CITY OF BELMONT
PLANNING COMMISSION MEETING

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PLANNING COMMISSION MEETING AGENDA
Tuesday, October 17, 2023
7:00 PM
City Council Chambers
City Hall, One Twin Pines Lane, Belmont, California

WATCHING/ATTENDING THE MEETING
The meeting will be broadcast live to Belmont residents on Comcast Cable Channel 27, streamed live via the City's website at www.Belmont.gov, and streamed live on Zoom. The public may also attend the meeting in the City Council Chambers and address the Commission from the Chambers.

PUBLIC COMMENT
To maximize time for live public comment, we encourage members of the public to provide oral comments by joining the Commission meeting via Zoom. For web, visit https://belmont- gov.zoom.us/ select "Join" and enter Meeting ID:968 6972 2514. Use the **Raise Hand feature** to request to speak for a particular agenda item. You may rename your profile if you wish to remain anonymous.

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: 968 6972 2514, and press *9 to request to speak. All public comments are subject to a 3-minute time limit unless otherwise determined by the Commission Chair.

If you wish to submit written public comment, you may send an email to cdev@belmont.gov before the Commission considers the item. Please indicate the agenda item topic or agenda item number you wish to comment on in your email's subject line. Any public comment regarding agenda items that are received from the publication of the agenda through the meeting date will be made part of the meeting record but will not be read during the Commission meeting.

1. **ROLL CALL**
2. **PLEDGE OF ALLEGIANCE**
3. **COMMUNITY FORUM**
4. **COMMISSIONER ANNOUNCEMENTS AND AGENDA AMENDMENTS**

5. CONSENT BUSINESS

A. Meeting Minutes

Recommendation: Approval of Meeting Minutes as presented.

Attachment(s):

Minutes 10.3.23.pdf

6. STUDY SESSION

7. PUBLIC HEARINGS

A. 1656 Sunnyslope Avenue (Single-Family Design Review)

Recommendation: Consider a Single-Family Design Review for a 1,157 square foot addition to the 1,809 square foot existing single-family residence for a total of 2,966 square feet, where 3,500 square feet is permitted.

Attachment(s):

Staff Report
Resolution
Conditions of Approval
Applicant Plans
Neighborhood Outreach
Color and Materials Board

B. 905 South Road (Single-Family Design Review)

Recommendation: Consider a Single-Family Design Review (SFDR) to allow modifications to the exterior design of a previously approved project. The
project would also include a reduction in the floor area of the home, such that it would be less than the maximum 3,076 square feet of total floor area that is permitted for the project site.

Attachment(s):

Staff Report
SFDR Reso
Project Conditions
Plans

C. Belmont General Plan and Zoning Ordinance (BZO) Amendments - Commercial Cannabis Overlay Zoning – South El Camino Real

Recommendation: 1. Review and recommend City Council approval of a Resolution for Land Use Element Amendments to the 2035 General Plan that would potentially allow for Commercial Cannabis Land Uses in the South El Camino Real area of the City.
2. Review and recommend City Council approval of a Resolution for Zoning Ordinance ("BZO") Amendments to establish potential Cannabis Retail & Distribution Zoning Regulations for properties should they rezone within the area along south El Camino Real from O'Neill Avenue to the San Carlos Border.

Attachment(s):

Staff Report
Resolution Recommending City Council Approval of General Plan Amendments
Resolution Recommending City Council Approval of Zoning Ordinance Amendments
Zoning Amendments Ordinance

Exhibit to General Plan Amendment Resolution & Zoning Text Amendments Ordinance -South El Camino Real Area
EIR Addendum & Exhibits

8. OTHER BUSINESS AND UPDATES

9. ADJOURNMENT

CITY OF BELMONT
PLANNING COMMISSION MEETING MINUTES
Tuesday, October 3, 2023 – 7:00 PM

1. ROLL CALL 7:00 P.M.
Planning Commission members present: Kramer, Kulich, Gurevich
Commission members absent: Majeski, Meier
Staff Present: Community Development Director Carlos de Melo, Assistant City Manager Kathy Kleinbaum, Assistant Planner Jeremy Ruiz, Administrative Assistant Mara Perez

2. PLEDGE OF ALLEGIANCE
Led by Chair Kramer

3. COMMUNITY FORUM
Chair Kramer opened the Community Forum.
Director de Melo gave a public service announcement for speakers/comments during Public Commission Meetings.
Chair Kramer closed the Community Forum.

4. COMMISSIONER ANNOUNCEMENTS AND AGENDA AMENDMENTS
Director de Melo announced an order change to the items presented in the agenda.

5. CONSENT BUSINESS
Meeting minutes for 09/05/23 were approved upon amendment.
Motion Passes 3-0-2 (3 Ayes, 0 Noes, 2 absent)

6. PUBLIC HEARINGS
Commissioners stated no ex-parte communications were made.

6A) Assistant Planner Ruiz presented a Conditional Use Permit & Single-Family Design Review for 32 Elder Drive to amend the Hallmark West Detailed Development Plan and a Single-Family Design Review to construct a 763 square foot ground floor addition, a 207 square foot first floor addition, and a 217 square foot second floor addition (total 1,187 square feet). The project would bring the total square footage of the residence to 3,752 square feet, while the maximum building size permitted for this site is 3,920 square feet.

Commissioner Questions and Comments
Assistant Planner Ruiz responded to general Commissioner inquiries.

Chair Kramer opens Public Hearing.
Chair Kramer stated there were no public speakers.
Chair Kramer closed the Public Hearing.

COMMISSION DISCUSSION AND DELIBERATION
Commissioners made the finding in the affirmative.
ACTION: On a motion by Commissioner Kulich, seconded by Commissioner to approve 32 Elder Drive (Conditional Use Permit & Single-Family Design Review)

Motion Passes 3-0-2 (3Ayes, 0 Noes, 2 absent)

7. GENERAL BUSINESS

Good City Company (GCC) Project Manager Carol Johnson presented the Belmont Harbor Industrial Area (HIA) Specific Plan Project Update; no action required.

Commissioner Questions and Comments
Director de Melo responded to general Commissioner inquiries.
Commissioner Kulich stated for the record and transparency that he works for the County of San Mateo and will be observing as the item is only a presentation with no action required.

Chair Kramer opens Public Hearing.
Two speakers addressed concerns of flooding, giving the community more information, providing Spanish language use and translations, and more outreach with the County, City, and residents.
Chair Kramer closed the Public Hearing.

6. PUBLIC HEARINGS (CONTINUATION)

6B) Assistant City Manager Kathy Kleinbaum and Consultant Nick Dayhoff presented the General Plan Amendment and Local Goals and Policies Establishing a City Services Community Facilities District recommendation: (1) Conduct a Public Hearing; and 2) Adopt a resolution recommending that the City Council amend the Land Use Element of the 2035 General Plan (specifically Goals 2.9 and 2.13) to include a Community Facilities District (CFD) as an option for new developments to achieve fiscal neutrality; and (3) Review Local Goals and Policies to be brought to the Council for the purpose of forming a CFD.

Commissioner Questions and Comments
Assistant City Manager Kleinbaum, Community Director de Melo, and Consultant Dayhoff responded to general Commissioner inquiries.

Chair Kramer opens Public Hearing.
Chair Kramer stated there were no public speakers.
Chair Kramer closed the Public Hearing.

COMMISSION DISCUSSION AND DELIBERATION
Commissioners made the finding in the affirmative.

ACTION: On a motion by Commissioner Kulich, seconded by Commissioner Chair Kramer to approve the General Plan Amendment and Local Goals and Policies Establishing a City Services Community Facilities District.

Motion passes 2-0-2-1 (2 ayes, 0 Noes, 2 Absent, 1 Abstain)

8. OTHER BUSINESS AND UPDATES

Director de Melo stated there will be a meeting October 17, 2023. A Single-Family Design Review and potential Zoning Text Amendments and General Plan Amendments regarding Cannabis regulations.

ADJOURNMENT 8:37 PM

Submitted by:
Mara Perez, Administrative Assistant

MEETING OF OCTOBER 17, 2023

AGENDA ITEM #7A

Application No.:	2023-0004
Application Type:	Single-Family Design Review
Location:	1656 Sunnyslope Avenue
Applicant:	Alex Tzang Architects – Ming Liang
Owners:	Andrea Ou
APN:	045-274-180
Zoning:	R-1C Single-Family Residential
General Plan Designation:	RL- Low Density Residential
Environmental Determination:	Section 15301, Class 1 (e) (2)

PROJECT DESCRIPTION

The applicant requests Single-Family Design Review to consider a Single-Family Design Review for a 1,157 square foot addition to the 1,809 square foot existing single-family residence for a total of 2,966 square feet, where 3,500 square feet is permitted.

RECOMMENDATION

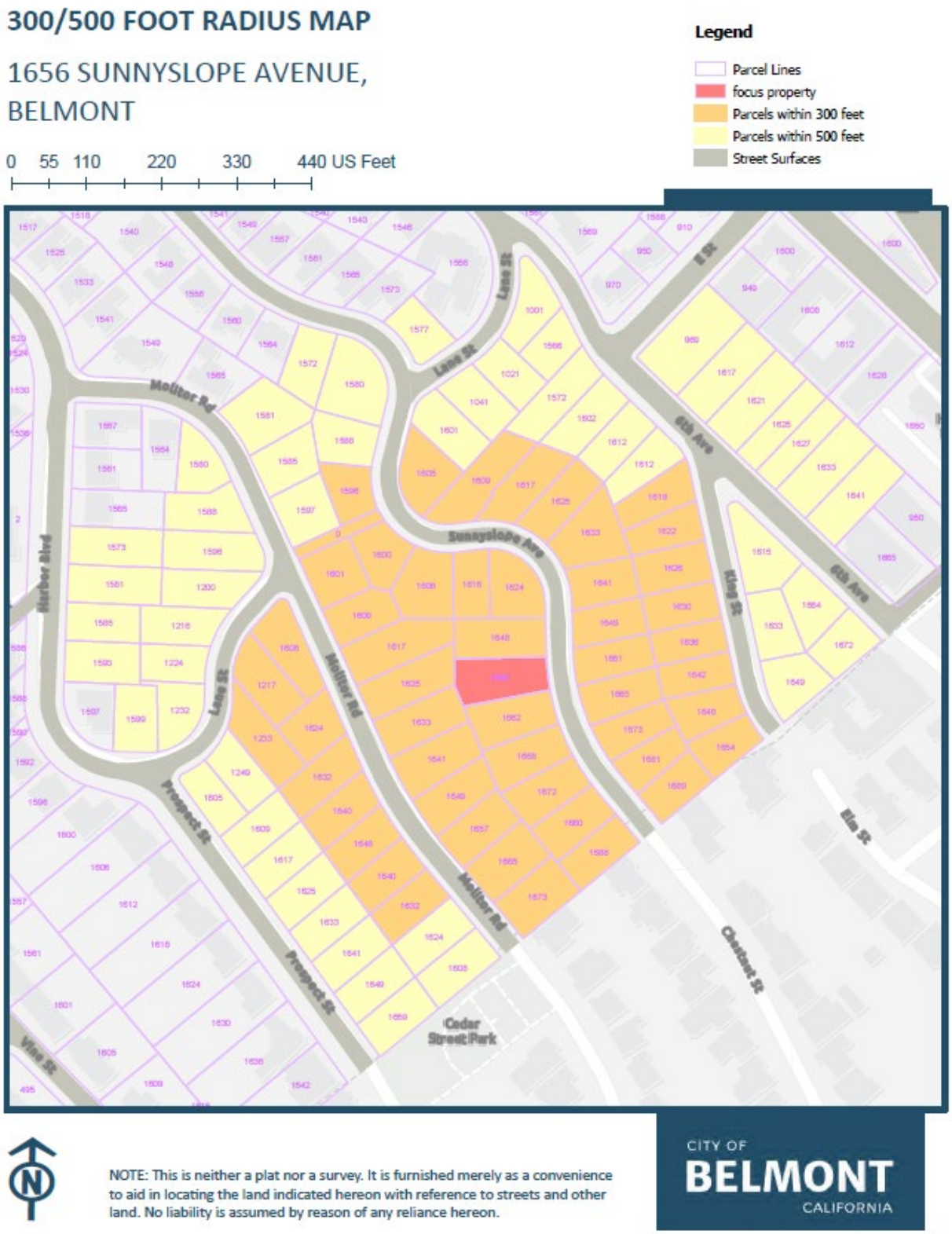
Staff recommends that the Planning Commission **approve** the Single-Family Design Review subject to the conditions of approval contained in the attached draft resolution[1].

ZONING/ GENERAL PLAN DESIGNATION

The existing single-family residence is a permitted use in the designated R-1C (Single-Family Residential) zoning district and is conforming to the General Plan Designation RL - Low Density Residential.

[1] Please note: This recommendation is made in advance of public testimony or Commission discussion of the project. At the public hearing, these two factors, in conjunction with the staff analysis, will be considered by the Commission in rendering a decision on the project.

300/500- FOOT RADIUS MAP



PRIOR ACTIONS

The house was built in 1949. There have been no other planning actions for this property.

