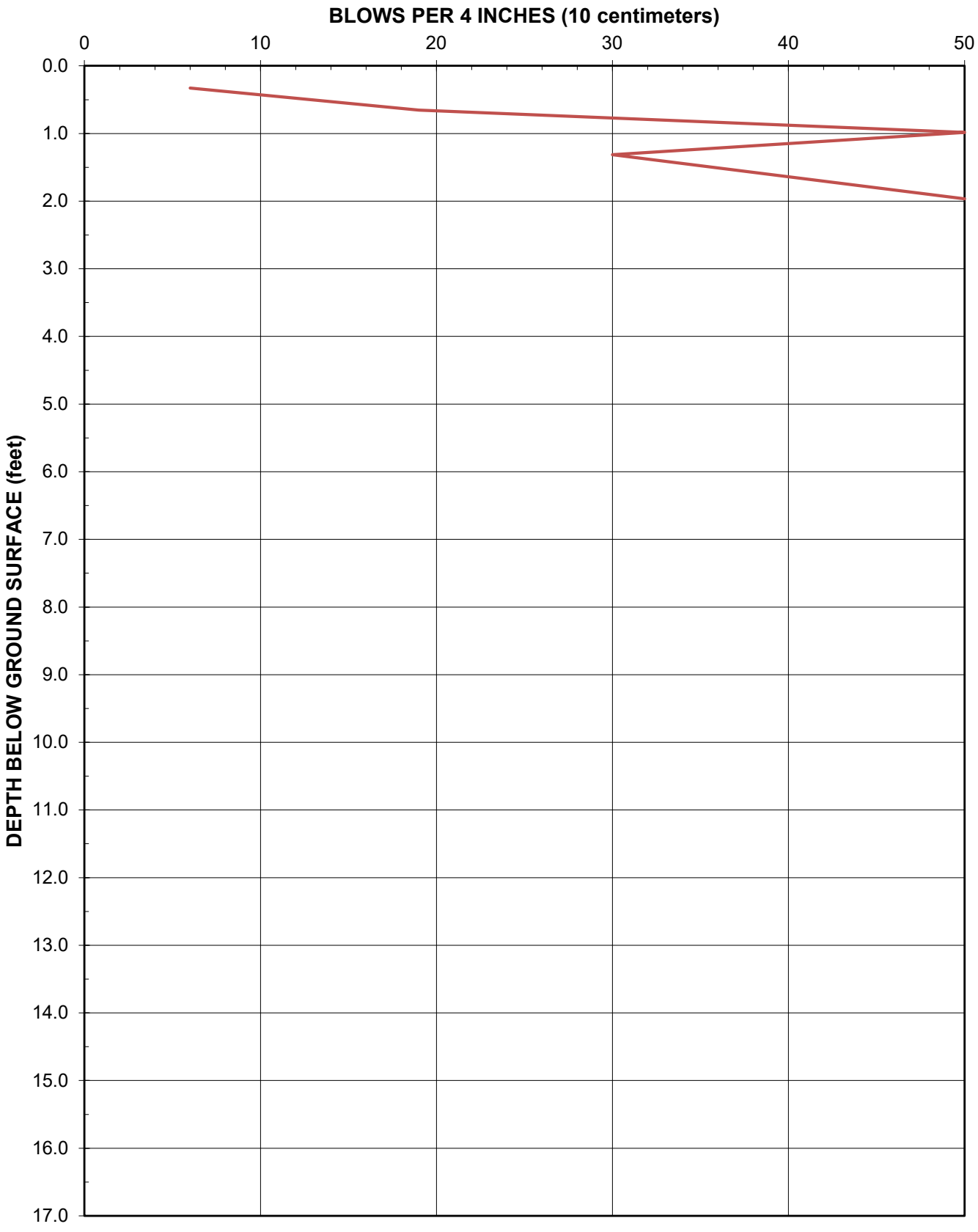
ROCKRIDGE GEOTECHNICAL

GENERALIZED ICPI PERMEABLE PAVER DETAIL FOR PARTIAL EXFILTRATION

Date 07/31/24	Project No. 24-2627	Figure 6

ROCKRIDGE GEOTECHNICAL

APPENDIX A
Dynamic Penetrometer Test Results and Logs of Borings

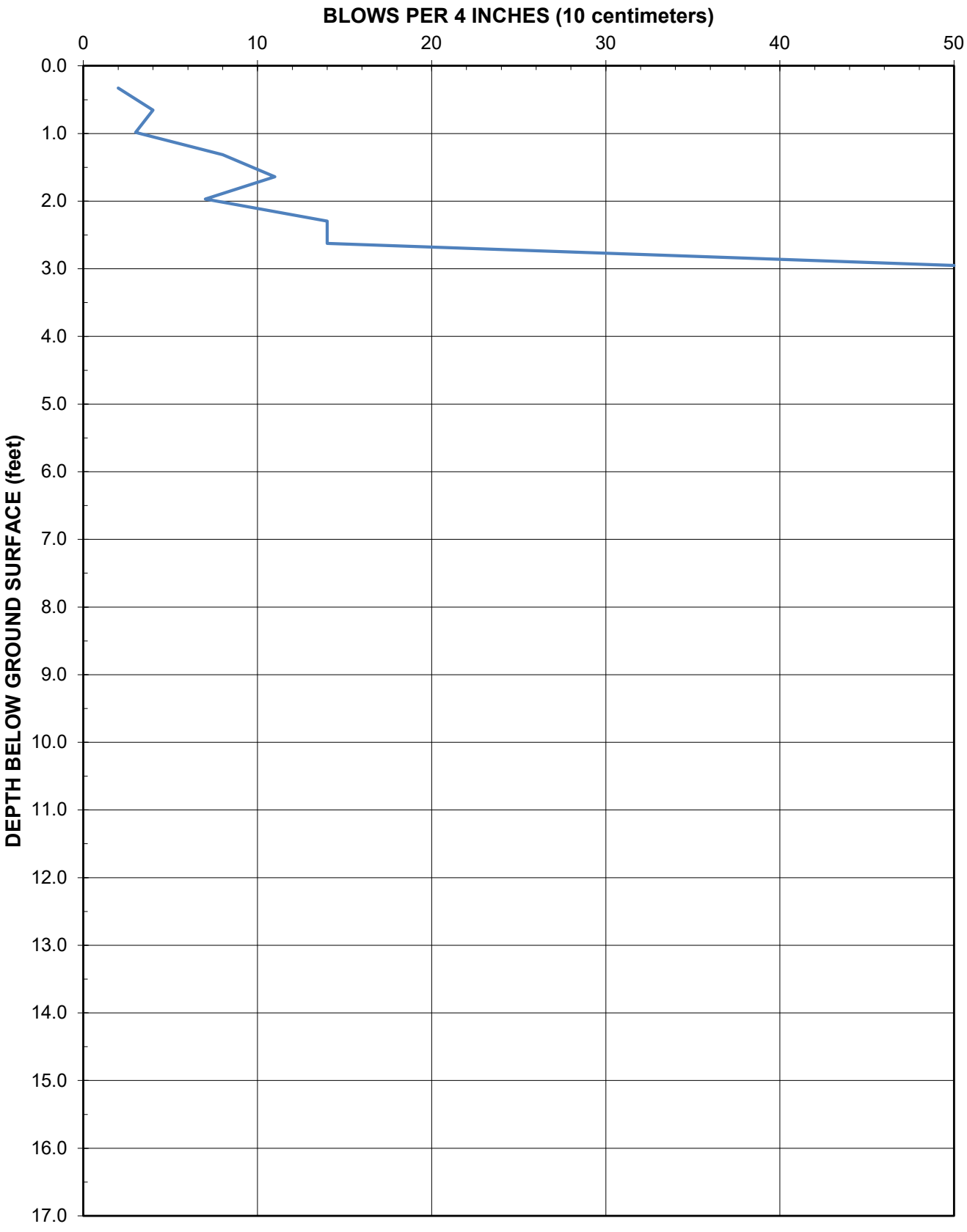


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DYNAMIC PENETROMETER TEST RESULTS
DPT-1

ROCKRIDGE GEOTECHNICAL

Date: 6/13/2024	Project No. 24-2627	Figure A-1

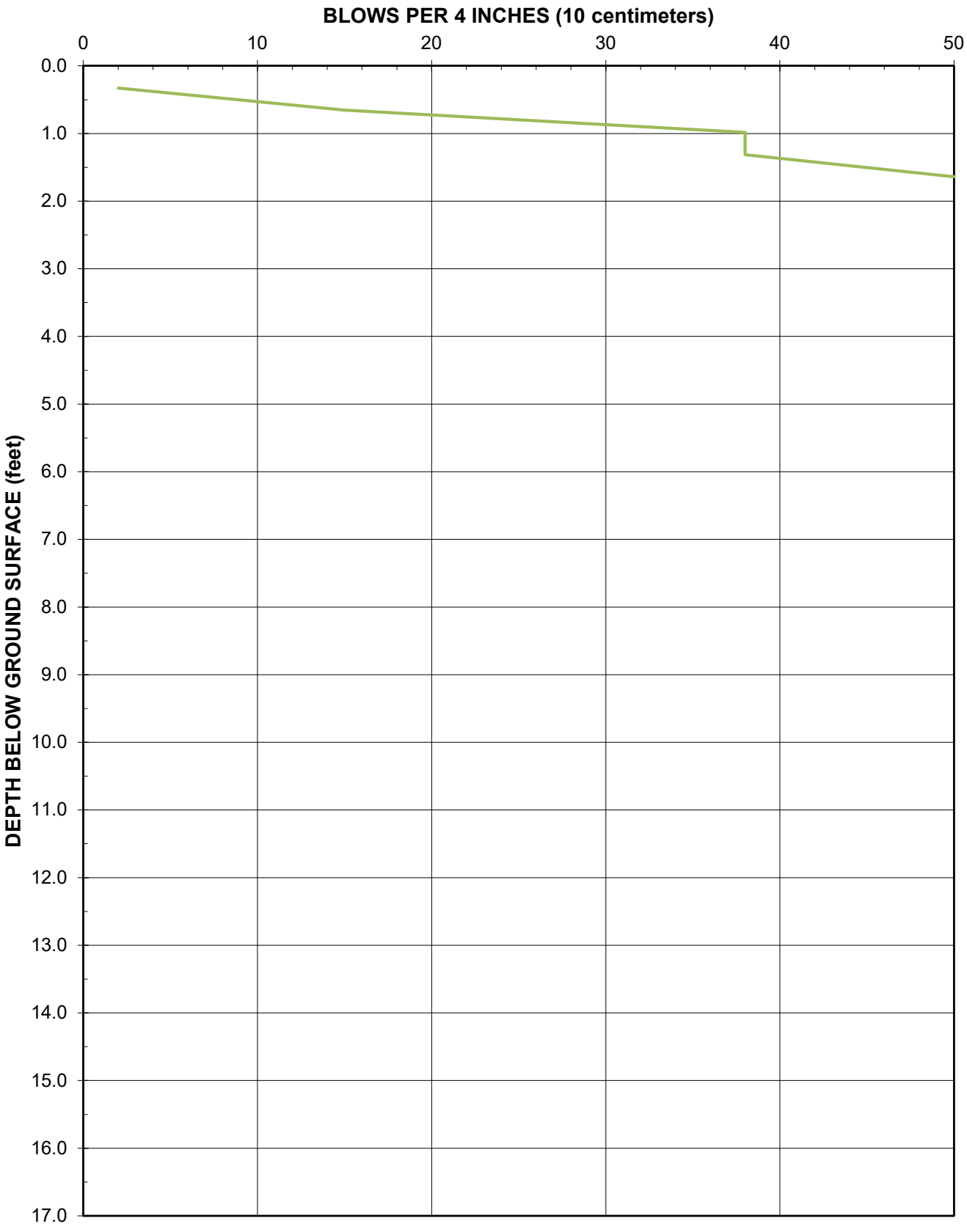


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DYNAMIC PENETROMETER TEST RESULTS
DPT-2

ROCKRIDGE GEOTECHNICAL

Date: 6/13/2024	Project No. 24-2627	Figure A-2

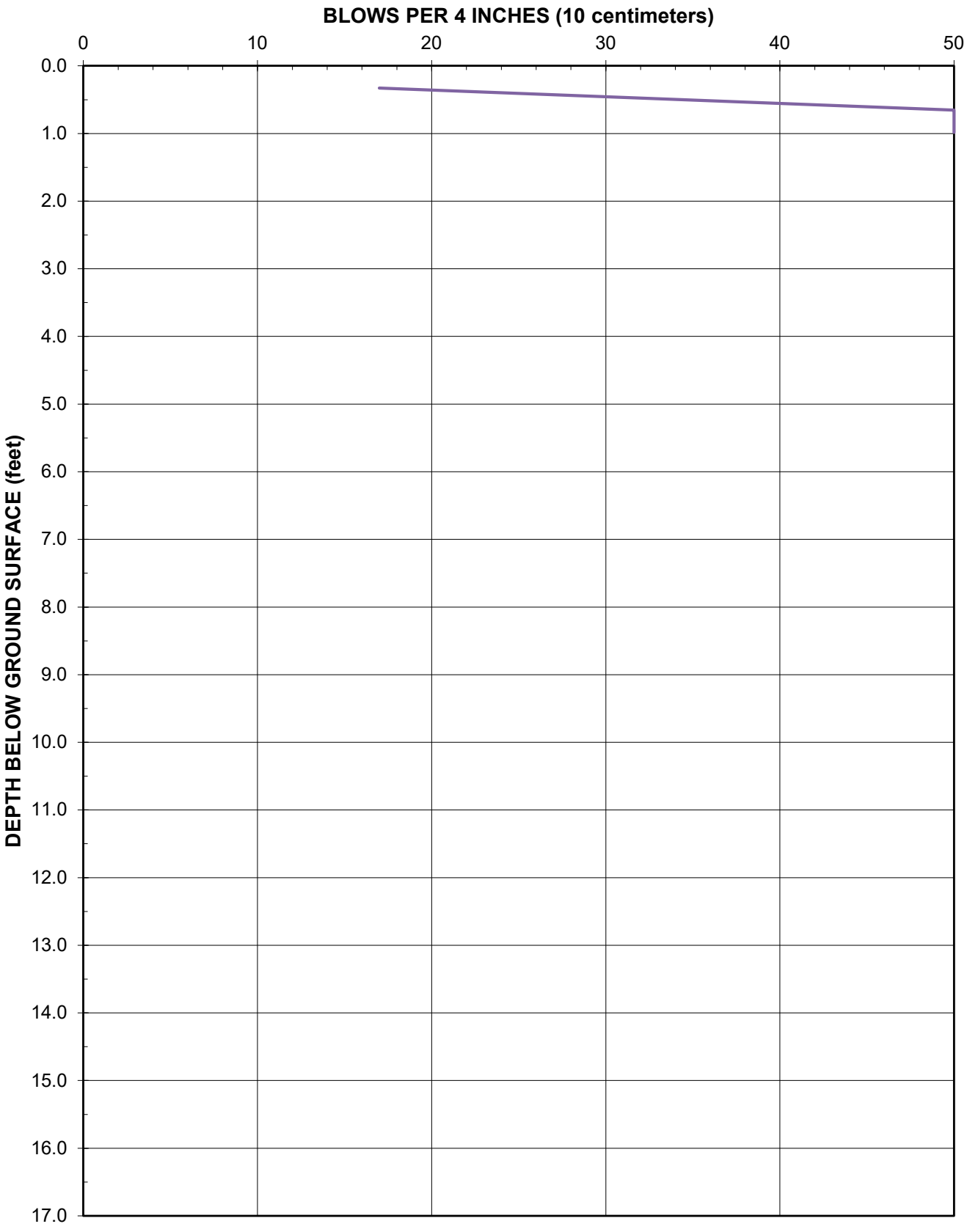


CHARLES ARMSTRONG SCHOOL
Belmont, California

DYNAMIC PENETROMETER TEST RESULTS
DPT-3

ROCKRIDGE GEOTECHNICAL

Date: 6/13/2024	Project No. 24-2627	Figure A-3



CHARLES ARMSTRONG SCHOOL
Belmont, California

DYNAMIC PENETROMETER TEST RESULTS
DPT-4

ROCKRIDGE GEOTECHNICAL

Date: 6/13/2024	Project No. 24-2627	Figure A-4

PROJECT: **CHARLES ARMSTRONG SCHOOL**
Belmont, California

Log of Boring B-1

Boring location: See Site Plan, Figure 2
Date started: 06/17/2024 Date finished: 06/17/2024
Drilling method: 4-inch-diameter solid-stem auger
Hammer weight/drop: 140 lbs./30 inches Hammer type: Rope & cathead safety hammer
Sampler: Modified California (MC)

Logged by: J. Lei
Drilled by: Stapleton Engineering & Exploration
Rig: Portable Bobcat Rig

DEPTH (feet)	SAMPLES: Sampler Type	SAMPLES: Sample	SAMPLES: Blows/ 6"	SAMPLES: SPT N-Value [1]	LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA: Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
						4.5 inches portland cement						
						2.5 inches of aggregate base						
1	MC		10		CL	SANDY CLAY (CL) red-yellow and yellow-brown, stiff, moist, fine to coarse sand, trace fine subangular gravel, rootlets Soil Corrosivity Test; see Appendix B						
2			10	14		LL = 31, PI = 16; see Appendix B					10.6	114
			10									
3												
4	MC		12 13 50/3"	44/9"	SC	CLAYEY SAND with GRAVEL (SC) yellow-brown and yellow, very dense, moist, fine to medium sand, fine to coarse subangular gravel RESIDUAL SOIL						
5	MC		50/3"	35/3"		SHALE gray and brown, low hardness, friable to weak, deeply to completely weathered						
6												
7												
8												
9												
10												
11												
12												

Boring terminated at a depth of 5.25 feet below ground surface.
Boring backfilled with cement grout.
Groundwater not encountered during drilling.

[1] MC and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.70 and 1.2, respectively to account for sampler type and hammer energy.

ROCKRIDGE GEOTECHNICAL

Project No.: 24-2627 Figure: A-5

PROJECT: **CHARLES ARMSTRONG SCHOOL**
Belmont, California

Log of Boring B-2

Boring location: See Site Plan, Figure 2
Date started: 06/17/2024 Date finished: 06/17/2024
Drilling method: 4-inch-diameter solid-stem auger
Hammer weight/drop: 140 lbs./30 inches Hammer type: Rope & cathead safety hammer
Sampler: Modified California (MC), Standard Penetration Test (SPT)

Logged by: J. Lei
Drilled by: Stapleton Engineering & Exploration
Rig: Portable Bobcat Rig

DEPTH (feet)	SAMPLES: Sampler Type	SAMPLES: Sample	SAMPLES: Blows/ 6"	SAMPLES: SPT N-Value[1]	LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA: Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
1	MC		13 31 22	37	CL	SANDY CLAY (CL) yellow-brown, very stiff, moist, fine to medium sand, trace fine subangular gravel						
2					GP-GC	GRAVEL with SAND and CLAY (GP-GC) gray, dense, dry, fine to coarse sand, fine to coarse subangular gravel						
3	SPT		50/6"	60/6"		SHALE brown and dark gray, low to moderately hard, moderately strong						
4	SPT		29 50/4"	60/4"								
5												
6												
7												
8												
9												
10												
11												
12												

Boring terminated at a depth of 4.8 feet below ground surface.
Boring backfilled with cement grout.
Groundwater not encountered during drilling.

[1] MC and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.70 and 1.2, respectively to account for sampler type and hammer energy.

ROCKRIDGE GEOTECHNICAL

Project No.: 24-2627 Figure: A-6

PROJECT: **CHARLES ARMSTRONG SCHOOL**
Belmont, California

Log of Boring B-3

Boring location: See Site Plan, Figure 2
Date started: 06/17/2024 Date finished: 06/17/2024
Drilling method: 4-inch-diameter solid-stem auger
Hammer weight/drop: 140 lbs./30 inches Hammer type: Rope & cathead safety hammer
Sampler: Modified California (MC), Standard Penetration Test (SPT)

Logged by: J. Lei
Drilled by: Stapleton Engineering & Exploration
Rig: Portable Bobcat Rig

DEPTH (feet)	SAMPLES: Sampler Type	SAMPLES: Sample	SAMPLES: Blows/ 6"	SAMPLES: SPT N-Value[1]	LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA: Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
						2.5 inches of asphalt concrete						
						2.5 inches of aggregate base						
1	MC		13	24	CL	SANDY CLAY (CL) brown and red-brown, very stiff, moist, fine sand, trace fine subangular gravel, trace debris						
2			13									
3			21									
4	MC		10 14 27	29	SC	CLAYEY SAND (SC) brown and red-brown, medium dense, moist, fine sand, trace fine subangular gravel Soil Corrosivity Test; see Appendix B LL = 27, PI = 8; see Appendix B RESIDUAL SOIL					13.6	119
5	SPT		32 50/6"	60/6"		SANDSTONE yellow, soft to low hardness, friable, completely weathered						
6												
7	SPT		50/4"	60/4"								
8												
9												
10												
11												
12												

Boring terminated at a depth of 7.3 feet below ground surface.
Boring backfilled with cement grout.
Groundwater not encountered during drilling.

[1] MC and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.70 and 1.2, respectively to account for sampler type and hammer energy.

ROCKRIDGE GEOTECHNICAL

Project No.: 24-2627
Figure: A-7

UNIFIED SOIL CLASSIFICATION SYSTEM

Major Divisions		Symbols	Typical Names
Coarse-Grained Soils (more than half of soil > no. 200 sieve size)	Gravels (More than half of coarse fraction > no. 4 sieve size)	GW	Well-graded gravels or gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels or gravel-sand mixtures, little or no fines
		GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
	Sands (More than half of coarse fraction < no. 4 sieve size)	SW	Well-graded sands or gravelly sands, little or no fines
		SP	Poorly-graded sands or gravelly sands, little or no fines
		SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
Fine -Grained Soils (more than half of soil < no. 200 sieve size)	Silts and Clays LL = < 50	ML	Inorganic silts and clayey silts of low plasticity, sandy silts, gravelly silts
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays
		OL	Organic silts and organic silt-clays of low plasticity
	Silts and Clays LL = > 50	MH	Inorganic silts of high plasticity
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic silts and clays of high plasticity
Highly Organic Soils		PT	Peat and other highly organic soils

GRAIN SIZE CHART

Classification	Range of Grain Sizes	
	U.S. Standard Sieve Size	Grain Size in Millimeters
Boulders	Above 12"	Above 305
Cobbles	12" to 3"	305 to 76.2
Gravel coarse fine	3" to No. 4 3" to 3/4" 3/4" to No. 4	76.2 to 4.76 76.2 to 19.1 19.1 to 4.76
Sand coarse medium fine	No. 4 to No. 200 No. 4 to No. 10 No. 10 to No. 40 No. 40 to No. 200	4.76 to 0.075 4.76 to 2.00 2.00 to 0.420 0.420 to 0.075
Silt and Clay	Below No. 200	Below 0.075

Unstabilized groundwater level

Stabilized groundwater level

SAMPLE DESIGNATIONS/SYMBOLS

Sample taken with California or Modified California split-barrel sampler. Darkened area indicates soil recovered

Classification sample taken with Standard Penetration Test sampler

Undisturbed sample taken with thin-walled tube

Disturbed sample

Sampling attempted with no recovery

Core sample

Analytical laboratory sample

Sample taken with Direct Push sampler

Sonic

SAMPLER TYPE

C Core barrel

CA California split-barrel sampler with 2.5-inch outside diameter and a 1.93-inch inside diameter

D&M Dames & Moore piston sampler using 2.5-inch outside diameter, thin-walled tube

O Osterberg piston sampler using 3.0-inch outside diameter, thin-walled Shelby tube

PT Pitcher tube sampler using 3.0-inch outside diameter, thin-walled Shelby tube

MC Modified California sampler with a 3.0-inch outside diameter and a 2.43-inch inside diameter

SPT Standard Penetration Test (SPT) split-barrel sampler with a 2.0-inch outside diameter and a 1.38- or 1.5-inch inside diameter (refer to text)

ST Shelby Tube (3.0-inch outside diameter, thin-walled tube) advanced with hydraulic pressure

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ROCKRIDGE GEOTECHNICAL

CLASSIFICATION CHART

Date 06/21/24 | Project No. 24-2627 | Figure A-8

I FRACTURING

Intensity	Size of Pieces in Feet
Very little fractured	Greater than 4.0
Occasionally fractured	1.0 to 4.0
Moderately fractured	0.5 to 1.0
Closely fractured	0.1 to 0.5
Intensely fractured	0.05 to 0.1
Crushed	Less than 0.05

II HARDNESS

1. **Soft** - reserved for plastic material alone.
2. **Low hardness** - can be gouged deeply or carved easily with a knife blade.
3. **Moderately hard** - can be readily scratched by a knife blade; scratch leaves a heavy trace of dust and is readily visible after the powder has been blown away.
4. **Hard** - can be scratched with difficulty; scratch produced a little powder and is often faintly visible.
5. **Very hard** - cannot be scratched with knife blade; leaves a metallic streak.

III STRENGTH

1. **Plastic** or very low strength.
2. **Friable** - crumbles easily by rubbing with fingers.
3. **Weak** - an unfractured specimen of such material will crumble under light hammer blows.
4. **Moderately strong** - specimen will withstand a few heavy hammer blows before breaking.
5. **Strong** - specimen will withstand a few heavy ringing hammer blows and will yield with difficulty only dust and small flying fragments.
6. **Very strong** - specimen will resist heavy ringing hammer blows and will yield with difficulty only dust and small flying fragments.

IV WEATHERING - The physical and chemical disintegration and decomposition of rocks and minerals by natural processes such as oxidation, reduction, hydration, solution, carbonation, and freezing and thawing.

D. Deep - moderate to complete mineral decomposition; extensive disintegration; deep and thorough discoloration; many fractures, all extensively coated or filled with oxides, carbonates and/or clay or silt.

M. Moderate - slight change or partial decomposition of minerals; little disintegration; cementation little to unaffected. Moderate to occasionally intense discoloration. Moderately coated fractures.

L. Little - no megascopic decomposition of minerals; little of no effect on normal cementation. Slight and intermittent, or localized discoloration. Few stains on fracture surfaces.

F. Fresh - unaffected by weathering agents. No disintegration of discoloration. Fractures usually less numerous than joints.

ADDITIONAL COMMENTS:

V CONSOLIDATION OF SEDIMENTARY ROCKS: usually determined from unweathered samples. Largely dependent on cementation.

U = unconsolidated
P = poorly consolidated
M = moderately consolidated
W = well consolidated

VI BEDDING OF SEDIMENTARY ROCKS

Splitting Property	Thickness	Stratification
Massive	Greater than 4.0 ft.	very thick-bedded
Blocky	2.0 to 4.0 ft.	thick bedded
Slabby	0.2 to 2.0 ft.	thin bedded
Flaggy	0.05 to 0.2 ft.	very thin-bedded
Shaly or platy	0.01 to 0.05 ft.	laminated
Papery	less than 0.01	thinly laminated

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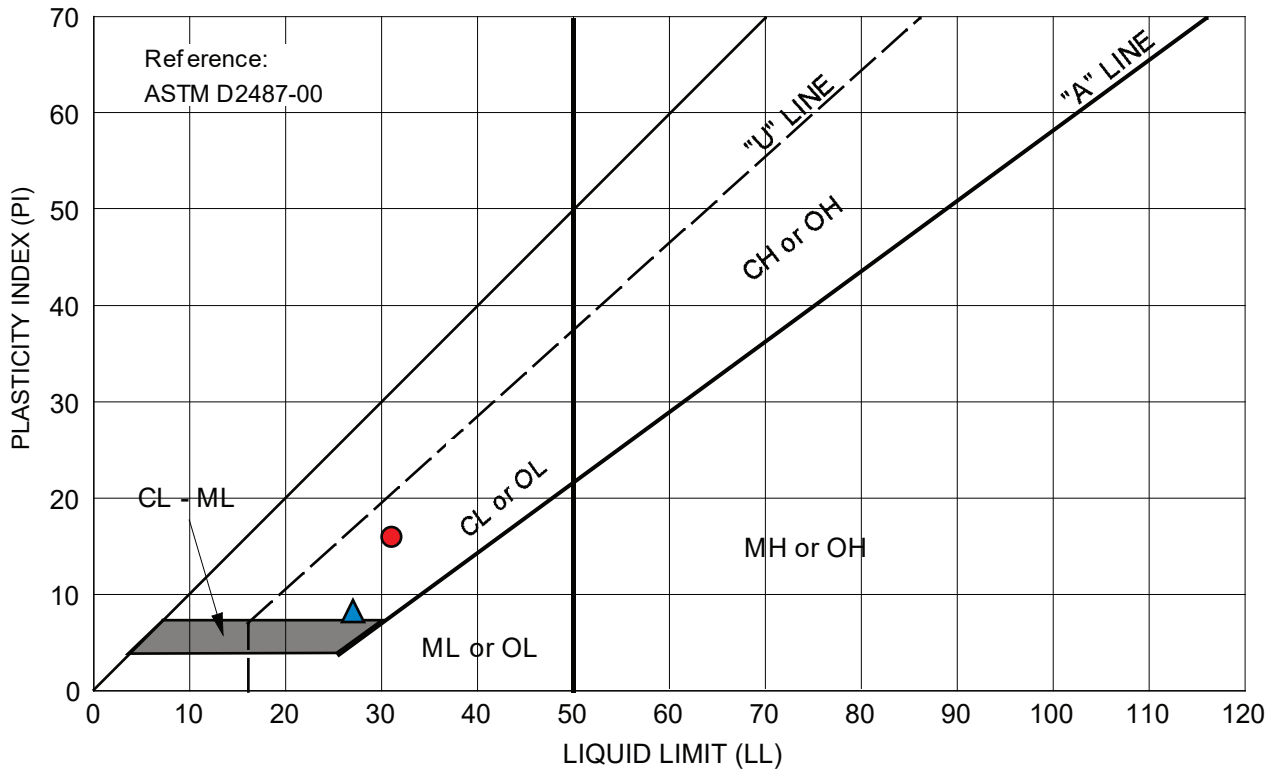
ROCKRIDGE GEOTECHNICAL

PHYSICAL PROPERTIES CRITERIA FOR ROCK DESCRIPTIONS

Date 07/22/24	Project No. 24-2627	Figure A-9

ROCKRIDGE GEOTECHNICAL

APPENDIX B
Laboratory Test Results



Symbol	Source	Description and Classification	Natural M.C. (%)	Liquid Limit (%)	Plasticity Index (%)	% Passing #200 Sieve
●	B-1 at 1.8 feet	SANDY CLAY (CL), red-yellow and yellow-brown	10.6	31	16	--
▲	B-3 at 4.0 feet	CLAYEY SAND (SC), brown and red-brown	13.6	27	8	--

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ROCKRIDGE GEOTECHNICAL

PLASTICITY CHART

Date 07/03/24 | Project No. 24-2627 | Figure B-1

Project X
Corrosion Engineering
Corrosion Control – Soil, Water, Metallurgy Testing Lab

REPORT S240619E

	Method	ASTM D4327		ASTM D4327		ASTM G187		ASTM G51	ASTM G200	SM 4500-D	ASTM D4327	ASTM D6919	ASTM D6919	ASTM D6919	ASTM D6919	ASTM D6919	ASTM D6919	ASTM D4327	ASTM D4327
Bore# / Description	**Depth**	**Sulfates** SO_4^{2-}		**Chlorides** Cl^-		**Resistivity** As Rec'd | Minimum		**pH**	**Redox**	**Sulfide** S^{2-}	**Nitrate** NO_3^-	**Ammonium** NH_4^+	**Lithium** Li^+	**Sodium** Na^+	**Potassium** K^+	**Magnesium** Mg^{2+}	**Calcium** Ca^{2+}	**Fluoride** F_2^{2-}	**Phosphate** PO_4^{3-}
	(ft)	(mg/kg)	(wt%)	(mg/kg)	(wt%)	(Ω-cm)	(Ω-cm)		(mV)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)	(mg/kg)
B-1: SANDY CLAY (CL), red-yellow and yellow-brown	1.3	78.5	0.0078	24.6	0.0025	26,800	4,020	6.5	141	0.7	3.2	15.9	ND	63.0	4.6	26.2	97.6	8.3	0.6
B-3: CLAYEY SAND (SC), brown and red-brown	3.5	39.2	0.0039	20.7	0.0021	80,400	3,149	6.8	107	0.9	8.4	1.2	ND	50.2	2.9	63.5	110.1	11.2	2.4

Cations and Anions, except Sulfide and Bicarbonate, tested with Ion Chromatography
mg/kg = milligrams per kilogram (parts per million) of dry soil weight
ND = 0 = Not Detected | NT = Not Tested | Unk = Unknown
Chemical Analysis performed on 1:3 Soil-To-Water extract
PPM = mg/kg (soil) = mg/L (Liquid)

Note: Sometimes a bad sulfate hit is a contaminated spot. Typical fertilizers are Potassium chloride, ammonium sulfate or ammonium sulfate nitrate (ASN). So this is another reason why testing full corrosion series is good because we then have the data to see if those other ingredients are present meaning the soil sample is just fertilizer-contaminated soil. This can happen often when the soil samples collected are simply surface scoops. This is why it's best to dig in a foot, throw away the top and test the deeper stuff. Dairy farms are also notorious for these items.

If one sample pops up much more corrosive than all others, we would recommend collecting more samples surrounding the problem sample location to determine if the peak is isolated to it. This allows us to conclude it was a contaminated sample and able to declare it an outlier.

29990 Technology Dr., Suite 13, Murrieta, CA 92563 Tel: 213-928-7213 Fax: 951-226-1720
www.projectxcorrosion.com

CHARLES ARMSTRONG SCHOOL
Belmont, California

ROCKRIDGE GEOTECHNICAL

SOIL CORROSIVITY TEST RESULTS

Date 07/03/24 | Project No. 24-2627 | Figure B-2

FINAL NOISE AND VIBRATION STUDY

Date: December 19, 2025

To: Carlos De Melo, City of Belmont Community Development Director
Jeremy Ruiz, Assistant Planner, City of Belmont Community Development Department

From: Geoff Hornek, Senior Noise Analyst, Panorama Environmental, Inc.
Peter Mye, Senior Environmental Planner/Project Manager, Panorama Environmental, Inc.
Brent Rosenwald, Environmental Planner/Deputy Project Manager, Panorama Environmental, Inc.

Subject: **Charles Armstrong School Expansion Project**
Final Noise and Vibration Study

INTRODUCTION

This report evaluates potential noise and vibration impacts associated with the Charles Armstong School Expansion Project (proposed project). The analysis provided in this report evaluates the potential for short- and long-term noise and vibration impacts on noise-sensitive land uses in the immediate vicinity of the proposed project associated with construction and operation of the proposed expansion of Charles Armstrong School. The report describes the environmental setting for the proposed project, including existing noise conditions and applicable laws and regulations, and documents the assumptions, methodologies, and findings used to evaluate noise and vibration impacts. The project is subject to environmental review pursuant to the California Environmental Quality Act (CEQA) and the City's standard conditions of approval. It is anticipated that the City of Belmont, the lead agency for the project, will use this technical report to inform the project's analysis pursuant to the California Environmental Quality Act (CEQA).

Project Description

The project site is at 1405 Solana Drive (Assessor's Parcel Number 045-122-190) in Belmont, in San Mateo County, California, as shown on Figure 1 and Figure 2. The 4.9-acre school campus currently is occupied by three single-story school buildings near the center of the site and an auditorium building, surrounded by drive aisles, a parking lot, a basketball court, and outdoor activity areas. The site is bordered by Solana Drive and single-family residences to the north; existing single-family residential buildings to the east; existing single-family residences within the jurisdiction of the City of San Carlos to the south; and, to the west, the existing single-family residences along Chula Vista Drive, the City of Belmont's McDougal Park, and the San Carlos Charter Learning Center. The site topography slopes downward from the northeast to the southeast, with an elevation difference of approximately 40 feet. The northeast portion of the project site is steeply sloped and densely populated by oak trees and other trees.

Figure 1 Project Vicinity

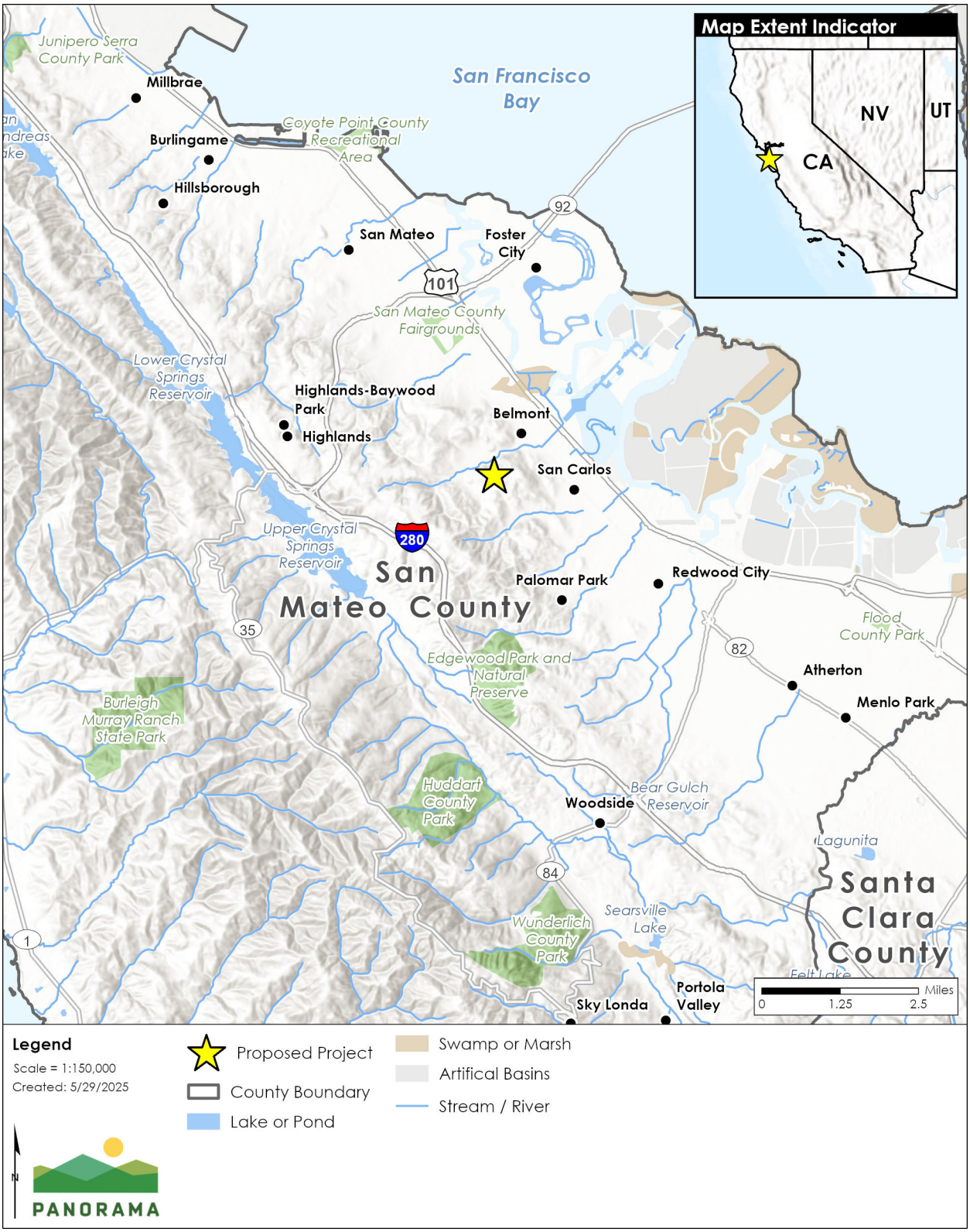


Figure 2 Charles Armstrong School Expansion Project - Site Overview



The nearest cross street is Chula Vista Drive. The school is accessed via two curb cuts along Solana Drive with the westernmost driveway used for student pick-up and drop-off and the easternmost driveway used to access faculty and visitor parking. San Mateo County Transit Route 60 runs along Chula Vista Drive with bus stops within 0.2 mile of the school at Solana Drive and at Fernwood Way.

The proposed project would involve the demolition of existing outdoor hardscapes associated with school recreational spaces along its eastern and southern perimeter and the construction of four new buildings in two phases. Phase 1 would include an approximately 11,900-square-foot Academic Wing (two buildings with a connecting roof [the Area A and Area B buildings] and a small stand-alone building [Area C Building]). Phase 2 would include an approximately 11,100-square-foot Athletics Building. Should the project entitlements (new Conceptual Development Plan, Detailed Development Plan, Conditional Use Permit and other Discretionary Permits) be approved, the construction component of Phase 1 of the project would commence in late Spring 2026 and be completed approximately 15 months thereafter (Summer 2027). The Phase 2 component would be tentatively scheduled to commence in Spring 2031 and be completed approximately 15 months thereafter (Summer 2032).

The expansion is intended to support the school's educational mission and long-term operational needs by providing modern classroom space, creative learning environments, and improved athletic / multi-purpose facilities. Additional site improvements would include a new landscaped outdoor plaza connecting the proposed buildings, stormwater management systems, utility infrastructure, and slope stabilization. The new buildings would be fully electric and powered by an upgraded campus-wide electrical service. The expansion would increase the enrollment cap to 290 students (an increase of 30 students), with minimal faculty or staff increase to support the new student enrollment (approximately 11 Armstrong staff) and introduce new sources of stationary noise, i.e., heating, ventilation, and air-conditioning (HVAC) system.

Certain aspects of campus operation would be updated as part of the new CDP-DDP-CUP for the expanded use of the Armstong buildings and grounds:

- Extend access for staff and small-group activities in the existing and proposed buildings until 10:00 p.m. on weekdays, and allow weekend access to the existing and proposed buildings from 9:00 a.m. to 6:00 p.m.
- Allow up to 12 weekend events annually involving 25 or more attendees (e.g., schoolwide gatherings, accreditation visits, graduation).
- Permit three special Saturday evening events each year such as a musical or alumni gathering or benefit event with activities ending by 10:00 p.m.
- Authorize dismissals on nearby neighborhood streets for up to four special events per year to ease traffic congestion associated with large on-campus gatherings.
- Coordinate shared use of McDougal Park for limited weekend or additional weekday access including during the school's four-week summer session.

The Academic Wing (Phase 1) would consist of three defined buildings (as shown on Figure 3) – Area A (6,364 GSF), Area B (4,237 GSF), and Area C (1,292 GSF). The buildings would range from 20 to 35 feet in height and would be integrated with the site's sloped topography through multiple finished floor elevations. The mechanical systems for the Academic Wing's buildings would be all-electric variable refrigerant flow systems. The outdoor condensing units would be ground-mounted at the foot of the slope on the east side of the Area A Building (three units), Area B Building (three units), and Area C Building (one unit) and screened from both campus and residential views. These systems would include mechanical ventilation to ensure fresh air circulation under closed-window conditions. No additional enclosures for the condensing units are proposed, because of their ground-level location and lack of visibility. No emergency diesel generators are proposed for the Academic Wing.

The 11,100 sq. ft. Athletics Building (Phase 2) would be a one-story, 35-foot-tall building as shown on Figure 3. The Athletics Building would house a 7,973-square-foot gymnasium with a regulation-size indoor court for physical education and athletics and bleacher seating for approximately 188 people. This building would contain a 1,400 square-foot commercial kitchen to support daily food service, faculty offices, restrooms, laundry facilities, and dedicated electrical and janitorial closets. The Athletics Building's HVAC system would include rooftop-mounted electric heat pumps and a make-up air unit for the kitchen. The HVAC equipment would be screened from view by a 9-foot-tall parapet wall, shielding views of the equipment from the south. The Athletics Building would also have a mechanical ventilation system to control the indoor air quality. No emergency diesel generators are proposed for this building.

Sound, Noise and Vibration: Definitions, Representations and Measurement

Sound is created when vibrating objects produce pressure variations that move rapidly outward into the surrounding air – the more energetic the pressure variations, the louder the sound perceived by a listener. Sound pressures are directly measured in standard units of pounds/square inch (in the English system). But because of the extremely wide range of pressures common in real world sounds, mathematical adjustments were introduced to make common operations (e.g., addition, averaging, etc.) with sound pressure levels (which are often represented by very large numbers) easier to do. This was an important consideration in the era prior to the universal availability of electronic calculators and computers.

That mathematical adjustment (i.e., the use of logarithms) defined the **decibel (dB)** as the standard measure of acoustical energy relative to the energy of sound at the human threshold of perception. Acoustical energy content of sound expressed in decibels is not uniform across this range, but varies exponentially with changing pressure level. For example, a one-decibel increase in sound level starting from 70 decibels has 100 times the acoustical energy of a one-decibel increase starting from 50 decibels. Table 1, p. 7, shows the range of real-world sound pressure and their representation in standard units and in decibels (the latter being relative to the human threshold of hearing). Table 2, p. 7, shows how the sound pressures from two equivalent sources combine using standard pressure units and decibels.

Figure 3 Charles Armstrong School Expansion Project – Site Plan for New Academic Wing and Athletics Building

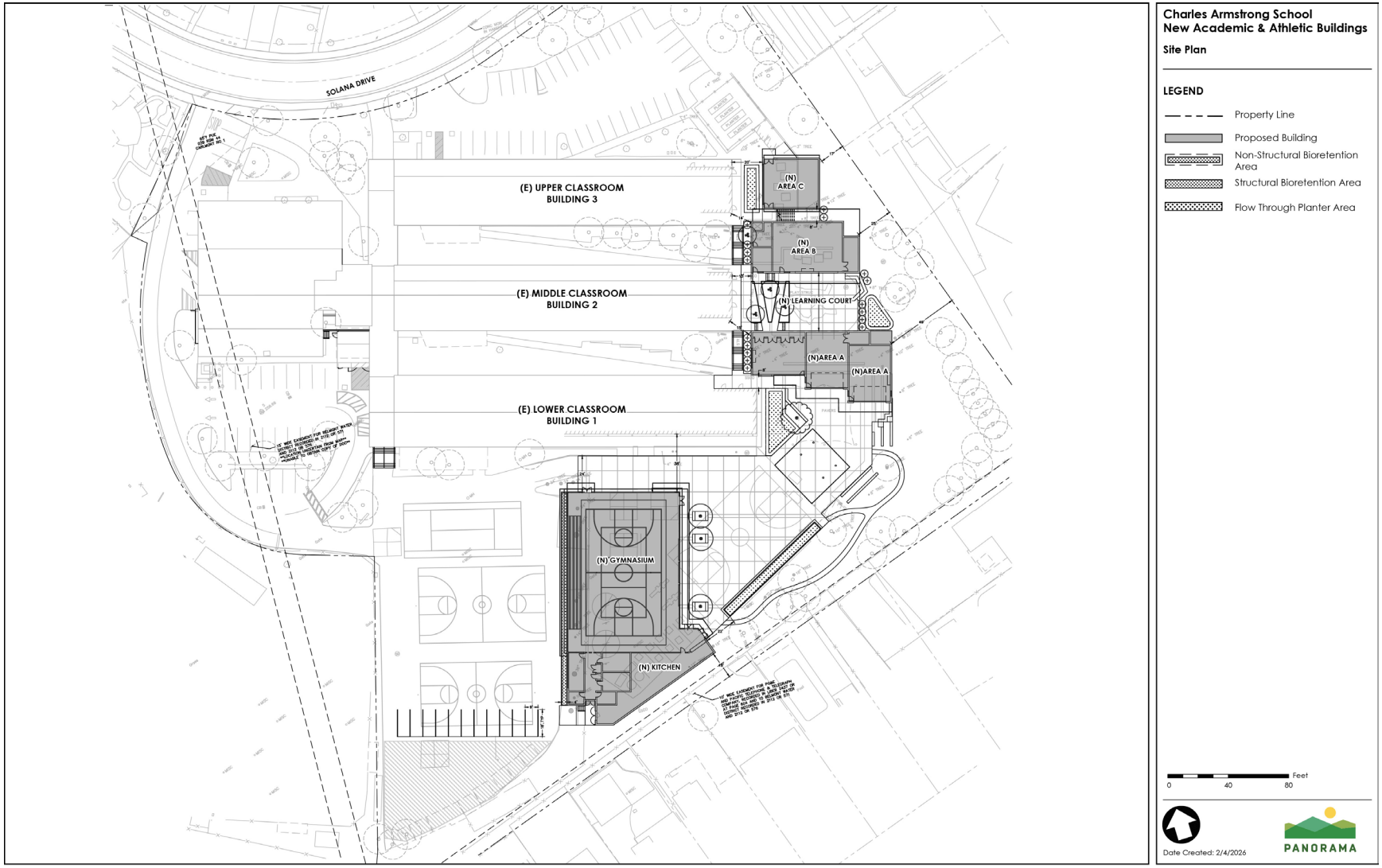


Table 1: The Common Range of Sound Pressures and Their Representation in Standard Units and Decibels

Threshold of Hearing	Threshold of Pain
In Standard units – L_0 (lbs./sq.in.)	In Standard units – 10^{13} L_0 = 10,000,000,000,000 L_0
In Decibels – 0	In Decibels – 130
The decibel value (divided by 10) tells the number of zeros behind the lead number in the ratio of measured sound pressure to the pressure at the threshold of hearing. The sound pressure at the threshold of pain is 10 trillion times (10^{13}) larger than at the threshold of hearing.	

The example below shows the addition of sound levels from two equal sources in both standard units and in decibels.

Table 2: How Sound Pressures are Combined Using Standard Units and Decibels

Addition of Equal Sound Pressure Levels (in Standard Units)	Addition of Equal Sound Pressure Levels (in Decibels)
$L_1 = 10^6$ L_0	L_1 = 60 decibels
$L_2 = 10^6$ L_0	L_2 = 60 decibels
$L_1 + L_2 = 2 \times 10^6$ L_0	$L_1 + L_2$ = 63 decibels
Sound pressure levels given in standard pressure units add by the rules of standard arithmetic. The rule for decibel addition is more complicated. 60 decibels + 60 decibels = $10\log(10^{(60/10)} + 10^{(60/10)}) = 10\log(2 \times 10^6) = 63$ decibels Where "log" is the inverse operation to exponentiation (e.g., $\log(10^6) = 6$)	

A **sound-level meter (SLM)** is an instrument used to measure the average pressure level of real-world sounds at any moment or over extended time periods. Since most sounds are a complex mixture of time-varying frequency components and human hearing is less sensitive at low frequencies and high frequencies than in the mid-frequency range, the SLM applies human hearing sensitivity factors (as determined by laboratory measurements) to each frequency component of the sound being measured before averaging them. This is called "A" weighting, and the average pressure level measured by an SLM in this mode is called the **A-weighted sound level (dBA)**. Table 3 presents representative noise sources and their corresponding noise levels in dBA at varying distances from the noise sources.

For environmental acoustical measurements, the following metrics of time-average sound level are commonly used:

- **Equivalent Sound Level (L_{eq})** is a constant sound level that carries the same sound energy as the actual time-varying sound over the measurement period.
- **Day–Night Average Sound Level (L_{dn})** is a 24–hour average L_{eq} with a 10–decibel penalty added to sound levels occurring at night between 10:00 p.m. and 7:00 a.m.

Community Noise Equivalent Level (CNEL) is a 24–hour average L_{eq} very similar to L_{dn}, but with an additional 5–decibel penalty added to sound levels occurring in the evening between 7:00 p.m. and 10:00 p.m.

Table 3 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet fly-over at 1,000 feet		
	100	
Gas lawn mower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	**70**	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	**60**	
		Large business office
Quiet urban daytime	**50**	Dishwasher in next room
Quiet urban nighttime	**40**	Theater, large conference room
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
	0	

Source: California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013, p. 2–20.

Noise is a sound or series of sounds that are intrusive, objectionable, or disruptive to daily life. Many factors influence how a sound is perceived and whether it is considered disturbing to a listener; these include the physical characteristics of sound (i.e., loudness, frequency composition, etc.) and other factors relating to the situation of the listener and the following:

- Ambient (background) sound level
- Magnitude of the event sound level relative to the background
- Frequency composition
- Duration of the sound event
- Number of event occurrences, repetitiveness, and intermittency
- Time of day the event occurs

The effects of noise on people fall into three general categories:

- Subjective effects of annoyance and nuisance
- Interference with activities such as speech, sleep and learning
- Physiological effects such as hearing loss

In most cases, the levels associated with environmental noise produce effects only in the first two categories. However, workers in industrial plants may experience noise effects in the last category.

Just as **vibrating** objects radiate sound through the air, if they are in contact with the ground they also radiate mechanical energy through the ground. If such an object is massive enough and/or close enough to an observer, the ground vibrations can be perceptible and, if the vibrations are strong enough, they can cause annoyance to the observer and, if still stronger, damage to buildings. Some vibration effects can be caused by noise (e.g., the rattling of windows from truck pass-byes). Groundborne vibration attenuates rapidly as distance from the source of the vibration increases. Vibration amplitude can be measured as peak particle velocity (PPV) defined as the maximum instantaneous peak amplitude in inches per second, or as vibration decibels (VdB) referenced to 1 micro-inch per second as the vibration threshold of perception.

Sound Attenuation

As sound (noise) propagates from the source to the receptor, the attenuation, or manner of noise reduction in relation to distance, is dependent on surface characteristics, atmospheric conditions, and the presence of physical barriers. The inverse-square law describes the attenuation caused by the pattern in which sound travels from the source to the receptor. Sound travels uniformly outward from a point source in a spherical pattern with an attenuation rate of 6 dBA per doubling of distance (dBA/DD). However, from a line source (e.g., a road), sound travels uniformly outward in a cylindrical pattern with an attenuation rate of 3 dBA/DD. The characteristics of the surface between the source and the receptor may result in additional sound absorption and/or reflection. Atmospheric conditions such as wind speed, temperature, and humidity may affect noise levels. The presence of a barrier between the source and the receptor may also attenuate noise levels. The actual amount of attenuation depends on the size of the barrier and the frequency of the noise. A noise barrier may be any natural or human-made feature such as a hill, tree, building, wall, or berm.

REGULATORY FRAMEWORK

Federal

The federal Noise Control Act (1972) addressed the issue of noise as a threat to human health and welfare, particularly in urban areas. In response to the Noise Control Act, the U.S. Environmental Protection Agency (EPA) published *Information of Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels)*.[1] Table 4 summarizes EPA recommendations for residential and other noise-sensitive land uses.

The EPA identifies an incremental increase of 5 dBA as an "adequate margin of safety" relative to a baseline outdoor noise exposure level of 55 dBA L_{dn}/L_{eq} before a noticeable increase in adverse community reaction would be expected. If baseline noise levels are higher, a smaller increase can be tolerated before there is an adverse reaction.

Table 4 Noise Levels Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety

Adverse Health/Welfare Effect to be Avoided	Protective Level	Applicable Areas
Hearing Loss	Less than or equal to 70 dBA L_{eq} (24-hour average)	All areas
Outdoor activity interference and annoyance	Less than or equal to 55 dBA L_{dn}	Outdoors in residential areas, on farms, and in other outdoor areas where people spend widely varying amounts of time and in which quiet is a basis for use.
	Less than or equal to 55 dBA L_{eq} (24-hour average)	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	Less than or equal to 45 dBA L_{dn}	Indoor residential areas
	Less than or equal to 45 dBA L_{eq} (24-hour average)	Other indoor areas with human activities such as schools, etc.

Source: US EPA. 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.

The Federal Transit Administration (FTA) has vibration assessment methodology and impact criteria that apply directly to projects under its jurisdiction. While the proposed project would not be subject to FTA oversight, this agency's guidance provides groundborne vibration criteria that are useful in establishing thresholds for project impact determinations. The FTA's *Transit Noise and Vibration Impact Assessment Manual* provides guidance for two types of potential

[1] US EPA. 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. Available at: https://www.nonoise.org/library/levels74/levels74.htm. Accessed September 2025.

impact: (1) damage to structures, and (2) annoyance to people, as summarized in Table 5 and Table 6.[2]

Table 5: Federal Transit Administration Construction Vibration Damage Criteria

Building/ Structural Category	PPV (in/sec)	L_v (VdB)[a]
Reinforced-concrete, steel or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90

Notes:

[a] Velocity in decibels, VdB re 1 micro-in/sec

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment (2018).

Table 6: Indoor Groundborne Vibration (GBV) Annoyance Impact Criteria for General Vibration Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)		
	Frequent Events (>70/day)	Occasional Events (30-70/day)	Infrequent Events (<30/day)
Category 1: Buildings where vibration would interfere with interior operations.	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use.	75	78	83

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment (2018).

State

California Governor's Office of Planning and Research

The State of California has adopted noise compatibility guidelines for general land use planning. The types of land uses addressed by the State standards and the acceptable noise

[2] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment*. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed September 2025.

categories for each land use are included in the *State of California General Plan Guidelines*, which is published and updated by the Governor's Office of Planning and Research.

California also requires each local government entity to perform noise studies and implement a noise element as part of its general plan. The purpose of the noise element is to limit the exposure of the community to excessive noise levels; the noise element must be used to guide decisions concerning land use. A discussion of relevant noise-related policies in the City of Belmont 2035 General Plan is provided below.

California Department of Transportation

There are no federal or state agency vibration standards that directly apply to the proposed project. Thus, while the proposed project would not be subject to Caltrans oversight, this agency's guidance provides groundborne vibration criteria that are useful in establishing thresholds for project impact determinations. Caltrans' *Transportation and Construction Vibration Guidance Manual* provides guidance for two types of potential impact: (1) damage to structures, and (2) annoyance to people, as summarized in Table 7 and Table 8.

Table 7: Caltrans Guidelines for Vibration-Related Damage

Structure and Condition	Maximum PPV (in/sec) [a]	
	Transient Sources [b]	Continuous / Frequent Intermittent Sources [c]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Notes:

[a] PPV = Peak Particle Velocity (vibration level) in inches per second.

[b] Transient sources create a single, isolated vibration event, such as blasting or drop balls.

[c] Continuous/frequent intermittent sources include pile drivers (impact and vibratory), crack-and-seat equipment, and vibratory compaction equipment.

Source: California Department of Transportation. 2020. Transportation and Construction Vibration Guidance Manual. April. Available at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf. Accessed September 2025.

Table 8: Caltrans Guidelines for Vibration-Related Annoyance

Human Response	Maximum PPV (in/sec) [a]	
	Transient Sources [b]	Continuous / Frequent Intermittent Sources [c]
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.10
Severe	2.0	0.4

Notes:

[a] PPV = Peak Particle Velocity (vibration level) in inches per second.

[b] Transient sources create a single, isolated vibration event, such as blasting or drop balls.

[c] Continuous/frequent intermittent sources include pile drivers (impact and vibratory), crack-and-seat equipment, and vibratory compaction equipment.

Source: California Department of Transportation. 2020. Transportation and Construction Vibration Guidance Manual. April. Available at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf. Accessed September 2025.

Local

City of Belmont General Plan – Noise Element

The Noise Element of the General Plan, adopted in 2017, includes **City land use compatibility standards** that outline acceptable outdoor noise environment noise levels for various land use categories in the City. In general, the purpose behind land use compatibility standards is to help jurisdictions determine if the existing ambient noise level in a given area would be compatible with a particular developed use.

Table 7-1 of the General Plan outlines land use compatibility guidelines for all land uses in the City of Belmont.[3] The following summarizes the compatibility standards for **school, library, church, hospital, and nursing home land uses** included in the General Plan:

- Normally Acceptable: up to 70 dBA Ldn
- Conditionally Acceptable: 60–70 dBA Ldn
- Normally Unacceptable: 70–80 dBA Ldn
- Clearly Unacceptable: 80+ dBA Ldn

[3] City of Belmont. 2017 (November 14). City of Belmont 2035 General Plan. Final Adopted General Plan, Section 7 – Noise Element, Table 7-1: Community Noise Exposure Matrix, p. 7-14. Available at: https://www.belmont.gov/departments/community-development/2035-general-plan-update/final-adopted-general-plan. Accessed September 2025.

The following summarizes the General Plan compatibility standards for **single-family residential land uses** which is the predominant land use surrounding the project site.

- Normally Acceptable: up to 60 dBA Ldn
- Conditionally Acceptable: 55–70 dBA Ldn[4]
- Normally Unacceptable: 70–75 dBA Ldn
- Clearly Unacceptable: 75+ dBA Ldn

The General Plan also established standards for **non-aircraft transportation noise sources**.

- For **schools**, there is no noise limit for outdoor activity areas, but a 45 dBA L_{eq} limit for interior spaces.
- For **single-family residential**, there is a 60 dBA CNEL noise limit for outdoor activity areas and a 45 dBA CNEL limit for interior spaces.

The General Plan standards for stationary sources of noise are as follows [underline added to text with particular applicability to the proposed project]:

- **Daytime** noise levels (occurring from 8:00 a.m. to sunset on weekdays, or 10:00 a.m. to sunset on Saturday, Sunday, and holidays) are limited to 50 dBA L_{eq} and 70 dBA L_{max}.
- **Nighttime** noise levels are limited to 45 dBA Leq and 65 dBA L_{max}.

City of Belmont General Plan Policies

The General Plan includes goals, policies, and actions related to noise in the City of Belmont. The following goals, policies and actions are relevant to the proposed project **[underline added to text in measures with particular applicability to the proposed project]**:

- **Goal 7.1**: Strive to achieve an acceptable noise environment for the environmental, health, and safety needs of present and future residents of Belmont.
- **Action 7.1-1.a**: Continue to limit hours for certain construction and demolition work to reduce construction-related noises.
- **Action 7.1-1.b**: Address sources of excessive neighborhood noise that can cause nuisances for residents, such as gas leaf blowers, wireless telecommunication facilities, power sources, ventilation, and cooling facilities.
- **Policy 7.1-2**: Use the Community Noise Level Exposure Standards, shown in [General Plan] Table 7-1, as review criteria for new land uses. Require all new development that would be exposed to noise greater than the "normally acceptable" noise level range to reduce interior noise through design, sound insulation, or other measures.

[4] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

- **Policy 7.1-3**: Require noise-reducing mitigation to meet allowable outdoor and indoor noise exposure standards in [General Plan] Table 7-2. Noise mitigation measures that may be approved to achieve these noise level targets include but are not limited to the following:
  - Construct façades with substantial weight and insulation;
  - Use sound-rated windows for primary sleeping and activity areas;
  - Use sound-rated doors for all exterior entries at primary sleeping and activity areas;
  - Use minimum setbacks and exterior barriers;
  - Use acoustic baffling of vents for chimneys, attic and gable ends; and,
  - Install a mechanical ventilation system that provides fresh air under closed window conditions.
  - Alternative acoustical designs that achieve the prescribed noise level reduction may be approved, provided a qualified Acoustical Consultant submits information demonstrating that the required reductions to meet the specific targets for outdoor activity areas and interior spaces can be achieved and maintained.
- **Policy 7.1-8**: Continue to enforce applicable Federal and State Noise Insulation Standards (CCR, Title 24) and noise requirements.
- **Policy 7.1-10**: Require developers of new development anticipated to generate a substantial amount of vibration during construction to implement mitigation practices to reduce vibration, which can include: operating heavy equipment as far as practical from residential uses; using smaller bulldozers (operating weight less than 20,000 pounds) when grading must occur within approximately 50 feet of residential uses or other vibration sensitive uses; and using quiet pile driving technology when feasible.

City of Belmont Municipal Code – Noise Ordinance

The City of Belmont City Code contains noise regulations to protect the community from **excessive noise**.[5] The code specifies how noise will be measured and regulated. Specifically, the City Code addresses noise issues and protects the community from substantial noise sources such as construction activity, animals, amplified sound, and stationary equipment.

[5] City of Belmont City Code, Article VIII--Noise Control, Section 15-100. Available at: https://library.municode.com/ca/belmont/codes/code_of_ordinances?nodeId=CICO_CH15OFIS_ARTVIIINOCO. Accessed October 2025.

Section 15-102(c) establishes daytime (i.e., 8:00 a.m. to sunset on weekdays and 10:00 a.m. to sunset on Saturdays, Sundays, and holidays) and nighttime noise limits for various uses in the City. Continuous noise sources use the average noise level (L_{eq}) while impulse noises should use the peak noise level (L_{max}). The limits by land use that may be relevant for the proposed project are included below:

- **Residential**. For all sources of sound measured from any residential property:
  - Nighttime Hours - 55 dBA
  - Daytime Hours – 65 dBA
- **Non-Residential**. For all sources of sound measured from any non-residential property:
  - Nighttime Hours – 55 dBA
  - Daytime Hours – 65 dBA

Section 15-102(c) also establishes the following nonquantitative definition of a noise disturbance to residential land uses in the City*:*

> *"Regardless of residential noise limits, sound shall be considered a disturbance if it offends reasonable peace and quiet and/or interferes with the comfortable enjoyment of life or property."*

Regarding **noise from construction and demolition activities**, Section 15-102(d) of the City Code states that construction activity is not limited by these aforementioned noise standards. Pursuant to the City Code, noise-generating construction activities are restricted to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and holidays. During these allowable hours, the City Code does not include numerical thresholds that apply to construction noise. However, all gasoline-powered construction equipment must be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted. In addition, authorized land uses and construction activity established through the City's discretionary land use permit process may be subject to specific noise conditions of approval that may be more restrictive. Construction occurring outside of the daytime allowable hours for construction must be approved by the Building Official.

City of San Carlos General Plan – Noise Element[6]

The City of San Carlos General Plan, amended in 2020, establishes policies to protect residents, workers, and visitors from excessive noise exposure and to maintain acceptable noise environments throughout the city. The Noise Element identifies transportation corridors,

[6] City of San Carlos, General Plan, Chapter 9: Noise Element. Available at: https://cms3.revize.com/revize/sancarlos/Document%20Center/Chapter%209%20Noise.pdf?t=202507241820000&t=202507241820000. Accessed October 2025.

industrial activities, and construction as the primary community noise sources and provides quantitative noise-land-use compatibility standards for evaluating new development.

San Carlos General Plan Figure 9-1 (Land Use Compatibility for Community Noise Environment) defines exterior noise exposure ranges (Ldn) for sensitive land uses. This figure summarizes the compatibility standards for school, library, church, hospital, and nursing home land uses included in the General Plan:

Schools, Libraries, Museums, Hospitals, and Churches

- Normally Acceptable: up to 70 dBA Ldn
- Conditionally Acceptable: 70–80 dBA Ldn
- Normally Unacceptable: 70–75 dBA Ldn
- Clearly Unacceptable: 75+ dBA Ldn

Figure 9-1 also summarizes the General Plan compatibility standards for single-family residential land uses which is the predominant land use surrounding the project site.

Residential – Single Family

- Normally Acceptable: up to 70 dBA Ldn
- Conditionally Acceptable: 70–80 dBA Ldn
- Normally Unacceptable: 70–75 dBA Ldn
- Clearly Unacceptable: 75+ dBA Ldn

The General Plan also establishes non-transportation noise standards for stationary and operational noise sources in Table 9-1 (Non-Transportation Noise Standards):

- For schools, libraries, and museums, exterior noise levels should not exceed 55 dBA Leq during daytime hours or 45 dBA Leq at night, and interior spaces should not exceed 40 dBA Leq.
- For single-family residential uses, exterior noise levels should not exceed 55 dBA Leq during daytime hours or 45 dBA Leq at night, and interior spaces should not exceed 45 dBA Leq during the day or 40 dBA Leq at night.

City of San Carlos General Plan Policies

The General Plan includes goals and policies related to noise in the City of San Carlos. The following goals and policies are relevant to the proposed project:

- **Goal NOI-1:** Encourage compatible noise environments for new development and control sources of excessive noise throughout the city.
- **Policy NOI-1.1**: Use the Noise and Land Use Compatibility Standards shown in Figure 9-1 of the General Plan, the performance standards in Table 9-1, and projected noise contours as guides in planning and development decisions.
- **Policy NOI-1.2**: Require new development that could generate substantial noise to include measures such as setbacks, sound barriers, or building insulation to reduce exposure of sensitive receptors, including residences and schools, to noise levels exceeding applicable standards. Minimize noise impacts on noise-sensitive land

uses. Noise-sensitive land uses include residential uses, retirement homes, hotel/motels, schools, libraries, community centers, places of Public assembly, daycare facilities, churches and hospitals.

- **Policy NOI-1.3**: Limit noise impacts on noise-sensitive uses to noise level standards as indicated in Table 9-1.
- **Policy NOI-1.4:** Require a detailed acoustic report in all cases where noise-sensitive land uses are proposed in areas exposed to exterior noise levels of 60 CNEL Ldn or greater. If recommended in the report, mitigation measures shall be required as conditions of project approval.
- **Policy NOI-1.5:** Encourage the use of modern building materials and design techniques that enhance sound insulation and reduce interior noise in new and remodeled structures. New development of noise-sensitive land uses proposed in noise-impacted areas shall incorporate effective mitigation measures into the project design to reduce exterior and interior noise levels to the following acceptable levels: a. For new single-family residential development, maintain a standard of 60 L_{dn} (day/night average noise level) for exterior noise in private use areas.
- **Policy NOI-1.6**: Where noise mitigation measures are required to achieve the noise level standards, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered after practical design-related noise mitigation measures have been integrated into the project.
- **Policy NOI-1.8:** All construction activities shall comply with the City's noise ordinance. Development projects that require an acoustical study shall incorporate reasonable noise and vibration reduction measures and best management practices to minimize excessive noise levels during all phases of construction activity. Reduction measures and best management practices may include, but are not limited to, noise control techniques for construction tools and equipment, construction site management techniques, temporary noise barriers, noise monitoring and reporting, and/or construction traffic management.

City of San Carlos Municipal Code – Noise Ordinance

The City of San Carlos Municipal Code contains noise regulations to protect the community from excessive and unnecessary noise associated with machines, persons, and devices. The code specifies how noise will be measured and regulated. Specifically, the Municipal Code addresses noise issues and protects the community from substantial sources of noise such as construction activity, amplified sound, mechanical equipment, and vehicles. The residences adjacent to the project site's south boundary are in the City of San Carlos and it is proper to apply the noise limitations contained in the City of San Carlos Municipal Code – Noise Ordinance to evaluate potential project noise impacts on these noise-sensitive receptors. The City of San Carlos defines

noise limits in Chapter 9.30 (Noise Control)[7] and Chapter 18.21 (Performance Standards)[8]. Sections relevant to the proposed project are summarized below:

Chapter 9.30 (Noise Control) defines unreasonable noise as that which exceeds 10 dBA above the local ambient noise level when measured at or beyond the property line of the receiving property. Noise levels are typically measured at a reference distance of 50 feet from the noise source or at the nearest property line.

Chapter 18.21.050. The median residential noise level may not exceed 55 dBA during the daytime or 45 dBA during nighttime (after 10:00 p.m.). The maximum noise level may not exceed 70 or 60 dBA, during the same time periods. If ambient noise levels are 10 dBA or more below the limit, the limit shall be decreased by 5 dB.

ENVIRONMENTAL IMPACTS AND SIGNIFICANCE

Significance Thresholds

The CEQA Appendix G Checklist defines the issues relevant to determining the significance of project noise or vibration impacts. To meet the requirements of the CEQA Guidelines potential impacts must be evaluated against the standards of the local General Plan or Noise Ordinance or State/Federal regulatory agencies. The following questions are addressed in this report to evaluate the significance of the project noise and vibration impacts:

1. Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
2. Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or expose people residing or working in the project area to excessive noise levels? Is this project located within airport noise contours?

[7] City of San Carlos Municipal Code, Chapter 9.30: Noise Control. Available at: https://www.codepublishing.com/CA/SanCarlos/html/SanCarlos09/SanCarlos0930.html. Accessed October 2025.
[8] City of San Carlos Municipal Code, Chapter 18.21.050 (Noise Limits). Available at: https://www.codepublishing.com/CA/SanCarlos/#!/SanCarlos18/SanCarlos1821.html#18.21.050. Accessed October 2025.

Impact 1. Temporary or permanent increase in ambient noise levels

Analysis of the existing and future noise environments presented in this section is based on noise monitoring and noise prediction modeling.

Existing Noise Sensitive Receptors

The City of Belmont and City of San Carlos generally define noise-sensitive receptors as residences, religious facilities, schools, childcare centers, hospitals, long-term health care facilities, convalescent centers, and retirement homes. Based on review of existing Google aerial and street-view imagery, the closest existing noise-sensitive receptors in the project site vicinity include residences approximately 25 feet to the east along the site's eastern boundary and 18 feet to the south along the site's southern boundary. The noise-sensitive receptors along the site's southern boundary are in the City of San Carlos. Residential uses are also located farther to the north across Solana Drive and along the site's northwest perimeter along Chula Vista Drive.

Existing Monitored Noise Levels

To establish existing ambient noise levels on the project site and in adjacent residential areas surrounding it, a field monitoring study was conducted on two days: July 15 and August 26, 2025. The student population onsite varied on these two days. The July visit occurred during the Summer session when only about half of the school's normal population was onsite, while the August visit was during the Fall session when attendance was close to its approved capacity (i.e., about 260). The weather conditions were clear and nothing that seemed atypical of normal school activities occurred during the time onsite.

The following noise measurement locations were selected as shown in Figure 4:

- **Location #1** – near the school's main student drop-off/pick-up area during weekday morning arrival and afternoon departure periods to establish the effect of motor vehicle and student activity on local noise levels.
- **Location #3** – near the school's main outdoor instruction/play/eating areas to measure noise generated by such activities, as well as background levels when these activities were not occurring (i.e., when the students were inside at class).
- **Locations #2, #4, #5** – near the site boundary where noise levels were expected to be highest (i.e., #5 near the site's main access road) or lowest (i.e., #2 and #4) farthest from roads or school facilities).

Figure 4 Charles Armstrong School Expansion Project – Short Term Noise Measurement Locations



The purpose of the measurements was to identify and assess noise sources typical of school activity and their potential to adversely affect adjacent residential uses if project implementation would substantially change the on-site distribution and noise-generation potential of those sources. The noise measurements were taken with a sound level meter and the data recorded to allow its analysis and graphing. A summary of the monitoring data is shown in Table 9 and Table 10.

At all measurement locations (except #5 near the main access road), the sources consistently contributing most to ambient noise levels were the students themselves. Even near the arrival/departure location (#1), motor vehicle sound was second to human activity because most of the time the vehicles moved slowly or were stationary with engines stopped or idling (and a good percentage of the vehicles were electric). Sounds from outdoor play and social activities were always perceptible during the time spent on site and were the dominant component in the data captured by the sound level meter near outdoor activity areas. Local mid-day vehicle traffic was very light on the nearby neighborhood streets surrounding the Project site. With the exception of the site entrance onto Solana Drive, motor vehicle noise was not perceptible onsite. Noise from private and commercial aircraft operating out of regional airports occasionally intrude on and briefly exceed the site background levels especially when student outdoor play and social activities are absent.

Table 9: Existing Ambient Monitored Noise Levels (Summer Session – July 15, 2025)

Measurement Location / Activity	L_{min} (dBA)	L_{90} (dBA)	L_{eq} (dBA)	L_{10} (dBA)	L_{max} (dBA)	Observations during Measurement
#1 Arrival	----	----	----	----	----	Arrival measurements not taken during July survey.
#1 Departure Car Arrivals / Student Loading / Departures (1:50 p.m. – 2:05 p.m.)	50.0	54.7	68.2	69.5	83.0	Vehicles arriving before release time "stack-up" in the parking lot, engines off or idling; students gather on stairway, gradually join cars which then depart.
Pre-Departure	49.7	50.3	52.6	54.0	58.9	
#2 Background (mid-morning) No apparent local activity (10:50 a.m.– 11:00 a.m.)	39.5	40.7	43.3	44.8	47.8	Representative of lowest daytime noise levels near the site boundary, likely the quietest on-site level.
#3 Recess Full recess begins / proceeds (11:20 a.m. – 11:35 a.m.)	40.7	46.7	58.5	61.7	65.9	Students exit classrooms at designated times to sit at tables/amphitheater area, or play on local hard-surface areas.
Pre-Recess	42.7	43.9	46.4	47.9	51.4	
#4 Garden No instruction / recess activity in progress	----	----	----	----	----	Measurements not taken here during July visit.
#5 Site Access Vehicle access to site on Armstrong driveway (11:55 a.m. – 12:10 p.m.)	40.7	42.6	54.7	55.8	71.9	Passing vehicles on Solana Drive and entering the site via the school driveway are the major influences.

Notes:

The **decibel (dB)** is the standard measure of a sound's intensity (which correlates with perceived loudness) relative to the human threshold of perception. A decibel value, as measured by a **Sound Level Meter (SLM),** is said to be **A–weighted (dBA)** when the SLM makes adjustments to an actual sound's frequency components to reflect the known, varying sensitivity of the human ear to each different frequency before averaging them. The **Equivalent Sound Level (L_{eq})** is a constant sound level that carries the same sound energy as the actual time–varying sound over the measurement period. **Statistical Sound Levels - L_{min}, L_{90}, L_{10} and L_{max}** - are the minimum sound level, the sound level exceeded 90% of the time, the sound level exceeded 10% of the time and the maximum sound level, respectively; all as recorded during the designated measurement periods.