SITE CONDITIONS

The subject property is located in a neighborhood developed primarily with one and two-story structures with wood and stucco exterior finishes. The 8,111 square foot lot is trapezoidal in shape with an average upslope of 8.41%. The site is currently developed with a two-story residence with a three-bedroom and two-bathroom house that includes a one-car garage. The property is currently landscaped with a variety of bushes, shrubs, and trees on site.

PROJECT ANALYSIS

Proposed Dwelling Modifications

The proposed 1,157 square foot addition is proposed to expand the main living level. It will consist of an expanded kitchen space, four bedrooms, three bathrooms, a new office, and a new laundry space. On the first floor, the existing one-car garage will be modified to lose 8 square feet, remodel the kitchen and living room design to be more open in design and take over the existing bedroom, with the 80 square foot addition to the front to replace said bedroom. No work is proposed in the lower level where the basement and garage are located.

Exterior Materials/Colors

The existing dwelling is proposed to be finished in white board and batten siding, Hardee horizontal siding, black trim, and an antique slate shingle roof. The proposed addition and exterior treatment would match and be consistent throughout the proposed building; the proposed colors and materials are illustrated on Attachment VI.

Landscaping and Groundwork

The property is currently landscaped with ground cover, bushes, shrubs, and trees on site. Two protected trees adjacent to the proposed addition are proposed for removal. The applicant has proposed no additional landscaping on the site.

10 cubic yards of soil would be removed for the proposed improvements.

PROJECT DATA

Criteria	Existing	Proposed Addition	Required or Max. Allowed
Lot Size	8,111 sq. ft.	No Change	No Change
Slope	8.41%	No Change	No Change
FAR	.223	.366	.533
Square Footage	1,809 sq. ft.	2,966 sq. ft.	3,500 sq. ft.
Parking	One-car garage; Two uncovered	No Change	One-car covered; Two uncovered
Setbacks:			
Front	22’ 0”	20’0”	20’
Side (right)	11’ 5”	9’6”	9’
Side (left)	9’ 3”	9’ 3”	9’
Rear	54’ 11”	Deck: 33’ 6” Home: 43’ 0”	15’
Driveway length	22’ 0”	No Change	18’
Height	21’ 3”	22’ 2”	28’

ZONING CONFORMANCE

As presented, the project will meet the required setbacks, height, parking, and permitted use regulations of the R-1C zoning district.

Residential Design Guidelines

The applicant has made significant efforts to ensure the proposal substantially complies with the Residential Design Guidelines. The proposal includes consistent and complementary materials and features (Guidelines A-1a and A-2c). The proposed addition incorporates the same architectural style and identical exterior materials (Guidelines A-2 a-c). Furthermore, the majority of the addition is in the rear at the ground level and would not be able to be seen from the street thus reducing its perceived bulk. The addition follows the natural slope of the existing terrain, and avoids significant grading. The proposal is well-designed and in compliance with the Residential Design Guidelines.

Residential Design Criteria

The project incorporates the standard of *Daylight Plane* for the side and rear elevations, and *Prescribed Articulation* was utilized for the front elevation. The proposed addition’s facades are stepped back at impacted elevations. The home’s front and visible portion would be broadly articulated by a combination of varying rooflines and building walls that would be offset at varying distances to help break up the building mass. The majority of the rear and side additions would not be visible from the street and follows the natural slope of the lot. As such, the proposed building bulk is in compliance with the City’s Residential Design Criteria standards.

GENERAL PLAN CONFORMANCE

The proposed addition for the residence does not change the intended land use of the site. The proposal is in conformance with the low-density residential General Plan designation.

NEIGHBORHOOD OUTREACH

On March 3rd, 2023, the applicant mailed letters with the packet of design plans of the proposed addition along with a basic description. The letter invited all to provide feedback via emails and phone calls to the architect and homeowner on file. No neighbors raised concerns regarding the addition, but applicant indicates two positive feedback submissions via email. The outreach requirements appear to have been met.

ENVIRONMENTAL CLEARANCE (CEQA)

The proposed addition to the single-family home is categorically exempt from the provisions of the California Environmental Quality Act ("CEQA") by provision of Section 15301, Class 1 (e) (2):

> *"Additions to existing structures provided that the addition will not result in an increase of more than:*
> *(2) 10,000 square feet if:*
>
> > *(A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and*
> > *(B) The area in which the project is located is not environmentally sensitive."*

The 1,157 square foot addition to the existing 1,809 square foot residence is proposed in an area where all public services and facilities are available to allow for the maximum amount of development allowed by the General Plan, and the property is not in an environmentally sensitive area. The subject site is already developed with a single-family home and is surrounded by similar uses. Therefore, the project meets the requirements for CEQA exemption.

SINGLE-FAMILY DESIGN REVIEW ANALYSIS

The requisite Single-Family Design Review findings (Section 13A.5 (A-F)) are provided in the attached resolution (see Attachment II).

CONCLUSION AND RECOMMENDATION

Based on the analysis and required findings, staff recommends approval of the Single-Family Design Review application subject to the Conditions of Approval in Attachment III.

ACTION ALTERNATIVES

1. Continue the application for redesign.

2. Deny the Single-Family Design Review. The Commission will identify specific facts to support a denial, and a resolution would be returned to the Commission for final action.

ATTACHMENTS

I. 300/500 foot radius map of project site (incorporated as Page 2 of report)
II. Resolution approving the Single-Family Design Review
III. Conditions of Approval
IV. Applicant's Plans (Commission only)
V. Neighborhood Outreach Materials (Commission only)
VI. Color and Materials Board

Respectfully submitted,

Jeremy Ruiz	Carlos de Melo
Assistant Planner	Community Development Director

CC: Applicant & Owner

RESOLUTION NO. 2023-_____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT
APPROVING A SINGLE FAMILY DESIGN REVIEW
AT 1656 SUNNYSLOPE AVENUE
(APPL. NO.2023-0004)

WHEREAS, Ming Liang, applicant, requests Single Family Design Review approval to construct a 1,157 square foot addition to the 1,809 square foot existing single-family residence for a total of 2,966 square feet, where 3,500 square feet is permitted for the residence at 1656 Sunnyslope Avenue; and,

WHEREAS, a public hearing was duly noticed, held, and closed on October 17, 2023; and,

WHEREAS, the Planning Commission hereby relies upon the staff report dated October 17, 2023 and the facts contained therein, as they pertain to the project, 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 as set forth herein.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission approves the Single Family Design Review to construct a 1,157 square foot addition to the 1,809 square foot existing single-family residence for a total of 2,966 square feet, where 3,500 square feet is permitted for the residence at 1656 Sunnyslope Avenue, subject to the attached conditions in Exhibit "A", and based upon the following findings:

Environmental Review

The proposed addition to the single-family home is categorically exempt from the provisions of the California Environmental Quality Act by provision of Section 15301, Class 1 (e) (2):

"Additions to existing structures provided that the addition will not result in an increase of more than:

2) 10,000 square feet if:

(A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and

(B) The area in which the project is located is not environmentally sensitive."

Residential Design Review

The required Single Family Design Review Findings, Section 13A.5 (A-F), are made in the affirmative as follows:

(a) The buildings and structures shown on the site plan will be:

1) Designed to be compatible with any existing development on the site;

2) Located and designed to minimize disruptions of existing public views, and to protect the profile of prominent ridgelines.

Although the proposed addition would increase the roof height of the dwelling to approximately 22 feet, the project does not appear to disrupt any public views as assessed from the public street section of Sunnyslope Avenue. The proposal does not appear to disrupt the profile of any prominent ridgelines. This finding is affirmed.

(b) The overall site and building plans will achieve an acceptable balance of the following factors:

1) building bulk,
2) grading, including:
A) disturbed surface area, and
B) total cubic yards, cut and fill.
3) The aesthetic impacts of hardscape as viewed from a public vantage point.

Building bulk

The proposed project would include an addition for the existing single-story residence that primarily cannot be seen from the street and is at the rear of the home. The dwelling will not exceed the BZO maximum building height of 28-feet. The proposed new building walls at the front elevation will be stepped back at varying distances and help break up the building mass. The proposed architectural design of the addition/remodeled dwelling includes varying roof lines that help mitigate perceived building height/bulk and is appropriate for this structure. The proposed color scheme includes neutral colors that complement and match the overall architectural design.

Grading/Hardscape

Minor clearing and grading are required for the site groundwork as the ground floor remodel and second floor addition would have minimal impact on the ground area. No new hardscape is proposed within the front yard area as viewed from the public street. The building expansion does not increase the hardscape of the lot.

All three factors (building bulk, grading and hardscape) appear to be appropriately addressed in the building design and site/groundwork to achieve an acceptable, complementary balance for the project. This finding is affirmed.

(c) All proposed accessory and support features, including driveway and parking surfaces, underfloor areas, retaining walls, utility services and other accessory structures will be integrated into the overall project design.

There are no proposed changes to the driveway or utility services. The project includes no new accessory structures. This finding is affirmed.

(d) The proposed landscape plan will incorporate:

1) Native plants appropriate to the site's environmental setting and microclimate, and

2) Appropriate landscape screening of proposed accessory and support structures.

The site is currently landscaped with ground cover, and a variety of bushes and trees. The remaining existing landscaping is well maintained and would remain a part of the project. A condition of approval would require that if any landscaping is damaged during construction-related activities, it shall be replaced with consideration given to utilizing drought-tolerant plantings. The applicant proposes no additional landscaping on the site. This finding is affirmed.

(e) The project will be in substantial compliance with the Residential Design Guidelines and Residential Design Criteria as applicable.

The project makes substantial efforts to comply with the Residential Design Guidelines. The proposal includes consistent and complementary materials and features (Guidelines A-1 a-b and A-2a). The proposed addition incorporates the same building style featuring the same roof style and identical exterior materials, trim details and window treatments (Guidelines A2 a-c).

Proposed building walls will be offset from existing walls at varying distances to help break up the building mass (Guideline B-1 d). The proposal also retains the existing landscaping, which is well-maintained and complies with many of the landscaping Guidelines.

The project incorporates the standards of *Daylight Plane* and *Prescribed Articulation* from the Residential Design Criteria to address the building bulk at the impacted side, rear and front elevations. The proposed building facades appear well-articulated and stepped back at the front elevation with the remaining elevations being a ground level addition that is hidden at the rear and sides. The home would be broadly articulated by a combination of varying rooflines and building walls that would be offset at varying distances to help break up the perceived building mass. As such, the proposed building bulk is in compliance with the City's Residential Design Criteria standards. This finding is affirmed.

(f) City staff and consultants have provided technical review and conditions of approval have been adopted, as applicable, regarding project-related grading, drainage, storm-water runoff, vehicular and pedestrian access, 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 during 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.

* * * * * * * * * * * * * *

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on October 7, 2023 by the following vote:

AYES,
COMMISSIONERS: _____
NOES,
COMMISSIONERS: _____
ABSENT,
COMMISSIONERS: _____
ABSTAIN,
COMMISSIONERS: _____
RECUSED,
COMMISSIONERS: _____

_____
Carlos de Melo
Planning Commission Secretary

Project Conditions
City of Belmont

Project Number: PA2023-0004

Description: **TIER 3 DR - 1157 SF ADDITION**

Applied: **2/9/2023**

Approved:

Site Address: **1656 SUNNYSLOPE AVE**

Closed:

Expired:

City, State Zip Code: **BELMONT, CA 94002**

Status: **PLANS ROUTED**

Applicant: **FRED STRATHDEE**

Parent Project:

Owner: **OU ANDREA**

Contractor: **<NONE>**

Details:

LIST OF CONDITIONS					
SEQ NO	**ADDED DATE**	**REQUIRED DATE**	**SATISFY DATE**	**TYPE**	**STATUS**
DEPARTMENT		**CONTACT**		**REMARKS**	
1	10/11/2023			PLAN CONFORMANCE	BEFORE BLDG PLN CK
PLANNING		JEREMY RUIZ			
Notes: Plans submitted for the building permit and all construction shall conform to the plans on file in the Planning Division. The Director of Community Development may approve minor modifications to the plans.					
2	10/11/2023			COA ACKNOWLEDGEMENT	BEFORE BLDG PLN CK
PLANNING		JEREMY RUIZ			
Notes: Prior to issuance of building permits, the property owners shall file with the Director of Community Development, on forms provided by the City, an acknowledgment that they have read, understand and agree to these conditions of approval.					
3	10/11/2023			PERMIT EXPIRATION	BEFORE BLDG PLN CK
PLANNING		JEREMY RUIZ			
Notes: In accordance with the Belmont Zoning Ordinance, the permit(s) granted by this approval shall expire two (2) years from the date of approval, with said approval date indicated on the accompanying Attachment II (Single Family Determination). Any request for extension of the expiration date shall be made in accordance with the applicable provisions of the Belmont Zoning Ordinance.					
4	10/11/2023			THIRD PARTY CHALLENGE	BEFORE BLDG PLN CK
PLANNING		JEREMY RUIZ			
Notes: In the event that this approval is challenged by a third party, the property owners and all assignees will be responsible for defending against this challenge, and agree to accept responsibility for defense at the request of the City. The property owners and all assignees agree to defend, indemnify and hold harmless the City of Belmont and all officials, staff, consultants and agents from any costs, claims or liabilities arising from the approval, including without limitation, any award of attorneys fees that might result from the third party challenge.					
5	10/11/2023			DAMAGE TO LANDSCAPING	BEFORE BLDG PLN CK

PLANNING		JEREMY RUIZ			

Notes:

If any existing landscaping should be damaged during construction related activities, the applicant shall replace such landscaping, including consideration to utilize drought-tolerant plantings, prior to issuance of a planning final. Prior to building permit issuance, the applicant shall provide photographs of the property to document existing landscape conditions.

6	2/18/2023			NOISE ORDINANCE	DURING CONSTRUCTION
POLICE		TROY ADAMS			

Notes:

All activities shall be subject to the requirements of the Belmont Noise Ordinance.

7	2/18/2023			NO STREET STORAGE UNLESS PERMITTED	DURING CONSTRUCTION
POLICE		TROY ADAMS			

Notes:

No debris boxes or building materials shall be stored on the street unless permitted.

8	2/18/2023			PROPERTY ADDRESS VISIBILITY	DURING CONSTRUCTION
POLICE		TROY ADAMS			

Notes:

The property address must be clearly posted at all times during and after construction, visible and legible from entire roadway frontage(s).

9	3/13/2023			STREETS, SIDEWALK & CURBS	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Public Improvements - 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.

10	3/13/2023			RESIDENTIAL DRIVEWAY APPROACH	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Public Improvements - A residential driveway approach shall be installed in accordance with Department of Public Works approved standards.

- Driveway approach to be replaced like for like for maintenance purposes.

11	3/13/2023			ROOF LEADERS & SITE DRAINAGE	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Grading and Drainage - Roof leaders and site drainage shall be directed to a vegetated area onsite or the City stormwater drainage system. A dissipator box or other energy reduction method shall be used.

12	3/13/2023			SUBMIT FINAL C3 & C6	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Grading and Drainage - The owner/applicant shall submit a final C3 & C6 stormwater pollution prevention checklist, impervious calculation checklist and BMP measures checklist prior to Building Permit approval.

13	3/13/2023			NARROW ROW OR HILLY AREA CMP	BEFORE APPROVAL
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Small Project - Narrow ROW and/or hilly area - The applicant shall provide a written plan for construction staging, storage areas, haul route, construction vehicle parking, delivery of materials, etc. for review and approval by the Department of Public Works prior to issuance of building permit. Failure to abide by the established construction management plan may result in a stop work order.

14	3/13/2023			OBTAIN TEMP ENCROACHMENT PERMIT	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Public Works Permits - 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, on placement of a debris box.

15	3/13/2023			MUST POSSESS VALID SEWER LATERAL CERT	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Utilities - The applicant must possess a valid sewer lateral certificate issued under City Ordinance Section 21-213 before receiving a final building permit for:
a. Improvements valued by the building official at $200,000 or more, or
b. Work associated with a change in water service (e.g. change in meter size or adding a second meter).

16	3/13/2023			ROOF DRAINS	DURING PLAN CHECK
PUBLIC WORKS		NIMA MAZHARI			

Notes:

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

17	3/13/2023			ENSURE BMP AND STOPPP	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

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

18	3/13/2023			ENSURE CONST. PERSONNEL FOLLOW BMPS	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

NPDES Stormwater Controls (General) - 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, washwater 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.

19	3/13/2023			STOP WORK ORDER	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Failure to comply with any permit condition may result in a Stop Work order or other penalty.

20	3/13/2023			VERIFY LOCATION OF UTILITY, VALVE, ETC...	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

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.

21	3/13/2023			DIRECT RUNOFF FROM ROW TO VEGETATED AREA	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.

22	3/13/2023		3/13/2023	SUBMIT C.3 (2500 SQ FT IMPERVIOUS)	BEFORE BLDG PLN CK
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Projects subject to Provision C.3.i (individual single family home projects that create and/or replace 2,500 square feet or more of impervious surface, and other projects that create and/or replace at least 2,500 square feet of impervious surface but are not C.3 Regulated Projects) shall implement at least one of the six site design measures listed below:

a) Direct roof runoff into cisterns or rain barrels and use rainwater for irrigation or other non-potable use.
b) Direct roof runoff onto vegetated areas.
c) Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
d) Direct runoff from driveways and/or uncovered parking lots onto vegetated areas.

e) Construct sidewalks, walkways, and/or patios with permeable surfaces.
f) Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.

23	3/13/2023			C.3 COMPLY	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

Project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3. Please refer to the San Mateo Countywide Water Pollution Prevention Programs (SMCWPPP) C.3 Stormwater Technical Guidance Manual for assistance in implementing LID measures at the site.

24	3/13/2023			SHOW UTILITIES ON PLAN	DURING PLAN CHECK
PUBLIC WORKS		NIMA MAZHARI			

Notes:

All utilities should be shown on the plans. The relationship between proposed improvements such as retaining wall and utility meters, valves, backflow preventers, and other utility facilities should be shown on the plans. Plans should show all existing easements on the property.

25	3/13/2023			NEW CURB / GUTTER	DURING CONSTRUCTION
PUBLIC WORKS		NIMA MAZHARI			

Notes:

New curb and gutter shall be installed in accordance with the Department of Public Works approved standards.

26	3/13/2023			SUBMIT SEWER LATERAL VIDEO	BEFORE BLDG PLN CK
PUBLIC WORKS		NIMA MAZHARI			

Notes:

The owner/applicant shall submit a sewer lateral video in accordance with City standards prior to submittal for a building permit and/or site development permit. The City will review the video and identify any required repairs. Repairs shall be shown on the plans submitted for a building permit. This condition can be waived if a valid City issued sewer later certificate for the property is submitted.

- New sewer lateral proposed from building to city's main.

27	3/13/2023			SEPARATE PERMIT & APPL REQ'D FOR AUTO FIRE SYSTEM	BEFORE BLDG PLN CK
BUILDING		MELINDA MARTIN			

Notes:

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.

28	3/13/2023			CONTACT MPWD	BEFORE BLDG PLN CK
BUILDING		MELINDA MARTIN			

Notes:

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.

Project Conditions
City of Belmont

29	3/13/2023			VISIBLE ADDRESS	BEFORE BLDG PLN CK
BUILDING		MELINDA MARTIN			

Notes:

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.

30	3/13/2023			FIRE INSPECTION REQUEST	BEFORE BLDG PLN CK
BUILDING		MELINDA MARTIN			

Notes:

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.



PROPOSED ISO VIEW



PROPOSED FRONT STREET VIEW



PROPOSED REAR VIEW

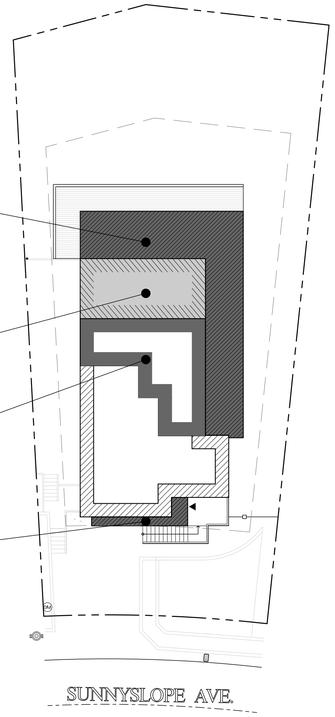


1 VICINITY MAP

SCOPE OF WORK 1
(N) PROPOSED TOTAL 781 SF HORIZONTAL ADDITION (INCLUDED FRONT, SIDE AND REAR ADDITION)

SCOPE OF WORK 2
CONVERT (E) 376 SF COVERED PATIO TO HABITABLE SPACE

SCOPE OF WORK 3
491 SF INTERIOR REMODEL



2 PLOT PLAN
SCALE = 1/16"=1'-0"

HORIZONTAL ADDITION

1656 SUNNYSLOPE, BELMONT, CA 94002

PROJECT TEAM

OWNER:
IVANO GAGGE
1656SUNNYSLOPE@GMAIL.COM

ARCHITECT:
ALEX TZANG
415-309-8082
ALEX@ALEXTZANG.COM

PROJECT INFORMATION

APN: 045-274-180
SPRINKLERS : NO
OCCUPANCY GROUP: R-3/U
ZONING: R1-C
CONSTRUCTION TYPE: V-B
STORIES: TWO

OCCUPANCY & BUILDING SUMMARY (R1-C)

MAJOR STANDARDS	EXISTING	PROPOSED	DIFFERENCE
LOT SIZE (SQ.FT.)	8,111 SF	--	--
MAIN HOUSE	1,249 SF	2,406 SF	(+) 1,157 SF
(E) STAIR	35 SF	35 SF	--
(E) GARAGE	309 SF	309 SF	--
(E) BASEMENT	216 SF	216 SF	--
(E) COVERED PATIO	376 SF	0 SF	(-) 376 SF
TOTAL COVERAGE (%)	1,625SF(20.03%)	2,406SF(29.66%)	(+) 781SF(9.63%)
HEIGHT	21'-3 1/2"	22'-2"	(+) 10 1/2"
TOTAL GROSS FLOOR AREA	1,809SF	2,966SF	(+) 1,157SF (14.26%)
SINGLE FAMILY HOME FAR(%)	1,809SF(25.35%)	2,966SF(36.56%)	(+) 1,157SF (14.26%)
MAX GROSS FLOOR AREA ALLOWED = 3,500 SF			
FRONT SETBACK (HOUSE)	22'-0"	20'-0"	(-) 2'-0"
LEFT SIDE SETBACK	9'-3 1/4"	9'-3 1/4"	--
RIGHT SIDE SETBACK	11'-0"	9'-6 3/4"	(-) 1'-5 1/4"
REAR SETBACK	54'-11 3/4"	43'-0 1/4"	(-) 11'-11 1/2"
COVERED PARKING	1	1	
UNCOVERED PARKING	2	2	
FIRE SPRINKLER	NO	NO	--
AVERAGE SITE SLOPE : 8.7%			

SCOPE OF WORK

1. PROPOSED TOTAL 781 SF HORIZONTAL ADDITION (INCLUDED FRONT, SIDE AND REAR ADDITION)
2. CONVERT (E) 376 SF COVERED DECK TO HABITABLE SPACE
3. 491 SF INTERIOR REMODEL

APPLICABLE CODES

PROJECT SHALL CONFORM TO THE PROVISIONS OF ALL APPLICABLE CODES, LAWS, ORDINANCES, RULES AND REGULATIONS INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
- CBC \2022 & CRC R1061|
- 2022 CALIFORNIA RESIDENTIAL CODES
- 2022 CALIFORNIA BUILDING, MECHANICAL, PLUMBING AND ELECTRICAL CODES
- 2022 CALIFORNIA ENERGY CODES
- 2022 CALIFORNIA GREEN BUILDING STANDARDS CODES
- 2022 CALIFORNIA FIRE CODES
- CITY OF BELMONT MUNICIPAL CODES

SHEET INDEX

A-0.0 COVER SHEET AND SITE PLOT PLAN
A-1.0 EXISTING & PROPOSED SITE PLAN
A-2.0 EXISTING FLOOR PLAN
A-3.0 PROPOSED FLOOR PLAN
A-4.0 FLOOR AREA CALCULATION
A-5.0 ROOF PLAN
A-6.0 ELEVATIONS
A-6.1 ELEVATIONS
A-7.0 SECTIONS
A-8.0 DAYLIGHT PLANE
BMP BEST MANAGEMENT PRACTICE