Table 10: Existing Ambient Monitored Noise Levels (Fall Session – August 26, 2025)

Measurement Location / Activity Measured	L_{min} (dBA)	L_{90} (dBA)	L_{eq} (dBA)	L_{10} (dBA)	L_{max} (dBA)	Observations during Measurement
#1 Arrival Car Arrivals / Student Unloading / Enter Class (7:45 a.m. – 8:15 p.m.)	45.6	50.0	58.3	61.3	69.5	Vehicles are directed along the parking lot perimeter to drop off students in front of school; students gather in outdoor areas until first bell. Vehicles accumulate in parking lot with engines idle or off; students are released to join cars at 3:00 p.m.; all cars out by about 3:30 p.m.
Pre-Arrival	43.6	44.8	47.6	49.8	53.3	
#1 Departure Students Released, Load Cars, Depart (3:00 p.m.– 3:30 p.m.)	50.1	51.7	64.9	67.1	79.3	
Pre-Loading	49.3	49.7	50.7	51.3	54.9	
#2 Background (mid-morning) No apparent local outdoor activity (8:40 a.m. – 9:00 p.m.)	40.4	41.6	43.6	45.2	50.6	Representative of lowest daytime noise levels near the site boundary, likely the quietest on-site level.
#3 Recess Full recess (9:45 a.m. – 10:15 a.m.)	41.5	47.8	59.6	62.7	74.6	Students sit at tables and in amphitheater area, or play on local hard-surface areas.
#3 Lunch (12:25 p.m. – 12:45 p.m.)	55.0	61.1	67.2	69.5	86.5	
#4 Garden	37.9	39.2	44.0	46.7	55.9	No instruction / recess activity in progress
#5 Site Access Vehicle access to site on Armstrong driveway	----	----	----	----	----	Measurements not taken here during August visit.

Notes:
The **decibel (dB)** is the standard measure of a sound's intensity (which correlates with loudness) relative to the human threshold of perception. A decibel value, as measured by a **Sound Level Meter (SLM)**, is said to be **A–weighted (dBA)** when the SLM makes adjustments to an actual sound's frequency components to reflect the known, varying sensitivity of the human ear to each different frequency before averaging them. The **Equivalent Sound Level (L_{eq})** is a constant sound level that carries the same sound energy as the actual time–varying sound over the measurement period. **Statistical Sound Levels** - L_{min}, L_{90}, L_{10} and L_{max} - are the minimum sound level, the sound level exceeded 90% of the time, the sound level exceeded 10% of the time and the maximum sound level, respectively; all as recorded during the designated measurement periods.

Existing Noise from Morning Student Arrivals

The photo below (Figure 5) shows the procedure (as it occurred August 26, 2025) for morning drop-off of students at the school. Cars arriving before 7:45 a.m. queue at the upper blacktop area, where they wait for admittance to the large hard-surface parking lot/athletic area south of the school buildings. When the gate opens, the cars are directed counterclockwise along the lot perimeter to drop off students in front of the school building. Then each car immediately departs the school site. The whole process of entry/drop-off/departure takes about a half hour each school day.

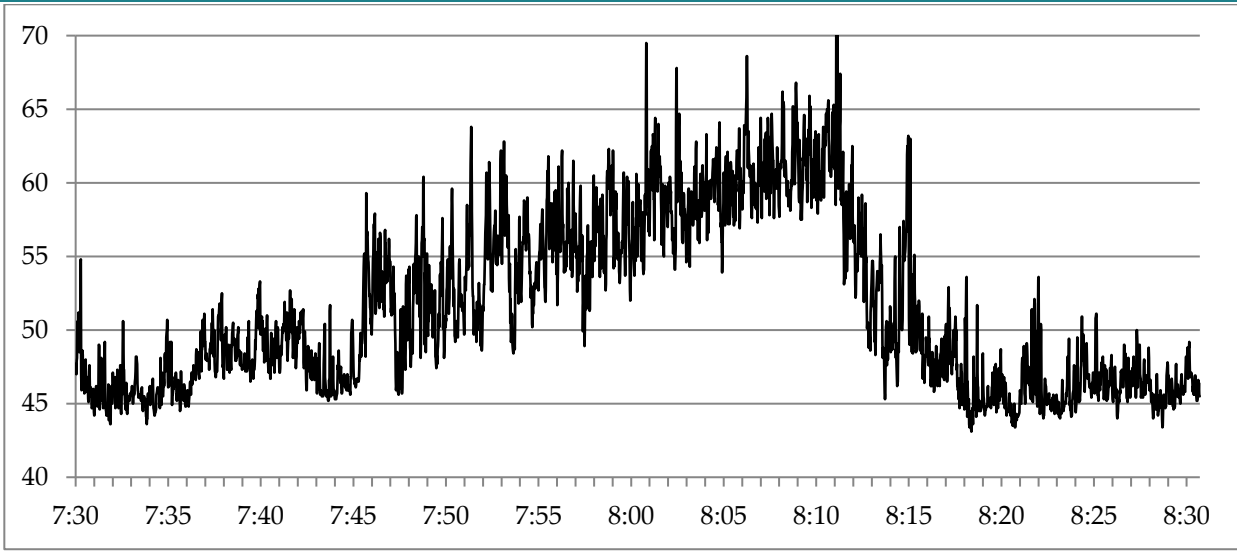
The temporal pattern of noise levels associated with drop-off activity is shown in the graph and table below (Table 11). The rising noise levels shown in the graph between 7:45 a.m. and 8:10 a.m. are not produced by the cars, but by the students who grow in number and linger in the outdoor spaces around the site until called to class at the end of that period.

Figure 5 Charles Armstrong School Expansion Project – Pickup and Dropoff Location (Mornings)



Table 11: Existing Ambient Monitored Noise Levels for Morning Arrivals

Noise Levels as Recorded during Morning Arrival (8/26/2025)



Activity Type / Duration	L_{min}	L_{90}	L_{eq}	L_{10}	L_{max}	Observations During Measurements
Pre-Arrival (7:30 a.m. – 7:45 a.m.)	43.6	44.8	47.6	49.8	53.3	Vehicles arriving early wait in the school driveway for the gate to open.
Arrival (7:45 a.m. – 8:10 a.m.)	45.6	50.0	58.3	61.3	69.5	After admission to the lot, vehicles are directed along its perimeter to drop off students in front of school; students gather in outdoor areas until first bell.
Arrival Noise Increment[a]			**+10.7**			
Retire to Classes (8:10 a.m. – 8:30 a.m.)	43.1	44.3	49.0	50.4	63.2	At a signal, students leave outdoor gathering area and head into classes.

Notes:
The decibel (dB) is the standard measure of a sound's intensity (which correlates with loudness) relative to the human threshold of perception. A decibel value, as measured by a Sound Level Meter (SLM), is said to be A–weighted (dBA) when the SLM makes adjustments to an actual sound's frequency components to reflect the known, varying sensitivity of the human ear to each different frequency before averaging them. The Equivalent Sound Level (Leq) is a constant sound level that carries the same sound energy as the actual time–varying sound over the measurement period. Statistical Sound Levels - Lmin, L90, L10 and Lmax - are the minimum sound level, the sound level exceeded 90% of the time, the sound level exceeded 10% of the time and the maximum sound level, respectively; all as recorded during the designated measurement periods.

[a] Indicates difference between pre-arrival and arrival Leq.

Existing Noise from Outdoor Student Activities

The photos below Figure 6 and Figure 7) show two different instances of on-site outdoor activity (also on August 26, 2025): the first shows students socializing in the play area along the

site's south boundary (next to off-site adjacent residential land use, i.e. a noise -sensitive receptor) while waiting for classes to begin after drop-off that morning; the second shows recess later that morning at the covered sitting area near the east boundary (also close to off-site adjacent residential land use). The temporal pattern of noise levels associated with recess activity is shown in the graph and table below (Table 12).

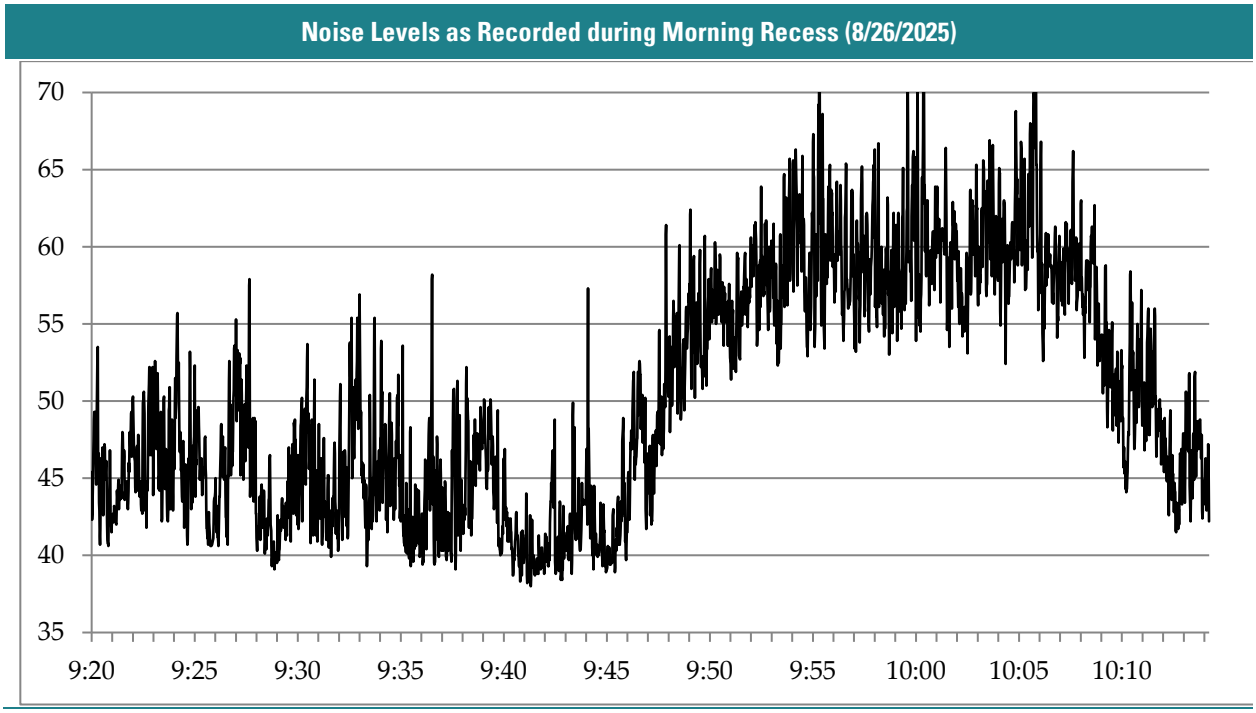
Figure 6 Charles Armstrong School Expansion Project – Outdoor Activity Area



Figure 7 Charles Armstrong School Expansion Project – Shaded Outdoor Area



Table 12: Existing Ambient Monitored Noise Levels for Morning Recess



Activity Type / Duration	L_{min}	L_{90}	L_{eq}	L_{10}	L_{max}	Observations during Measurements
No Local Activity (9:20 a.m. – 9:45 a.m.)	39.1	40.9	46.8	50.0	58.2	Sounds of more distant outdoor or indoor activity onsite, just not in the adjacent activity area.
Recess, then Return to Class (9:45 a.m. – 10:15 a.m.)	41.5	47.8	59.6	62.7	74.6	Students sit at tables under canopy or in amphitheater area, or play on local hard-surface areas.
Recess Noise Increment [a]			**+12.7**			

Notes:
The decibel (dB) is the standard measure of a sound's intensity (which correlates with loudness) relative to the human threshold of perception. A decibel value, as measured by a Sound Level Meter (SLM), is said to be A–weighted (dBA) when the SLM makes adjustments to an actual sound's frequency components to reflect the known, varying sensitivity of the human ear to each different frequency before averaging them. The Equivalent Sound Level (L_{eq}) is a constant sound level that carries the same sound energy as the actual time–varying sound over the measurement period. Statistical Sound Levels - L_{min}, L_{90}, L_{10} and L_{max} - are the minimum sound level, the sound level exceeded 90% of the time, the sound level exceeded 10% of the time and the maximum sound level, respectively; all as recorded during the designated measurement periods.

[a] Indicates difference between no localized onsite activities and recess activities L_{eq}.

Existing Noise from Afternoon Departures

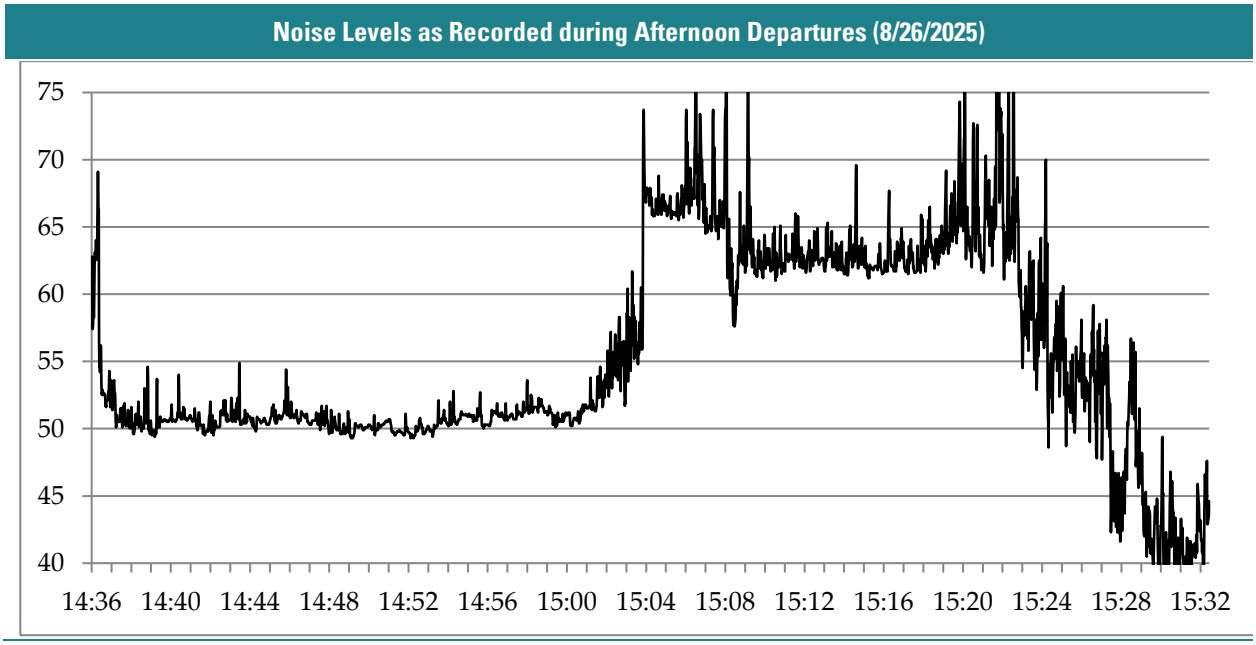
The photo below (Figure 8) shows the procedure (as it occurred August 26, 2025) for afternoon pickup of students at the school. Here cars arriving before student release begins at about 3:00 p.m., are "stacked" in the hardcourt area under the direction of school staff. When the gate opens, the cars are directed counterclockwise along the lot perimeter to drop off students in front of the school building. Then each car immediately departs the school site. The whole process of entry/drop-off/departure takes about a half hour each school day.

The temporal pattern of noise levels associated with drop-off activity is shown in the graph and table below (Table 13). The on-site wait period for the cars before student release is about a half hour, but it is generally a quiet time because most cars wait with engines off. The two periods of higher noise levels (seen in the graph at about 3:05 p.m. and 3:20 p.m.) are produced by groups of students running to the cars after release.

Figure 8 Charles Armstrong School Expansion Project – Pickup and Dropoff Location (Afternoons)



Table 13: Existing Ambient Monitored Noise Levels for Afternoon Departures



Activity Type / Duration	L_{min}	L_{90}	L_{eq}	L_{10}	L_{max}	Observations during Measurements
Cars Admitted to Lot and Wait (2:35 p.m. – 3:00 p.m.)	49.3	49.7	50.7	51.3	54.9	Vehicles arriving before release time "stack-up" in the parking lot, engines off or idling.
Students Dismissed to Join Cars, begin Departure (3:00 p.m. – 3:20 p.m.)	50.1	51.7	64.9	67.1	79.3	Students are released to join cars beginning about 3:00 p.m.; it takes about 20 minutes for all to load and go.
Departure Increment [a]			**+14.2**			
Departure (3:20 p.m. – 3:35 p.m.)	37.6	40.6	60.2	60.8	81.9	All cars out and local human activity ceases by about 3:30 p.m.

Notes:
The decibel (dB) is the standard measure of a sound's intensity (a correlate of loudness) relative to the human threshold of perception. Decibels, as measured by a Sound Level Meter (SLM), are said to be A–weighted (dBA) when the SLM makes adjustments to an actual sound's frequency components to reflect the known, varying sensitivity of the human ear to each different frequency before averaging them. The Equivalent Sound Level (L_{eq}) is a constant sound level that carries the same sound energy as the actual time–varying sound over the measurement period. Statistical Sound Levels - L_{min}, L_{90}, L_{10} and L_{max} - are the minimum sound level, the sound level exceeded 90% of the time, the sound level exceeded 10% of the time and the maximum sound level, respectively; all as recorded during the designated measurement periods.

[a] Indicates difference between pre-dismissal activities with cars waiting and student dismissal activities L_{eq}.

Project Operational Noise Impacts from Changes to the Existing School's Student Population and Operations, and the Addition of New Stationary Noise Sources

This report's conclusion about the significance of project operational noise impacts are based on the following observations and analysis of site conditions. The most relevant noise measurement data from the project site survey is summarized in Table 14 to facilitate references and reader understanding of the impact discussion that follows.

Table 14: Sound Level Measurement Data Summary (dBA) - Charles Armstrong School, Belmont CA (Summer [7/15/25] & Fall [8/26/25])

School Activity during Measurement	L_{90} (dB)	Leq (dB)	L_{10} (dB)	Range L_{10} to L_{90} (dB)	Notes
Arrival Summer Session (Not measured)	---	---	---	---	For all Armstrong activities, the measured sound levels had a high variability, ranging over about 10-15 dB.
Arrival Fall Session (from Table 10) 7:45 a.m. – 8:15 p.m.	50.0	58.3	61.3	11.3	
Recess Summer Session (from Table 9) 11:20 a.m. – 11:35 a.m.	46.7	58.5	61.7	15.0	

School Activity during Measurement	L_{90} (dB)	Leq (dB)	L_{10} (dB)	Range L_{10} to L_{90} (dB)	Notes
Recess Fall Session (from Table 10) 9:45 a.m. – 10:15 a.m.	47.8	59.6	62.7	14.9	During activities where comparisons are possible (i.e., Recess & Departure) there is no consistent relationship between the number of students present at a session and the higher Leq (e.g., Departure Leq was higher during the Summer Session when attendance was lower)
Lunch Fall Session (from Table 10) 12:25 p.m. – 12:45 p.m.	61.1	67.2	69.5	8.4	
Departure Summer Session (from Table 9) 1:50 p.m. – 2:05 p.m.	54.7	68.2	69.5	14.8	
Departure Fall Session (from Table 10) 3:00 p.m.– 3:30 p.m.	51.7	64.9	67.1	15.4	
Background Summer Session (from Table 9) 10:50 a.m.– 11:00 a.m.	40.7	43.3	44.8	4.1	For all background measurements, the averages (Leq) are all mid 40s dB, each within 1 dB of the others.
Background Fall Session (from Table 10) 8:40 a.m. – 9:00 p.m.	41.6	43.6	45.2	3.6	
Background (Garden) Fall Session (from Table 10) 10:20 a.m. – 10:41 a.m.	39.2	44.0	46.7	7.5	

Existing On-site and Near Site Boundary Noise Levels

Based on the noise measurements during weekday daytime with school in session, background values measured near the east and south boundary were in the 40s dBA range when students were in class. During outdoor recess/play/lunch they were mostly in the 50s dBA range. Expected nighttime noise levels would be in the 30s dBA range. This is strong evidence that the L_{dn} (24-hour average noise level with penalty added for nighttime noise) onsite near the boundary with the adjacent residential uses is less than— and likely substantially less than— 60 dBA L_{dn}, which is the City land use compatibility standard "normally acceptable" for school and residential land uses. This conclusion is supported by the City of Belmont General Plan noise contour maps (General Plan, Figure 7-2 and Figure 7-3, Existing & Future Noise Contours) that show motor vehicle traffic noise levels (the most important local noise source) on site to be below 60 dBA L_{dn}.[9]

[9] City of Belmont. 2017 (November 14). City of Belmont 2035 General Plan. Final Adopted General Plan, Section 7 – Noise Element, pp. 7-8 and 7-9. Accessed October 2025.

Increase Due to Site Population Increase

The present school enrollment cap is currently 260 students, with present enrollment at 240 students. Proposed project expansion could increase the enrollment cap to 290 students — an increase of 30 students. Approximately 11 additional Armstrong staff will support the increased student enrollment. There is no simple model to predict local noise level dependence on student number given that the students move around the project site during a typical school day, at times being indoors or outdoors, being quiet or talkative, stationary or active etc. But the simplest model equates a doubling of sound source strength to a 3 dB increase in sound level. Applying this relationship to the above-mentioned existing and potential future enrollment would give a maximum possible daily average activity noise increment around the site of about 0.5 dB (i.e., 10 log [290/260]).

Increase Due to Project Traffic

The increase in daily drop-off/pick-up motor vehicle trips to support 30 additional students and approximately 11 additional Armstrong staff would be minimal. And as noted and observed during the on-site noise measurements, the dominant contribution to on-site and near roadway noise levels is from human activity, not motor vehicles, which move at slow speed or idle while on site and are well-muffled, late-model gasoline-powered or electric.

Movement of the Main Areas of Outdoor Activity away from the Site's East and South Boundaries

The new Academic Wing buildings and Athletics Building would be located at sites close to the east and south boundaries of the school campus that currently support outdoor social and athletic activities (e.g., an outdoor basketball court would be removed, and the new Athletics Building would include an indoor court). Thus, noise-generating outdoor areas would be removed and a portion of the outdoor activities they now support would be moved indoors.

Changes to On-Site Activity Noise with Expanded Operations

The proposed new CDP-DDP-CUP would expand the daily times and/or annual frequencies of on-site, noise-generating activities. Expanded operations would include more nighttime access for staff during weekdays and occasional nighttime and weekend special events, e.g., school musicals, alumni gatherings, back-to-school nights, accreditation visits, and graduations with their associated on-street arrival/departure activities. Some of the weekend special events may occur outdoors but most extended use activities would occur within school buildings. Event attendance typically ranges from 25 to 500 participants with graduations and community picnics as the high-attendance events.

As observed (and measured) during the site surveys, the most important noise influences on adjacent residential receptors come from outdoor activities on the Armstrong campus. Indoor activities in the existing buildings had no audible influence on outdoor noise levels (see noise data summary tables where such levels are labeled as "background"). The same would be expected from the expanded operations proposed with the new CDP-DDP-CUP, i.e., increased indoor nighttime presence of staff or from the attendees at the few permitted nighttime indoor

meetings or weekend special events. Thus, expanded operations to include limited nighttime use of campus buildings would not result in substantial change to ambient conditions.

Stationary Noise

The project's stationary noise sources (i.e., its HVAC equipment) would be located in four discrete locations along the eastern and southern edges of the Armstrong campus in the vicinity of Belmont residences located along Altura Way and San Carlos residences along Dartmouth Avenue. The HVAC systems are required to meet the City of Belmont's and/or the City of San Carlos' applicable General Plan or Noise Ordinance standards (depending on the city they are in; residences along the project site's southern boundary are in the latter city). They are the same for both cities. Daytime noise levels as measured at the receiving property are limited to 50 dba L_{eq} and 70 dba L_{max}. There are nighttime limits that would be applicable to the expanded daily and weekly operations proposed by the Charles Armstrong School.[10] Nighttime noise levels as measured at the receiving property are limited to 45 dba L_{eq} and 65 dba L_{max}. Daytime hours in the City of Belmont end at sunset by General Plan definition. In the City of San Carlos nighttime limits are applicable after 10:00 p.m.

As currently proposed, screened outdoor ground-level HVAC equipment would be placed at three locations on the eastern perimeter of the project site where the Academic Wing buildings are proposed. Outdoor HVAC equipment would also be located on the second floor of the Athletics Building behind a 9-foot-tall parapet wall along the site's southern perimeter.

The project sponsor hired Smith, Fause & McDonald, Inc. (SFMcD) as their acoustic consultant to evaluate project HVAC noise impacts to adjacent residences in the cities of Belmont and San Carlos based on a preliminary list of HVAC equipment.[11]

Noise propagating from the ground-level HVAC equipment next to the Academic Wing buildings would be attenuated by the distances to the closest residential property line (i.e., approximately 25 feet as shown in Figure 1 of the SFMcD Study included in Appendix B) and by intervening terrain features (e.g. the steeply sloped and wooded hillside and property line fence that would block a direct line of sight/path of noise propagation from the HVAC equipment to the residences atop the hill.

Similarly, noise from the Athletics Building's HVAC equipment (i.e., as shown in Figure 2 of the SFMcD Study included in Appendix B) would be attenuated by distance to the closest residential property (more than 18 feet) and the 9-foot-tall building parapet wall that is part of the project design, and the fact there would be no direct line of sight/path of noise propagation from the HVAC equipment to the residents to the east or the south.

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[10] City of Belmont. 2017 (November 14). City of Belmont 2035 General Plan. Final Adopted General Plan, Section 7 – Noise Element, Table 7-3: Stationary Noise Sources, p. 7-15. Available at: https://www.belmont.gov/departments/community-development/2035-general-plan-update/final-adopted-general-plan. Accessed September 2025.

[11] Smith, Fause & McDonald, Inc., Noise Impact Study, October 16, 2025. Included as Appendix B.

SFMcD's quantitative noise impact findings relating to modeled HVAC noise increments in the context of existing ambient conditions with comparison to City standards are summarized in Table 15.

Table 15: HVAC Sound Level Modeling Results Summary (dBA) - Charles Armstrong School, Belmont CA

HVAC Noise Source	Daytime Noise Levels (dBA @ nearest property line)			Nighttime Noise Levels (dBA @ nearest property line)		
	HVAC	Ambient	Composite	HVAC	Ambient*	Composite
Academic Wing (Area A Building—All three HVAC Units Operating)	42.4	44.0	46.3	42.4	----	42.4
Academic Wing (Area B Building--All three HVAC Units Operating)	47.9	44.0	49.4	47.9	----	47.9***
Academic Wing (Area B Building--Only one HVAC Unit Operating)	44.8	44.0	47.4	44.8	----	44.8
Academic Wing (Area C Building one HVAC Unit Operating)	< 44.8**	44.0	< 47.4	< 44.8**	----	< 44.8
Athletics Building (Mechanical Equipment Area) All Units Operating	43.3	44.0	46.7	43.3	----	43.3

Notes:

* Nighttime ambient noise levels were not measured during the project site surveys. Nighttime ambient levels are typically substantially below daytime levels (i.e., 10 dBA or more). And thus, would contribute < 0.1 dBA to the composite values as shown in the table.

** The single HVAC unit installed adjacent to the Academic Wing's Area C Building is very similar in noise generation characteristics to any one of the three units installed adjacent to the Academic Wing's Area B Building. But its location is farther from the residential property line than the units associated with the Academic Wing's Area B Building. Thus, its noise impact would be less than any one of the units associated with the Academic Wing's Area B Building. Its specific impact was not modeled because being farther from the site property line would guarantee it would have less of a noise impact than any single unit associated with the Academic Wing's Area B Building.

*** The modeled composite values were compared with Belmont and San Carlos stationary equipment noise limits (i.e., 50 dBA daytime and 45 dBA nighttime for both cities). In only one case was the nighttime limit exceeded – at the Belmont property line closest to the Academic Wing's Area B Building when all three HVAC units operate at full capacity at night (see the single table entry in Red Bold). When the Area B Building's noise is modeled with only one HVAC unit in operation, modeled levels were below the nighttime limit suggesting the restriction of operating only one unit at night to avoid potential noise disturbance to residential neighbors is necessary. Reduced nighttime operations would keep the Area B Building's HVAC equipment noise below the nighttime limit by about 0.2 dBA. Additionally, sound-absorbent materials or barriers can be incorporated in the screened enclosure system to more substantially reduce noise propagating from the HVAC equipment.

Source: Smith, Fause & McDonald, Inc., Noise Impact Study, October 16, 2025.

The SFMcD modeling was based mostly on available HVAC equipment manufacturer data (as detailed in the SFMcD study table, included in Appendix B) or using conservative assumptions when data was not available. Operation of the new HVAC mechanical units at the Charles Armstrong School at full output would be compliant with the Noise Ordinances or General Plans of the City of Belmont and the City of San Carlos, with one exception: the composite noise level from the simultaneous operation of all three HVAC units associated with the Academic Wing's Area B Building is modeled to exceed the Belmont General Plan stationary equipment nighttime limit (i.e., 45 dBA Leq). But this exceedance can be avoided by either running only one HVAC unit at night or only running all three HVAC units during the day (note: the City of Belmont General Plan defines "nighttime" as beginning at sunset).

Incorporation of additional design recommendations as identified by SFMcD (e.g., additional screening with sound absorbent materials, and/or enclosing them in sound-rated enclosures) should be considered by the City if the model's shortfall of 0.2 dBA from the 45 dBA nighttime standard (with only one of three HVAC units associated with the Area B Building operating) is judged to be too small a margin of safety on the potential for annoyance to residences closest to the Area B Building's stationary noise sources.

Thus, based on the above analysis, operational noise increases associated with the introduction of new stationary noise sources are assumed; however, incorporation of the final design recommendations identified by SFMcD (e.g., additional screening with sound absorbent materials or use of sound-rate mechanical system enclosures) would ensure that exposure to noise in excess of established standards would be less than significant.

Temporary Increase in Ambient Noise due to Project Construction

Project construction would temporarily increase ambient noise levels on site and in adjacent areas where there are single family residential uses close to its east and south boundaries. Construction of the proposed Academic Wing buildings---assuming development entitlement and construction permits are secured--would take about 15 months beginning in late Spring 2026. Construction of the proposed Athletics Building would also take about 15 months, beginning in Summer 2031. The construction phases for each project component would be similar, have similar characteristic equipment mixes and durations of use (as specified in the Project Description) and their locations of work activity would vary on each building site and in relation to the noise-sensitive uses that surround them. Project construction equipment noise levels were modeled using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) assuming the specified equipment types per phase were operating simultaneously in close proximity to each other at the chosen distances from a receptor, as shown Figure 9 and presented in Table 16. In actuality, the operation of such equipment would not be constant throughout the workdays over the duration of the phases, so the data presented would be the highest possible workday average noise level affecting a sensitive receptor at the specified distance if all equipment operated continuously there during that day.

Given that the City General Plan or Noise Ordinance have not set maximum quantitative standards at noise-sensitive receptors near construction sites, a reasonable choice for an evaluative standard for this CEQA analysis would be a daytime noise level that is clearly above local weekday average weekday levels and which could demonstrably interfere with normal outdoor activities on closest portions of the adjacent resident lots facing the school site.

Noise measurements at the school site near the eastern and southern boundaries with the adjacent residential areas show that noise levels most of the time (on a weekday mid-morning) were in the 40s dBA range, except during periods when proximate student outdoor activities push average noise levels up, mostly into the 50s dBA range, and occasionally as high as 65 dBA. The EPA's *Protective Noise Levels* found that speech intelligibility in outdoor environments begins to decline rapidly when background noise levels begin to exceed 65 dBA. Thus, project construction activities that take place on portions of the site 250 feet or closer to the adjacent property owners' backyards could have disruptive impacts on outdoor recreational activity at those locations.

Figure 9 Construction Noise Levels within 250 feet



Table 16: Modeled Construction Noise Levels

Project Phase / Duration	Dominant Equipment	Modeled Noise Level at x feet from work activity locus (dBA)				
		50 feet	100 feet	200 feet	400 feet	800 feet
Phase 1: Academic Wing (Buildings A, B and C) – May 2026 to August 2027 Phase 2: Athletics Building – May 2031 to August 2032						
Site Preparation / 2 weeks	Concrete Saw Backhoe (Backhoe only)	83.1 (73.6)	77.1 (67.6)	71.1 (61.5)	65.0 (55.5)	59.0 (49.5)
Grading / 4 weeks	Excavator Backhoe Dozer	81.1	75.1	69.1	63.0	57.0
Site Utilities / 6 weeks	Concrete Saw Backhoe (Backhoe only)	83.1 (73.6)	77.1 (67.6)	71.1 (61.5)	65.0 (55.5)	59.0 (49.5)
Building Construction / 11 months	Forklift Crane Concrete Pump	76.6	70.6	64.6	58.5	52.5
Site Hardscape & Landscape / 10 weeks	Backhoe Excavator	78.4	72.4	66.4	60.4	54.4

Notes:

Modeled construction noise level table entries shown in red would be high enough (i.e., 65 dBA or more) to interfere with speech occurring at normal conversational levels.

Concrete saws are typically used for only the first few days of the site preparation phase, so, their effects have been separated out of the composite noise levels above to show the noise levels that would affect proximate receptors for most of the rest of the construction phases in which they are included.

Project construction would generate temporary increases in noise levels to the east and south at the facing residential owners' property line that would be noticeable. The following measures are based on the City's standard conditions of approval for construction noise and are required to be followed by project sponsor to reduce the potential effects of construction noise on adjacent properties (also see **Appendix A**).

- Limit construction activity to the hours 8:00 am to 5:00 pm on weekdays, 10:00 am to 5:00 pm on Saturdays, with no construction activity permitted on Sundays and holidays.
- Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
- Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
- Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.

- Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
- Utilize "quiet" air compressors and other stationary equipment where feasible and available.
- Designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.
- When project construction work lasting more than a week is necessary on project building sites within 250 feet of the existing homes facing the site to the east and south, the Project contractor shall provide at least three-days' notice to the residents and advise them on short-term shifts to less-affected outdoor play/recreation spaces or to other indoor rooms less exposed to the direct noise from the construction activity until the more noise-intensive project construction stages are complete.

The General Plan and Noise Ordinance exempt construction noise from the quantitative guidelines applicable to other transportation and stationary noise sources, provided the construction activities are limited to the allowable hours indicated in City General Plan and Noise Ordinance.

With limitation of project construction to these hours and days and the additional measures based on the City's standard conditions of approval above, the project's temporary construction noise impact would be less than significant.

Impact 2. Excessive groundborne vibration

Temporary Increase in Groundborne Vibration due to Project Construction

The closest residential uses to the east and south of the proposed construction activities would be potential targets for vibration damage and occupant annoyance from heavy construction equipment movements. The existing onsite school buildings and the students/staff within them would also be potential targets for vibration damage and occupant annoyance from heavy construction equipment movements. The City requires that projects which use heavy-duty equipment implement standard conditions of approval for heavy-duty equipment during construction (e.g., bulldozing).

Project construction would not require substantial heavy equipment operating for long periods close to these onsite and offsite receptors. Dozers would be the most vibration-intensive equipment types required for the site grading. In Table 17, vibration screening methodology has been applied to the most vibration-intensive construction equipment likely to be regularly used on the project site. Vibration levels during work on site areas closest to the closest sensitive receptors (about 50-100 feet distant) would be far below the range where there would be any potential for on-going substantial annoyance (80 VdB) or structural damage (94 VdB) due to

project construction activity. The onsite buildings and receptors would be much closer on average to the project construction work (e.g., the Academic Wing buildings would be right next to these existing building's eastern walls) than the adjacent existing residents. Because of this, there may be times during construction when vibration annoyance levels in the closest parts of the school interfere with instructional activity and may also cause structural damage. School authorities can act to temporarily move instruction to less affected parts of the buildings and instruct their contractors to repair any damage to existing school buildings they might cause.

Table 17: Modeled Construction Vibration Levels

Equipment Type	Modeled vibration level at x feet from work activity locus (VdB)			
	25 feet	100 feet	200 feet	300 feet
Bulldozer	87	69	60	55
Loaded Heavy Truck	86	68	59	54

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment (2018).

Project construction would generate temporary increases in groundborne vibration levels that could affect onsite buildings and sensitive receptors (students). Due to distance from project construction activities would not affect the closest residential receptors and buildings to the east and south. The City's standard conditions of approval for construction vibration are required to be followed by the project sponsor to reduce the potential effects of construction-related groundborne vibration on buildings and sensitive receptors (see **Appendix A**).

With implementation of the City's standard conditions of approval, the project's temporary construction vibration impacts to off-site and on-site buildings and receptors would be less than significant.

Impact 3. Airport noise exposure

The project site is located outside the noise impact contours (i.e., 65 dBA CNEL) of all the nearest public airports, including San Carlos Airport (2 miles east), San Francisco International Airport (10 miles north), and San Jose Mineta International Airport (30 miles southeast). Because the proposed project would not locate new noise-sensitive uses (i.e., it would continue to operate an existing school) near these airports, the proposed project would not expose people residing or working on the project site to excessive noise levels. Therefore, there would be no impact.

APPENDIX A: City of Belmont Standard Conditions of Approval -- Noise and Vibration

The potential construction noise, ground borne vibration, and operational noise impacts of the General Plan/BVSP buildout cannot be fully mitigated at the Program EIR (General Plan EIR) level, because of the uncertainty involved in evaluating the impacts on all potential future users of new development. The evaluation of noise impacts is "project/location specific" and noise impacts change over time as development occurs and traffic patterns change. Thus, in order to address potential noise impacts, the General Plan EIR: 1) identified comprehensive policies to limit the exposure of sensitive receptors to construction noise, ground borne vibration, and operational noise; and 2) required that applicants for individual development projects evaluate potential noise and vibration impacts and develop appropriate measures to avoid or reduce these impacts.

The City developed a Standard Development Requirement (SDR) to implement General Plan policies that mitigate for noise and vibration impacts. Applicants are required to submit a noise and vibration assessment that identifies potential impacts and prescribes project-specific measures to address them, including the potential use of temporary noise barriers during construction. These measures become part of the project, and are enforced through the project conditions of approval. In addition, the City requires the following standard conditions of approval for all large projects:

Construction

1. **Noise Control Plan**. The applicant must prepare and implement a noise control plan. Said plan must incorporate the noise reduction measures identified in the Noise and Vibration study prepared for the project, and the City standard construction noise COAs required for all projects.
2. **Noise Coordinator**. Prior to construction activities, the project applicant or contactor shall designate a "Construction Noise Coordinator" who would be responsible for responding to any local complaints about construction noise. The Construction Noise Coordinator shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented. The telephone number for the Construction Noise Coordinator must be conspicuously posted at the construction site. Prior to construction activities, the project applicant or contactor shall notify adjacent residents of the construction schedule in writing and provide them with the contact information of the Construction Noise Coordinator.
3. **Notice**. The applicant shall notify property owners within 300 feet of the project site two weeks prior to the initiation of construction activities on site. A schedule of construction activities, contact phone number for the Noise Coordinator, and a copy of the noise control plan shall be included with this notice.

4. **Grading & Building Noise**. The applicant must ensure that the following preventative and monitoring measures are enforced during grading and building operations:
   a. Limit construction activity to the hours listed in the City Noise Ordinance. (8:00 am to 5:00 pm on weekdays, 10:00 am to 5:00 pm on Saturdays, no construction activity on Sundays and holidays).
   b. Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
   c. Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
   d. Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.
   e. Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
   f. Utilize "quiet" air compressors and other stationary where feasible and available.
5. **Noise Barrier Standards**. When noise barriers are required or proposed, their design and placement must be reviewed and approved by the project noise consultant, prior to issuance of grading or building permits. These barriers must be installed prior to grading and excavation activities, and must be inspected by the project noise consultant to ensure that it has been properly constructed/installed. The barrier must remain in place for the duration of grading and excavation activities, unless approved for removal by the noise consultant to allow work at that location.
6. **Engine Noise.** Prior to issuance of grading or building permits, the applicant must demonstrate that a condition of contract of all contractors and subcontractors requires the use of internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers, which are maintained in good condition.
7. **Equipment Noise.** Prior to issuance of grading or building permits, the applicant must demonstrate that a condition of contract of all contractors and subcontractors requires the use of "quiet" air compressors and other stationary equipment. If the applicant demonstrates that the use of quiet air compressors and other stationary equipment is not feasible, moveable sound barriers or portable sound huts must be used for noise mitigation.