DEFER SUBMITTAL

- FIRE SPRINKLER

ALEX TZANG ARCHITECTS
LICENSED ARCHITECT ALEX JUSTIN TZANG No. C-32232 REN: 9-30-23 STATE OF CALIFORNIA

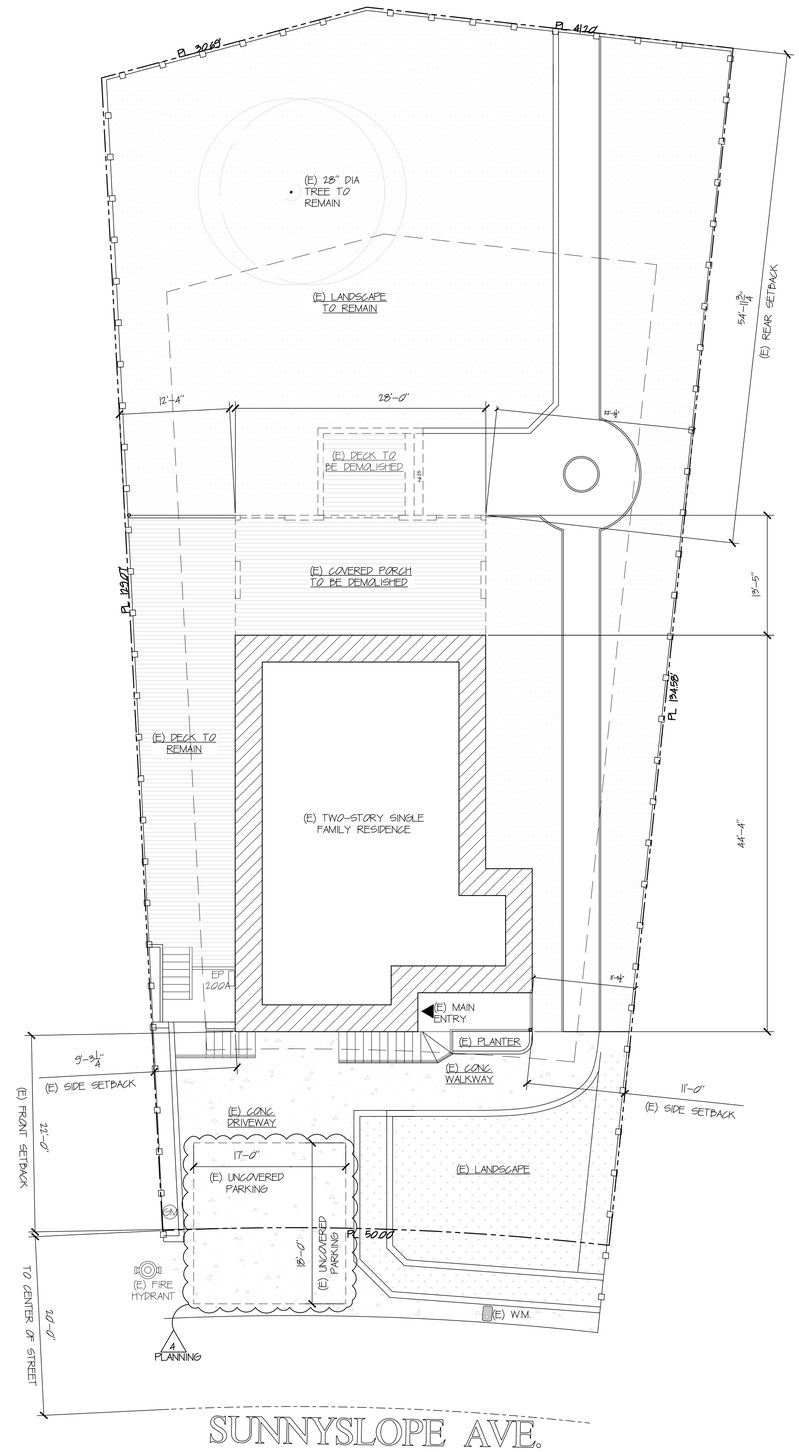
CONTACTS:
OWNER: IVANO GAGGE
1656sunnyslope@gmail.com
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

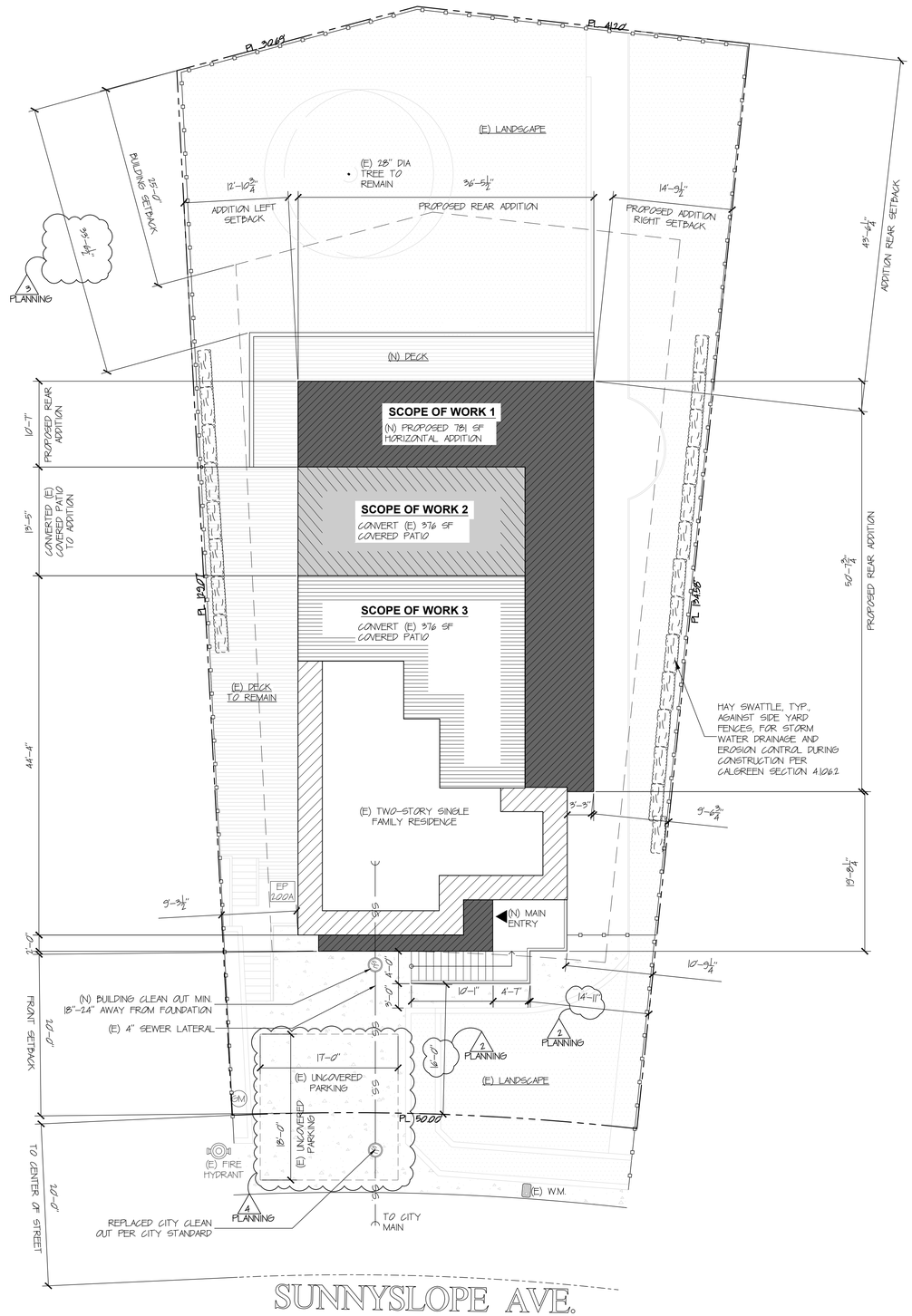
SHEET TITLE: COVER SHEET

JOB: 219041
DATE: 05-31-23
SHEET NUMBER: A-0.0



1 EXISTING SITE PLAN
SCALE = 1/8"=1'-0"

N



2 PROPOSED SITE PLAN
SCALE = 1/8"=1'-0"

N

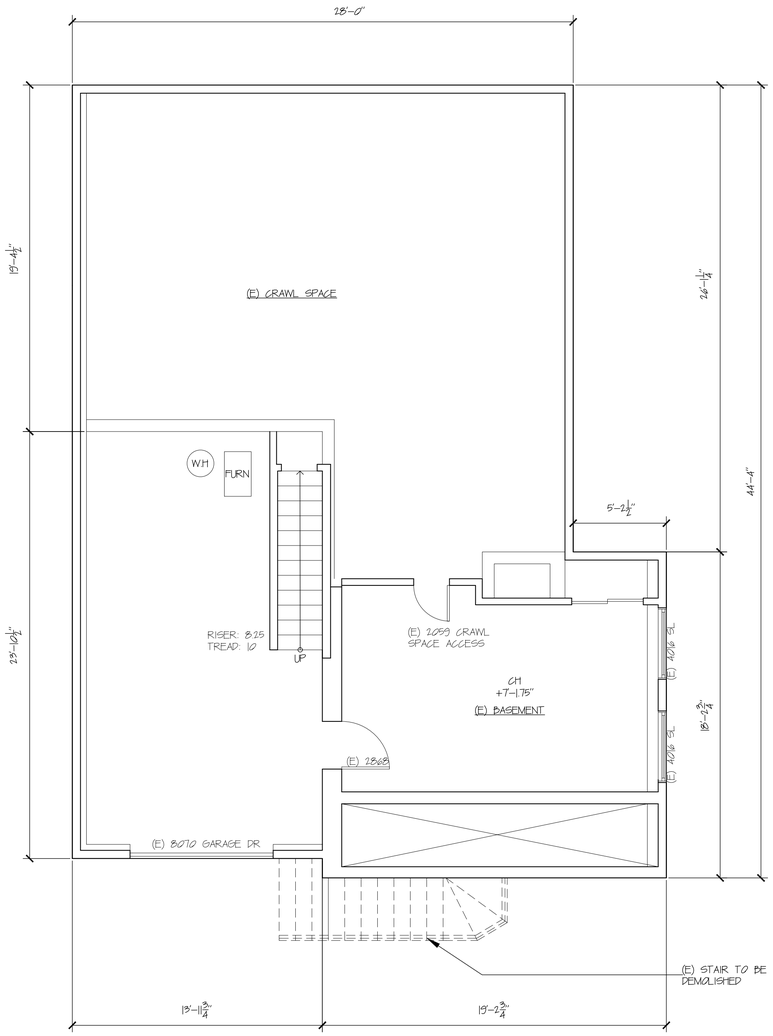
ALEX TZANG ARCHITECTS
LICENSED ARCHITECT ALEX JUSTIN TZANG REN. 9-30-23 STATE OF CALIFORNIA

CONTACTS:
OWNER: IVANO GAGGE
ISSEGAGGE@GMAIL.COM
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

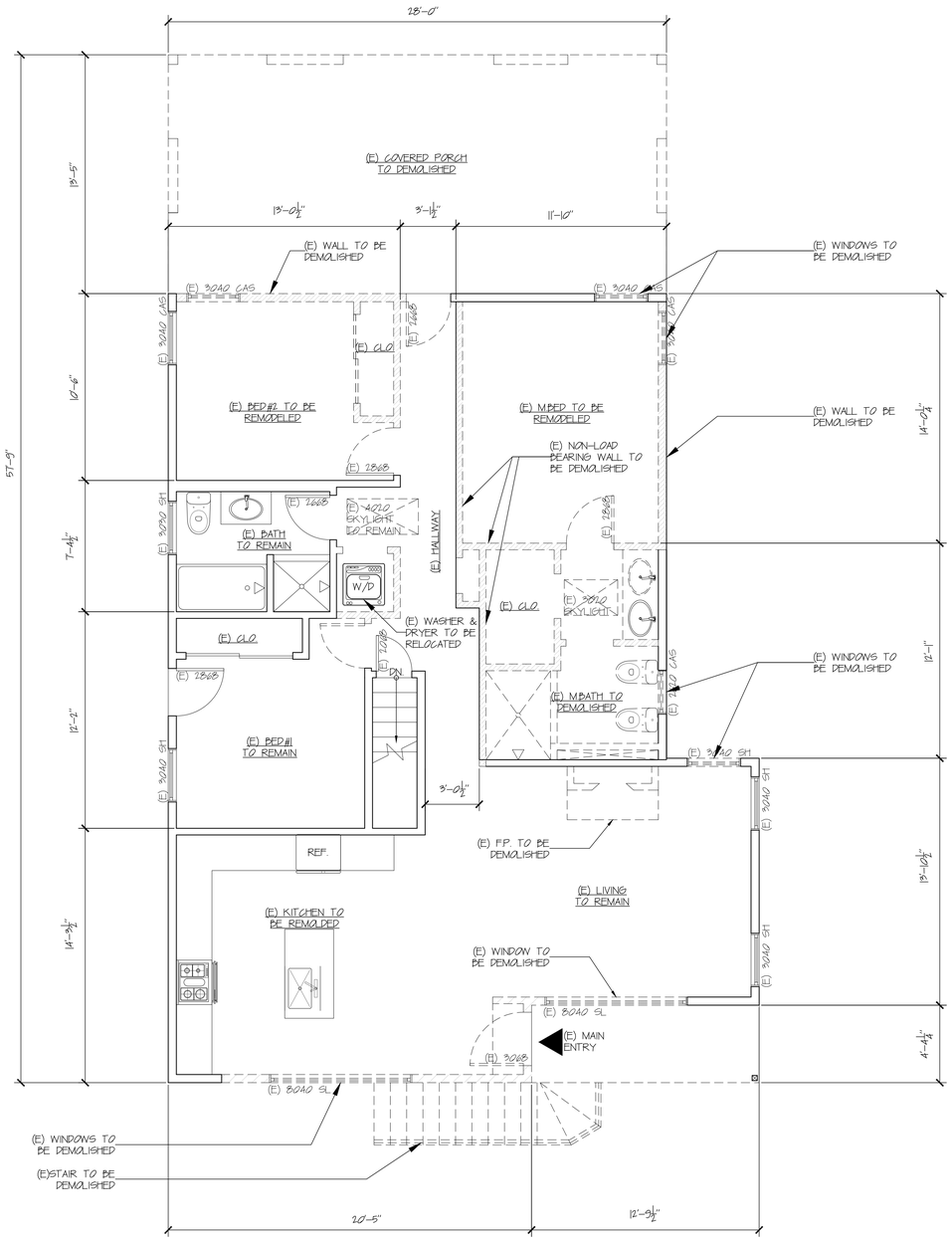
JOB: 219041
DATE: 05-31-23
SHEET NUMBER: A-1.0
SHEET TITLE: EXISTING & PROPOSED SITE PLAN