Operation

8. The Project Noise Consultant shall conduct a noise analysis of all mechanical and HVAC equipment proposed with the final building permit plans. The results of the analysis and design recommendations to ensure compliance with the City's Noise Ordinance shall be summarized by the Consultant in a letter submitted with the

building permit plans. The consultant's recommendations shall be incorporated into the building plans, prior to issuance of a building permit.

Construction Vibration

1. After obtaining permission from the subject property owners, the applicant must conduct preconstruction photo surveys of foundation/building wall cracks in adjacent structures, and install vibration monitors at any sensitive receptor sites identified in the project Vibration Assessment. The applicant must submit a copy of the photo survey and written confirmation from the Project Acoustic Consultant to the Planning and Building Departments that all required monitors have been installed and inspected, and that they meet the consultant's specifications, prior to issuance of grading or building permits.
2. The applicant must designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.
3. Neighboring property owners within 300 feet of the project site must be noticed of the construction activities and construction schedule (including estimated dates of various construction phases) at least two weeks prior to the start of construction.
4. The applicant must ensure that the preventative and monitoring measures identified in the Vibration Assessment are enforced during grading and building operations. The applicant must demonstrate that all project construction personnel have been made aware of these measures, prior to issuance of a grading or building permits. On-site identification of any buffer distances between construction (i.e., vibratory rollers, excavators, backhoes, etc.) and adjacent structures that are specified in the Vibration Assessment must occur prior to grading operations.
5. Vibration monitors shall be placed at the sensitive receptors to monitor construction activities and make sure the project thresholds are met. Real-time alerts must be sent to the Contractor in case of near threshold vibration levels or in case of threshold exceedances. In case of exceedances, work must stop, and the source of the exceedance must be identified, and the required mitigation measure should be incorporated.
6. Building structures near the project must be periodically checked for cracks, and any cracks must be monitored. If minor cracks are reported or existing cracks propagate, vibration project action levels must be restricted.
7. Whenever possible, construction or equipment activity generating relatively high levels of vibration must not occur at the same time and shall be spaced as far apart in time as possible from one another. In general, the most severe activities must be reserved for the middle of the day (noon). If activities must occur simultaneously, they shall be performed as far away from one-another as possible within the construction zone.

8. All deliveries of material and equipment must occur during daytime hours, including queueing of construction vehicles outside the site. Vehicles delivering materials and equipment must be operated in strict conformance with regulations established by the United States Department of Transportation and all State and Local requirements. All materials and equipment must be stored on-site and within the confines of the construction barricades.
9. Stationary and portable construction equipment must be located at positions where the noise/vibration impact to nearby noise/vibration-sensitive receptors is minimal. At times where the equipment cannot be positioned at a minimal noise/vibration impacting location, mitigation devices shall be implemented, as determined by the Project Acoustic Consultant or designated Vibration Monitor.
10. After construction activities are complete, the applicant must conduct a post-construction photo survey of previously surveyed buildings for foundation /building wall cracks. The post construction survey, and a summary letter of any resulting actions taken (repairs or restitutions) must be provided to the Community Development Department, prior to final building permit inspection.

APPENDIX B: Noise Impact Study for Charles Armstrong School HVAC Equipment, Smith, Fause, McDonald, Inc., October 16, 2025

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October 16, 2025

Ratcliff Architects
5856 Doyle Street
Emeryville, California 94608

Project: Charles Armstrong School Expansion
SFMI Project No.: 2001598A

Subject: Noise Impact Study

To whom it may concern:

As requested, please find herein a summary of our findings on calculated noise levels from new equipment proposed for the Charles Armstrong School expansion project, with analysis on the existing noise environment and other aspects of relevant Municipal Codes and General Plans.

Background

The Charles Armstrong School, located in Belmont, California, is adding new academic buildings and an athletics building adjacent to existing buildings. Mechanical HVAC units are proposed to be installed next to the new buildings, in close proximity to residences within the Cities of Belmont and San Carlos.

Panorama Environmental, Inc. has provided the design team with a draft noise and vibration study with comprehensive analysis of the project's noise impact, including noise measurements at several areas of the site. This report does not provide an explicit calculation of noise levels from new mechanical HVAC units, and it has been requested that a qualified acoustician perform such an analysis.

What follows is a summary of relevant Codes and Standards, noise measurements of the existing environment, the known or assumed noise rating of each unit, and calculated noise impact at nearby properties.

Terms

Decibel: Often abbreviated to "**dB,**" decibels are a logarithmic measure of the intensity of sound relative to a reference air pressure. Per the City of Belmont General Plan, a 3 dB change is barely noticeable, a 5 dB change is clearly noticeable, and a 10 dB change is perceived as twice (or half) as loud.

dBA: The A-weighted sound level, a standard intended to reflect the frequency response of the human ear of the softest sounds that it can perceive by emphasizing the mid-to-high frequency range at the expense of lower frequencies. dBA based metrics are ubiquitous throughout community noise standards.

Distance Correction: In the absence of reflective surfaces, a point source of sound attenuates at a rate of 6 dB per doubling of distance due to geometrical spreading. Mathematically expressed, a sound level L_1 measured at a distance R_1 may be adjusted to a sound level L_2 at a different distance R_2 with the formula $L_2 = L_1 - 20*\log_{10}(R_2/R_1)$.

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Codes and Standards

The City of Belmont defines noise limits in Chapter 15 Article VIII – NOISE CONTROL. Sections relevant to this Project are listed below:

§15-102.b	Sound level measurements shall be made on the receiving property nearest where the sound source generates the highest sound level. Microphones shall be placed 5 feet above the floor; this is assumed to also mean 5 feet above ground when outdoors
§15-102.c.1	Sound sources measured from any residential property shall not exceed 55 dBA during nighttime and 65 dBA during daytime
§15-102.c.4	In the event an offensive noise contains a steady, audible tone, such as a whine, screech, beating, pulsating, throbbing or hum the [noise limit] shall be reduced by five (5) dB
§15-102.c.5	Regardless of residential noise limits, sound shall be considered a disturbance if it offends peace and quiet of persons of ordinary or reasonable sensibilities and/or interferes with the comfortable enjoyment of life or property

The City of Belmont General Plan also discusses noise in Chapter 4.10 Noise of its General Plan. Table 4.10-12 restricts noise from stationary sources, as received at the nearest property line, to 50 dBA during daytime and 45 dBA during nighttime.

The City of San Carlos defines noise limits in Chapter 9.30 NOISE CONTROL and Chapter 18.21 PERFORMANCE STANDARDS. Sections relevant to this Project are summarized below:

§9.30.030	Sound as measured at a receiving property line may not exceed the noise limits outlined in Table 18.21.050-A
§18.21.050	Per Table 18.21.050-A, the median residential noise level may not exceed 55 dBA during the daytime or 45 dBA during nighttime. The maximum noise level may not exceed 70 or 60 dBA, during the same time periods.
§18.21.050	If ambient noise levels are 10 dBA or more below the limit, the limit shall be decreased by 5 dB

Noise limits in the San Carlos General Plan are identical to the Municipal Code: 55 dBA during daytime and 45 dBA during nighttime at residential properties.

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Equipment

The Project proposes to install various mechanical units at different locations outside the new buildings:

Unit Tag	Make & Model	Noise Level
HRV-11	Ventacity VS3000	71.5 dBA *at 3.28ft (1m)* *Based off noise levels for a similar unit*
VRF-3	Mitsubishi PRUY-EP336TSNU-A-BS	65.5 dBA *at 3.28 ft (1m)* *Assumed to be rated at 1m similar to other Mitsubishi products*
VRF-4	Mitsubishi PUHY-EP312TSNU-A-BS	63.5 dBA *at 3.28 (1m)* *Assumed to be rated at 1m similar to other Mitsubishi products*
KEF-1, -2, -3	Greenheck USF-13	13.5 Sones
KEF-4	Greenheck USF-16	12.3 Sones
EF-1	Greenheck G-103-VG	4.0 Sones
untagged	Daikin RKF18BVJU9	54 dBA at 3.28ft (1m)
untagged	Daikin REYA72AAYDA	61 dBA *at 3.28ft (1m)* *Assumed to be at the same distance as the other Daikin unit*

Table 1: Manufacturer noise ratings for the new units. Some noise ratings are assumed to be of a similar format to other units by the same manufacturer.

Reasonable assumptions can be made for most units, filling in specific details not yet available. Noise for Greenheck units has been provided in Sones, which are not translatable to dBA with the currently available information. 13.5 Sones is, however, comparatively as loud as the Daikin and Mitsubishi units.

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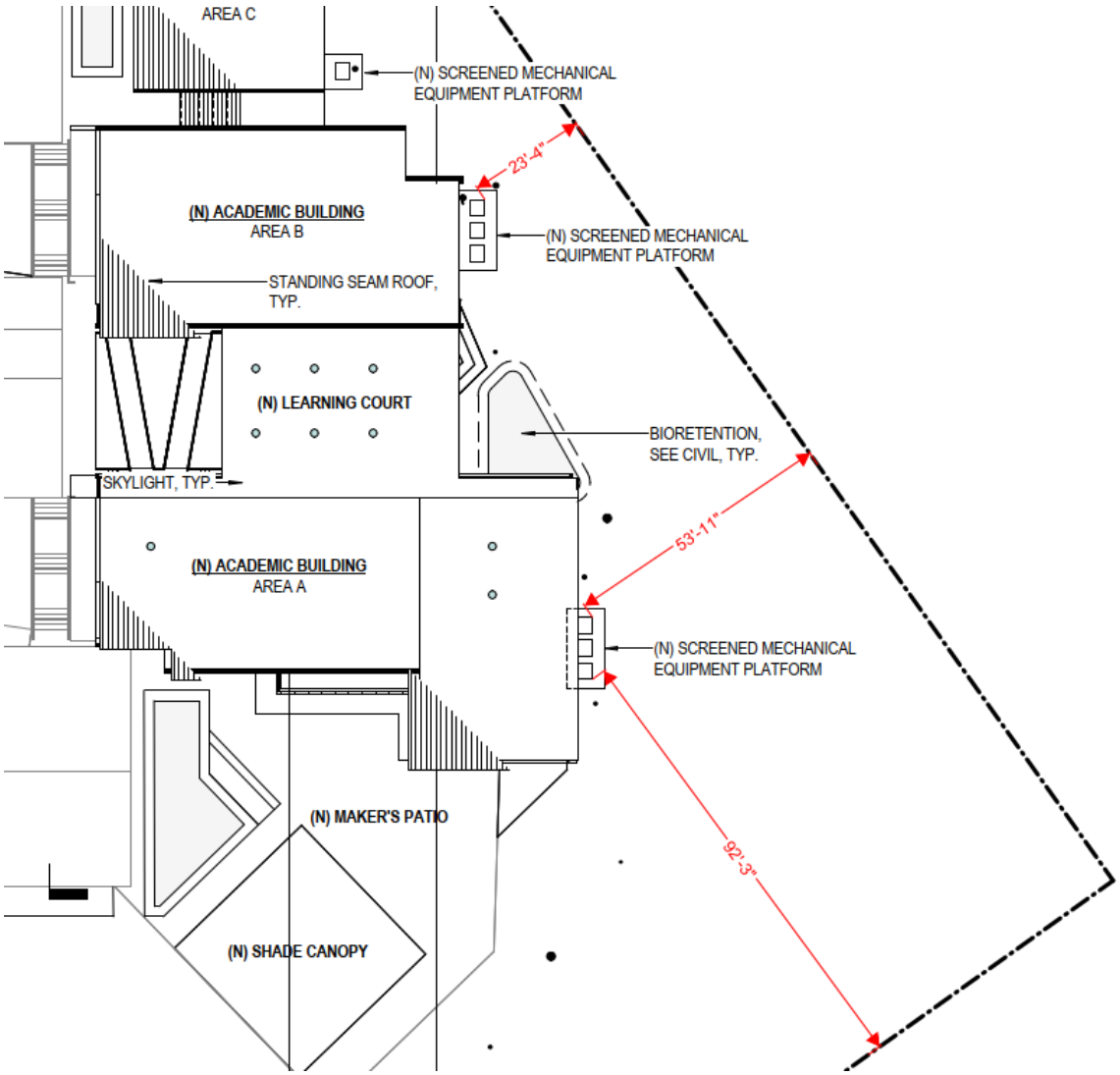


Figure 1: eastern portion of the mechanical plan, from Sheet AS-103 of the Entitlement Application. Daikin units will be placed on equipment platforms next to the new buildings.

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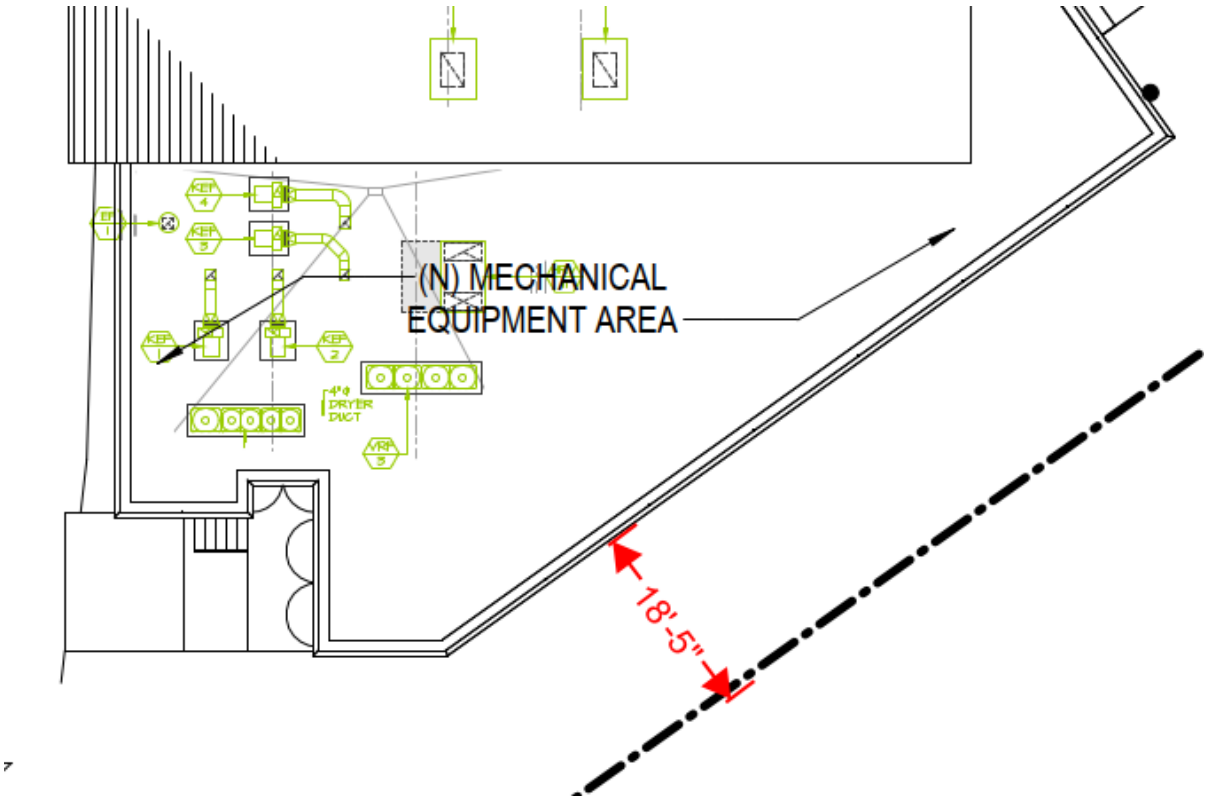


Figure 2: southern equipment yard, from Sheet AS-103 of the Entitlement Application. KEF, VRV and HRV units are within a mechanical equipment yard behind a 9-foot tall stucco parapet.

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Site Description and Existing Noise Levels

The Project Site is within a Belmont residential neighborhood, between Solana Drive and Dartmouth Avenue. The School and the residences to the east along Altura Way are within the City of Belmont, while the residences to the south along Dartmouth Avenue are within the City of San Carlos.



Figure 3: Satellite view of Charles Armstrong School. Image from Google Maps.

There is a steep hill between the School and the surrounding residences, where the property line occurs at the crest of a ridge ranging between 14 to 19 feet above the mechanical units. Additionally, the hill appears to be densely foliaged, with wood paneled fencing at the property line.

The Panorama Environmental Noise Study includes noise measurements throughout the site for various activity levels. The most relevant one to this study is a “no activity” level taken in the garden, near where some mechanical units will be located, with an hourly Leq of 44.0 dBA. This is considered the minimum noise level for the site, and using higher noise levels measured at other times would show mechanical units as having less of an impact.

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Analysis

Each cluster of mechanical units can be evaluated for its impact on the nearest property line, with respect to both the Municipal Code/General Plan and the environmental noise measurements. Based on available information, the noise character of the units is not believed to contain harsh or otherwise objectionable tones that would lower noise limits by an additional 5 dB.

The cluster of three units seen in *figure 1* – consisting of two Daikin REYA72AAYDA and one Daikin RKF18BVJU9 – is at minimum 30 feet (23+ feet horizontal, 19 feet vertical) away from the nearest property line. All three units running at full capacity results in a combined noise level of 47.9 dBA at that location. For the measured 44 dBA ambient, the combined noise level is then 49.4 dBA – a 5.4 dB increase.

49.4 dBA meets the Belmont Municipal Code's 55 and 65 dBA nighttime and daytime limits, respectively, and meets the General Plan's 50 dBA daytime limit. It does not meet the General Plan's 45 dBA nighttime limit. A 5.4 dB increase to the ambient level will be noticeable per earlier definitions.

With only one unit operating at a time, the noise impact drops to 44.8 dBA (meeting the nighttime limit) and causes a barely noticeable 3.4 dB increase over ambient. This also demonstrates compliance for the single unit to the north of the three-unit cluster, as that one unit is 1) singular and 2) at a farther distance than the triple cluster.

Results will likely be even lower in reality, as this calculation does not take into account partial/staggered load, the actual distance due to the elevation change, or sound blocking/absorption from the hill, vegetation, or fencing. The calculation also includes a +3 dBA reflection factor to account for the adjacent building wall, when in practice not 100% of the sound hitting the building will be redirected straight to the residences.

The other cluster in *figure 1*, 58 diagonal feet away from the nearest property line, calculates to a combined 42.4 dBA using the same methodology. This meets the nighttime and daytime noise limits for both Belmont's Municipal Code and General Plan. The new cumulative noise level is calculated to be 46.3 dBA, or 2.3 dB over ambient – a barely noticeable change.

That same cluster is at least 90 feet away from the City of San Carlos property line, which has a 50 dBA (reduced from 55 dBA due to a low ambient level) daytime limit, and a 45 dBA nighttime limit. The noise level at that distance is 38.3 dBA, well below either limit. The cumulative level is 45.0 dBA, or an imperceptible 1 dB increase over ambient.

The mechanical equipment yard shown in *figure 2* contains VRFs, (K)EFs, and the HRV. Exhaust fan noise ratings are given in Sones, which are not translatable to dBA with the information available at this time. For the sake of this analysis the Greenheck units are assumed to generate the same noise levels as the loudest Daikin unit – 61 dBA at 1 meter. The Sone level of EF-1, however, is low enough that this unit will have a negligible impact compared to the other units and so is not included in this calculation.

The units are between 35 and 60 feet away from an adjacent residential property within the City of San Carlos. A 9-foot tall stucco parapet surrounding the equipment acts as a sound barrier.

With the outlined assumptions, the same methodology used for the Daikin clusters, and barrier effects from the parapet, all units operating simultaneously calculate to a combined noise level of 43.3 dBA

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at the property line. This meets both the daytime and nighttime noise limits for the City of San Carlos, and results in a 46.7 dBA cumulative noise level – 2.7 dB over ambient, defined as barely noticeable.

The different clusters are sufficiently far apart that their combined noise at a shared middle distance does not exceed the noise at the location closest to a single cluster.

Conclusions

Based on available manufacturer data, and using conservative assumptions when data is not available, the new mechanical units at the Charles Armstrong School are calculated to not generate noise levels in compliance with the Noise Ordinances of the City of Belmont and the City of San Carlos, where applicable. One specific set of equipment causes noise levels in excess of nighttime limits from the Belmont General Plan, but this can be mitigated by either running only one unit at a time, or only running units during the day (defined as 8am to sunset).

Note that the buildings serviced by this equipment are intended to only operate during the daytime, making it unlikely this equipment will be operated during nighttime hours.

Based on environmental noise measurements performed by Others, the new mechanical units are not generally expected to be noticeably louder at neighboring properties than the existing ambient level. The same set of units described above is the exception and will be more noticeable, but can be mitigated for the few required decibels with screens, sound barriers, or similar if found necessary.

Several units are missing noise data appropriate to this type of analysis, and if a more precise study is requested the first priority should be obtaining this data. Similarly, most units are rated on a simple overall dBA basis, and acquisition of frequency-specific sound data for both the new equipment and the environmental measurements would enable a comparison on the character of sound and a qualitative discussion on noticeability.

Despite these deficiencies, conservative methodology and multiple safety factors still results in overall compliance with the relevant Codes and Standards. If it is later found that a specific unit is louder than assumed, it is probable that real-world performance (absorption from the hill, scattering instead of reflection, units operating at a fraction of full capacity) will offset this increase and the Project will still be in compliance.

We thank you for the opportunity to be a part of the Charles Armstrong School Expansion, and hope these findings aid the project. Should you have any questions or wish to discuss this study further, please do not hesitate to contact us.

Sincerely,
Smith, Fause & McDonald, Inc.



Nick Peters, Acoustician

Institute of Noise Control and Engineering
Acoustical Society of America, SF Bay Area Chapter

RESOLUTION NO. 2026-01

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT RECOMMENDING CITY COUNCIL ADOPTION OF A CONCEPTUAL DEVELOPMENT PLAN (CDP) FOR THE PLANNED DEVELOPMENT (PD) ZONED PROPERTY LOCATED AT 1405 SOLANA DRIVE (ASSESSOR'S PARCEL NUMBER 045-122-190) FOR THE CHARLES ARMSTRONG SCHOOL PROJECT (APPL. NO. PA2024-0050)

WHEREAS, Charles Armstrong School, applicant and property owner, requests a Conceptual Development Plan (CDP) for the Planned Development (PD) Zoned property located at 1405 Solana Drive (Assessor's Parcel Number 045-122-190); and,

WHEREAS, on January 6, 2026, the Planning Commission, following notification in the prescribed manner, conducted a public hearing, at which hearing the Commission considered public testimony and a staff report on the aforementioned requested entitlement; and,

WHEREAS, the Planning Commission of the City of Belmont finds the project is subject to environmental review under provisions of the California Environmental Quality Act (CEQA), and a Categorical Exemption as per CEQA Guidelines Section 15314 - Minor Additions to Schools (Class 14) was prepared for the Project – see Attachment 7 to this report; and,

WHEREAS, the Planning Commission considered and discussed the adequacy of CEQA Guidelines Section 15314 – Minor Additions to Schools, or Class 14, which consists of projects characterized as minor additions to existing schools within existing school grounds meeting the condition*: "the addition does not increase original student capacity by more than twenty-five (25) percent or ten (10) classrooms, whichever is less."* The project scope (proposed new buildings in phases, and school operation modifications) qualifies for this exemption under CEQA. The Planning Commission applied its own independent judgment and analysis to the project, and recommends that the project environmental review was completed in compliance with CEQA; and,

WHEREAS, the Planning Commission hereby adopts the staff report dated January 6, 2026, and the facts contained therein as its own findings of facts; and,

WHEREAS, the Planning Commission did hear and use their independent judgment and considered all said reports, recommendations and testimony herein above set forth; and,

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission, recommends the City Council adopt a Conceptual Development Plan (CDP) for the Planned Development (PD) Zoned property located at 1405 Solana Drive, based on the following CDP findings, and as described in Exhibit A to this Resolution and Attachment 5 to this Report, and also subject to the Project Conditions of Approval as enumerated in Attachment 4 to this Report.

General Plan Consistency

The General Plan designates the project site as Public/Community Facilities (PCF). The proposed project does not change the intended land use for the established use of the property (Existing School). The existing and proposed uses are reasonable and in conformance with the general plan designation. The General Plan Consistency analysis for the project is described in Exhibit B to this Resolution. Based on this analysis, the Planning Commission has determined that, in balance, the Charles Armstrong School Project is consistent with the objectives of the Zoning Plan, any applicable specific plan, and the General Plan.

WHEREAS, the Planning Commission, after consideration of all testimony and reports, hereby determines that Belmont Zoning Ordinance (BZO) Section 12.3.B (1-5) - Conceptual Development Plan (CDP) Findings for the Conceptual Development Plan (CDP) for the Planned Development (PD) Zoned property at 1405 Solana Drive for the Charles Armstrong School Project are made in the affirmative for the following reasons:

Conceptual Development Plan (CDP) Findings

1. *That the total development in each individual unit therein can exist as an independent unit capable of creating an environment of sustained desirability and stability or the adequate assurance will be provided that such objective will be attained; that the uses proposed will not be detrimental to present and potential surrounding uses, but will have a beneficial effect which couldn't be achieved under other zoning districts.*

   The Project can exist as an independent unit capable of creating an environment of sustained desirability and stability. The Charles Armstrong School campus will include all facilities required to function independently, including academic buildings, a multi-purpose building, an athletics building, access to McDougal Park for school use, and site circulation and parking. The school's enrollment of up to 290 students and 87 faculty and staff members ensures that the campus will have sustained desirability and stability into the future.

   The Project will not be detrimental to the present and potential surrounding uses, but will have a beneficial effect that could not be achieved under other zoning districts. For example, the Project will continue to provide the public reasonable access to their campus during non-school hours for use of Armstrong playgrounds/equipment, and parking. Additionally, the school has committed to providing the City with a community benefit monetary donation of $100,000 for McDougal Park improvements. As the City of Belmont generally is underserved with respect to park and recreational facilities, this represents a reasonable public benefit that could not be achieved under other zoning districts.

   Additionally, conditions of approval requiring compliance with several operational and development controls assure that the Project will not be detrimental to the present or potential surrounding uses. These measures will include a vegetation management plan (VMP) to reduce the risk for wildfires, the use of sound barriers, carefully planned construction phasing, regular equipment management, all of which ensures that neighboring land uses are not subjected to unreasonable noise as a result of school-related construction and operational activities.

   Lastly, the implementation of environmentally sensitive features and extensive tree plantings/landscaping, enables proposed buildings to blend naturally with surrounding uses and the environment. All of these features work to ensure that the Project will not adversely affect other property in the vicinity or the general welfare of the City. This Finding is affirmed.

2. *That the streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic and the density will not generate traffic in such amounts as to overload the street network outside the PD District.*

   The project would maintain and enhance internal circulation for pedestrians and vehicles, including Americans with Disabilities Act-compliant access routes, drop-off/pick-up staging, and designated parking areas. The small enrollment increase (from 260 to 290) would not generate significant new trips, and the Transportation Demand Management (TDM) practices - such as staggered dismissal and carpool coordination - would reduce potential traffic impacts.

The campus is near existing transit corridors, and the project design/scale would accommodate multimodal access without altering public street infrastructure.

The project would increase the existing on-site parking supply of 83 by two spaces to 85 spaces across the upper and lower lots. With a projected staffing increase of approximately 11 persons and all staff being required to park on campus, the parking demand would remain within capacity because of staggered schedules and part-time staffing. The school would also implement carpooling strategies and formalize this protocol in its TDM Plan. No on-street parking demand or oversupply is expected to occur. This Finding is affirmed.

3. *That any proposed commercial development can be justified economically at the locations proposed to provide for adequate commercial facilities of the types proposed.*

   This finding is not applicable. The project does not propose any commercial development. This Finding is affirmed.

4. *That the economic impact created by the PD District can be absorbed by the City (police and fire service, water supply, sewage disposal, etc.).*

   The project would enhance a long-standing community-serving educational use in an established residential neighborhood. The school's expansion would strengthen local access to specialized educational services without introducing land use conflicts or disrupting the existing neighborhood fabric. Accordingly, there is sufficient capacity to serve the Project's water, sewer, drainage and landfill demands.

   The Project will not burden park and recreational facilities. By continuing to make their campus grounds available for community use during non-school hours, the Project increases recreational facilities available for neighborhood use. The Project's implementation of a VMP also ensures that the Project will not place an undue burden on fire safety services. In addition, the applicant would be required to pay all applicable development fees including plan check, building permit, grading permit, hauling permit, General Plan Maintenance, Affordable Housing Impact, Traffic Impact, Park Impact, Business License, sewer fees, planned drainage fees, and Public Art in-lieu fees as specified by each respective City Ordinance and/or the City's Master Fee Schedule, and pay for all applicable project monitoring fees (i.e., Transportation Demand Management (TDM)). This Finding is affirmed.

5. *That the proposed off-street parking is in substantial conformance with the provision of Section 8 of the Belmont Zoning Ordinance; that where an applicant's proposed off-street parking is less than that set forth by the standards of Section 8, circumstances are such that it would be a practical difficulty or create a physical hardship on the applicant for him to conform to the standards of Section 8.*

   The Project will be in substantial conformance with Section 8 (Parking) of the Belmont Zoning Ordinance (BZO). The parking spaces will also comply with the design requirements of BZO Section 8. The proposed project would not alter the school's existing drop-off and pick-up circulation routes, and no changes are proposed to public park access or waste and recycling pickup. The existing parking area would be maintained and expanded slightly to provide 85 total automobile spaces, which would be an increase of two spaces. The parking area would include four Americans with Disabilities Act (ADA) accessible spaces and long-term bicycle parking, consistent with applicable City requirements. This Finding is affirmed.

* * * * * * * * * * * * * * *

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on January 6, 2026, by the following vote:

Ayes,
Commissioners: Adamkewicz, Kramer, Kulich, Majeski, Twigg, Jadallah
Noes,
Commissioners: None
Absent,
Commissioners: None
Abstain,
Commissioners: None
Recuse,
Commissioners: None

Carlos de Melo

Carlos de Melo
Planning Commission Secretary

MINUTES OF PLANNING COMMISSION MEETING
City Council Chambers, City Hall, One Twin Pines Lane, Belmont, California

TUESDAY, JANUARY 6, 2026
CALL TO ORDER: 7:00 PM

1. ROLL CALL 7:00 P.M.
Planning Commission members present: Jadallah, Adamkewicz, Kulich, Twigg, Majeski, Kramer
Commission members absent: None
Staff Present: Community Development Director Carlos de Melo, Assistant Planner Jeremy Ruiz, Administrative Assistant Courtney Brown

2. PLEDGE OF ALLEGIANCE
Led by Chair Kulich.

3. COMMUNITY FORUM
Chair Kulich opened the community forum. No speakers in house or on Zoom. Chair Kulich closed the community forum.

4. COMMISSIONER ANNOUNCEMENTS AND AGENDA AMENDMENTS
Commissioner Adamkewicz reminded staff and the public of the upcoming deadline of January 9th, 2026 to submit applications to join the Commissions (Planning and Parks & Rec). Director de Melo introduced Community Development's new Principal Planner, Adrienne Smith, to the Commission. Principal Planner Smith made a brief statement.

5. CONSENT BUSINESS
5A. ACTION: On a motion by Commissioner Adamkewicz, seconded by Commissioner Twigg for approval of meeting minutes for the December 16, 2025 Planning Commission meeting. Motion Passes 5-0-1 (5 Ayes, 0 Noes, 1 Abstain)

6. STUDY SESSION (None)

7. PUBLIC HEARINGS
7A. The Charles Armstrong School - 1405 Solana Drive - Conceptual Development Plan (CDP), Detailed Development Plan (DDP), Conditional Use Permit (CUP), Design Review, Grading Plan, and Tree Removal Permit

Chair Kulich confirmed there were no ex-parte communications. Assistant Planner Ruiz presented the staff report to consider the proposed development project which would allow constructing buildings in two phases. Phase 1 will consist of an approximately 11,900-square-foot Academic Wing (two buildings with a connecting roof and a small stand-alone building), and Phase 2 consists of an approximate 11,100-square-foot Athletics Building. The project also includes proposed school operation modifications to: increase the maximum allowed enrollment from the current cap of 260 students to a cap of 290 students, extend hours of operation by one hour during weekdays, allow weekend campus access, and increase faculty staff by approximately 11 new members.

Commissioner Questions and Comments
The applicant, Neil Tuch with Charles Armstrong School, and other members of their applicant team, provided a presentation. Commissioners asked questions regarding the school traffic/circulation/parking plan, waste collection process, rear set back of the project, proposed uses of the gymnasium on campus, impact fees for the school, elevations of the kitchen area of the building, arborist mapping and plans, current and future uses of McDougal Park in relation to Charles Armstrong School, the possibility of minor deviations to the Conditions of Approval that could be considered, as well as entitlements and how they will be applied in the future if the Building Code changes, etc. Commissioners also discussed the classification of the recreation building and associated parking, the proposed project and CEQA determination, the phasing of the project based on the construction, and the Commission review based on the totality of the project scope. City Staff, Armstrong School Applicant team, and CEQA Environmental Consultant, Panorama Environmental, provided responses to Commission questions.

Chair Kulich opened the public hearing.
Members of the public spoke on the increase in footprint of the proposed project, the CEQA review, the proximity of the gymnasium building in relation to the single family homes in the abutting neighborhood, concerns of noise coming from the school, traffic in the surrounding area and related fire safety concerns. The public also spoke on the appropriateness of the current location for the growth that Charles Armstrong School is proposing, the school's communication efforts to the surrounding neighborhood, the proposed expansion in 2005, the success of children that attend the school, the significant number of both public & private school students attending surrounding schools in comparison to Charles Armstrong School, and the possibility of satellite campuses.
Chair Kulich closed the public hearing.

COMMISSION DISCUSSION AND DELIBERATION
Commissioners discussed the staggered start times of schools in the surrounding area of Charles Armstrong School, the differences in the project brought to the Planning Commission in 2005 versus today, impacts to private views and Commission purview on the matter, the school's community newsletter regarding the existing Conditional Use Permit (CUP) & school operations, traffic impacts to the area, as well as the comparison of residential building height that could be achieved in the same location as the gymnasium under different zoning regulations. Commissioners also discussed, for comparison, the gym at Ralston Middle School as being twice as high and four times the square footage as the proposed gym at Charles Armstrong School, while also not being located near a property line that abuts a residential lot.

Commissioners deliberated the Conceptual Development Plan (CDP) Resolution. Commissioner Adamkewicz offered a motion to strike Phase 2 of the CDP from the Resolution. Commissioner Twigg seconded the motion. Director de Melo clarified that the Conceptual Development Plan (CDP) would approve the overarching development standards/allowances for the total project (Phase 1 & 2) for the campus, while the Detailed Development Plan (DDP) would focus on and approve the building design/massing and other specifics (architecture, landscaping, tree removal/replacement, etc.) for the project.

Given that the Commission's main concern was with the Phase 2 gymnasium building regarding siting/details/appearance etc., and not the concept of allowing the building itself, Director de Melo recommended that the Commission take a vote on the Conceptual Development Plan (CDP)

Resolution as presented and deliberate separately on the Detailed Development Plan (DDP) Resolution for any amendments to be made. Commissioners further discussed the CDP and expressed bifurcation concerns regarding certain details already mentioned in the Conceptual Development Plan Resolution. Commissioners voted on the original proposed Conceptual Development Plan (CDP) motion offered by Commissioner Adamkewicz. The motion did not pass (0-6). Commissioners then decided to take action on the original Conceptual Development Plan (CDP) Resolution with no amendments.

ACTION: On a motion by Commissioner Kramer, seconded by Commissioner Majeski to approve The Charles Armstrong School - 1405 Solana Drive (Conceptual Development Plan (CDP) and Categorical Exemption)
Motion Passes 6-0-0 (6 Ayes, 0 Noes, 0 Recusal)

Commissioners deliberated on amending the Detailed Development Plan (DDP) Resolution in a few different ways:

1.) Separate the academic buildings (Phase 1) from the gymnasium portion of the project (Phase 2) in the Resolution for the Detailed Development Plan (DDP). The reasons behind this were: the CEQA exemption applying to the gym itself was unclear to certain Commissioners, the PG&E easement and trees for screening/coverage, and the height of the proposed gym in relation to adjacent neighbors. This approach would also facilitate building design/articulation adjustments that may be considered in the next five years before construction occurs. Commissioner Adamkewicz proposes this motion. Commissioner Twigg seconds. Motion does not pass (3-3).
2.) Commissioner Majeski offers a motion for the Detailed Development Plan Resolution with no amendments. No second. Motion failed.
3.) Ultimately, a majority of the Commission was unable to reach a decision related to the Phase 2 component of the Detailed Development Plan (DDP). The Commission recommended to the City Council that they are supportive of the proposed overarching DDP entitlements but could not reach a majority decision related to the Phase 2 athletic building component. The Commission also recommended that should the Council approve the project, that the Phase 2 component come back for further review at a future date. The Commission unanimously agreed on approval of the Detailed Development Plan (DDP) Phase 1 (Academic Building) component. It was agreed that the totality of the Commission recommendation will be conveyed to the City Council.

Commissioners concluded their deliberation.

8. OTHER BUSINESS AND UPDATES

Director de Melo reiterated Commissioner Adamkewicz's reminder of the upcoming deadline of January 9th, 2026 to submit applications to join the Commissions (Planning and Parks & Rec). Director de Melo provided a reminder of the Lunar New Year Celebration on February 8th at the Twin Pines Senior Center as well as the upcoming Planning Commission Meeting on January 20th.

9. ADJOURNMENT 10:30 PM

Approved by:
Carlos de Melo, Community Development Director

Carlos de Melo

Attachment 7

Public Outreach Communications

Charles Armstrong School - 1405 Solana Drive

Outlook

Support for Charles Armstrong Renovation

From Scott Hebner <[redacted]
Date Tue 2/3/2026 2:11 PM
To x-community development <cdev@belmont.gov>

You don't often get email from [redacted] Learn why this is important

I am a Belmont resident (2103 Shirley Rd) and have lived here for nearly 17 years. My son, Nico, is an 8th grader at Charles Armstrong, and Armstrong has truly changed his life.

Nico attended Cipriani up until 2nd grade when he was diagnosed as dyslexic. Within a year, he went from struggling and dreading school to feeling a sense of pride and thriving. Upon graduation from Armstrong this year, he looks forward to attending Carlmont.

This is the same story that I hear from family after family at Armstrong. Armstrong gives dyslexic kids an entirely new perspective on school and learning, and I wish every dyslexic kid had the opportunity to attend Charles Armstrong. This expansion opens the door for more kids in an even better setting.