1 EXISTING GARAGE FLOOR PLAN

SCALE = 1/4"=1'-0"

N



2 EXISTING UPPER FLOOR/ DEMO PLAN

SCALE = 1/4"=1'-0"

DEMOLITION LEGEND

- (E) DOOR TO BE REMOVED
- (E) WINDOW TO BE REMOVED
- (E) NON-LOAD BEARING WALL TO BE REMOVED
- DASHED ELEMENTS TO BE REMOVED

ALEX TZANG ARCHITECTS

LICENSED ARCHITECT ALEX JUSTIN TZANG No. C-32232 REN. 9-30-23 STATE OF CALIFORNIA

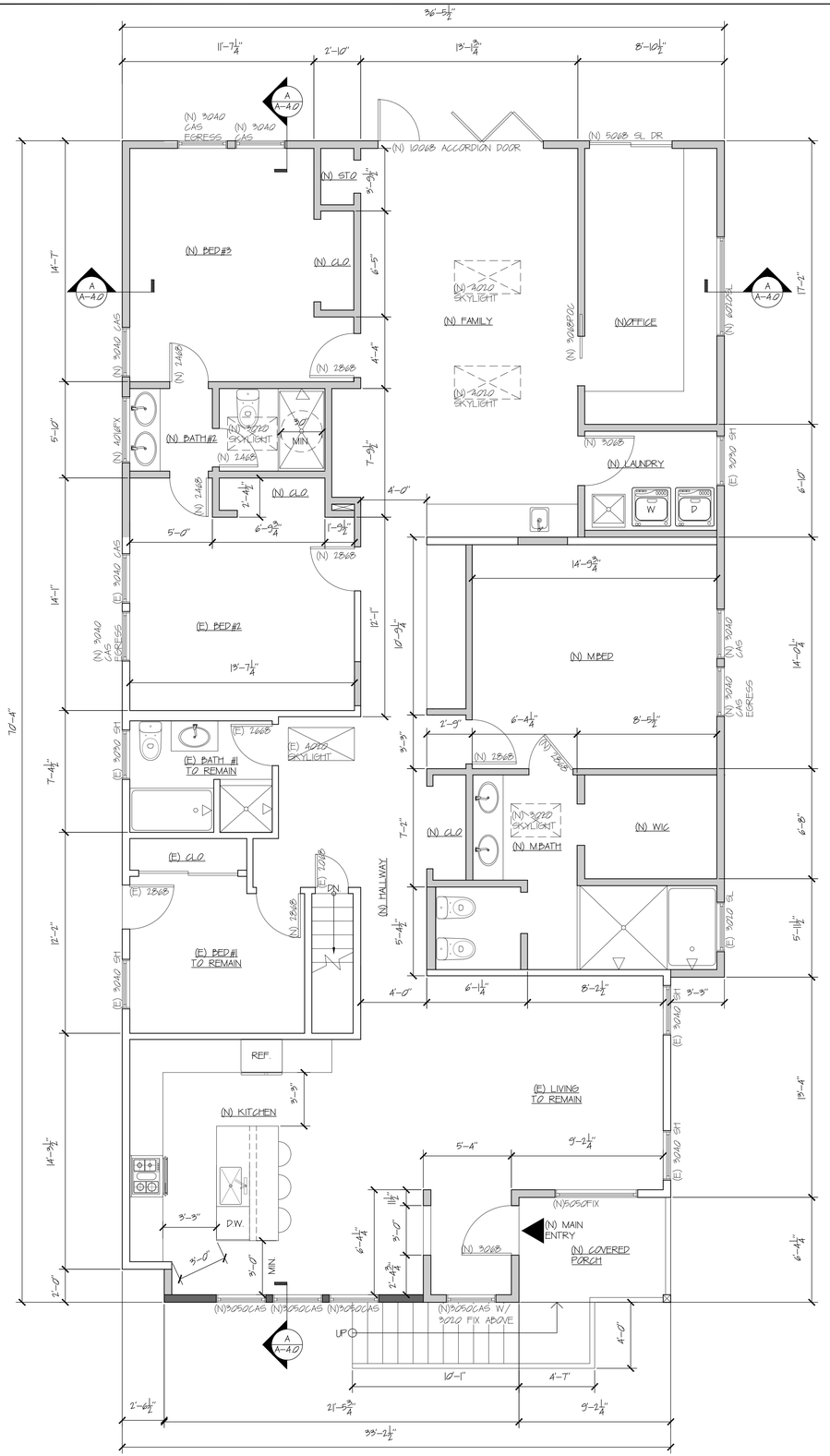
CONTACTS:
OWNER: IVANO GAGGE
ivanogagge@gmail.com
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

SHEET TITLE: EXSITING FLOOR PLAN

JOB: 219041
DATE: 05-31-23
SHEET NUMBER: A-2.0



1 PROPOSED UPPER FLOOR PLAN

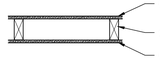
SCALE = 1/4"=1'-0"

WALL LEGEND

NEW WALL, SEE DETAIL – A AND DETAIL – B

EXISTING WALL, DOOR AND WINDOW TO REMAIN

NEW WALL, DOOR AND WINDOW



A TYP. INTERIOR 2x4 WALL DETAIL

SCALE = 1" = 1'-0"

PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND.

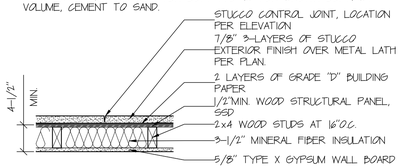


TABLE 721(2) – RATED FIRE-RESISTANCE PERIODS FOR VARIOUS WALLS AND PARTITIONS
- 16. EXTERIOR WALLS RATED FOR FIRE RESISTANCE FROM THE INSIDE ONLY IN ACCORDANCE WITH SECTION 705.
- 16-11

B TYP. EXTERIOR WALL DETAIL

SCALE = 1" = 1'-0"

ALEX TZANG ARCHITECTS

LICENSED ARCHITECT ALEX JUSTIN TZANG REN. 9-30-23 STATE OF CALIFORNIA

CONTACTS:
OWNER: IVANO GAGGE
ISGGE.IVANO@GMAIL.COM
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

SHEET TITLE: PROPOSED FLOOR PLAN

JOB: 219041
DATE: 05-31-23

SHEET NUMBER: A-3.0

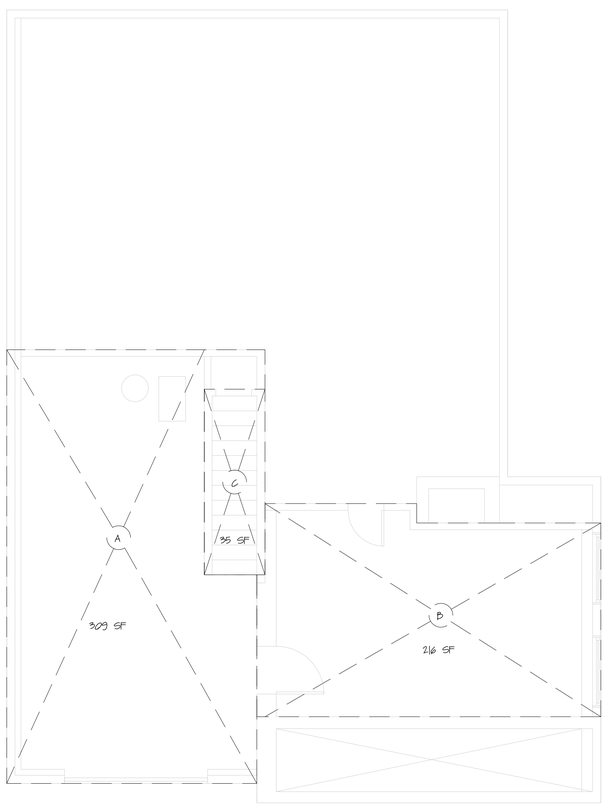
EXISTING FLOOR AREA		
EXISTING GARAGE AND STORAGE		
SECTION	AREA	
A	309 SF	
B	216 SF	
C (STAIR COUNTED ONCE)	35 SF	
TOTAL		560 SF

EXISTING MAIN FLOOR AREA		
SECTION	AREA	
D	201 SF	
E	106 SF	
F	174 SF	
G	135 SF	
H	16 SF	
J	128 SF	
K	19 SF	
L	73 SF	
M	28 SF	
N	62 SF	
O	170 SF	
P	137 SF	
TOTAL		1249 SF
COVERED PATIO		
Q	376 SF	
OVERALL TOTAL		1809 SF

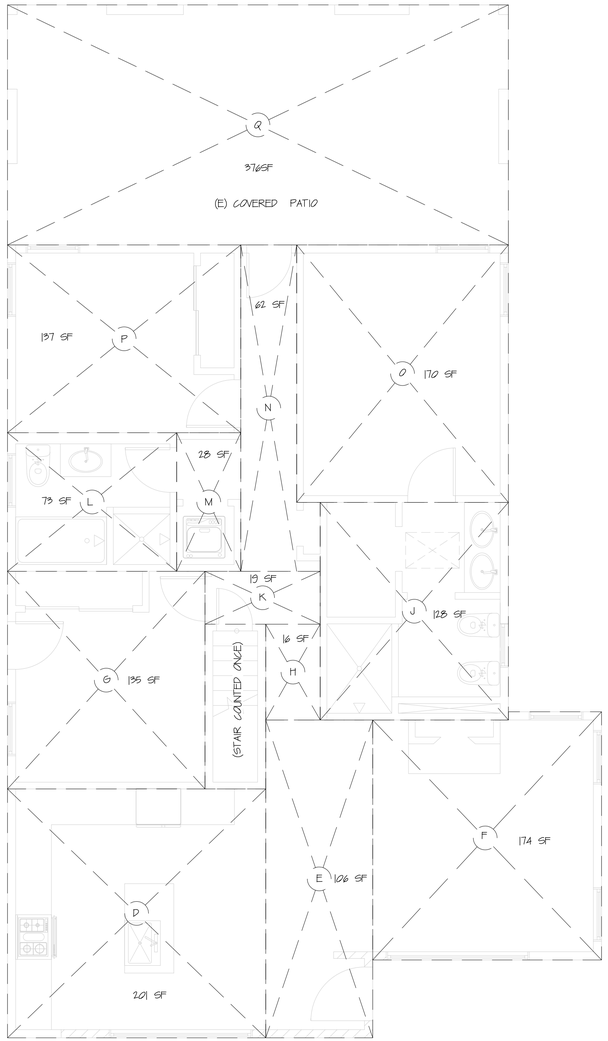
NOTE: COVERED DECKS, PORCHES, PATIOS, CARPORTS, AND OTHER COVERED AREAS WHICH ARE NOT ENCLOSED ON ALL SIDES SHALL NOT BE COUNTED AS DWELLING FLOOR AREA

PROPOSED FLOOR AREA		
EXISTING GARAGE AND STORAGE (NO PROPOSED CHANGE)		
SECTION	AREA	
A	309 SF	
B	216 SF	
C (STAIR COUNTED ONCE)	35 SF	
TOTAL		560 SF

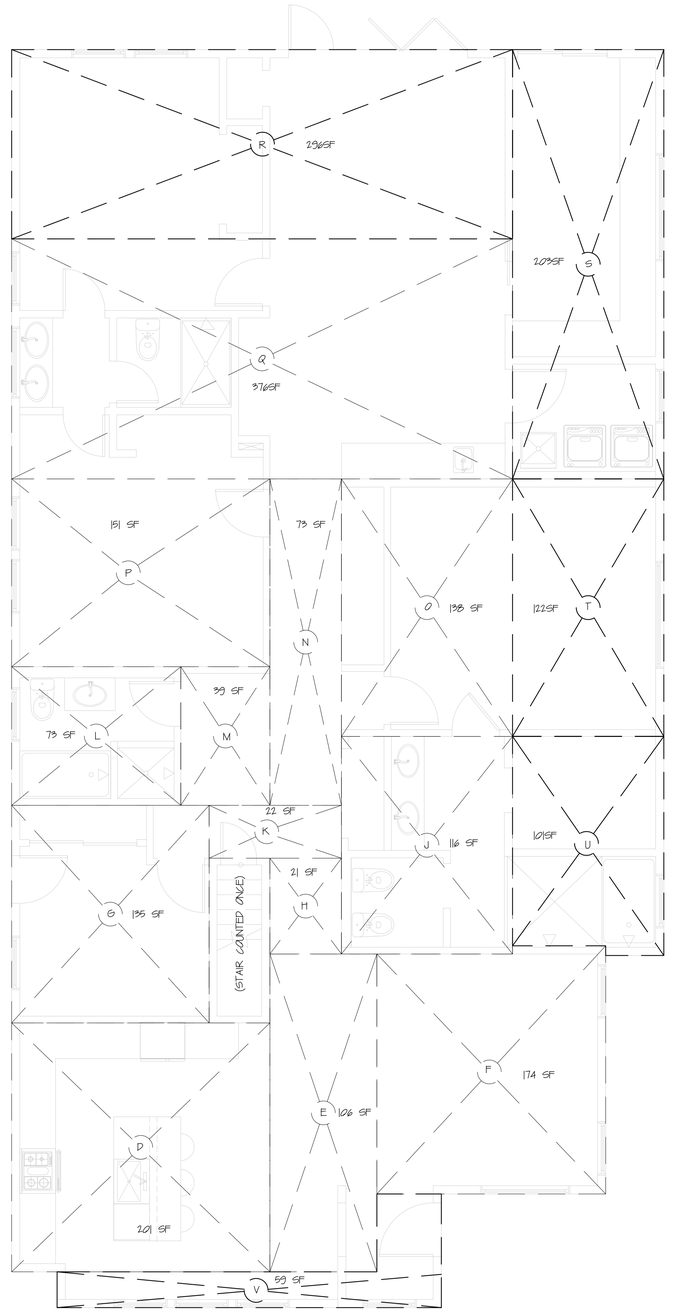
PROPOSED MAIN FLOOR AREA		
SECTION	AREA	
D	201 SF	
E	106 SF	
F	174 SF	
G	135 SF	
H	16 SF	
J	128 SF	
K	19 SF	
L	73 SF	
M	28 SF	
N	62 SF	
O	170 SF	
P	137 SF	
TOTAL		1249 SF
CONVERTED (E) COVERED PATIO		
Q	376 SF	376 SF
(N) ADDITION		
R	296 SF	
S	203 SF	
T	122 SF	
U	101 SF	
V	59 SF	
TOTAL		781 SF
OVERALL TOTAL		2966 SF



1 EXISTING GARAGE FLOOR PLAN CALCULATION
SCALE = 1/4"=1'-0" (NO PROPOSED CHANGES)



2 EXISTING MAIN FLOOR PLAN CALCULATION
SCALE = 1/4"=1'-0"



3 PROPOSED MAIN FLOOR PLAN CALCULATION
SCALE = 1/4"=1'-0"

ALEX TZANG ARCHITECTS

LICENSED ARCHITECT ALEX JUSTIN TZANG No. C-32232 REN. 9-30-25 STATE OF CALIFORNIA

CONTACTS:
OWNER: IVANO GAGGE
ivanogagge@gmail.com
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

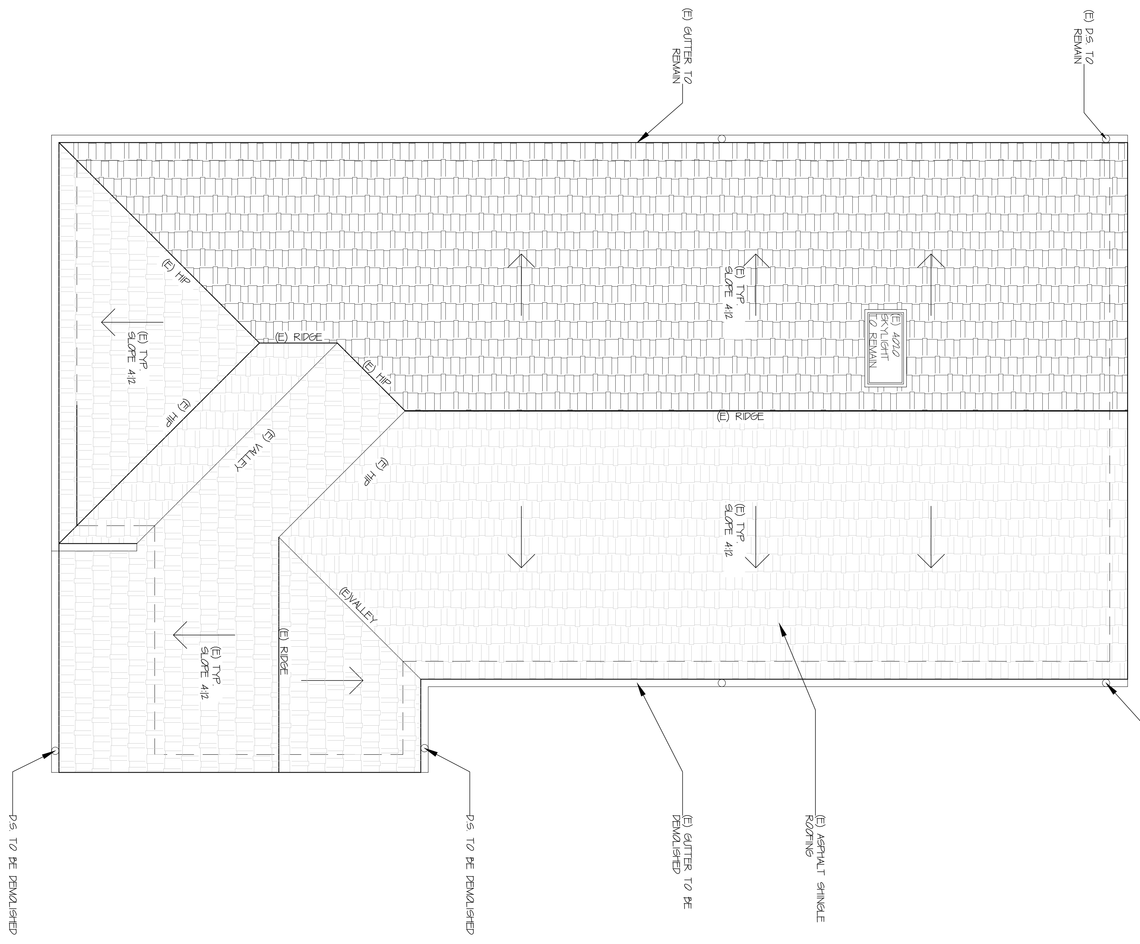
REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

SHEET TITLE: FLOOR AREA CALCULATION

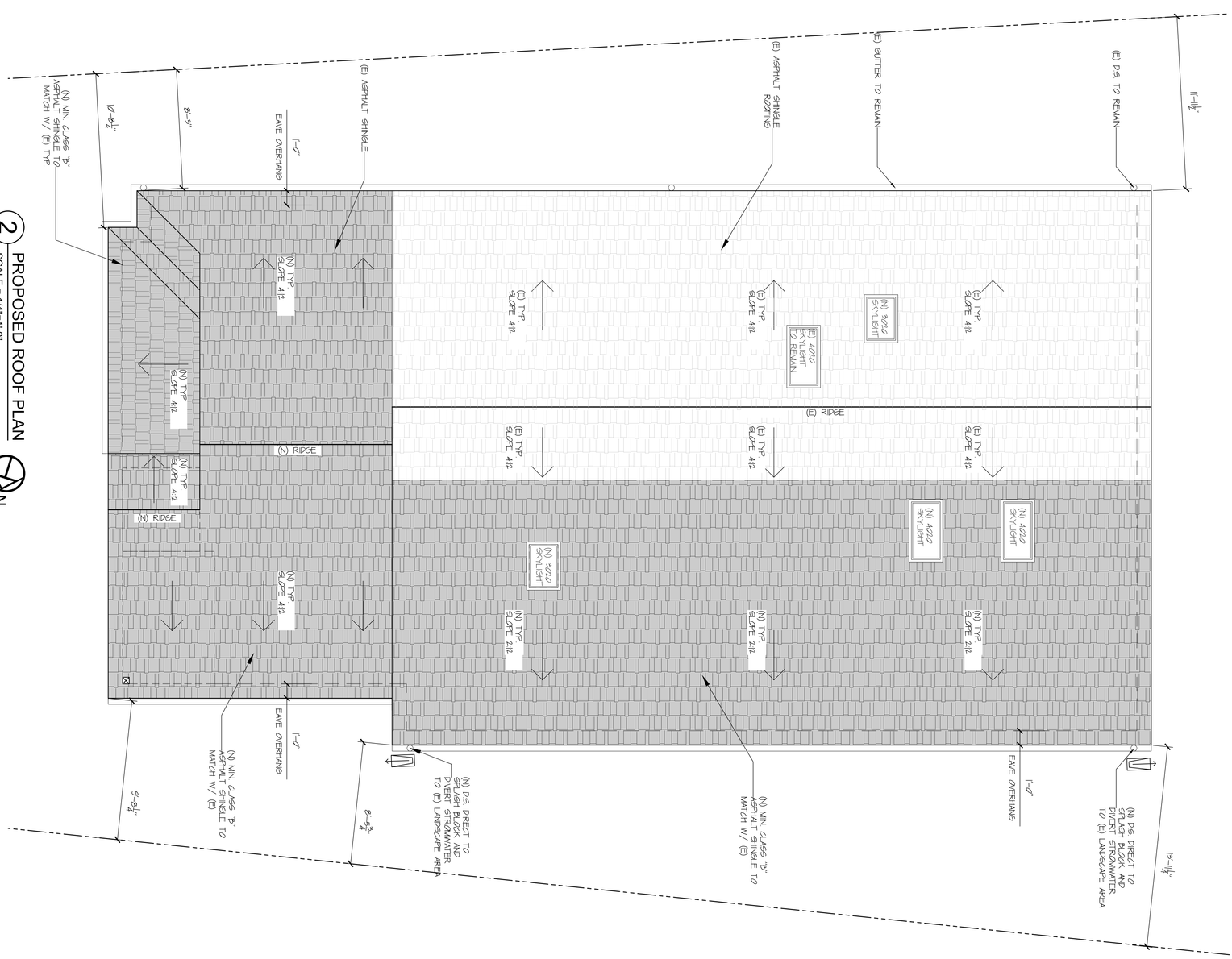
JOB: 219041
DATE: 05-31-23
SHEET NUMBER: A-4.0

PLANNING



1 EXISTING ROOF PLAN
SCALE = 1/4"=1'-0"

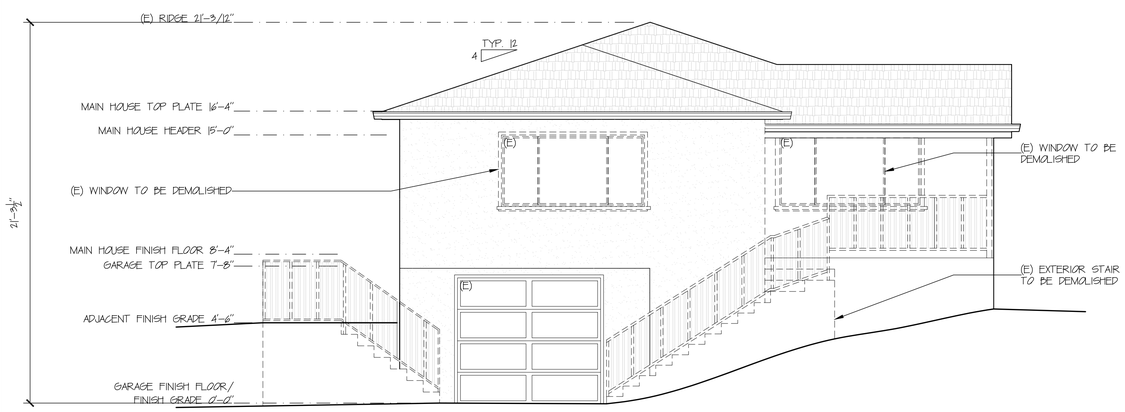
N



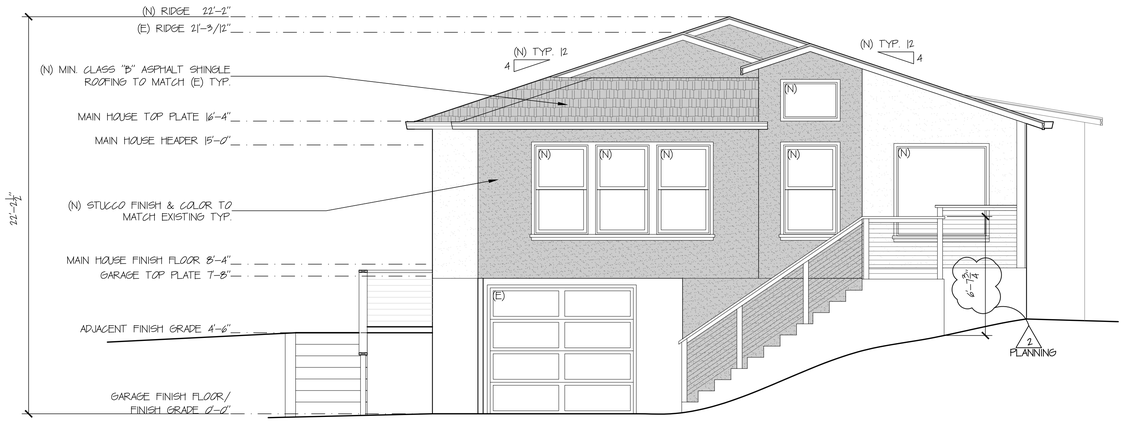
2 PROPOSED ROOF PLAN
SCALE = 1/4"=1'-0"