I support this renovation project wholeheartedly, and hope that you too approve this project moving forward.

Regards,
Scott Hebner

To: x-City Clerk's Office <cclerk@belmont.gov>
Subject: Re: Proposed Charles Armstrong School Campus Expansion

You don't often get email from [redacted] Learn why this is important

Dear City Council,

Attached is sample report from the arborist we referred to below (highlighted), Robert Booty, with details about Ground Penetrating Radar (GPR) to confirm tree root locations and depths.

Thank you,

Jeff & Katie Criswell

From: Jeff and Katie Criswell <[redacted]
Sent: Sunday, January 25, 2026 7:46 PM
To: cclerk@belmont.gov <cclerk@belmont.gov>
Subject: Proposed Charles Armstrong School Campus Expansion

Dear City Council:

This is a follow-up to our email sent on 11/2/25 to the Belmont Planning Commission and to the City Council on 11/23/25 regarding the CAS expansion project.

Our family has lived on Dartmouth Avenue adjacent to CAS since 1998. Though we and our neighbors had disagreements with CAS regarding the expansion they presented in 2005, our relationship with the school has been cordial and peaceful. We can't say enough that we applaud the work CAS does for the children and we hope the honorable and absolutely needed purpose of this school can be distinguished from our objections to the negative impact of their expansion plans on our neighborhood.

We've already stated several concerns in writing and at the Planning and Council meetings which I won't repeat here. That said, after reviewing the recent Staff reporting, we have some other concerns to add:

- The location of the Athletic Building (with a 22' parapet wall and 32' main section) within 18.5' of single-family homes would be unprecedented in the Belmont area. We ask that you visit the other grammar and middle schools in Belmont/RWS, and then our homes along Dartmouth for comparison. Generally, the larger multi-use and athletic buildings are near the center of each campus and at least 100' from nearby homes.
    - The one exception might be that Nesbit has a 2-story classroom that sits adjacent to some rental apartments, not single-family homes, with the apartment wall facing the building having just small bedroom and bathroom windows (i.e. no backyards).
    - Additionally, the close proximity to our back fences creates a security "dead zone" hidden from view with potential for "nefarious" activities (smoking, drinking, vandalism, etc.).
    - We respectfully ask that the Council have CAS provide renderings of the Building from the Dartmouth neighbors' perspective and/or have mock-up's arranged for the neighbors and Council to view.

- The arborist report from Hort Science/Bartlett Consulting (engaged by CAS) recommends that the 6 protected live oak trees along our back fence be removed due to the proximity of the Athletic Building construction. This would remove the only major foliage that would screen the parapet wall and main building from our backyards. We have been maintaining these trees with regular trimming and ivy removal to keep them healthy. We also have 3 mature trees along the fenceline in our yard just feet away and have concerns that the construction proximity could impact their health as well. We spoke to the arborist who confirmed his primary reason for removal was due to potential root damage from the construction. While this may be a reasonable assumption, we spoke with another seasoned arborist who uses radar root mapping to show the size and depth of roots. This process would determine if in fact the oak tree roots (and also the trees in our yard) would be impacted by the construction. If no impact is determined, that would save CAS the cost of removing and replanting the oaks and confirm that our trees would be safe. We respectfully ask that the Council have CAS engage this arborist to complete the root mapping study. His estimated cost would be $3,000.

- Staff's vendor has indicated that a CEQA would not be necessary as the additions qualify as "minor" as the increased capacity does not exceed 25% or 10 classrooms. The vendor is not including the 11,000sf Athletic Building as part of the expansion as they are classifying it as an "ancillary" building to be used by CAS students only. They are not accounting for the proposed expanded use of the Athletic Building to 7 days/week and after-school hours not only by CAS, but now for adult seminars and trainings, Parks & Rec sports/tournaments/events, and rental to the broader public. As the Building has 188 seats, the attendance of these events will overflow the limited parking on campus (85 stalls) into the local neighborhood and greatly increase the traffic. Further, with the addition of the classrooms and Athletic Building, the campus building footprint will be increased from 29,677sf to 52,696sf, which is a 78% increase. Therefore, as it appears the Staff's vendor did not have all of this information when they made their assessment, we respectfully/strongly request that a CEQA study be done.

One remedy for the issues above would be to relocate and/or re-orient the Athletic Building closer to the existing school buildings (similar to the other schools), although this would not alleviate the traffic and street parking issues for your Belmont residents. CAS has stated that this location presented is the only possible option due to their current drop-off/pick-up location on the lower playground. Since CAS is reconstructing the entire area, it seems to us that another reasonable option could be provided that would accommodate the drop-off/pick-up. We respectfully ask that the Council have CAS further investigate other less impactful locations or orientations, either to the lower playground (and switch the pick-up/drop-off to the upper playground area) or show the Building with an east/west orientation closer to the school on the upper or lower playground, and provide those details to the Council.

Lastly, we've read that enrollment has been dropping, and is forecast to keep dropping, at the 3 Belmont/RWS middle schools, and that the district is considering consolidating to 2 schools. We would like Belmont and CAS to consider options to relocate at least the middle school grades to the potentially vacated campus. All 3 have better ingress/egress and parking and established athletic buildings. San Carlos has similarly split their grade levels due to space constraints. Not only could this solve the current expansion need; it might help with future expansions as CAS continues to grow.

We invite all Council members to visit our home as an aid to your evaluation of the impact of these structures. We've stated this before in past communications; however, no City Planners or Council members have contacted or visited us. Please feel free to call anytime.

Jeff & Katie Criswell



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Arborist OnSite®

Horticultural Consulting, Inc.

ISA Certified Arborist Report

Submitted To:

Sample Report
Redwood City, California

Project Location:

Redwood City, California

Submitted By:

Robert Booty, Registered Member # 487
ISA Qualified Tree Risk Assessor
The American Society of Consulting Arborists
ISA Certified Arborist WC-4286
March 22, 2025

Limits of Assignment

This assignment is limited to Root mapping along a damaged concrete driveway. My investigation involves root locating to determine root loss due to excavation on a construction site. Ground penetrating radar can not identify the presence of structural defects in roots located below ground, such as cracks, girdling or roots weakened by decay that can be associated with tree failures. GPR can evaluate both depth, location and estimate root diameters. Because trees continually change, this evaluation is valid only for the date of this inspection.

Disclaimer[1]

Although studies have shown ground penetrating radar to have a high degree of accuracy[2] for below-ground root identification, these are not photographs but images of predicted root targets. Arborist OnSite endeavors to use equipment that generates useful information to prepare reports that will reflect its best judgment in light of the facts as it knows them.

Assignment

I have been retained by Juan Carlos Rivera who is the project construction coordinator for the local design and construction department. A sample is being remodeled; part of the construction project involves the replacement of a damaged concrete driveway that is used as the entrance to the property. The driveway is located along the property boundary line next to a neighboring fence. It is suspected that roots from a neighboring Redwood tree have contributed to the damaged concrete. Prior to the replacement of the concrete driveway I have been requested to provide a root study of the area using ground penetrating radar. This will provide some insight as to our ability to perform root pruning during the proposed excavation and concrete replacement without damaging the trees.

Observations

I visited the site March 15, 2025. I observed the driveway being cracked and raised in different places from one end to the other. In addition it appears that the driveway is not level, the entrance seems lower then raises as you travel further in. The main interest regarding this root study is the large Redwood tree #1757 (*Sequoia sempervirens*) located about three feet away from the existing concrete. It appears to be in good health and has a height[3] of 58 feet. Other neighboring trees and shrubs just inside the fence, they include one orange tree, two lemon trees and a Glossy Privet hedge all these appear to be in good health.

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[2] Nina Bassuk, Cornell University "Ground-Penetrating Radar Accurately Locates Tree Roots in Two Soil Media Under Pavement" Arboriculture & Urban Forestry, International Society of Arboricultural 2011.

[3] Height measurement was obtained by using a Nikon Forestry PRO II Laser Rangefinder/Hypsometer.

Conclusions

I was informed that excavation for the new driveway would require a depth of three feet. Tree roots can and do crack and raise concrete, I don't know if this is the case with the whole length of the driveway being damaged to this extent or not. The root study indicated roots consistently to a depth of 40 inches. The GPR was programmed to a depth of 48 inches. The proposed excavation would sever the majority of the root systems of the trees and plants along the neighboring property line.

Root studies[4] have indicated that trees have the ability to affect hard surfaces. As the diameter of a root increases in size, soil is displaced, hydraulically moved above and around the root. To illustrate, consider that the pressure exerted by roots axially and radically is substantial (Feldman). For instance, a 15-inch segment of root one inch in diameter exerts 175 psi; this force is capable of lifting a concrete sidewalk slab 10 feet long and 4 feet wide (Dunn).

All of the trees and shrubs identified in this study are on another property. Although you can root prune on your property offending roots, you have the responsibility of not harming or damaging your neighbor's trees or plants. If the excavation for the new driveway was performed as planned it would severely affect the health of the trees and destabilize them. In addition, the county would deny a root pruning permit that close to the trees even if they were your trees.

Alternatives

#1 Can the driveway be replaced without excavation? Can the damaged concrete be removed and the road bed be built-up or elevated with maybe using a greater amount of base rock and the concrete being poured at a higher elevation? With no root pruning.

#2 Would be to move the driveway entrance further away from the trees. While I was on site I did some testing farther away from the trees just to see what kind of roots would be found. Trees send their roots out depending on soil conditions at least the height of the tree. This is what stabilizes them since most roots can be found three feet below ground. If you look at driveway entrance #2 on the site map on page 10 scan #8 is located about 41 feet from the trees this scan was performed just to see what roots were in this area. The data on scan #8 indicated much less roots and much further away from the trees.

Excavation in this area would have little to no negative impact on the neighboring trees. You would still need a root pruning permit from the county which I feel they would have no problem with. A project arborist would need to be on site overseeing any root pruning. You can list Robert Booty as your project arborist.

Recommendations

I would be in agreement with alternatives #1 or 2 to resolve these issues.

[4] Arborist News June 2001 International Society of Arboriculture, Champaign, IL. "Space Wars, Can Trees Win the Battle with Infrastructure?" E. Gregory McPherson, Laurence R. Costello, David W. Burger.


Redwood tree
#1757


Redwood tree
Glossy Privet
privacy hedge


Orange tree


There are 2 Lemon
trees on the property

Methodology

How does it work?

Ground-Penetrating Radar (GPR) is an established technology that has been used worldwide for over 60 years. Radar is an object-detection system that uses *electromagnetic waves* – specifically *radio waves* – to identify the range, altitude, direction, or speed of both moving and fixed objects. When an electromagnetic wave[5] emitted from a small surface transmit antenna / receiver encounters a boundary between objects with different electromagnetic properties, it will reflect, refract, and or diffract from the boundary in a predictable manner. Radar waves or signals are reflected especially well by materials of considerable *electrical conductivity*.

The radar signals that are reflected back towards the antenna are the desirable ones that create the image and make radar work. The radar signal detects water in the root system of the tree and can distinguish this water from water in the surrounding soil matrix. An air-filled tree trunk (*with a decayed hollow*) or a partially air-filled incipient (early stage) decay zone inside a cell wall within a tree are excellent reflectors for detection by GPR systems. Use of GPR instrumentation for internal tree trunk decay detection and below ground root locating is one of its latest uses in the field of tree risk assessment.

Its uses today seem endless. When you look at the weather report, you are looking at a weather radar scan; it will tell you where the heaviest amounts of rain will fall in your area. It works like this, the radar signal, as it passes through the clouds is reflected back to a transmit receiver antenna that measures the density of the moisture in them and the speed they are traveling. You can then determine approximately when it will start raining and how much rain will fall in a given area. Radar is used in aviation, automobiles, law enforcement and locating objects below ground.

[5] Daniels, D.J. 1996, Surface-Penetrating Radar. The Institute of Electrical Engineers, ISBN 0-85296-0.

Root Mapping

An Introduction to Below-Ground Tree Root Mapping using Ground – Penetrating Radar (GPR)

Ground-Penetrating Radar used as a method of mapping tree roots has several of the following advantages over other methods of root locating,

1. It is capable of scanning the root systems of multiple trees under field conditions in a short time.
2. It is completely non-invasive and does not disturb the soils or damage the trees being examined, and causes no harm to the environment.
3. Being non-invasive, it allows repeated measurements that reveal long-term root system development.
4. It allows observation of root distribution beneath hard surfaces (concrete, asphalt, and bricks) roads and buildings.

It's accuracy is sufficient to resolve structural roots with diameters from less than 1 cm (0.4 in.) to 3 cm (1.2 in.) or more. It can characterize roots at both the individual tree and stand levels, facilitating correlations with tree and stand level measurements of physiological processes in complex ecological studies.

This is how the radar looks at the existing roots, as the antenna is moved along the ground every 2/10ths of an inch a radar signal is released into the soil at a predetermined depth.

As this signal encounters a root it is reflected off its top and back to a receiver inside the antenna. This returned signal is displayed as an x in the final report indicating the presence of a root, the colored x indicates the depth of the root.

Secondly one can observe all roots within a given soil profile depth, on the following pages you will notice 3 soil profiles depicted. When looking at the virtual trench view of maps keep in mind that each x marks the presence of a root. These roots are connected to the tree or root flare as they grow into the soil and then grow out ward in all directions, some have indicated roots that have no obstructions can travel laterally twice the height of the tree; this is what gives the tree stability.



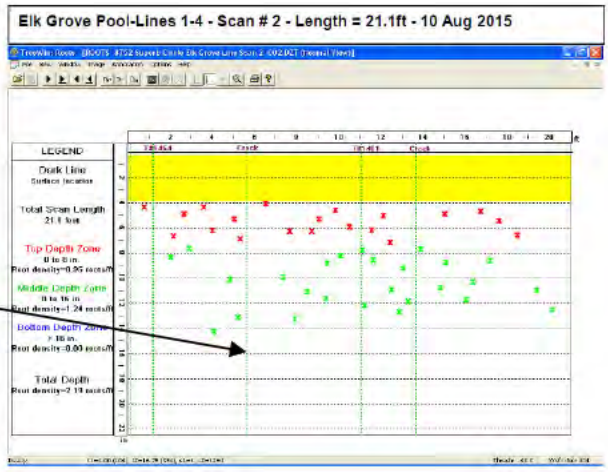
Performing a root mapping study to a depth of 4 feet using ground penetrating radar over the damaged driveway to identify root depth below the concrete to facilitate repairs.



The use of green markers

During the scan markers are placed on the field computer by the technician. These markers are used to identify points of interest along the scan line such as in this case, passing of object landmarks such as a numbered tree. These manually placed markers show up in the final root analysis and can then be used to compare roots found below ground in relation to the physical crack in a concrete driveway or a landmark such as a tree located above ground.

Green dotted lines are markers physically placed on the field computer by the technician during the scanning.



Virtual Trench View

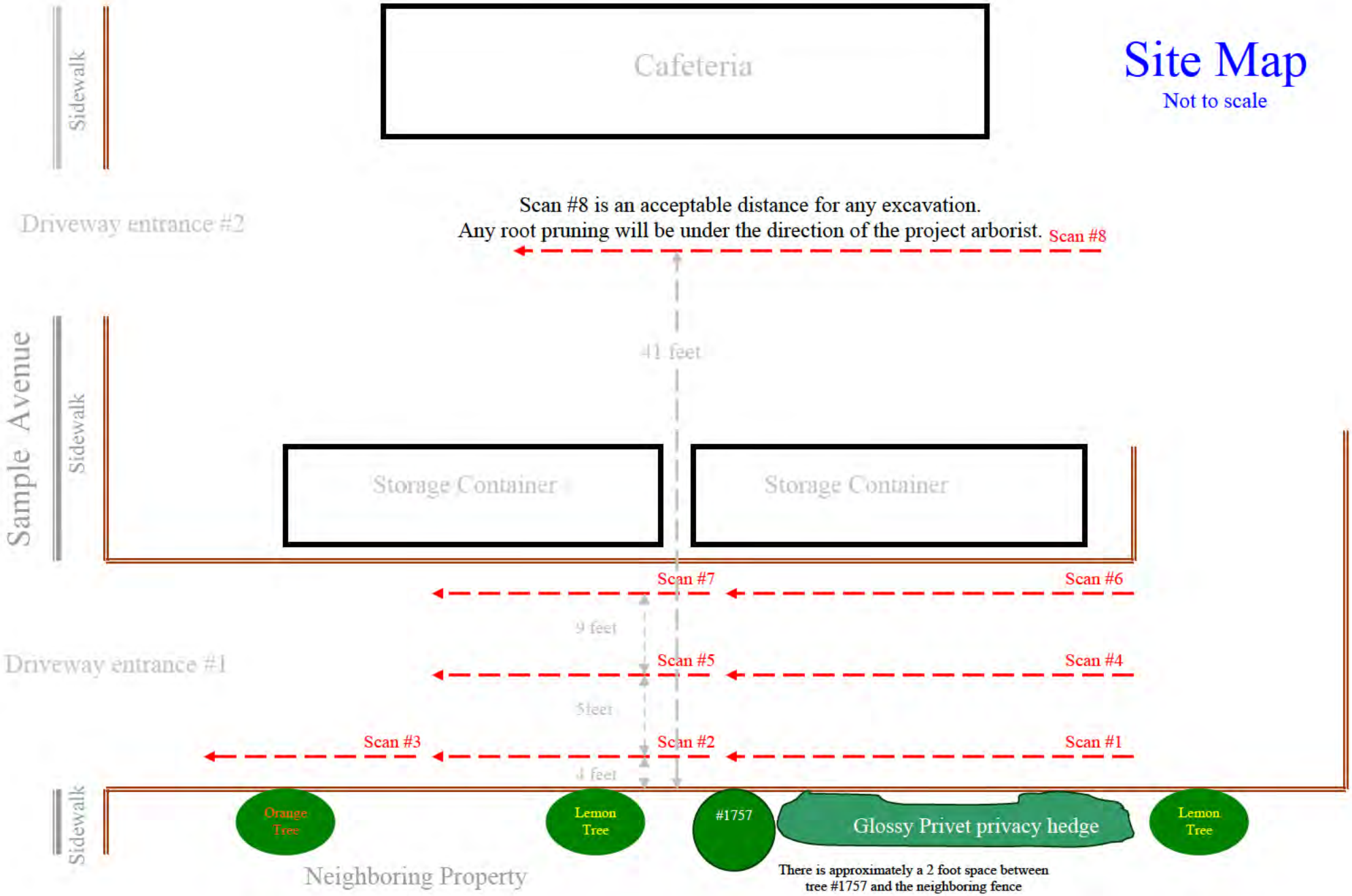
A way of viewing the root data is as a virtual trench. The following virtual trench panels represent each of the eight individual radar line scans from the site as if they were the walls of a trench. Think of this as if you were excavating a deep trench with a back-hoe. As you dig, tree roots will be encountered at various levels in the soil profile, after you have completed your trench you then are able to walk down and stand in the bottom.

Looking up at the earthen wall you are able to see the severed tree roots from your trenching protruding from the soil at the various depths of your trench. As you look at the following individual 8 virtual trench scans each x on the wall represents a severed root. Each colored x represents a different depth where the root is located.

One advantage of the trench view is that one can look at individual roots within their 3 represented depth zones and see the actual depth of each individual root.

Site Map

Not to scale



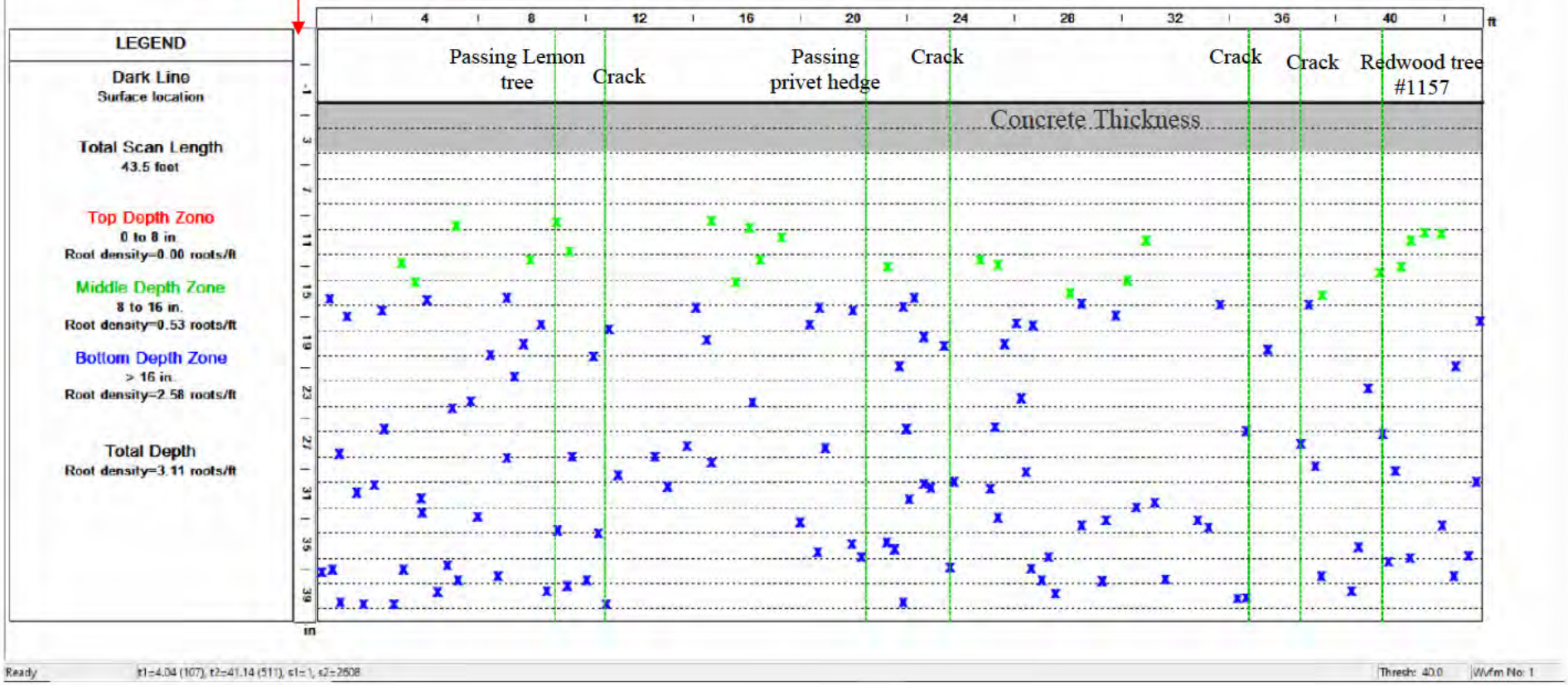
Note; keep in mind that this scan is very long. Because of that the predicted root hits on this scan looks dense. This is an optical illusion on the paper, look at the scan distances and mentally spread those root hits out to the distance of the actual scan.

March 15, 2025 SAMPLE Avenue Redwood City, Ca.

Radar scan #1 Over concrete driveway 6 feet away from neighboring Lemon tree, Privet hedge and Redwood tree #1157.

Root Depth in inches

The root hits below have nothing to do with root sizes. They depict root location and depth only.

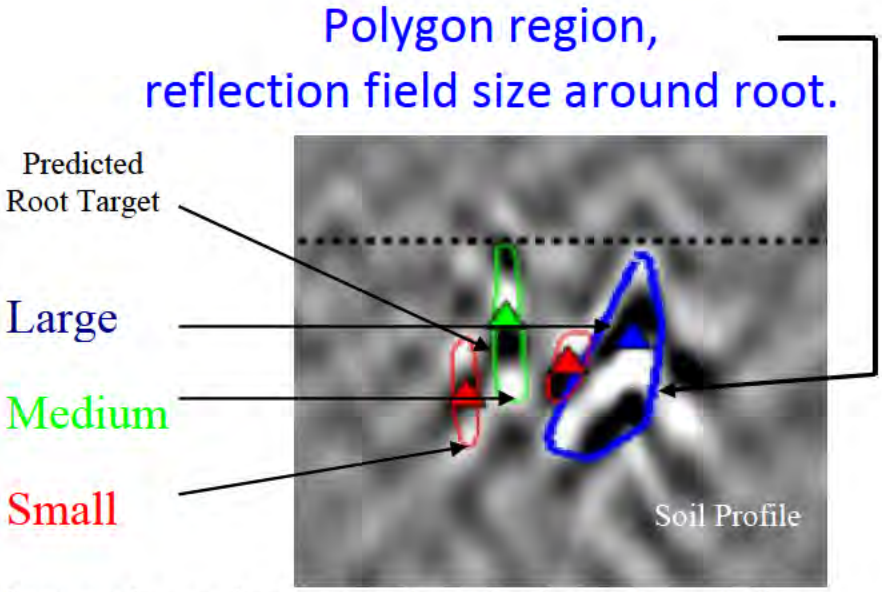


Estimating Root Diameter Size

Estimating root diameter is a challenge. TreeRadar® has devoted years of research into developing the ability to provide this type of information. Early Ground truth studies began at Fresno State University, U.S.A. these studies were also conducted by groups using the same protocol in Europe. The studies involved numerous locations and soil types. First ground penetrating radar was used to identify below ground root systems. These areas were then excavated, studied and root diameters measured. Algorithms were created for the software based on these ground truth studies in an effort to estimate root size. Root studies and software sizing algorithm up-grades will continue as new information is brought to the fore.

The following are the results of current studies that now can, to a reasonable degree estimate root diameters.

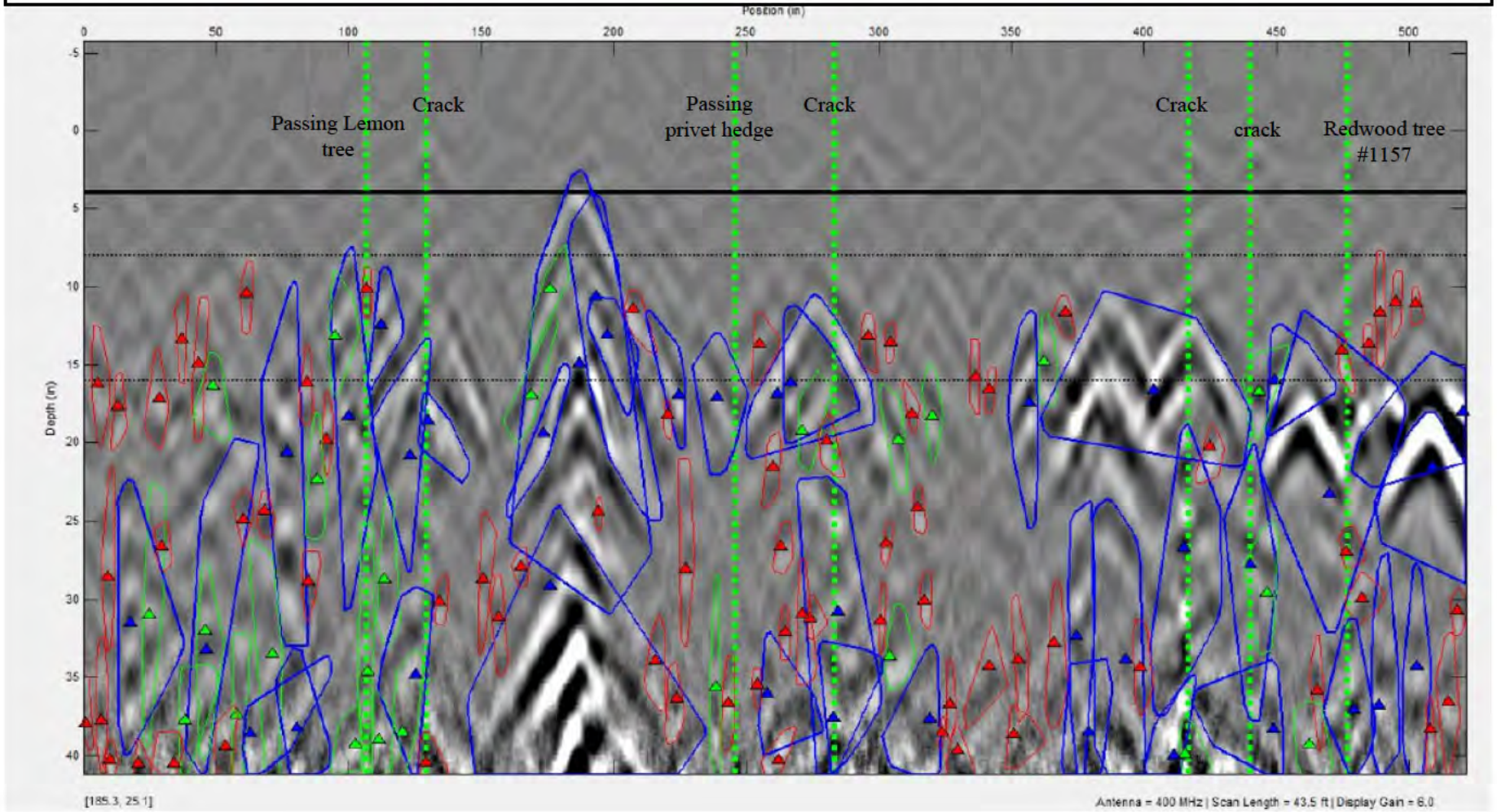
- This approach attempts to label detections into three size categories: **SMALL** 2.5 inches and smaller, **MEDIUM** 2.5 - 5 inches, **LARGE** 5 inches and larger.
- These category labels are estimated based on each detection's reflection field size –this is measured by the number of pixels contained within each polygon region identified during a ground penetrating radar scan over the soil.
- Recent research[6] has shown that this metric has a reasonable correlation to root biomass, which in turn is correlated to the root's diameter



[6] *Hirano et al., "Detection frequency of Pinusthunbergiiroots by ground-penetrating radar is related to root biomass", Plant Science 2012*

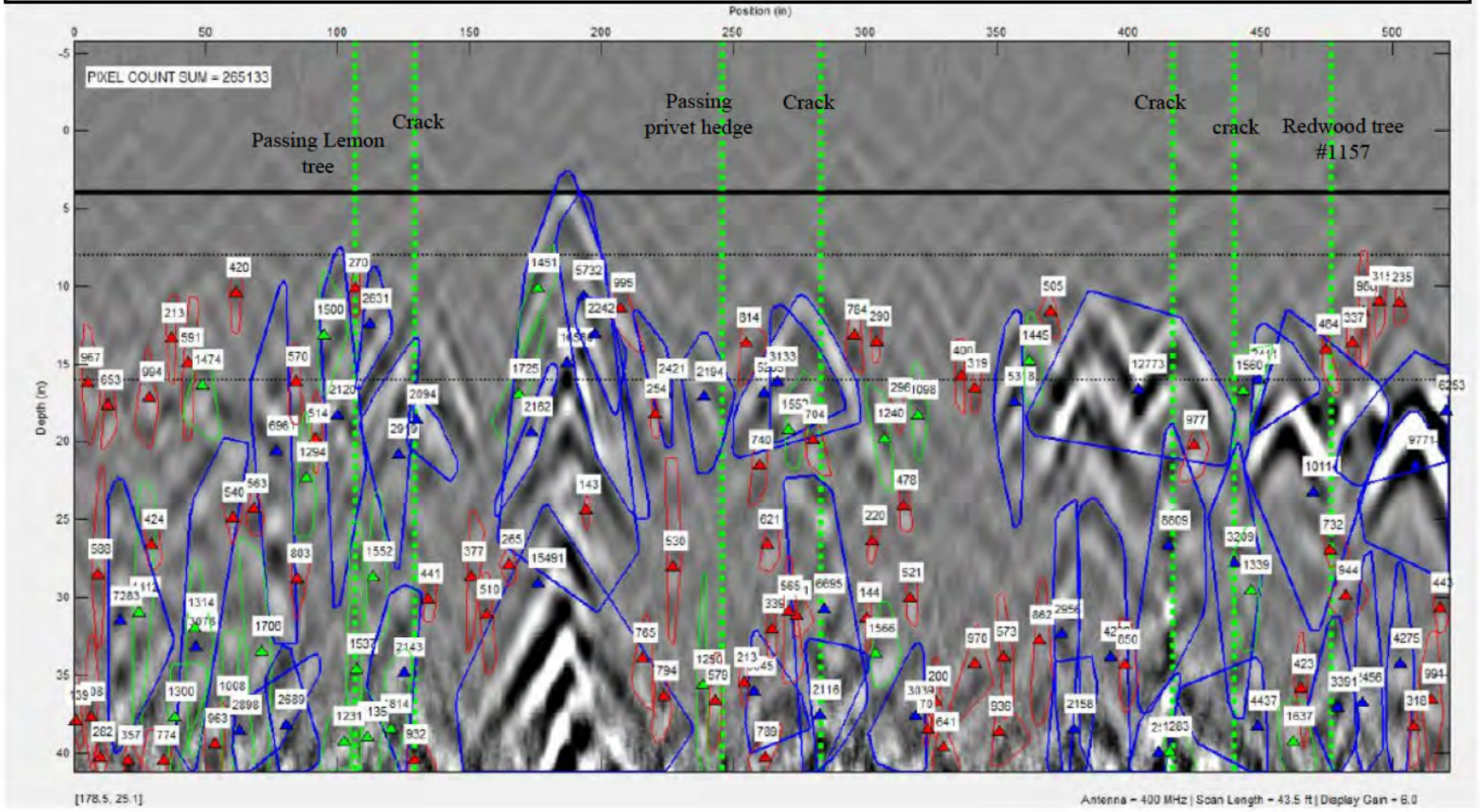
Scan #1 Root size estimate using Polygon region, reflection field size around root.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



Scan #1 Root size estimate, Pixel count. The area inside each Area Shape Polygon reflection field, is determined by the number of pixels (related to root size) printed inside each white box. This will provide more insight as to individual root size estimates within each of the 3 size categories below.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



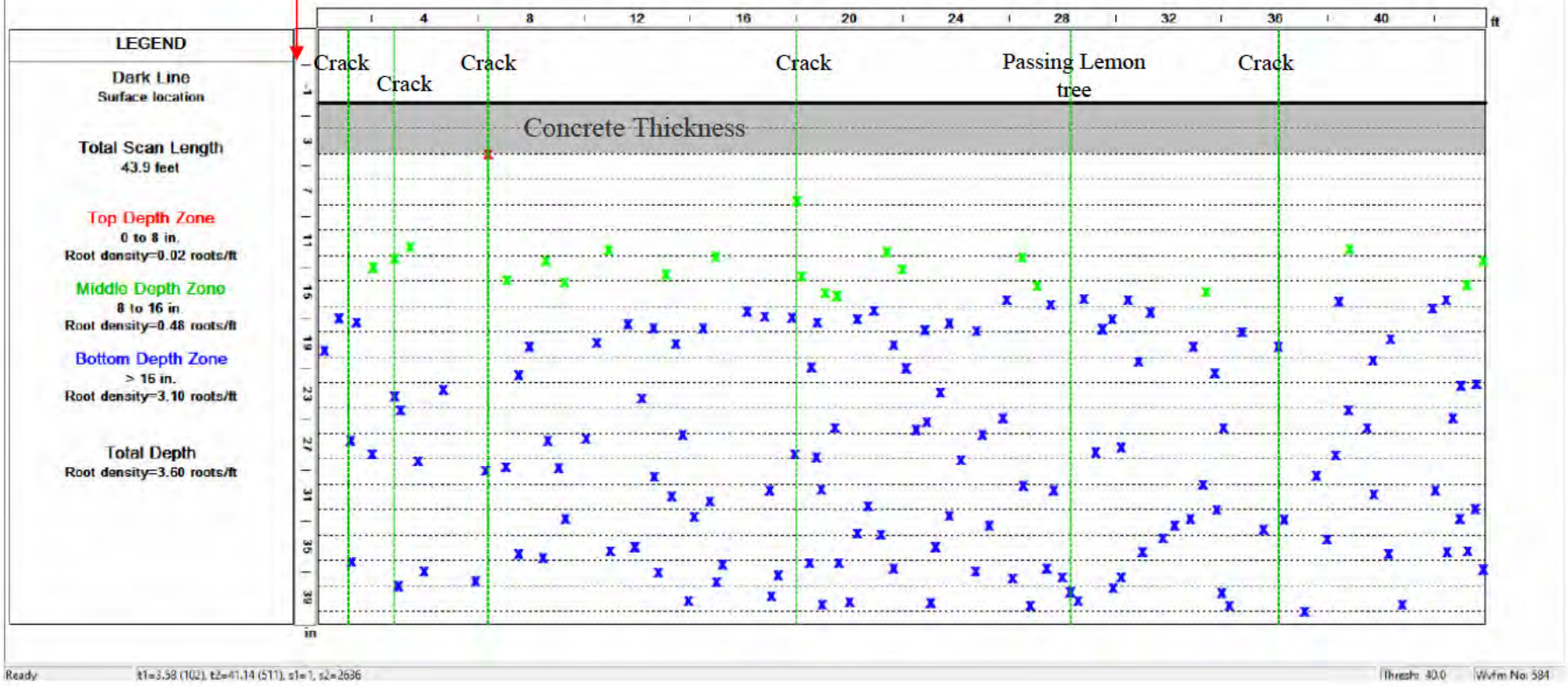
Note; keep in mind that this scan is very long. Because of that the predicted root hits on this scan looks dense. This is an optical illusion on the paper, look at the scan distances and mentally spread those root hits out to the distance of the actual scan.

March 15, 2025 SAMPLE Avenue Redwood City, Ca.

Radar scan #2 Over concrete driveway 6 feet away from neighboring Redwood tree #1757

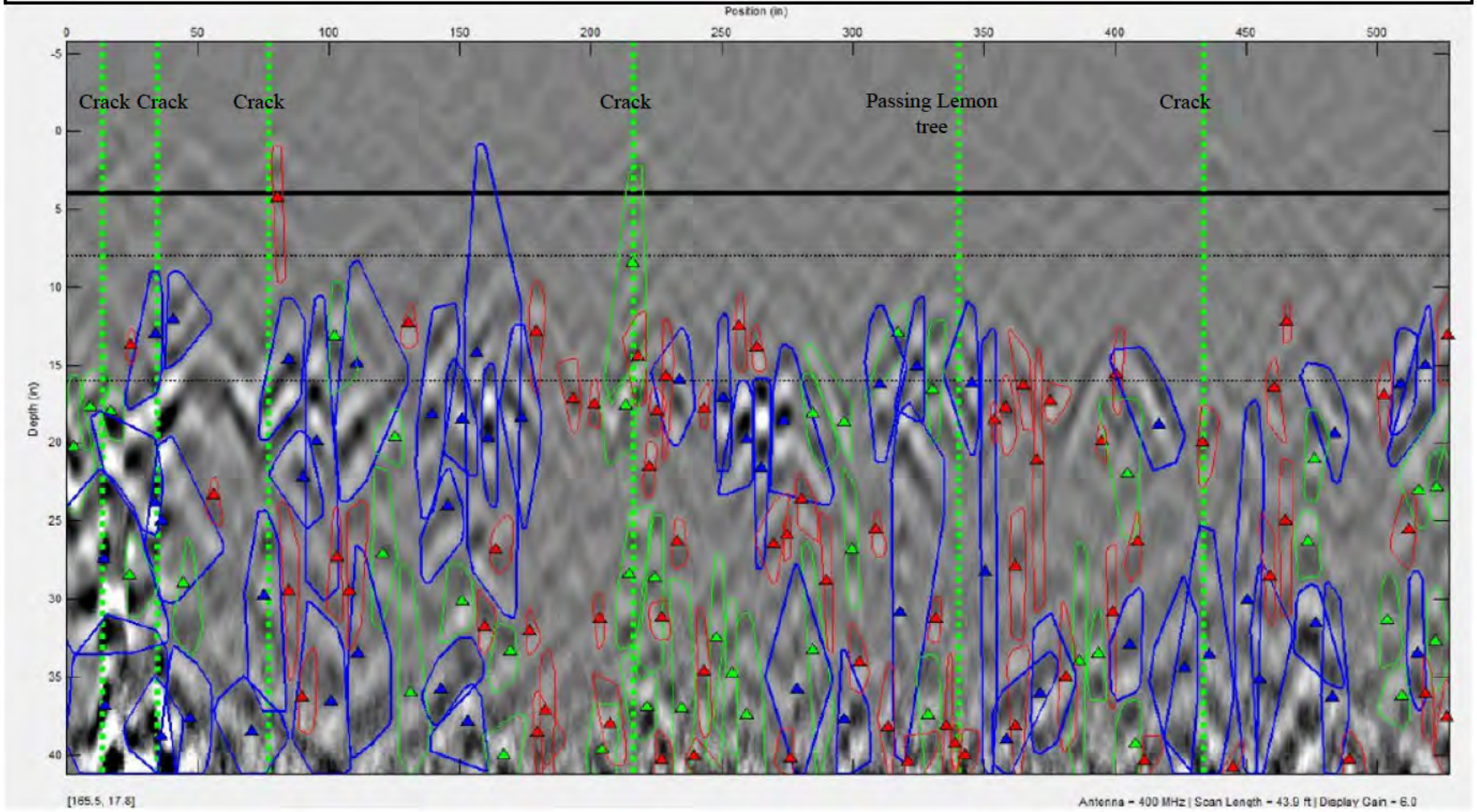
Root Depth in inches

The root hits below have nothing to do with root sizes. They depict root location and depth only.



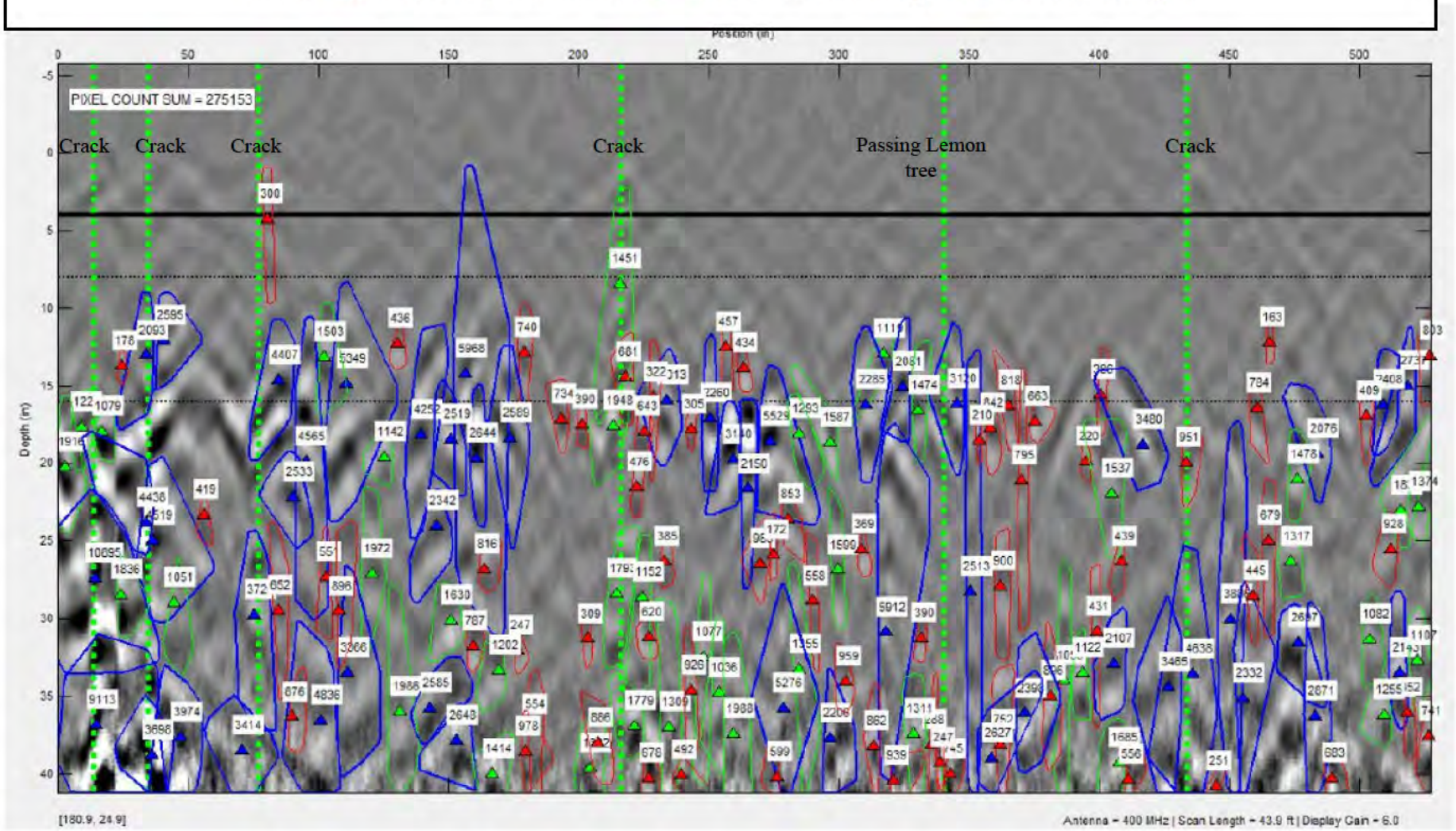
Scan #2 Root size estimate using Polygon region, reflection field size around root.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



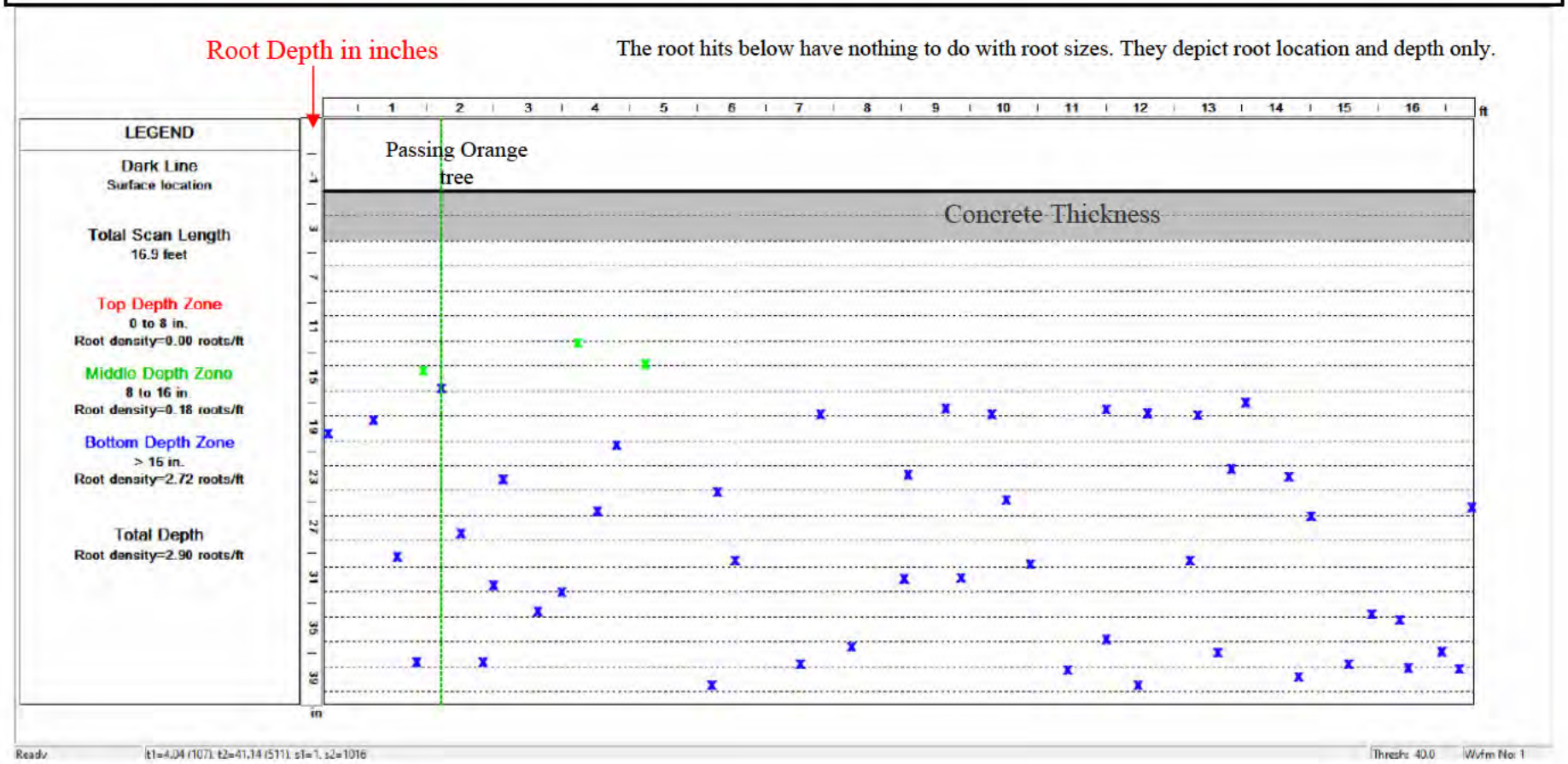
Scan #2 Root size estimate, Pixel count. The area inside each Area Shape **Polygon reflection field,** is determined by the number of pixels (related to root size) printed inside each white box.This will provide more insight as to individual root size estimates within each of the 3 size categories below.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



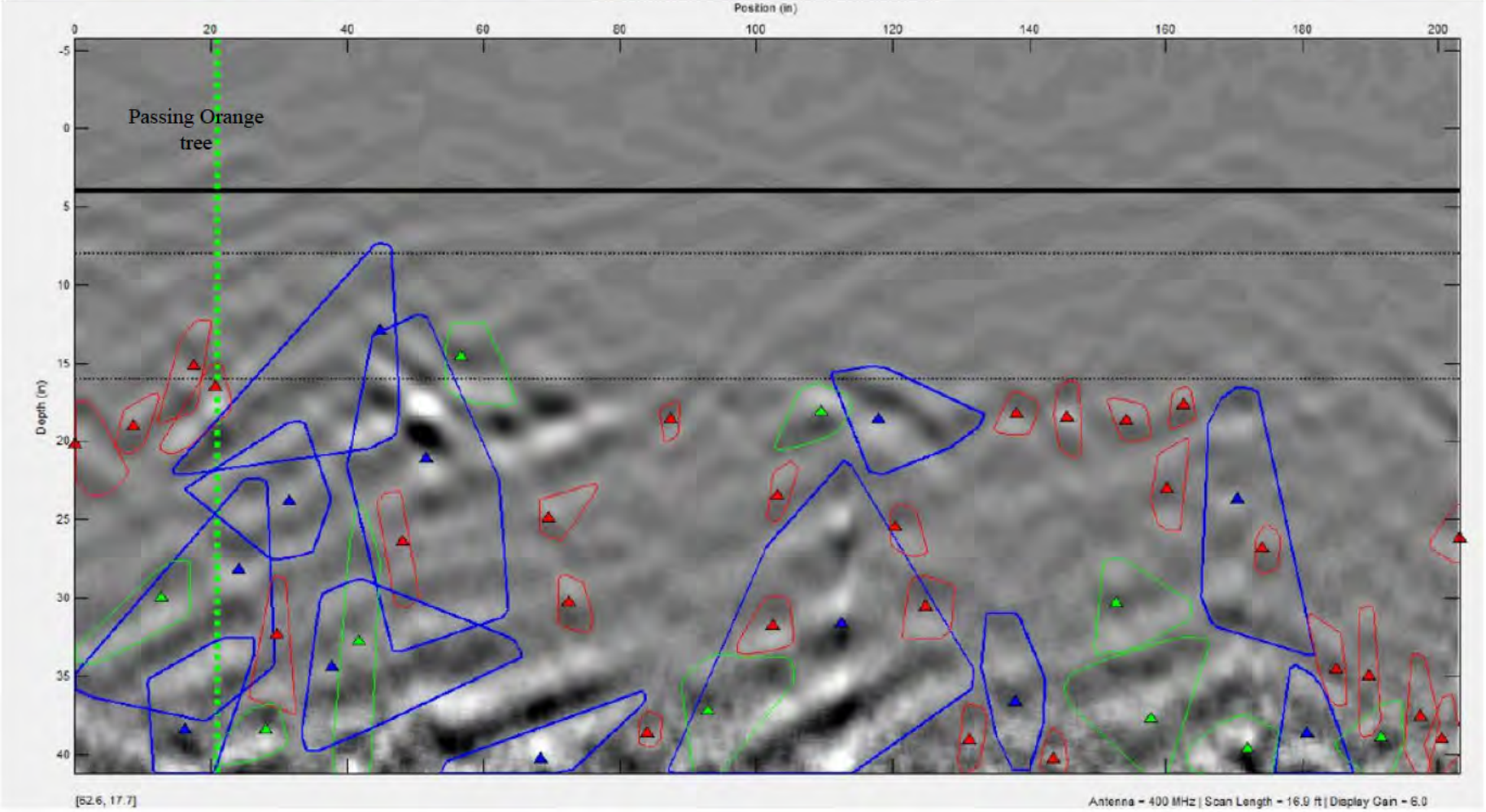
Note; keep in mind that this scan is very long. Because of that the predicted root hits on this scan looks dense. This is an optical illusion on the paper, look at the scan distances and mentally spread those root hits out to the distance of the actual scan.

March 15, 2025 SAMPLE Avenue Redwood City, Ca.
Radar scan #3 Over concrete driveway 6 feet away from neighboring Orange tree.



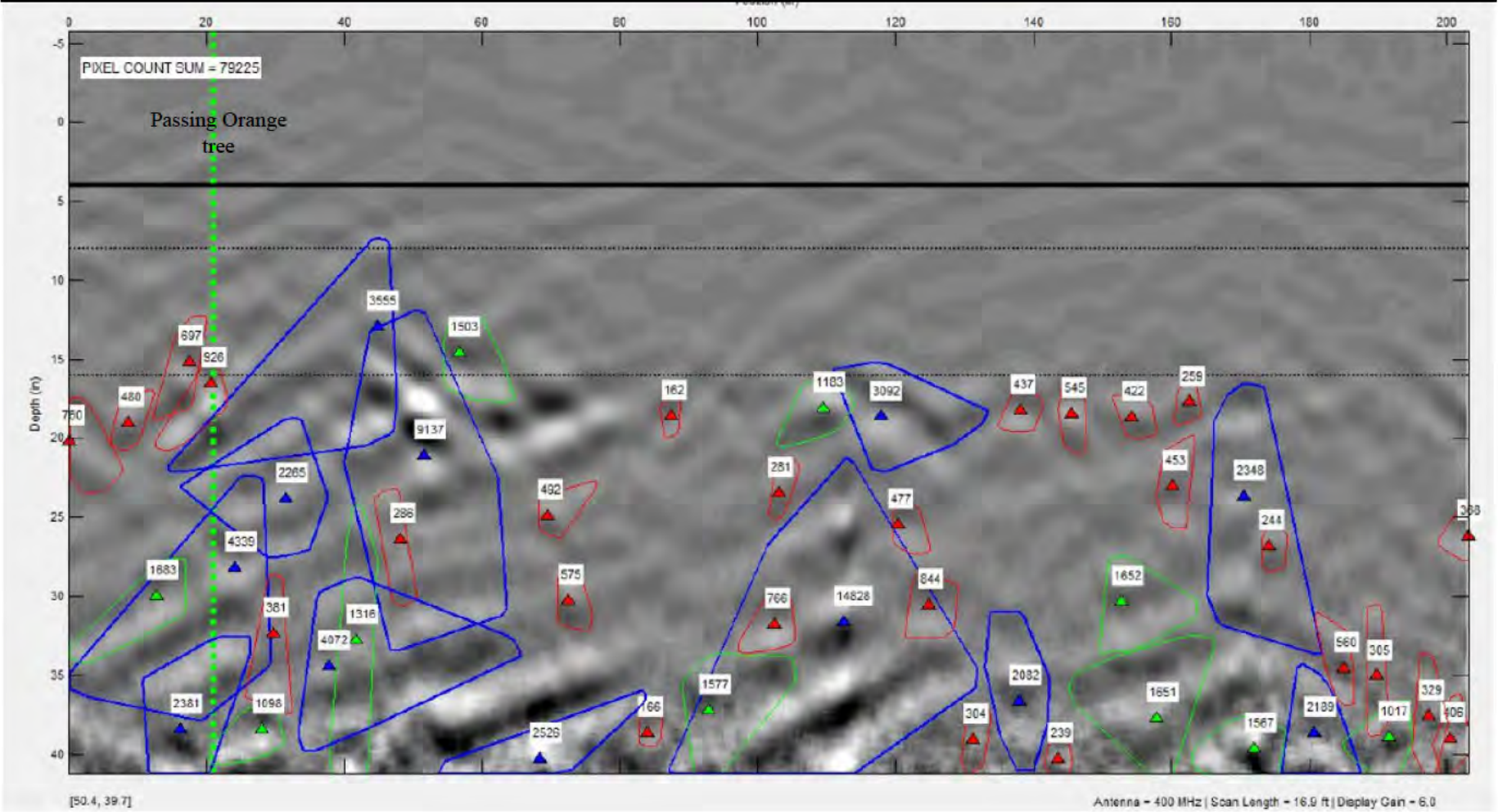
Scan #3 Root size estimate using Polygon region, reflection field size around root.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



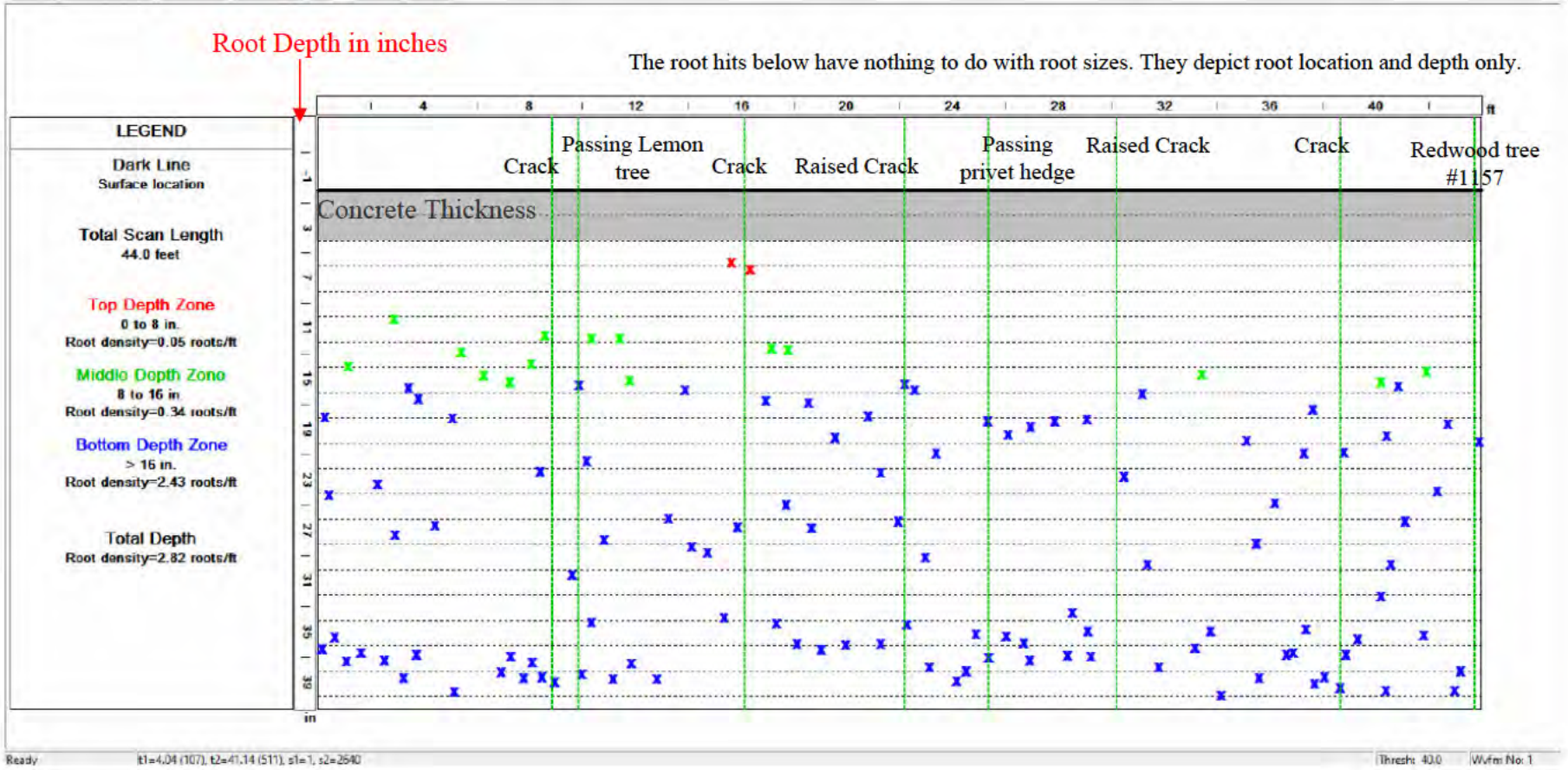
Scan #3 Root size estimate, Pixel count. The area inside each Area Shape **Polygon reflection field,** is determined by the number of pixels (related to root size) printed inside each white box. This will provide more insight as to individual root size estimates within each of the 3 size categories below.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



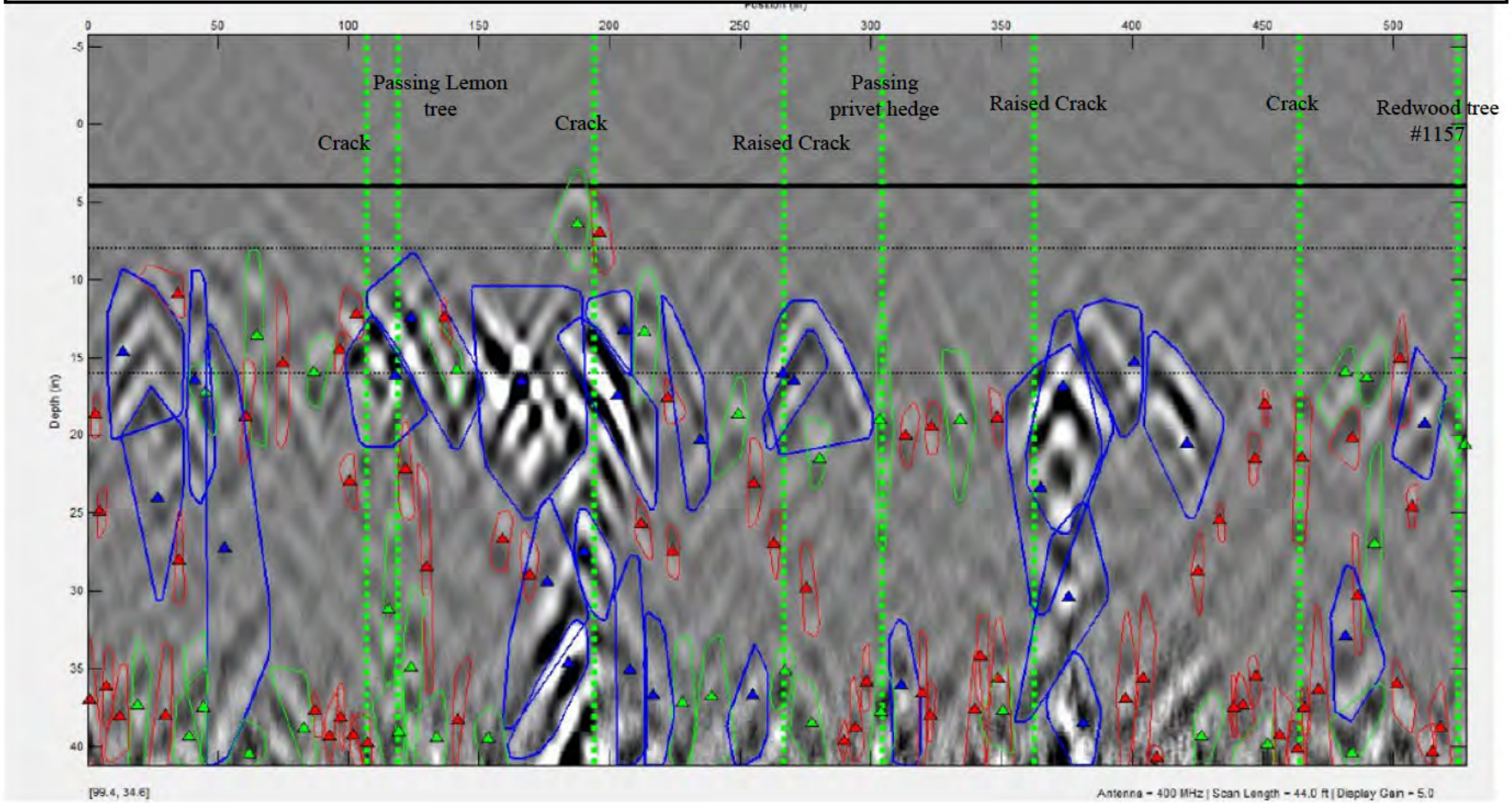
Note; keep in mind that this scan is very long. Because of that the predicted root hits on this scan looks dense. This is an optical illusion on the paper, look at the scan distances and mentally spread those root hits out to the distance of the actual scan.

March 15, 2025 SAMPLE Avenue Redwood City, Ca.
Radar scan #4 Over concrete driveway 11 feet away from neighboring Lemon tree, Privet hedge and Redwood tree #1757



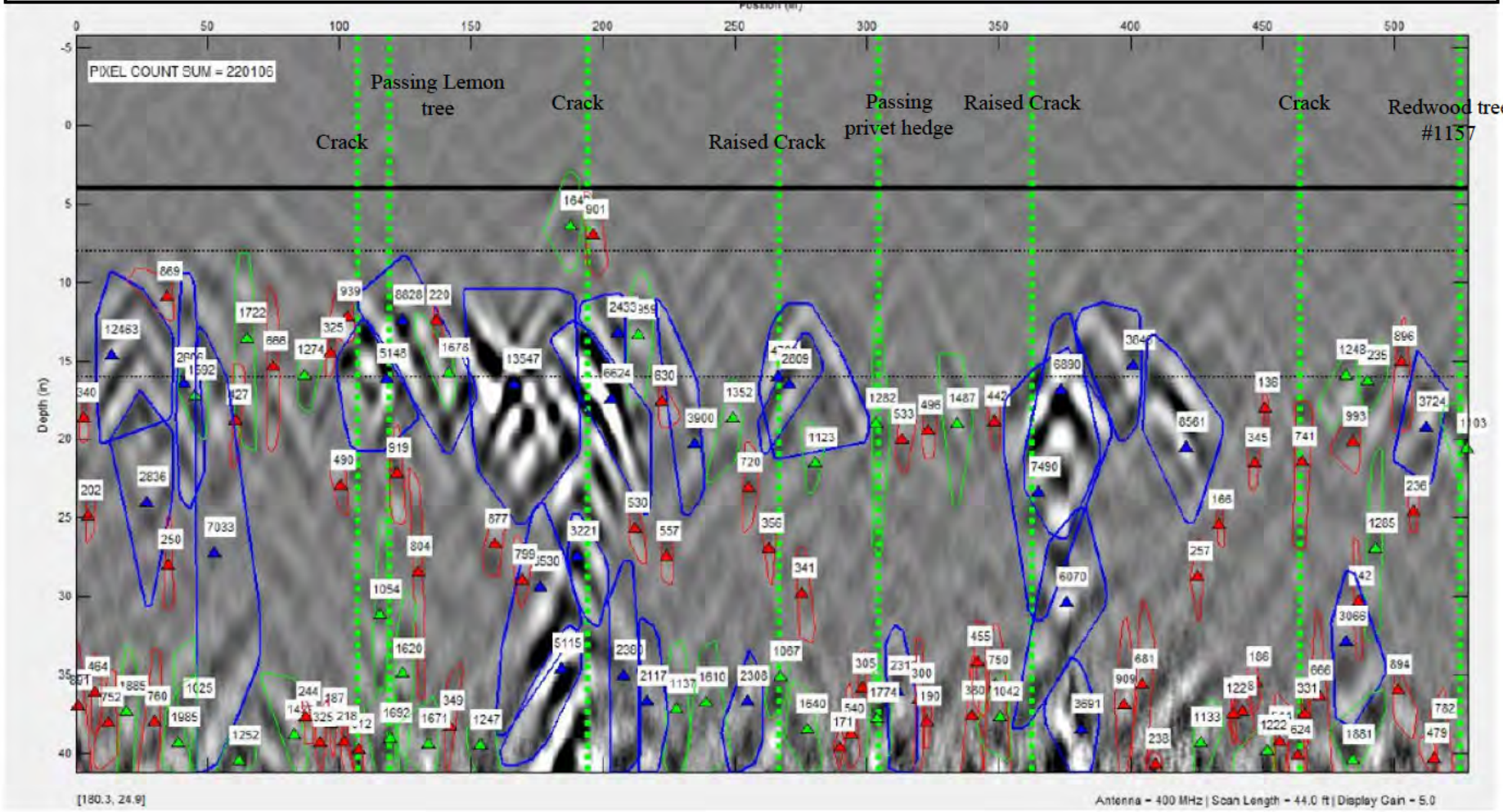
Scan #4 Root size estimate using Polygon region, reflection field size around root.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



Scan #4 Root size estimate, Pixel count. The area inside each Area Shape Polygon reflection field, is determined by the number of pixels (related to root size) printed inside each white box. This will provide more insight as to individual root size estimates within each of the 3 size categories below.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.

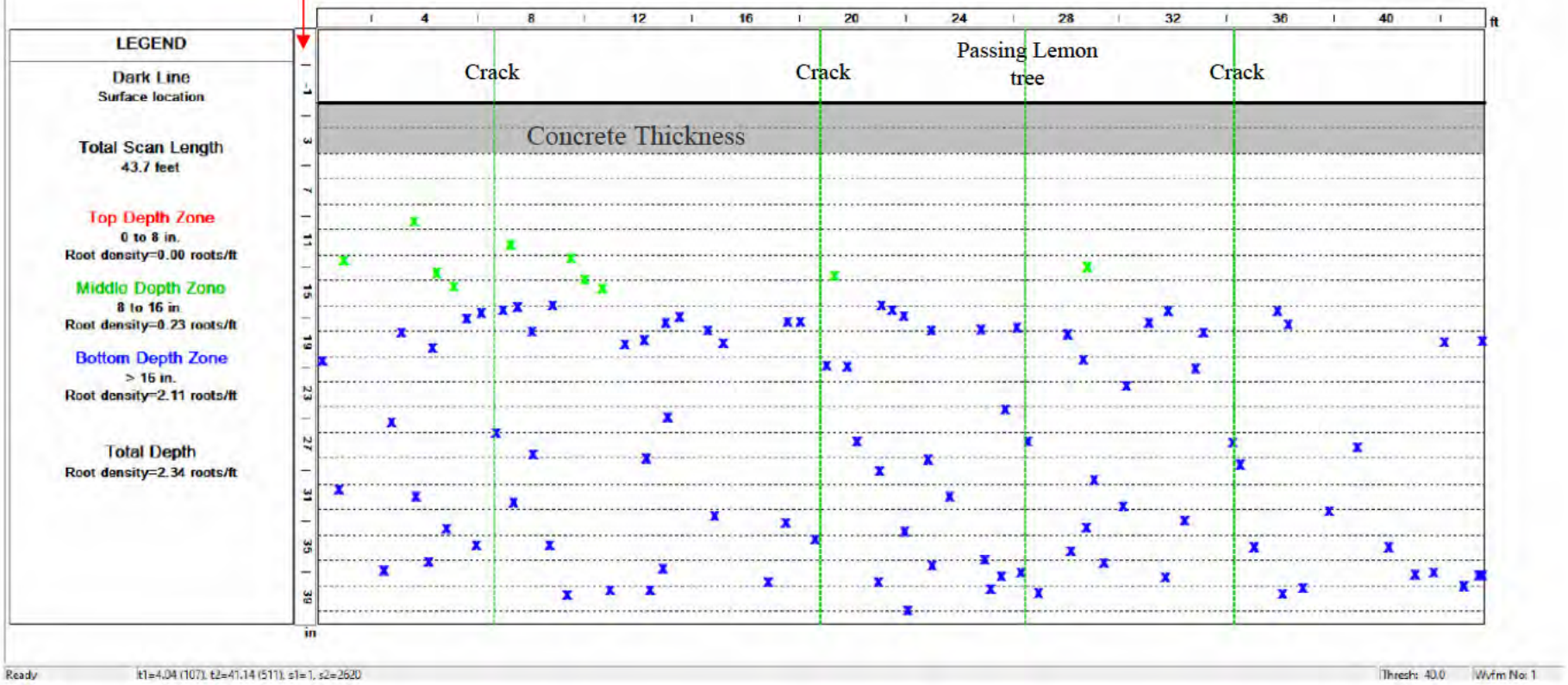


Note; keep in mind that this scan is very long. Because of that the predicted root hits on this scan looks dense. This is an optical illusion on the paper, look at the scan distances and mentally spread those root hits out to the distance of the actual scan.

March 15, 2025 SAMPLE Avenue Redwood City, Ca.
Radar scan #5 Over concrete driveway 11 feet away from neighboring Lemon tree.

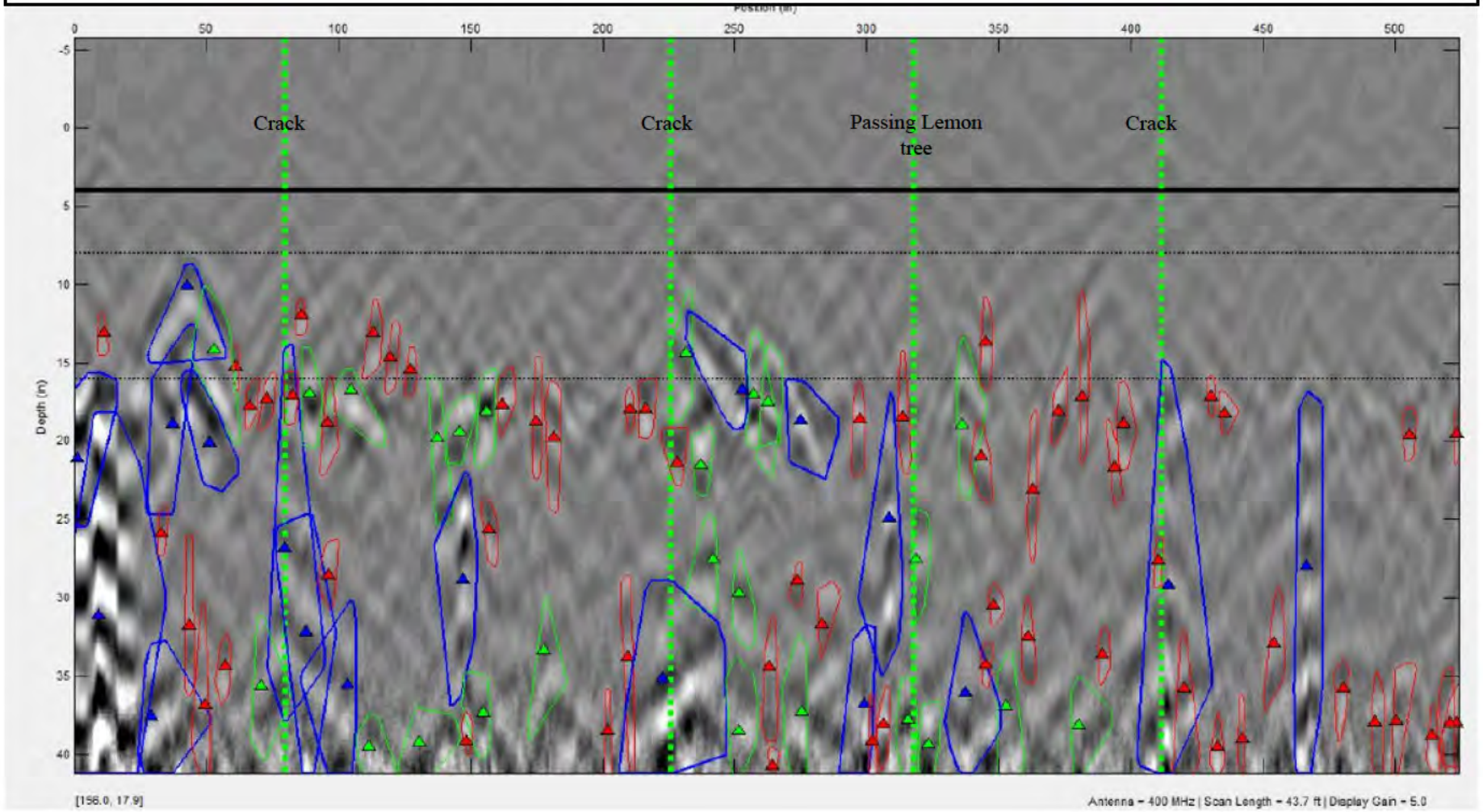
Root Depth in inches

The root hits below have nothing to do with root sizes. They depict root location and depth only.