N

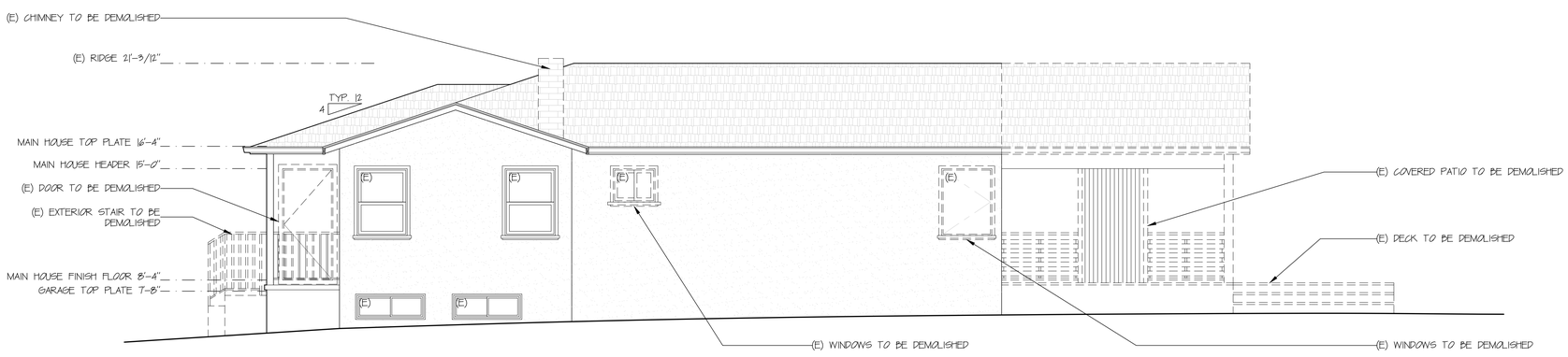
JOB: 219041 DATE: 05-31-23	PROJECT: HORIZONTAL ADDITION 1656 SUNNYSLOPE AVE, BELMONT CA 94002	REVISIONS:	CONTACTS: OWNER: IVANO GAGGE 1656sunnyslope@gmail.com DESIGNER: ALEX TZANG (415) 309-8082 alex@alextzang.com	ALEX TZANG ARCHITECTS
SHEET NUMBER: A-5.0	SHEET TITLE: EXSITING FLOOR PLAN			LICENSED ARCHITECT ALEX JUSTIN TZANG NO. C32232 REN. 9-30-23 STATE OF CALIFORNIA

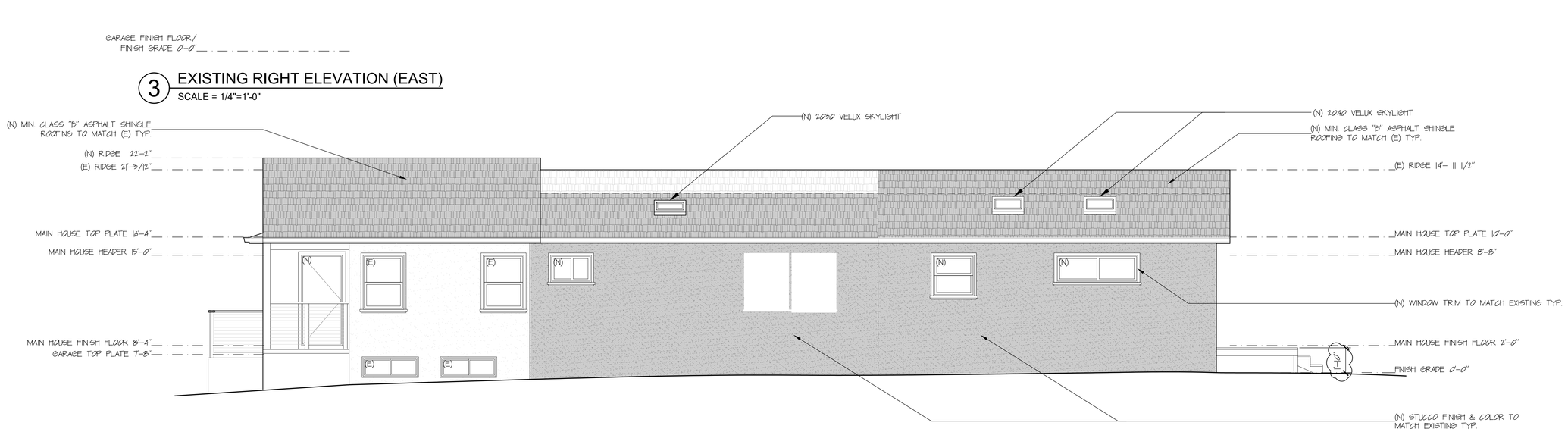


1 EXISTING FRONT ELEVATION (SOUTH)
SCALE = 1/4"=1'-0"



2 PROPOSED FRONT ELEVATION (SOUTH)
SCALE = 1/4"=1'-0"





3 EXISTING RIGHT ELEVATION (EAST)
SCALE = 1/4"=1'-0"

4 PROPOSED RIGHT ELEVATION (EAST)
SCALE = 1/4"=1'-0"

ALEX TZANG ARCHITECTS
LICENSED ARCHITECT ALEX JUSTIN TZANG REN: 9-30-23 STATE OF CALIFORNIA

CONTACTS:
OWNER: IVANO GAGGE
ivanogaggeworks@gmail.com
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

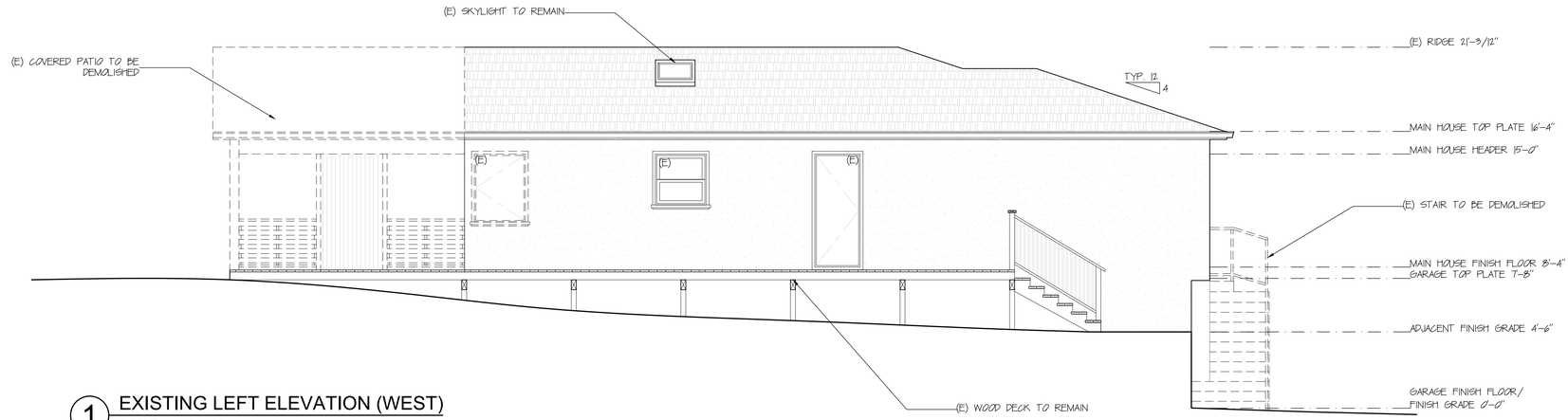
REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

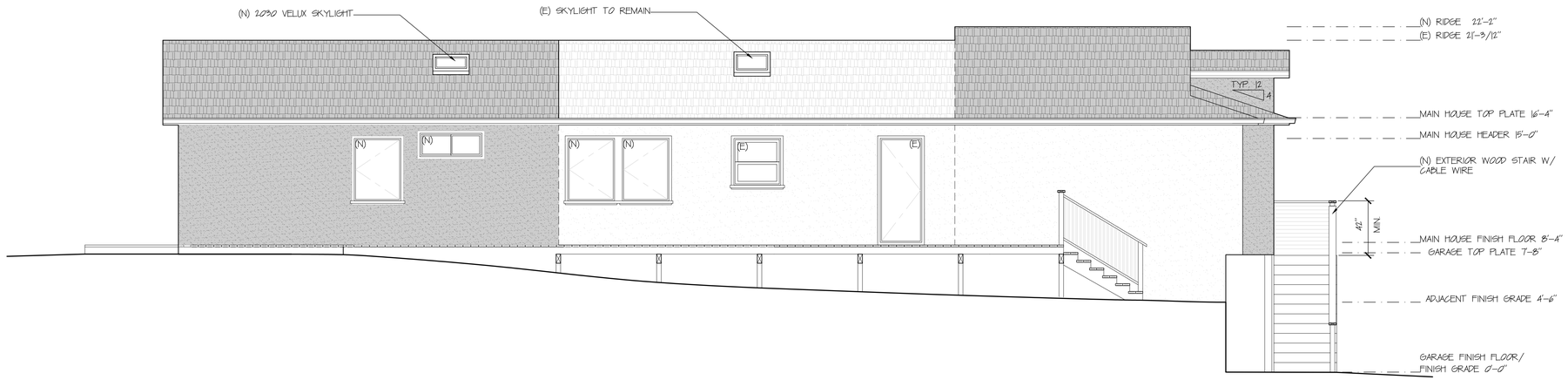
SHEET TITLE: ELEVATIONS

JOB: 219041
DATE: 05-31-23

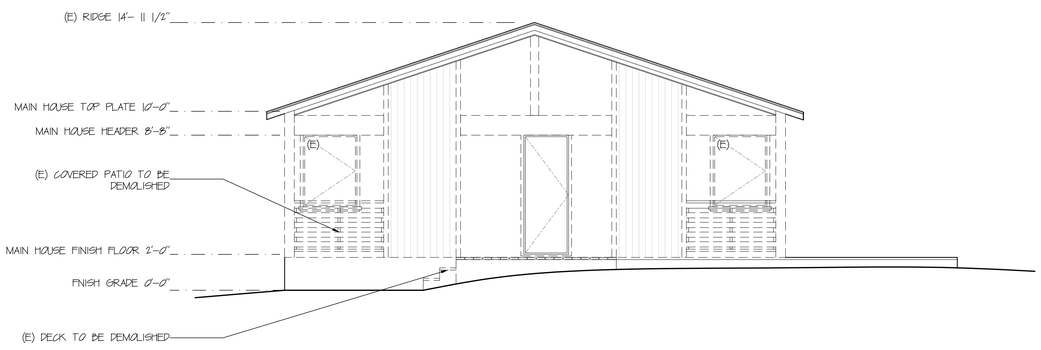
SHEET NUMBER: A-6.0



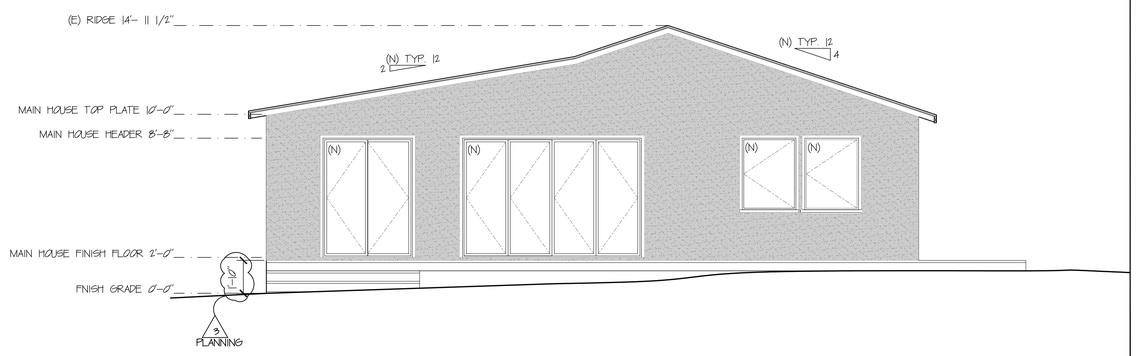
1 EXISTING LEFT ELEVATION (WEST)
SCALE = 1/4"=1'-0"