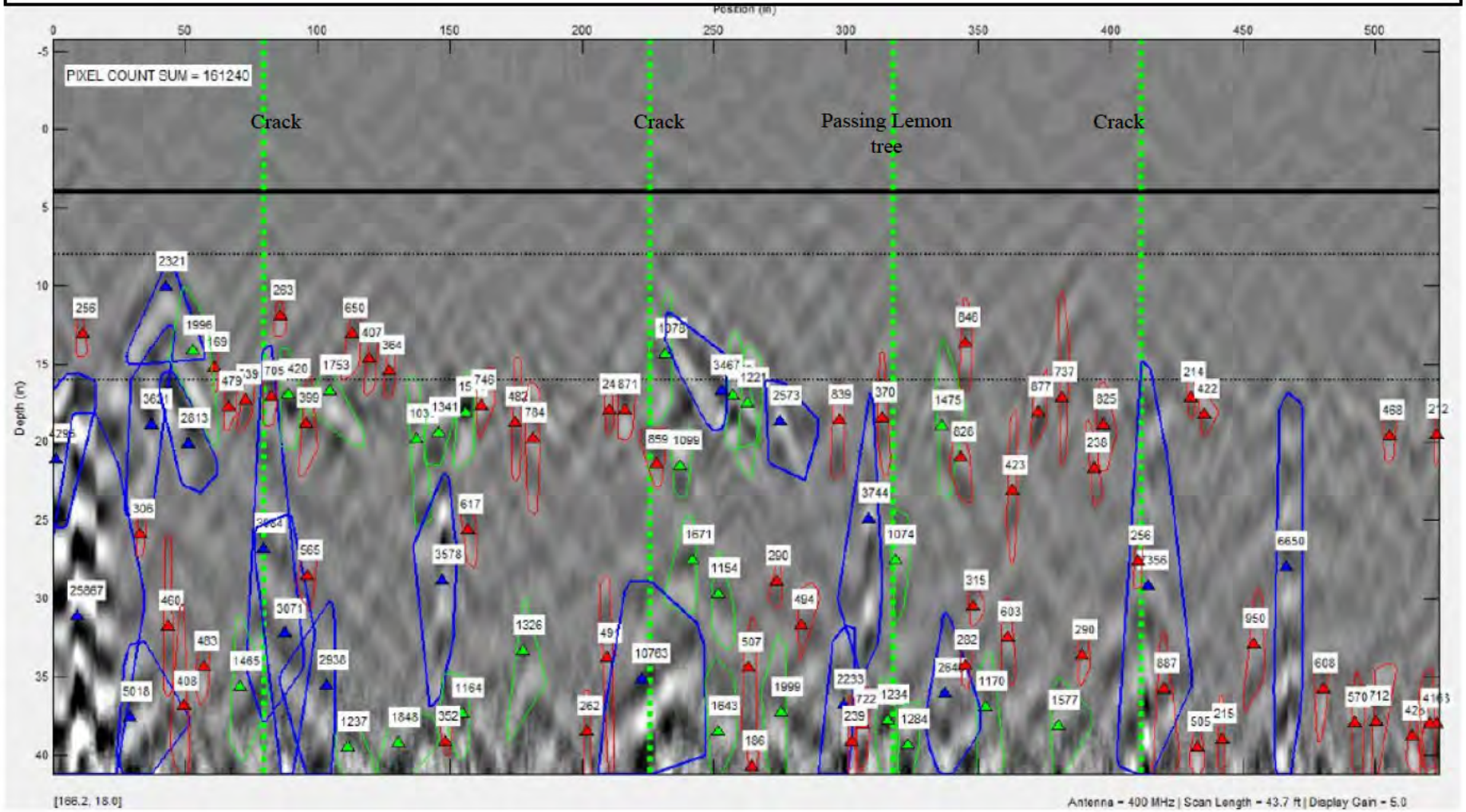
Scan #5 Root size estimate using Polygon region, reflection field size around root.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



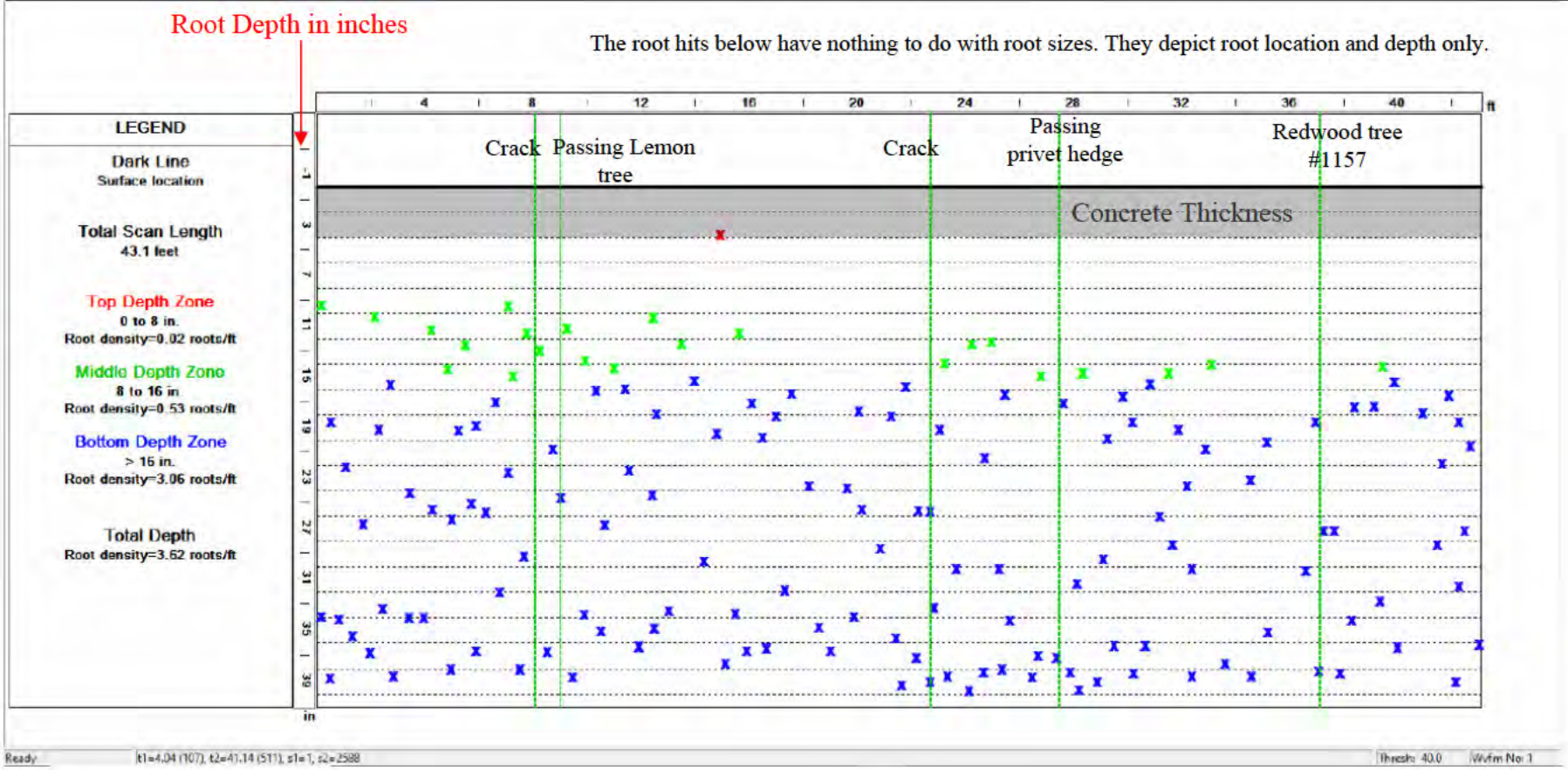
Scan #5 Root size estimate, Pixel count. The area inside each Area Shape Polygon reflection field, is determined by the number of pixels (related to root size) printed inside each white box. This will provide more insight as to individual root size estimates within each of the 3 size categories below.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



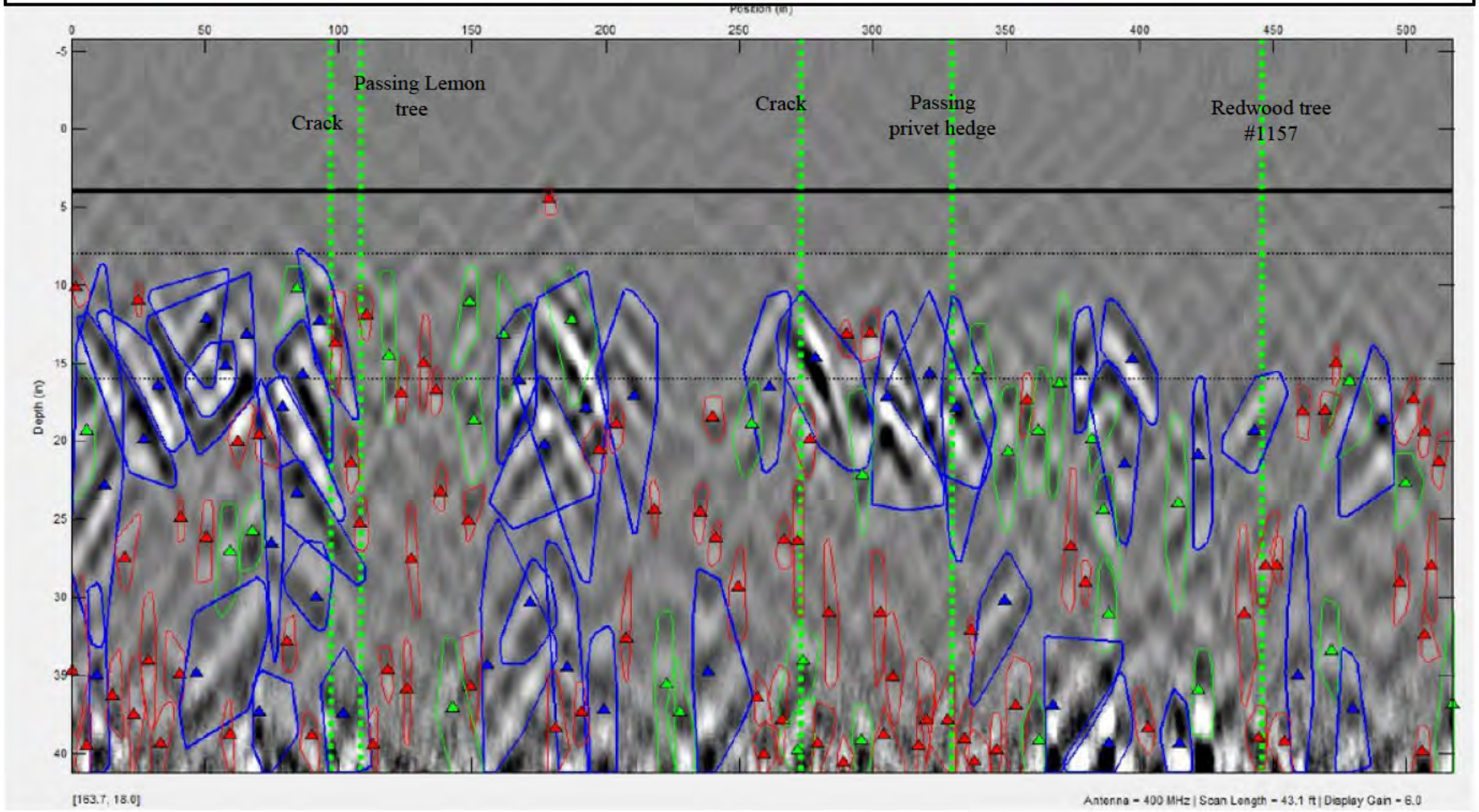
Note; keep in mind that this scan is very long. Because of that the predicted root hits on this scan looks dense. This is an optical illusion on the paper, look at the scan distances and mentally spread those root hits out to the distance of the actual scan.

March 15, 2025 SAMPLE Avenue Redwood City, Ca.
Radar scan #6 Over concrete driveway 20 feet away from neighboring Lemon tree, Privet hedge and Redwood tree #1757



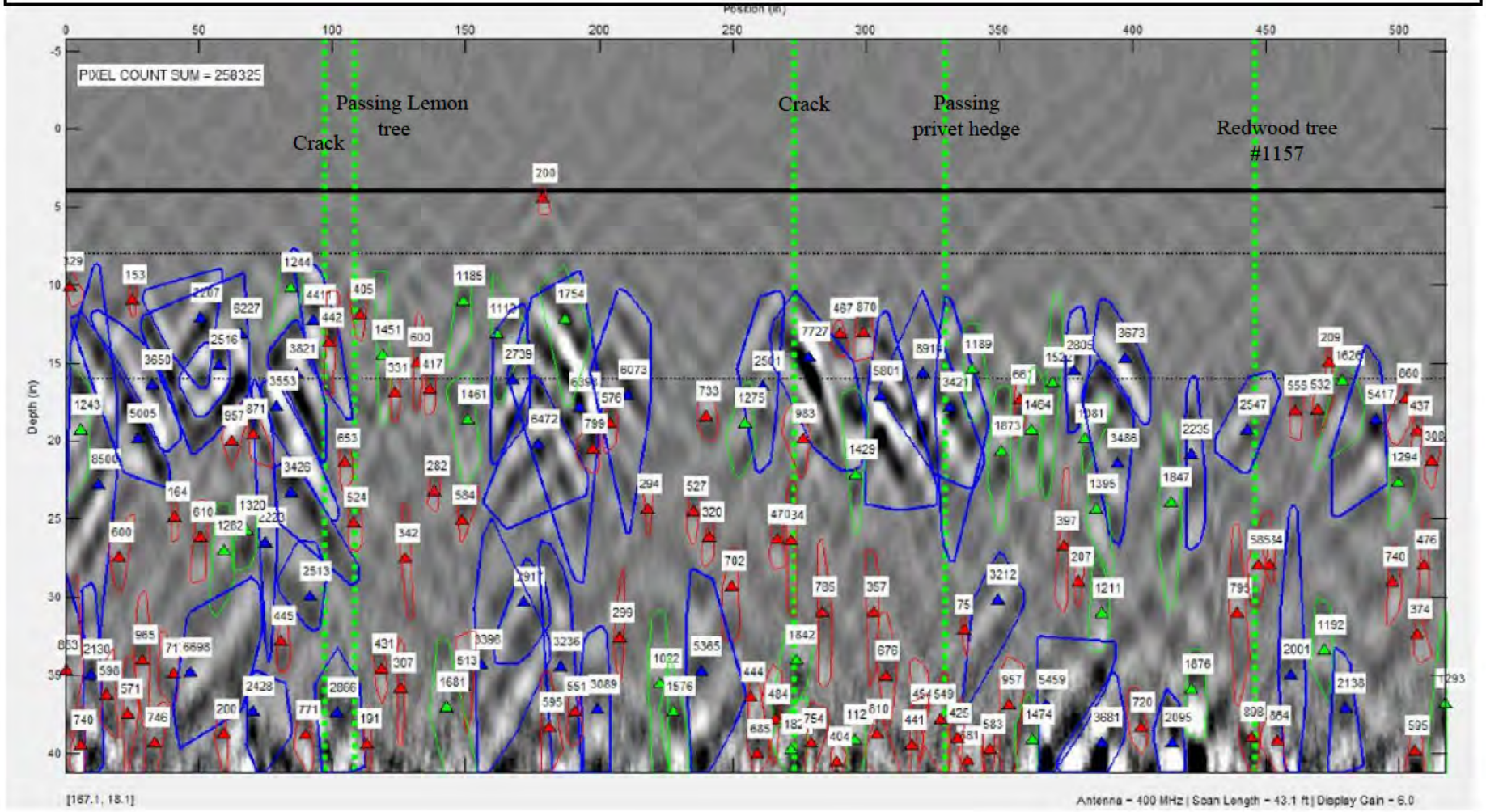
Scan #6 Root size estimate using Polygon region, reflection field size around root.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



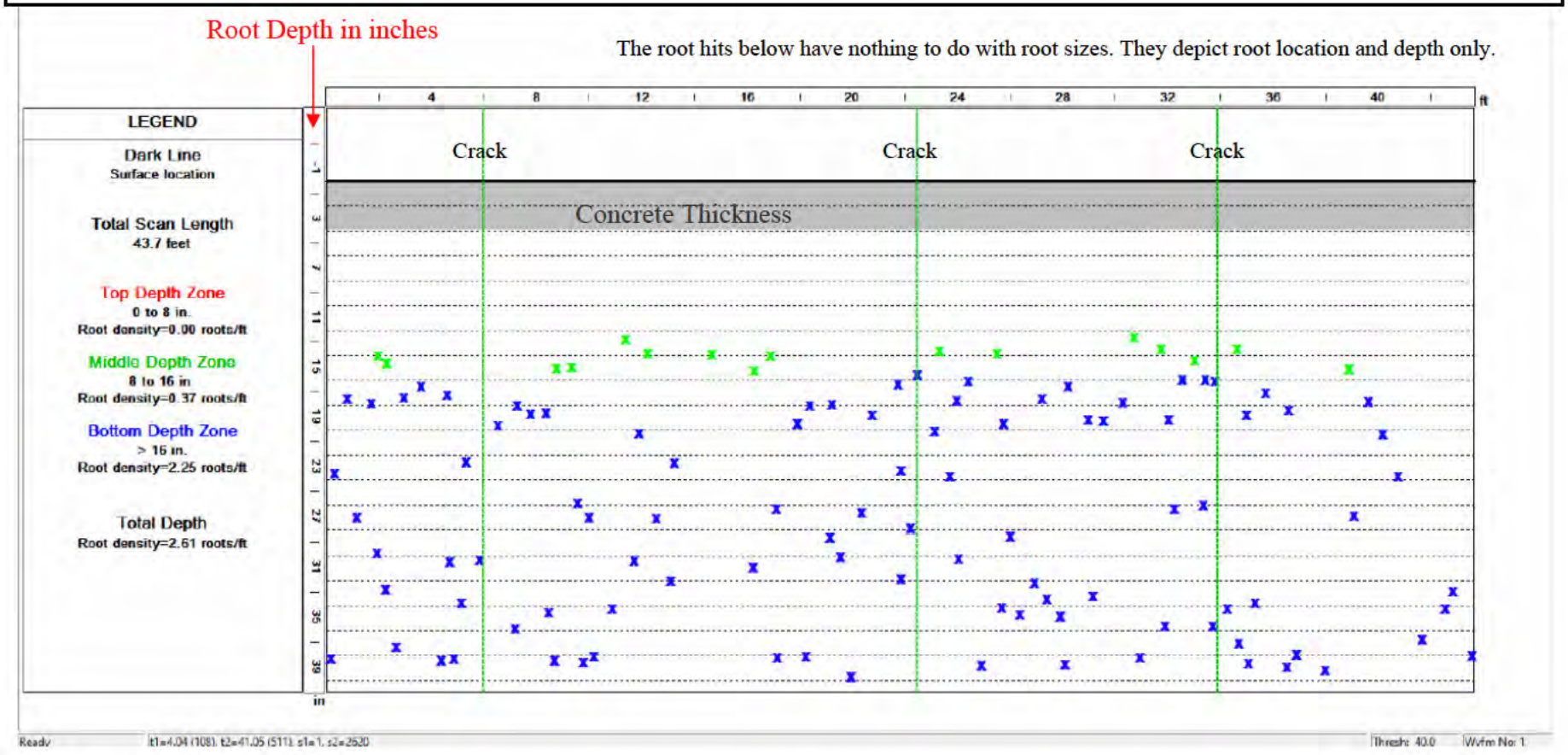
Scan #6 Root size estimate, Pixel count. The area inside each Area Shape **Polygon reflection field,** is determined by the number of pixels (related to root size) printed inside each white box. This will provide more insight as to individual root size estimates within each of the 3 size categories below.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



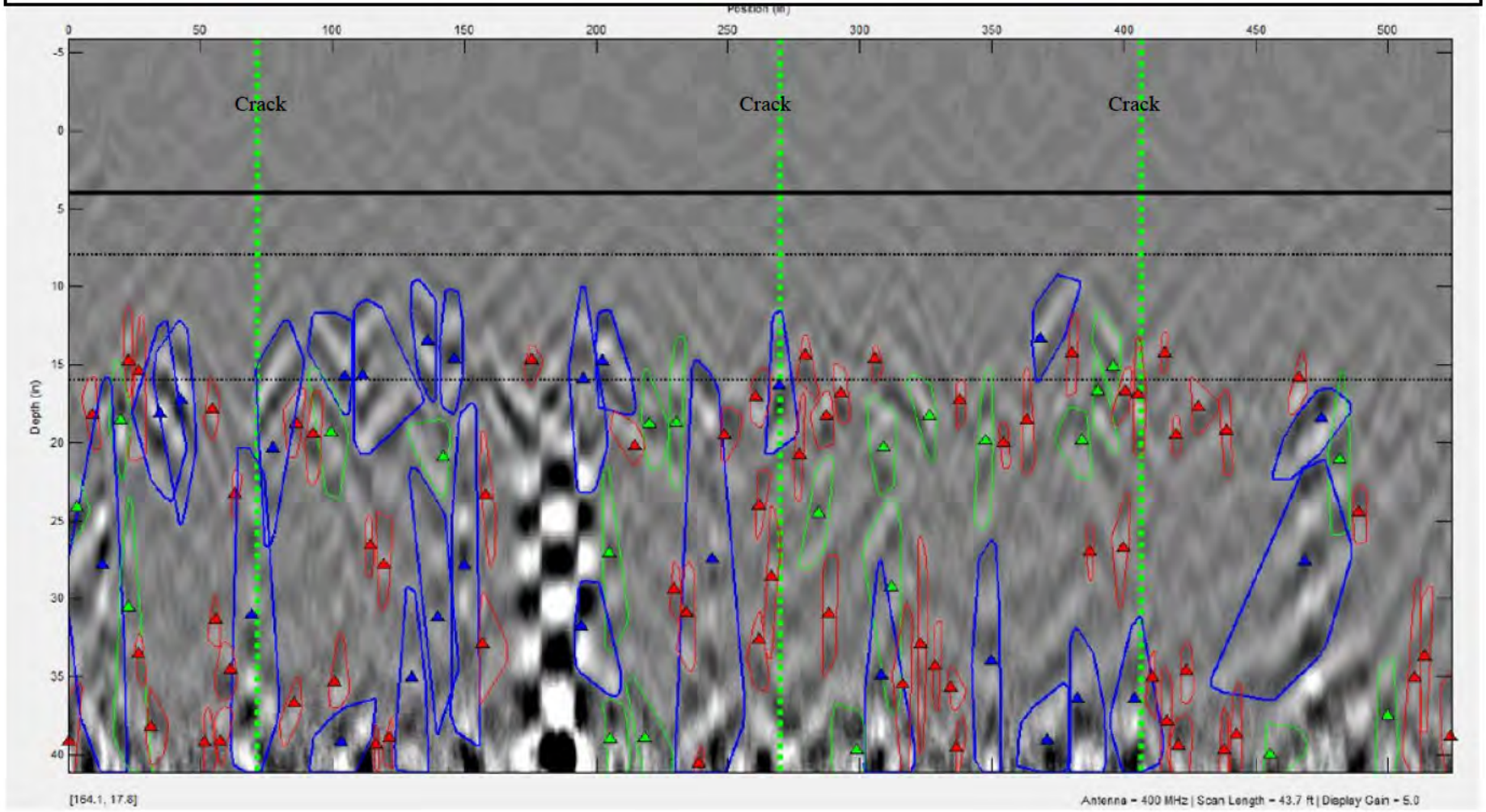
Note; keep in mind that this scan is very long. Because of that the predicted root hits on this scan looks dense. This is an optical illusion on the paper, look at the scan distances and mentally spread those root hits out to the distance of the actual scan.

March 15, 2025 SAMPLE Avenue Redwood City, Ca.
Radar scan #7 Over concrete driveway 18 feet away from neighboring fence.



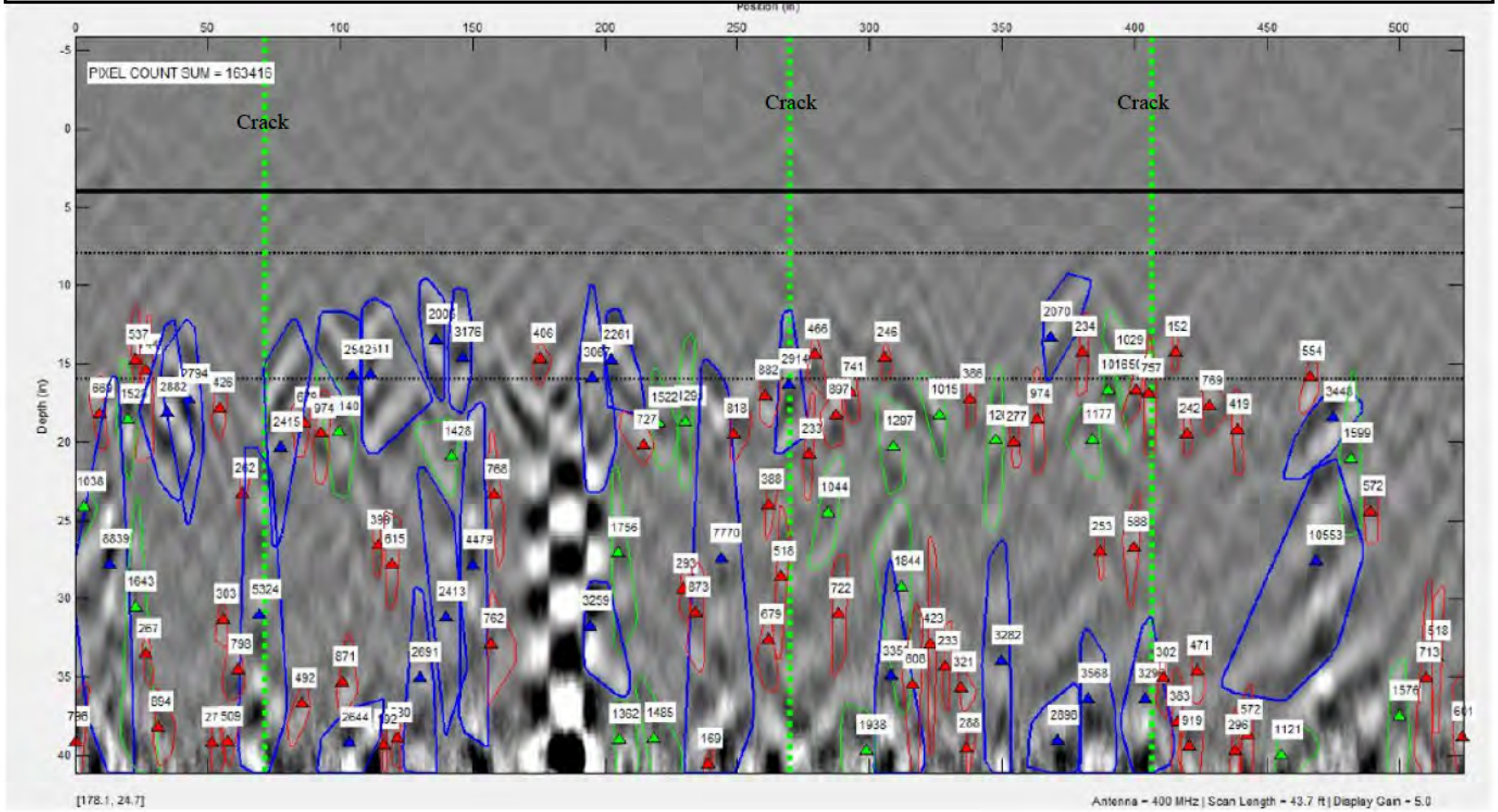
Scan #7 Root size estimate using Polygon region, reflection field size around root.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



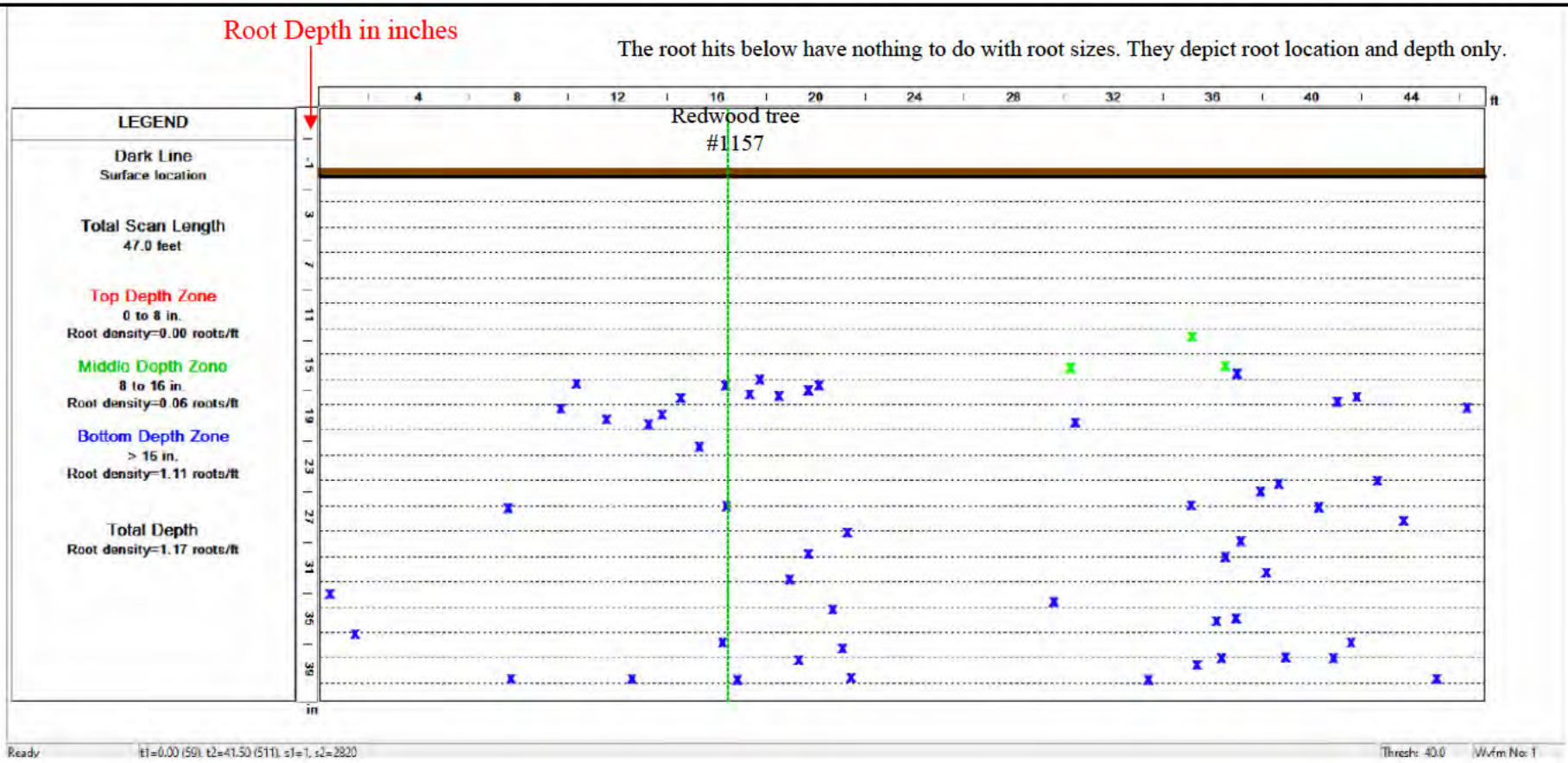
Scan #7 Root size estimate, Pixel count. The area inside each Area Shape **Polygon reflection field,** is determined by the number of pixels (related to root size) printed inside each white box. This will provide more insight as to individual root size estimates within each of the 3 size categories below.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



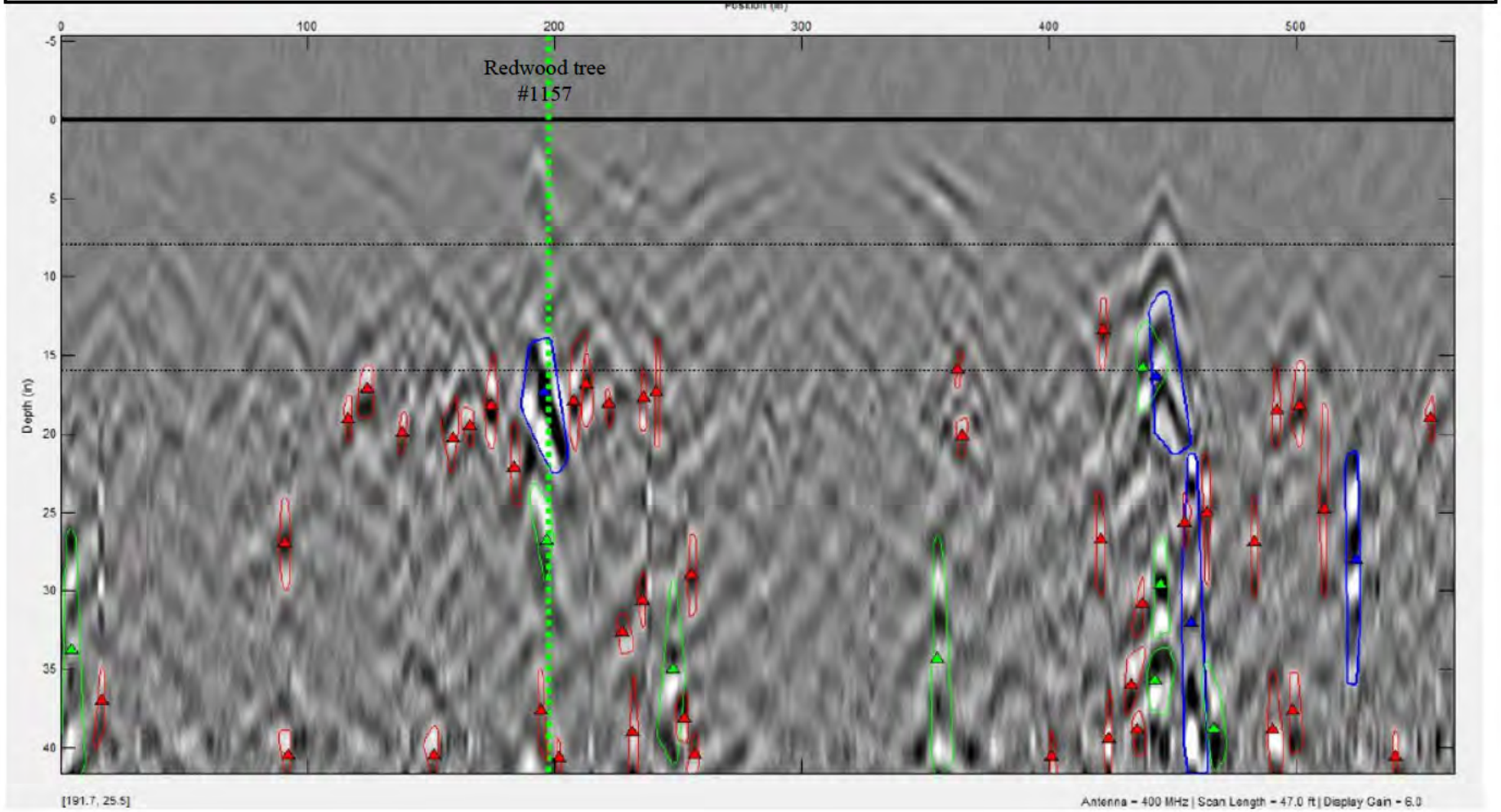
Note; keep in mind that this scan is very long. Because of that the predicted root hits on this scan looks dense. This is an optical illusion on the paper, look at the scan distances and mentally spread those root hits out to the distance of the actual scan.

March 15, 2025 SAMPLE Avenue Redwood City, Ca.
Radar scan #8 Over base rock entrance 41 feet away from neighboring Redwood tree #1757.



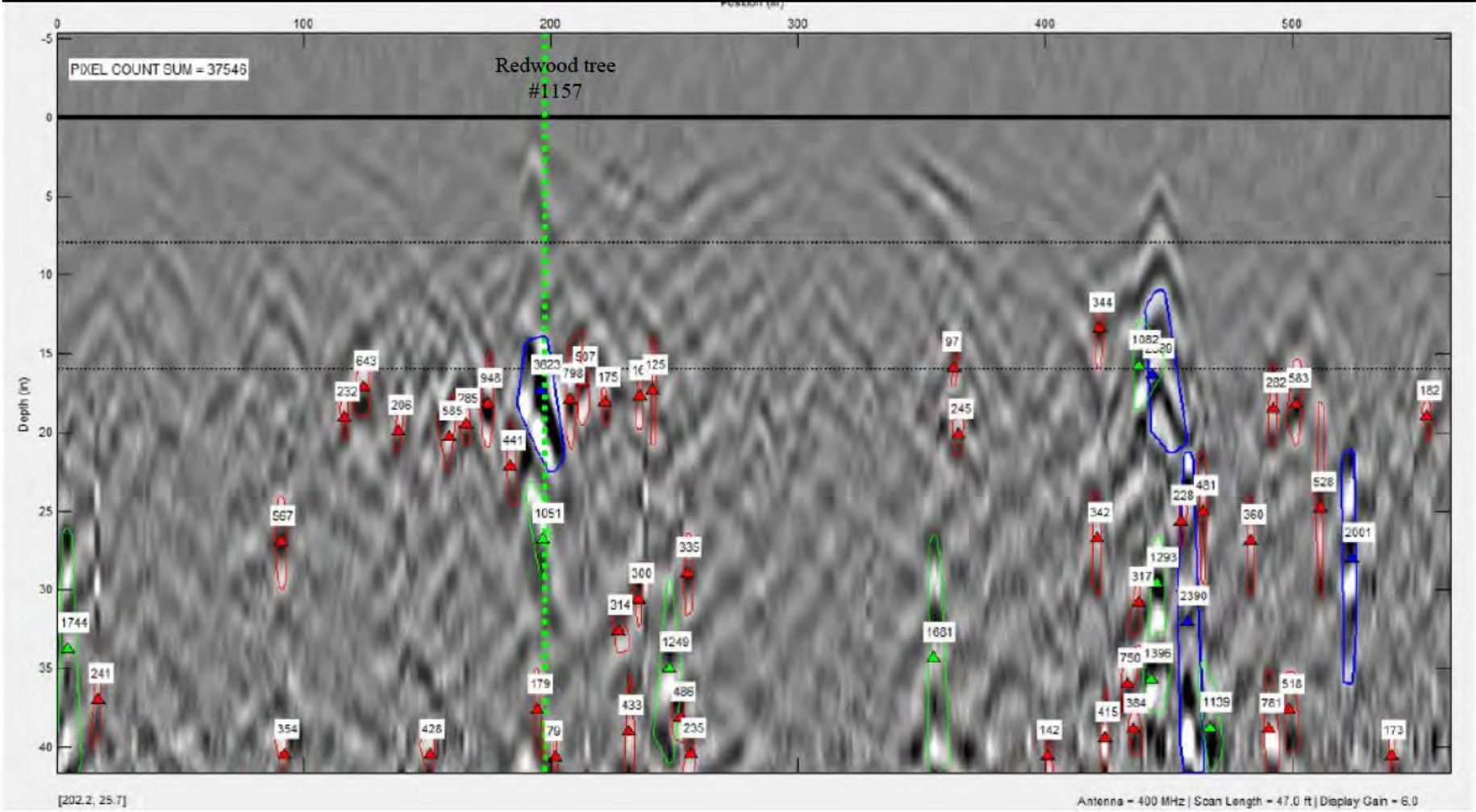
Scan #8 Root size estimate using Polygon region, reflection field size around root.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



Scan #8 Root size estimate, Pixel count. The area inside each Area Shape **Polygon reflection field,** is determined by the number of pixels (related to root size) printed inside each white box. This will provide more insight as to individual root size estimates within each of the 3 size categories below.

Small Red 2.5 inches or less **Medium** Green 2.5 – 5 inches. **Large** Blue 5 inches and larger.



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General Conditions Disclaimer.

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of the trees and attempt to reduce the risk of living near trees. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree.

Since trees are living organisms, conditions are often hidden within the tree and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specific period of time. Likewise, remedial treatments cannot be guaranteed. Trees can be managed but they cannot be controlled. To live near trees is to accept some degree of risk and the only way to eliminate all risk associated with trees is to eliminate all trees.

Although studies have shown that imaging technology and wood testing, using a Resistograph® to have a high degree of accuracy for below-ground root identification or of predicted changes in wood structure; these are not photographs but images of predicted changes in wood composition or root targets. Arborist OnSite® Inc. endeavors to use equipment that generates useful information to prepare reports that will reflect its best judgment in light of the facts as it knows them.

By your use of our services you expressly understand and agree that:

Arborist OnSite® Inc. does not guarantee the outcome of its efforts or the structural integrity of any tree. Any report prepared by Arborist OnSite® Inc. or equipment and data analysis provided by Arborist OnSite® Inc. is used strictly at your sole risk

Your use of imaging technology services, are provided on an “as is and “as available” basis. Arborist OnSite® Inc. expressly disclaims all warranties of any kind, expressed or implied, including but not limited to implied warranties of merchantability, fitness for a particular purpose and non-infringement. Arborist OnSite® Inc. makes no warranty that the equipment will be error-free or the data results obtained from the use of this equipment will be reliable.

Arborist OnSite® Inc. shall not be liable for any direct, indirect, incidental, special, consequential or exemplary damages, including but not limited to damages for goodwill, injury to body or property, death or other losses even if Arborist OnSite® Inc. has been advised of the possibility of such damages resulting from the use or reliance on imaging equipment or Arborist OnSite® Inc. use of imaging technology.

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No warranty, representation or guarantee, express or implied, is intended by this agreement. Arborist OnSite® Inc. is not responsible for the completion or quality of work that is dependant upon or performed by the Client or third parties not under the direct control of Arborist OnSite® Inc. or for their acts or omissions or for any damages resulting there from.

Client acknowledges that it has read and agrees to the General Conditions contained in this document which are incorporated herein and made a part of this Agreement and report and shall apply to all services performed by Arborist OnSite® Inc. If this document is attached to another form of agreement whose terms and conditions conflict with this Agreement the General Conditions contained in this document shall prevail.

Assumptions and Limiting Conditions

1. Any legal description provided to the consultant is assumed to be correct. No responsibility is assumed for matters legal in character nor is any opinion rendered as to the quality of any title.
2. The consultant can neither guarantee nor be responsible for accuracy of information provided by others, information not provided or disclosed.
3. The consultant shall not be required to give testimony or to attend court by reason of this consultation/reports unless subsequent written arrangements are made, including payment of an additional fee for services.
4. Loss or removal of any part of this report invalidates the entire report/evaluation.
5. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the persons(s) to whom it is addressed without written consent of this consultant.
6. This report represents the opinion of consultant, and the consultant’s fee is in no way contingent upon the reporting upon any pre-determined findings.
7. Sketches, diagrams, graphs, photos, ect., in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering reports or surveys.
8. This report has been made in conformity with acceptable evaluation/diagnostic reporting techniques and procedures, as recommended by the International Society of Arboriculture.
9. No tree described in this report was climbed, unless otherwise stated. Arborist OnSite® cannot assume responsibility for any defects which could only have been discovered by climbing. A full root collar or root crown inspection, consisting of excavating the soil around the tree to uncover hidden defects or disease involving the root collar and major buttress roots, was not performed, unless otherwise stated. Arborist OnSite® cannot accept responsibility for any root defects which could only have been discovered by such an inspection.

Certification of Performance

I, Robert Booty, certify:

- That I have personally inspected the tree(s) and/or the property referred to in this report, and have stated my findings accurately. The extent of the evaluation and or appraisal is stated in the attached report and the terms and conditions;

- That I have no current interest in the vegetation or the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved;

- That the analysis, opinions and conclusions stated herein are my own, and are based on current scientific procedures and facts;

- That my compensation is not contingent upon the reporting of a predetermined conclusion that favors the cause of the client or any other party, nor upon the results of the assessment, the attainment of stipulated results, or the occurrence of any subsequent events;

- That my analysis, opinions, and conclusions were developed and this report has been prepared according to commonly accepted arboricultural practices;

- That no one provided significant professional assistance to the consultant, except as indicated within the report.

I further certify that I am a Registered Member of the American Society of Consulting Arborists, and I am an International Society of Arboriculture Certified Arborist. I have been involved in the practice of arboriculture and the care and study of trees for over 50 years.

Signed: Robert Booty

Date: March 22, 2025

Outlook

Charles Armstrong School Expansion

From Ron Ansley <[redacted]>
Date Fri 1/16/2026 7:18 AM
To City Council <CityCouncil@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>; Carlos de Melo <cdemelo@belmont.gov>

Some people who received this message don't often get email from [redacted] Learn why this is important

Dear Belmont City Council,

I live in San Carlos, directly across the street from the proposed gymnasium on the grounds of Charles Armstrong School. Our address is 631 Dartmouth Avenue and our home will face the back wall of the new facility, which will be overlooking the backyards of my neighbors across the street. This new proposal was brought to our attention during a New Year's Eve party with our neighbors.

My wife and I have lived here for over 30 years, and raised two children of our own here. We fought against the Charles Armstrong gymnasium plan that was proposed 20 years ago, and fortunately the city council ultimately denied their permit. We still would like to voice our opinion that the council deny these current expansion plans, which seem to be almost exactly as the plans were proposed 20 years ago. Not only would this new facility infringe on our enjoyment of our neighborhood, impede upon our view, and bring noise from people using the gym well into the night, it would also require the loss of many heritage trees (which are currently in our view), and bring MORE traffic onto the residential streets that are already severely impacted by school traffic.

We happen to own a small business in San Mateo (California Art Supply Co.), and my short commute takes me past Tierra Linda Middle School, Carlmont High School, and Charles Armstrong, all in the span of two blocks, and I can honestly say it can be a very long commute time when schools are in session. The days of kids riding their bikes or walking to school are gone. In previous generations, having a school in your neighborhood might have been a positive thing, but now it's just non-stop traffic congestion. Charles Armstrong pulls students from all over the bay area, which means EVERY student, and EVERY teacher, commutes via a vehicle to this location. We DO NOT need more traffic on these narrow residential streets. The traffic along Ralston, Chula Vista, and Solana Drive, are bad enough as it is. PLEASE DENY this permit.

Btw, the fact CAS has exclusive rights during school hours to what is otherwise a public park for the citizens of Belmont seems ludicrous. CAS is a private school, and if they've outgrown the space that has served them for the past 57+ years, they should consider other alternatives to alleviate their problems (a sister campus elsewhere in the bay area?...or moving to a larger location altogether). They are a fine school, and serve a great need, but that's not reason enough to allow them to negatively impact so many local residents, and most importantly for you, the taxpayers of Belmont.

PLEASE DENY this expansion.

Sincerely,
Ron and Patti Ansley
[redacted]

--

Ron Ansley
California Art Supply Company
3600 El Camino Real - Suite B
San Mateo, CA. 94403
www.calartsupply.com
www.facebook.com/calartsupply/
Cell: 650-868-9038
Work: 650-350-1990

Outlook

Not in support of Charles Armstrong school expansion

From Anush Moorthy <[redacted]>
Date Tue 1/6/2026 4:42 PM
To Carlos de Melo <cdemelo@belmont.gov>; City Council <CityCouncil@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>

Some people who received this message don't often get email from [redacted] Learn why this is important

Hello,

I am writing to strongly urge the City to REJECT the Charles Armstrong School's planned expansion along Solana Road, next to McDougal Public Park.

As someone who lives just up the street from the school, I experience firsthand the already difficult traffic situation when I take my child to school in the mornings—getting out of the stop sign is already extremely challenging. The traffic around Armstrong School is consistently heavy, and allowing further development would only make this worse for all of us who call Belmont home.

While I recognize the valuable services Charles Armstrong School provides for children with special needs, the proposed expansion to accommodate just 30 additional students is simply not justified considering the negative effects on our community. Further, it seems that Armstrong is not even at 100% capacity, so the expansion seems quite unnecessary and extremely disruptive. If there is truly a need for more private special needs schools, I would suggest looking for a new campus to expand access rather than pigeon-holing even more students in a campus that is surrounded by a residential area.

McDougal Park belongs to the residents and taxpayers of Belmont, and should not be managed or altered for the benefit of a private institution. Allowing new construction, excavation, or private management of public park land for this expansion would not benefit our city, but would instead threaten our precious open spaces—including the unnecessary removal of trees.

Please protect our quality of life and keep our community livable for current and future residents. I ask the Council to deny this application, and instead recommend that Armstrong School look to expand in locations better suited for additional growth without burdening a tightly knit, already congested city.

Please help us ensure Belmont continues to be a great place for those of us who support it as taxpayers.

--
Cheers,
Anush

Courtney Brown

From: Dean Wilson [redacted]
Sent: Tuesday, January 6, 2026 3:59 PM
To: x-community development
Subject: Item 7A. Charles Armstrong School

[You don't often get email from [redacted]. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Commissioners,

This same gym was proposed 20 years ago and after community input, was denied. Nothing has really changed in the neighborhood to make a middle school gym acceptable now. Once a gym is built there is no going back, why then isn"t the denial of the gym also permanent?

Love the school and greatly support its mission.

This is an Elementary school site tucked into a quiet neighborhood. It is probably the smallest footprint site of any other Belmont Elementary school and they are trying to squeeze a Middle School gym onto that Elementary school site with impacts to the residential properties it buts up against.

There are questions about the CUPs for it's use and I think needs a City facilitated Q&A with the community prior to approval.

I would like to see the gym portion considered separately to so that these questions can be presented.

Proceed with the academic portion approval, possibly including a kitchen, but remove the gym portion for later/further input and consideration.

Thank you
Dean Wilson
Solana Court

Courtney Brown

From: Tiffany Lieuw [redacted]
Sent: Tuesday, January 6, 2026 1:18 PM
To: x-community development
Subject: Comments for January 6 Agenda Item 7A - Charles Armstrong

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Jeremy, Carlos

You don't often get email from [redacted]. Learn why this is important

Dear City Council Members,

I intended to attend tomorrow's City Council meeting and speak in person, but unfortunately I am not feeling well. I am therefore submitting a version of what I would have said in public for your consideration.

I am writing as both a resident living across the street from Charles Armstrong School and, more importantly, as a parent of a child attending Armstrong. As referenced by the Head of School, Neil, at the November 25th meeting, I am a part of the "10%" demographic, and I was present for those discussions.

During that meeting, I appreciated hearing Vice Mayor Pang-Maganaris share insights from her time as a principal. Many of her points resonated with me personally.

Earlier this academic year, we made the decision to transfer our daughter from Cipriani Elementary School to Armstrong two months into the school year. BRSSD did not have the specialized resources that Armstrong offers, which are essential for our child. Armstrong is recognized as one of the best schools in the Bay Area for supporting students with dyslexia—families travel from Marin and the East Bay just to access these services. By limiting the ability for Armstrong to grow, we risk denying critical educational support to many deserving students.

As some council members mentioned in November, it is difficult to imagine middle school students not having access to a gym, music classes, or even a cafeteria. These facilities are essential for student development. Concerns from my neighbors have been raised regarding noise from a gym, but in my opinion, having a gymnasium would actually help contain and minimize noise compared to outdoor activities on the blacktop. Additionally, I support the idea of making the gym available to the city of Belmont for after-school use for the community.

I understand and empathize with neighbors who worry about increased traffic. However, I strongly believe adding 30 more students will not create a significant impact. On a daily basis, I drop off my other daughter at Cipriani, passing Carlmont and IHM (and thankfully missing the Fox and Ralston traffic), and can attest that traffic there is much worse. Daniel and his team at Armstrong are excellent at managing the drop-off and pick-up flow, and we parents receive reminders weekly about the conditional use permit and proper procedures for coming to campus. After a recent winter performance at the school, all the parents and grandparents had to leave the multipurpose room, only to get back into their vehicles and wait in a line to pick up their children, rather than just get their kids and walk back to the car. The school takes the conditional use permit seriously.

I urge the council and community members to look beyond the temporary inconveniences of construction and to envision the long-term benefits that renovated facilities at Armstrong will offer—not only to our children but also to the broader community.

Thank you for your consideration.

Sincerely,
Tiffany Lieuw

Outlook

Not in support of Charles Armstrong school expansion

From Devika Ashok <[redacted]>
Date Tue 1/6/2026 1:14 PM
To Planning Comm <PlanningComm@belmont.gov>; City Council <CityCouncil@belmont.gov>; carlosdemelo@belmont.gov <carlosdemelo@belmont.gov>; Carlos de Melo <cdemelo@belmont.gov>

Some people who received this message don't often get email from [redacted] Learn why this is important

Dear Sir/Madam,

I hope this school year is a positive one for all Belmont residents. I am writing to strongly urge the City to REJECT the Charles Armstrong School's planned expansion along Solano Road, next to McDougal Public Park. McDougal Park belongs to the residents and taxpayers of Belmont, and should not be managed or altered for the benefit of a private institution.

As someone who lives just up the street from the school for the past 8 years, I experience firsthand the already difficult traffic situation when I take my child to school in the mornings—getting out of the stop sign is already extremely challenging. The traffic around Armstrong School is consistently heavy, and allowing further development would only make this worse for all of us who call Belmont home.

While I recognize the valuable services Charles Armstrong School provides for children with special needs, the proposed expansion to accommodate just 30 additional students is simply not justified considering the negative effects on our community.

Allowing new construction, excavation, or private management of public park land for this expansion would not benefit our city, but would instead threaten our precious open spaces—including the unnecessary removal of trees.

I also want to point out that it is not always easy for busy residents to participate in the decision-making process. Please protect our quality of life and keep our community livable for current and future residents. I ask the Council to deny this application, and instead recommend that Armstrong School look to expand in locations better suited for additional growth without burdening a tightly knit, already congested city.

Please help us ensure Belmont continues to be a great place for those of us who support it as taxpayers.

Outlook

Formal CEQA Objection – Charles Armstrong School Expansion (1405 Solana Drive)

From Barry Lake <[redacted]>
Date Mon 1/5/2026 1:54 PM
To Planning Comm <PlanningComm@belmont.gov>; City Council <CityCouncil@belmont.gov>; City Manager <city_manager@belmont.gov>; Carlos de Melo <cdemelo@belmont.gov>
Cc x-City Clerk's Office <cclerk@belmont.gov>

1 attachment (41 KB)
2026-01-05_Lake_CEQA_Objection_CharlesArmstrongSchool_1405Solana.pdf;

Some people who received this message don't often get email from [redacted]. Learn why this is important

Dear Planning Commissioners, Councilmembers, City Attorney, and Planning Director,

Attached please find a formal written objection regarding the proposed CEQA categorical exemption for the Charles Armstrong School expansion at 1405 Solana Drive.

I respectfully request that this letter be entered into the administrative record for the project and considered prior to any determination or reliance on a Notice of Exemption.

Thank you for your attention to this matter.

Sincerely,
Barry Lake
[redacted]

2026-01-05

Dear Belmont City Council, Members of the Planning Commission, Planning Director, City Attorney:

Regarding the proposed Charles Armstrong School project at 1405 Solana Drive (Application No. 2024-0050), I am writing to formally object to the determination that the project qualifies for a categorical exemption under California Environmental Quality Act (CEQA) Guidelines §15314 (Class 14 – Minor Additions to Schools).

Based on the project description, its scale, its operational impacts, the documented history of this site, the proposed removal of heritage trees, and other factors: The proposed development does not meet the criteria for a Class 14 exemption. In fact, the project is expressly barred from exemption by the "unusual circumstances" exception set forth in CEQA Guidelines §15300.2(c). Under that guideline, categorical exemptions do not apply where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. The scale of heritage tree removal proposed here -- combined with extensive grading, hillside excavation, and expansion of enrollment and staffing -- constitutes precisely such an unusual circumstance.

1. The Project Cannot Reasonably Be Characterized As "Minor"
Class 14 exemptions are limited to minor additions to existing schools. The current proposal includes multiple new buildings constructed in phases, along with material operational modifications. Taken as a whole, this represents a substantial intensification of use on a constrained site.

CEQA does not permit a purely arithmetic interpretation of "minor." Courts have consistently held that context, location, and intensity matter. A project of this scale, located on a narrow residential cul-de-sac and immediately adjacent to private homes, cannot reasonably be presumed to have no significant environmental effects.

2. Prior City Findings Establish Unusual Circumstances
In June 2005, after extensive public hearings, both the Belmont Planning Commission and City Council denied a significantly smaller Charles Armstrong School expansion. The denial was based on explicit findings regarding:
- Traffic congestion and safety risks
- Inadequate parking and emergency access
- Excessive bulk and mass incompatible with surrounding residences
- Intensification of use inconsistent with the General Plan
- Adverse neighborhood impacts on a dead-end residential street

Those findings constitute substantial evidence that this site presents unusual circumstances within the meaning of CEQA Guidelines §15300.2(c). The City’s own prior conclusions establish a reasonable possibility of significant environmental effects, which legally precludes reliance on a categorical exemption.

3. Piecemealing and Phasing Undermine the Exemption
The project description references construction "in phases" and includes both physical development and operational changes. CEQA expressly prohibits the piecemealing of a larger project into smaller components to avoid environmental review. When viewed as an integrated whole — as CEQA requires — the proposed development significantly exceeds the scope of a minor addition and must be evaluated accordingly.

4. “Original Student Capacity” Requires Substantiation
The Class 14 exemption hinges on increases relative to "original student capacity." The notice does not identify the baseline capacity being used, nor does it explain how that baseline was established or whether prior increases have already occurred, or have been accounted for. Without a clearly defined and defensible baseline, the exemption determination is unsupported.

5. Core Belmont Value of Tree Conservation
Belmont maintains some of the most stringent tree protection ordinances in the region. Individual homeowners are generally prohibited from removing even a single protected tree without extensive review, justification, permitting, fees and mitigation. By contrast, this proposal contemplates the mass removal of dozens of protected trees as part of a single project, fundamentally altering a hillside ecosystem and neighborhood character.

The removal of these trees would have lasting and irreparable impacts on visual character, slope stability, stormwater runoff, habitat value, noise buffering, and neighborhood quality of life. These impacts are neither minor nor temporary, and they cannot be reconciled with a finding of insignificance under CEQA.

6. Unrestricted Monetary Contribution as Improper Mitigation
The applicant has pledged a $100,000 donation of unrestricted funds to the City of Belmont, purportedly for maintenance and upgrades to McDougal Park. Because these funds are unrestricted, there is no enforceable assurance that they will be used to benefit the park, the surrounding neighborhood, or to mitigate project impacts. Under CEQA, mitigation must be specific, enforceable, and directly related to identified impacts. A discretionary monetary contribution does not constitute valid mitigation and cannot lawfully support reliance on a categorical exemption.

Moreover, the appearance of offering financial inducements contemporaneously with discretionary approvals raises serious concerns regarding procedural integrity. CEQA does not permit agencies to trade environmental review for monetary concessions, particularly where significant and unusual environmental impacts are present.

7. Proposed Shared Use of Gymnasium Intensifies Project Impacts
The applicant has also proposed making the new gymnasium available for use by the City’s Parks and Recreation Department when school is not in session. This proposal fundamentally alters the nature of the project. Rather than a facility limited to school-related activities, the gym would function as a community-use facility, generating evening, weekend, and potentially year-round activity.

Such shared use would significantly increase noise, traffic, parking demand, and intensity of use within a quiet residential cul-de-sac. This directly contradicts the assertion that the project is a minor, academic-focused addition eligible for Class 14 exemption, and instead demonstrates a substantial change in operational scope requiring full environmental review.

8. Consistency with CEQA’s Core Purpose
CEQA is designed to ensure informed decision-making where there is a reasonable possibility of environmental harm. Given the documented history of this site, the residential character of the surrounding neighborhood, and the magnitude of the proposed changes, applying a categorical exemption here undermines CEQA’s fundamental purpose. At minimum, preparation of an Initial Study is required to evaluate traffic, parking, noise, safety, and neighborhood compatibility impacts before any discretionary approvals are considered.

Conclusion
Considering everything together -- extensive hillside excavation, removal of dozens of protected heritage trees, increased student enrollment and staffing, increased hours of operation and intensity of use, improper inducements -- the City must reject reliance on a categorical exemption and require preparation of a full Initial Study, and if warranted, an Environmental Impact Report, before considering any discretionary approvals for this project.

I respectfully request that the City rescind the Class 14 categorical exemption determination and require appropriate CEQA review consistent with the project's true scope and context. Accordingly, I request that the City place the CEQA exemption determination on a public agenda for deliberation prior to any further discretionary approvals.

Thank you for your careful consideration and for ensuring that the City's actions remain consistent with both CEQA and Belmont's own established findings and precedents.

Sincerely,
Barry Lake
[redacted]

P.S. For relevant case law regarding CEQA categorical exemptions and piecemealing, please see:
Berkeley Hillside Preservation v. City of Berkeley (2015)
Protect Niles v. City of Fremont (2018)

Courtney Brown

From: Liliana Davidovich [redacted]
Sent: Monday, January 5, 2026 9:03 AM
To: x-community development; [redacted]
Subject: Letter In Support of Charles Armstrong Expansion Plans
Attachments: Belmont Planning Commission Letter (1).pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Carlos, Jeremy

You don't often get email from [redacted] Learn why this is important

Hello Belmont,
Attached is a letter That I wrote and signed in support of the expansion plans for Charles Armstrong School. Please feel free to contact me if you have any questions. I will also be present for the 27th meeting.

Thank you for taking the time to read it,
Liliana Davidovich

Dear Members of the Belmont Planning Commission:

My name is Liliana Davidovich, and I am writing in full support of Charles Armstrong School's proposed expansion. I am also writing as someone whose life was changed through and through by this school.

I went to Charles Armstrong School throughout the early 2000s, from third through sixth grade. I was a child with severe learning disabilities at the time, barely surviving in traditional school environments that didn't understand how my brain worked. I was overwhelmed, ashamed, and in deep fear of school. I really believed there was something wrong with me. Charles Armstrong School changed that.

I finally saw and found myself at Armstrong. I was not taught how to hide my disability, rather how to work with it. I learned how my brain works, how to advocate for myself, and how to believe that I was worthy and capable of success. Those lessons did not end when I graduated. They became the foundation of my entire life. The things I have learned at Charles Armstrong School have made me the successful adult I am today.

There is another piece of Armstrong's impact that I did not fully appreciate until much later in my life, and that is the parent education. My parents attended the school's parent education classes where they learned about how my brain works and how to support and parent a child with dyslexia. Parenting a child with an invisible learning disability is not easy, and very little guidance or education is available to families who navigate it. Armstrong did not just support me, they supported my entire family.

So, if it means 30 more kids get to experience that same life changing education that I received, then yes it is about more than just a school. Yes is about kids finally feeling understood, families finally feeling supported, and futures finally being possible. I am the living proof of what happens when children with learning disabilities receive the proper equipment, the proper teacher, and the proper environment.

I kindly ask that the Charles Armstrong School be allowed to flourish so that the outstanding work that the school has conducted for decades to transform lives, build families, and empower kids to succeed as successful adults continues to happen.

Thank you for your time, your compassion, and for considering the long-term effects of this decision.

Thank you



Liliana Davidovich

Outlook

Charles Armstrong School Expansion

From Yogesh Bhumralkar <[redacted]>
Date Sun 1/4/2026 7:45 PM
To City Council <CityCouncil@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>

Some people who received this message don't often get email from [redacted] Learn why this is important

Hello,

I live in the McDougal neighborhood. I understand the expansion plans of Charles Armstrong school will be discussed at the Planning Commission meeting on Jan 6, 2026. I am OPPOSED to this expansion and would like the commission to DENY this request. I'm extremely concerned about the negative impact on the quality of life of Belmont residents (especially those in the neighborhood where the school is located). Here are my specific reasons.

1. **Traffic:** traffic on Chula Vista drive and around Charles Armstrong is already horrendous during school hours. This is due to the traffic to Charles Armstrong, Carlmont High, and commuters from San Carlos using Chula Vista to bypass Ralston ave from San Carlos. There are lines of cars going part way down Chula Vista towards Ralston on school days. Increasing enrollment and adding long term construction will only make an already bad situation worse.

2. **Noise Pollution:** the large size of the expansion will mean turning the neighborhood into a long-term construction zone, increasing noise pollution, and degrading quality of life for several years in the neighborhood while the projects are ongoing.

3. **Environmental Impact:** The project will impact the trees and plants where the buildings will be constructed - reducing greenery adversely impacts the neighborhood.

4. **McDougal park access:** as a public park, McDougal needs to be maximally accessible to Belmont residents. The proposal calls for increased exclusive usage of the park by the Armstrong school, and the lack of access to this public park will hurt the community. Public parks, paid for by taxpayers, should not have their access controlled by private enterprises outside of regular weekday school hours.

Please let me know if you have questions.

Thanks,

--Yogesh

Courtney Brown

From: Leslie Chiaverini [redacted]
Sent: Saturday, January 3, 2026 10:57 AM
To: x-community development
Subject: Agenda item #7- Public Hearings: Charles Armstrong School

Categories: Jeremy, Carlos

You don't often get email from [redacted] Learn why this is important

To Whom It May Concern in the city of Belmont,

This is a letter in support of the Charles Armstrong School campus expansion being considered by the city of Belmont.

My husband and I have lived in Belmont on Altura Way since 1987. Charles Armstrong has always acted as a good neighbor by sending quarterly newsletters with their key school dates and campus events, inviting the public to many of these events throughout the year, allowing school property access afterhours to use their playground, basketball courts, parking lots and bathrooms to name a few. They always have faculty directing traffic at the beginning and end of school during student drop off and pick up and events to facilitate ease of traffic flow and I might add always with a friendly smile and wave to the neighbors driving by.

We have known many families who have had children attended this school. These are children who started in other public and private schools which couldn't provide the necessary tools to educate students with dyslexia and related learning differences. After graduating from Charles Armstrong those we have know have continued on with their high school and college education with extreme success.

We are hoping the city of Belmont will approve the Charles Armstrong project expansion so they can continue with the wonderful work they do in education of students all around the bay area.

Sincerely,
Leslie and John Chiaverini
[redacted]

Outlook

Please vote NO on expanding Charles Armstrong School

From Franklin Beauregard Davis / Brassworks Music <[redacted]>
Date Fri 1/2/2026 5:43 PM
To City Council <CityCouncil@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>

Some people who received this message don't often get email from [redacted]. Learn why this is important

Dear Belmont City Council, Planning Commission & Development Director: Happy New Year! Hoping 2026 will be a good year for all Belmont resdients, I am writing to urge you to deny the application for Charles Armstrong School to expand along Solano Road and adjacent to McDougal Public Park in Belmont.
McDougal Park belongs to the taxpayers and residents of Belmont, not to Armstrong School. We need to maintain our public spaces, especially parks, and not parcel them out to private entities. I appreciate that Charles Armstrong School successfully serves special needs children and wants to expand to accept children from across the Bay and elsewhere. However, Belmont is a small community that needs to maintain its quality of living for those of us who pay taxes to support living here. The area surrounding Armstrong School is already so congested with traffic, it would be irresponsible for the City to allow excavation, additional building, and private management of a public park (McDougal) to accommodate the expansion of a private business. It would be more appropriate for the school to open branch campuses in areas where there is interest, instead of creating a nightmare here in Belmont - particularly where there is already severe traffic congestion as a result of Carlmont High School automobile traffic, as well as San Carlos commuter traffic on Alameda de las Pulgas enroute to both I-280 and US101.
I drive on Alameda de las Pulgas and must be careful about when I take that route due to morning and after-work congestion. It is NOT OK to exacerbate this problem because it's for a school! There will be NO benefit to us Belmont residents if you approve this expansion. Instead, we stand to lose 39 trees -- and for what? This should not even be considered! For those of us who live here & have worked to protect our trees and open space, this plan to chop down 39 trees is outrageous. It is difficult for Belmont residents to comment to this Commission & City Council these days, as our busy schedules do not leave us time to write or talk to those who are making the decisions. So, I am asking you, on behalf of my family and neighbors, to deny the request from Charles Armstrong School, and instead encourage them to expand to cities that have the space for them, avoiding the additional congestion and

detriment to our city. Please allow Belmont to continue to thrive for its taxpaying residents! Thank you, Franklin Davis

Franklin Beau Davis

[redacted]

Outlook

No to Charles Armstrong expansion

From Mihali Polychroniou <[redacted]>
Date Fri 1/2/2026 2:50 PM
To Planning Comm <PlanningComm@belmont.gov>

[Some people who received this message don't often get email from [redacted]Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

My name is Michael and I was raised in Belmont and now resident here. I had seen the city go throw change for the better and for the worse.

The purpose of this email is to communicate that I oppose the Charles Armstrong expansion in any form. Belmont is already at capacity and the traffic is horrendous. This coupled with the states mandate to add more housing it making it a disastrous situation. You know that the roadways cannot handle the congestion. We literally are busting at the seams.

If the school cannot operate in its current state then they should look to a city that can accommodate their expansion. Enough is enough.

It is also my understanding that many legacy trees will be cut down in order for the expansion to take place. This is unacceptable. Belmont is known for its greenery and trees many of which are hundreds of years old. We cannot afford to lose any more.

Enough is enough. No to the expansion of Charles Armstrong school. They need to go elsewhere.

Michael Polychroniou
Belmont Resident

Sent from Mixali's I Phone.

Outlook

PLANNING COMMISSION AGENDA, JAN 6 - CHARLES ARMSTRONG SCHOOL

From Judi Allen <[redacted]>
Date Fri 1/2/2026 12:32 PM
To Carlos de Melo <cdemelo@belmont.gov>; City Council <CityCouncil@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>

[Some people who received this message don't often get email from [redacted] Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Happy New Year!

I hope this will be a good year for all Belmont RESIDENTS. On that note, I want to express my recommendation to DENY the application for Charles Armstrong School to expand, per their application, along Solano Road, Belmont and adjacent to the McDougal PUBLIC PARK. DENY!

First of all, McDougal Park belongs to the taxpayers and residents of Belmont - not to the PRIVATE Armstrong School. We need to maintain our public spaces, particularly parks and not parcel them out to private enterprise. I appreciate that Charles Armstrong School serves special needs children and is very successful, wanting to expand to service children from across the Bay and elsewhere - however, Belmont is a small and TRAFFIC CONGESTED COMMUNITY that needs to maintain the quality of living for those of us who continue to pay taxes to support living here! The area surrounding the Armstrong School is already so congested with traffic, it would be irresponsible for the City to allow excavation, additional building, private management of a public park (McDougal) to accommodate the expansion of a private business. It would be more appropriate for the school to open branch campuses in areas where there is additional interest, instead of creating a nightmare in small Belmont - particularly where there is already SEVERE TRAFFIC CONGESTION as a result of Carlmont High School car traffic, as well as San Carlos daily commuter traffic on Alameda de las Pulgas enroute to both Hwy 280 and 101.

I have lived in Belmont on Alameda de las Pulgas for 55 years, so I am very familiar with the additional congestion in this city. My daughter went to schools here.... Yet, today, it takes a half hour to reach Hwy 92 or Tower Road from Alameda de las Pulgas in the morning & afternoon commute hours. Please do not think it is ok to increase this problem because it is a school! There is NO BENEFIT to Belmont if your approve this expansion. Instead, we stand to lose 39 PROTECTED BELMONT TREES in our small beautiful City..... WHY? This should not even be considered. I served on the Belmont Park Commission for 14 years, and for those many of us who lived here & worked to protect our trees and open space - this suggestion to chop down 39 trees is outrageous.

It is somewhat difficult for Belmont residents to comment to this Commission & City Council these days, as our economy, etc, does not leave much time to communicate to those who are making these decisions. So, I am asking you to DENY THIS REQUEST from Charles Armstrong School, and encourage them to expand to cities that have space without the additional congestion and detriment to the City we live and pay for! For those who don't live in Belmont, perhaps suggest this expansion be suggested to where you live and let Belmont continue to thrive for taxpaying residents.

Thank you,
Judi Allen

Courtney Brown

From: Michelle Chen <[redacted]
Sent: Wednesday, December 31, 2025 8:53 AM
To: x-community development
Subject: agenda item #7 - Public Hearings: Charles Armstrong School

Categories: Carlos, Jeremy

You don't often get email from [redacted] Learn why this is important

Hello Belmont Planning Commission,

Happy New Year.

My name is Michelle and I live on Altura Way on the east side of Armstrong's campus, right up the hill from Solana Drive in the McDougal neighborhood. I have lived in Belmont since 2008.

I am writing to express my support for Armstrong's campus expansion plan.

Armstrong is a good neighbor. They proactively communicate with us about events and even invite us to participate. They send holiday wishes. And Daniel, who manages traffic at the school, watches out for neighbors and gives big warm greetings.

I want to address traffic concerns head-on: we don't have big issues with Armstrong. They use a staggered dismissal system that works well. When there are backups on our street, I get the impression they're from other schools in the area.

Many neighbors do construction on their homes to fix or modernize. This project is Armstrong doing the same.

I live directly above the school. Their proposed plans take neighbors into consideration. They are proposing to shore up the hillside as part of Phase 1, which will make the hillside we share even safer. I appreciate that they pay attention to safety.

I heard some neighbors might be concerned about noise from Armstrong building an athletic center. Having a gym is a good idea. We should support kids having more physical activities. Also, kids playing inside the athletic center will probably generate less noise than playing outside, as they do now.

Armstrong's work helping kids with learning differences is important to their kids, their families, and society. I support their expansion plan. More classrooms and a new athletic center mean they can help even more children learn and be healthy. This is exactly the kind of institution Belmont should be proud to support.

Thank you for reading this letter. I hope you will also support their plan.

Michelle Wei Chen

Courtney Brown

From: William Davidovich <[redacted]>
Sent: Tuesday, December 30, 2025 4:53 PM
To: x-community development
Cc: Alicia Davidovich; Space4dyslexia
Subject: Letter In Support of Charles Armstrong Expansion Plans
Attachments: BELMONT PLANNING COMMISSION LETTER.pdf

Categories: Jeremy, Carlos

You don't often get email from [redacted]. Learn why this is important

Attached, please find a letter, signed and dated by both my wife and myself, in support of the expansion plans for Charles Armstrong School. Please feel free to contact me if you have any questions.

Sincerely,
William Davidovich

December 30, 2025

AGENDA TOPIC: ITEM #7-PUBLIC HEARINGS: CHARLES ARMSTRONG SCHOOL

To Members of the Belmont Planning Commission:

We are sorry that we are not able to appear in person at your meeting on January 6, 2026, but we wanted to write to you and let you know that we enthusiastically, and whole heartedly, support the growth and expansion plans of the Charles Armstong School, which have recently been presented to the Planning Commission.

We have been residents of Belmont for almost 23 years. The reason we moved to Belmont was because our older daughter, Liliana, was diagnosed as dyslexic and we were thrilled when we found out that she had been accepted at the school, since we knew how difficult it was to get in. We were one of the few, extremely lucky parents who knew that having our daughter go to Charles Armstrong would make an extremely huge, positive impact on her growth, development and confidence. We're happy to say that Charles Armstrong hit the ball out of the park in all three areas for our daughter, as well as for the countless other dyslexic children who have benefited from attending their school.

Charles Armstrong is a niche school, devoted to helping students who are dyslexic. While there are a few other smaller schools in the Bay Area that support dyslexic students, Armstrong is, by far, the largest and the most well-known school focused on helping dyslexic students in the entire Bay Area. They have even built an extremely strong partnership with the UCSF Dyslexia Center. That is one of the reasons parents from all over the Bay Area, as well as other parts of the country, try to get their child enrolled at Armstrong. The school has helped so many dyslexic children since they opened their doors, but there are so many other dyslexic children who could truly benefit from the wonderful, caring environment that Armstrong provides, if they only had the space to accept more children. The benefit of having more academic spaces will help dyslexic students explore programs like sports, music, design thinking, art and musical theater, which all lead to increasing student confidence.

We have always been highly impressed by the care and compassion these specialized teachers have shown to all the children. That is one of the many reasons that we continue to support the Charles Armstrong School every year, even though our daughter graduated from Armstrong quite a few years ago. Every dyslexic child deserves this opportunity and allowing the proposed expansion of the school will make a tremendous difference in the lives of so many dyslexic children who may not have had the opportunity to attend Armstrong school, due to the limited number of spaces.

The Charles Armstrong School is a beacon of light in Belmont and we are proud that the City of Belmont is where the school has its roots and where, I truly hope, they can continue to build upon the outstanding work that they do with these children every single day. We strongly encourage you to approve the expansion plans, as proposed.

Sincerely,

William Davidovich

[redacted]

Alicia Davidovich

[redacted]

Outlook

Charles Armstrong

From Giuliano <[redacted]
Date Fri 12/26/2025 1:48 AM
To Planning Comm <PlanningComm@belmont.gov>
Cc City Council <CityCouncil@belmont.gov>

I am a neighbor of Charles Armstrong School, and I strongly support their desire to improve their facilities, in order to improve the education they can provide to their student body. They are an amazing school, they are an asset to our community, and they are fantastic neighbors.

A story: long ago my kids attended the San Carlos Charter. Starting in third grade my way to diminish my contribution to our traffic disaster, was to not drive them to school. They had to walk. Because I was not insane, because I did not want my children to have to walk on Chula Vista and Alameda, I had them walk through McDougal Park and cut through a break in the fence to the Tierra Linda campus. One day, they came home and told me that a teacher at Armstrong had told them they were not allowed to do this, per the school's agreement with the City. The next day I wandered over to the school and had a very pleasant conversation with the administration. They were entirely understanding, and told me they would direct the staff to permit this. There was never another problem for my kids' six remaining years at the San Carlos Charter. There was never a moments thought of what the legal framework permitted them to do, their only thought was how they could be good neighbors.

Another story: I'm the Regional Commissioner for the Belmont/Redwood Shores AYSO. A couple of years ago it became really important to us to have AEDs available at our athletic fields. At first, we secured a grant from the Sequoia Health Care District to provide these ourselves. We then started interacting with the folks at Parks and Rec who were supportive, and who this past summer, together with the folks at the BRSSD provided AED's at many of our sites. An exception was at McDougal Park. And so, we reached out to the Charles Armstrong administration and asked would they be willing to partner to make this happen. The immediate answer was yes, of course. By mid October an AED was on site. The Charles Armstrong folks did not have to do this. They had AEDs for their needs. They did those wholly in support of the greater Belmont community.

I know you all know what an exceptional school it is. I know you all know strong the need is, and how many kids who need this school are not able to attend. I know you all know how much better this project will make our community, these kids lives, and our world.

Please, work with them to make this happen. The last time that Charles Armstrong tried to improve their school, the City Council at the time shot it down. Please don't repeat this shameful decision.

Will there be an impact upon those of us who live nearby? Of course. Will those impacts be significant? No. Will the benefits provided be significant? Yes. Can the impacts be mitigated? Yes. Though that pivots away from the topic of this letter, my support of this project, to my typical letters to you imploring you to fix transit in Belmont by better supporting modes that reduce school traffic.

Long ago I did my bit to reduce school traffic. I hope that Belmont can soon start tackling needless car traffic on Chula Vista. And, before I go off much further on that rant ...

Thank you,

giuliano
--
Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.