2 PROPOSED LEFT ELEVATION (WEST)
SCALE = 1/4"=1'-0"



3 EXISTING REAR ELEVATION (NORTH)
SCALE = 1/4"=1'-0"



4 PROPOSED REAR ELEVATION (NORTH)
SCALE = 1/4"=1'-0"

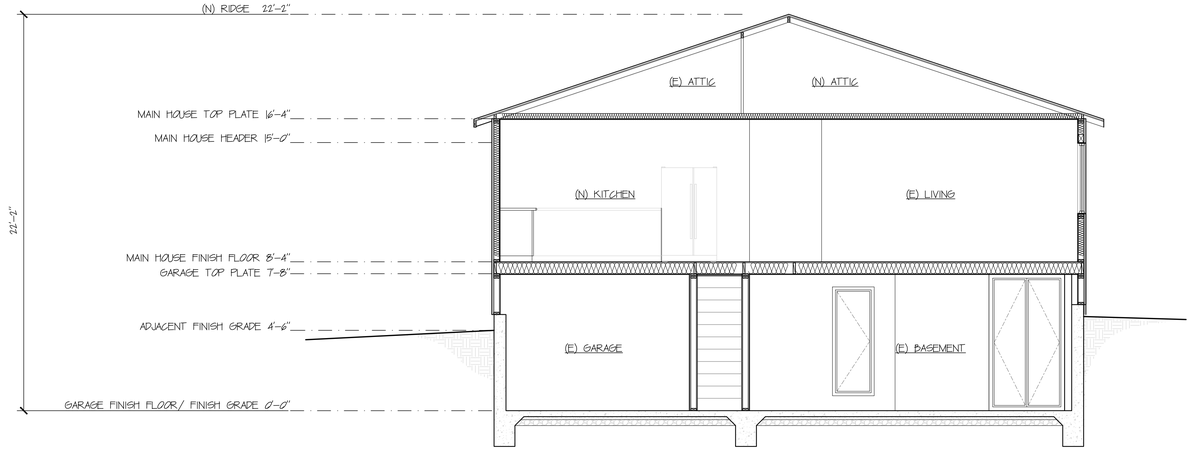
ALEX TZANG ARCHITECTS
LICENSED ARCHITECT ALEX JUSTIN TZANG REN. 9-30-23 STATE OF CALIFORNIA
CONTACTS:
OWNER: IVANO GAGGE
ivanogaggeworks@gmail.com
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

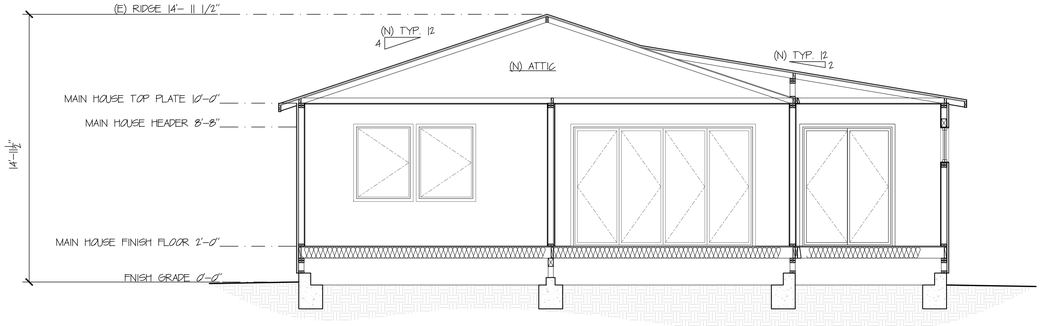
PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

SHEET TITLE: ELEVATIONS

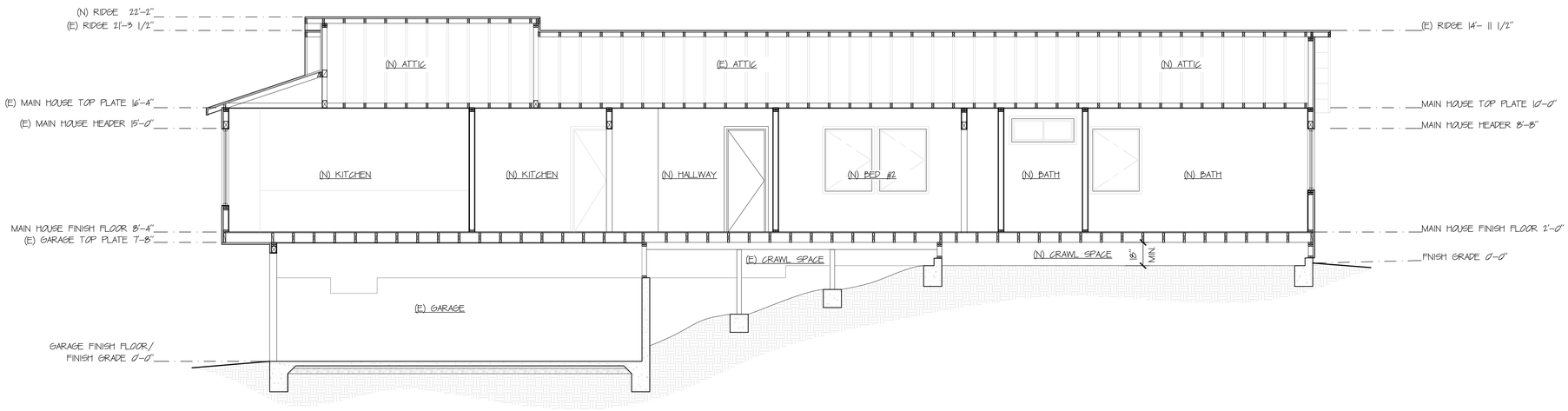
JOB: 219041
DATE: 05-31-23
SHEET NUMBER: A-6.1



A SECTION
SCALE = 1/4"=1'-0"



B CROSS SECTION
SCALE = 1/4"=1'-0"



A LONGITUDINAL SECTION
SCALE = 1/4"=1'-0"

ALEX TZANG ARCHITECTS
LICENSED ARCHITECT ALEX JUSTIN TZANG REN: 9-30-25 STATE OF CALIFORNIA

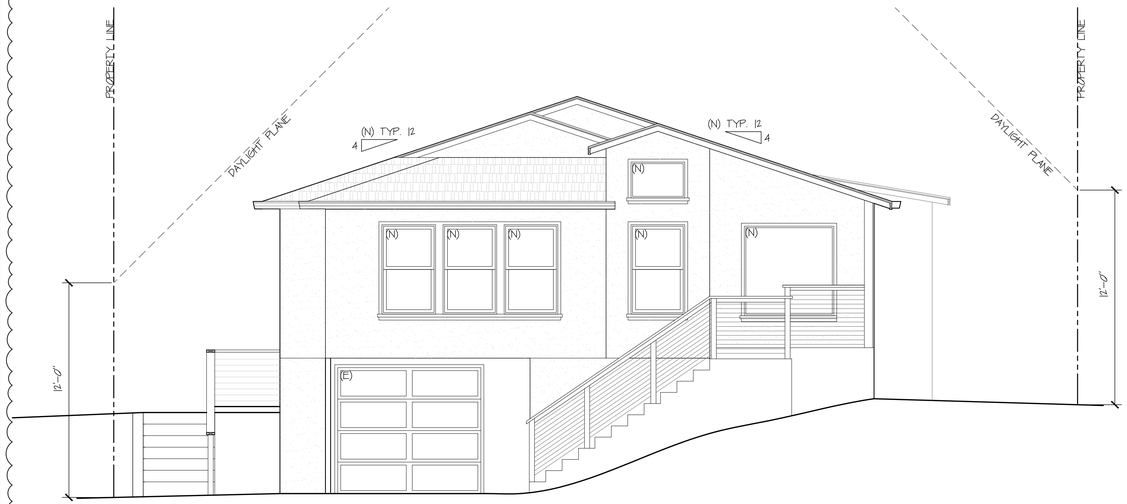
CONTACTS:
OWNER: IVANO GAGGE
ivanogaggeworks@gmail.com
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

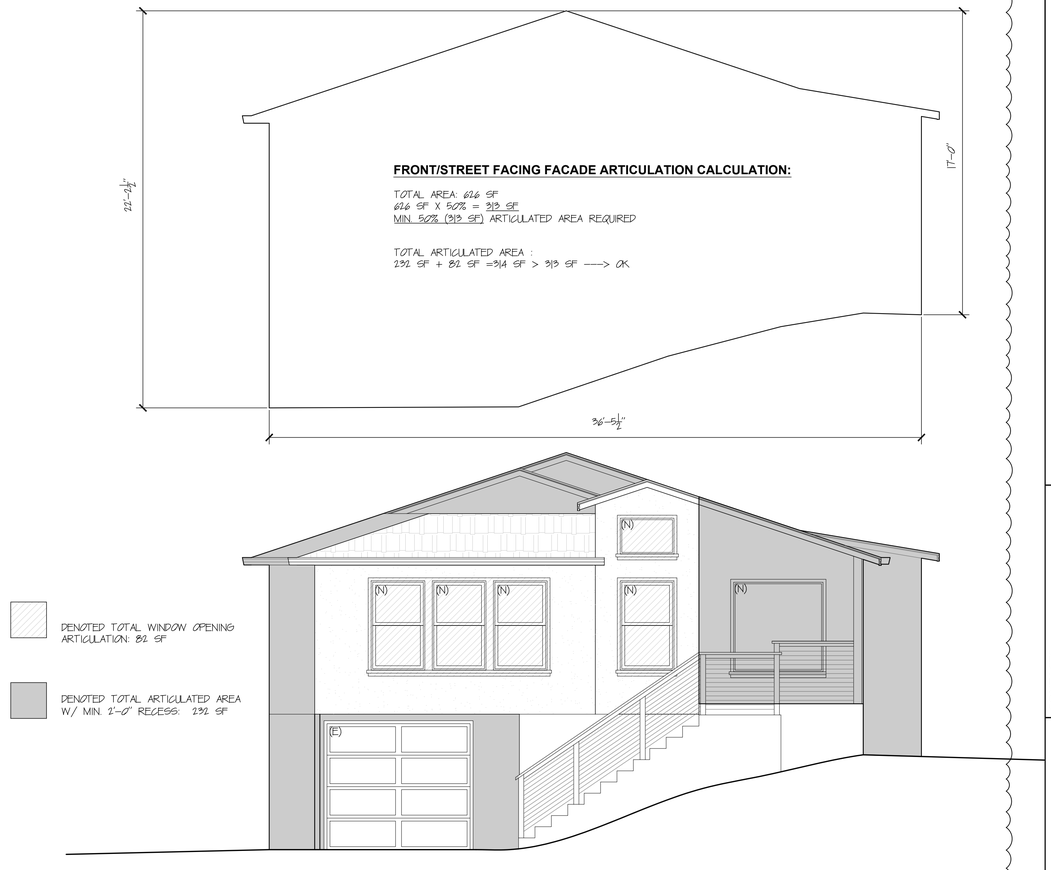
PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

SHEET TITLE: SECTIONS

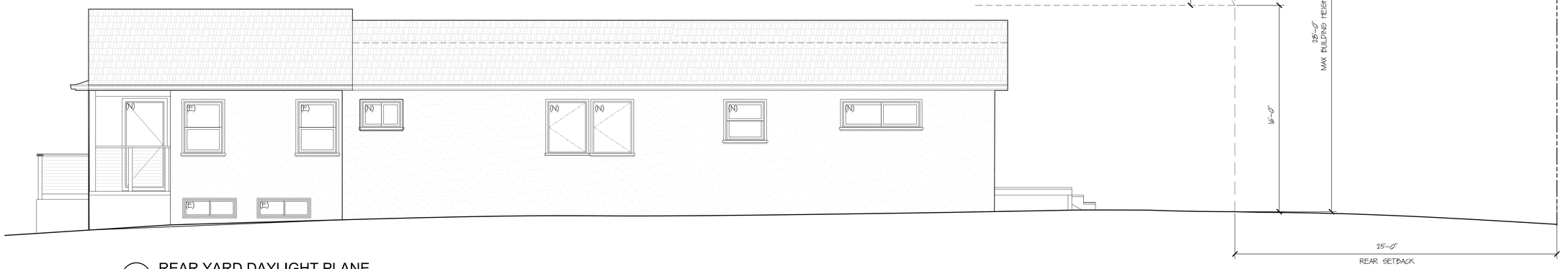
JOB: 219041
DATE: 05-31-23
SHEET NUMBER: A-7.0



1 SIDE YARD DAYLIGHT PLANE
SCALE = 1/4"=1'-0"



2 FRONT/STREET FACING FACADA ARTICULATION CALCULATION
SCALE = 1/4"=1'-0"



3 REAR YARD DAYLIGHT PLANE
SCALE = 1/4"=1'-0"

ALEX TZANG ARCHITECTS

LICENSED ARCHITECT
ALEX JUSTIN TZANG
No. C-32232
REN: 9-30-23
STATE OF CALIFORNIA

CONTACTS:
OWNER: IVANO GAGGE
IGGAGGE@GMAIL.COM
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

SHEET TITLE: DAYLIGHT PLANE ARTICULATION

JOB: 219041
DATE: 05-31-23
SHEET NUMBER: A-8.0

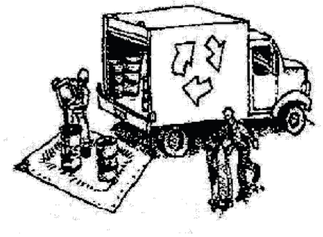
E PLANNING

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



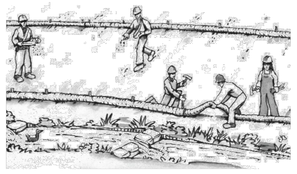
Maintenance and Parking

- ❑ 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

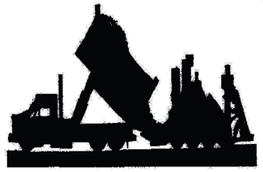


- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed 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

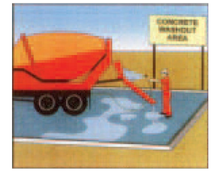


- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose 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

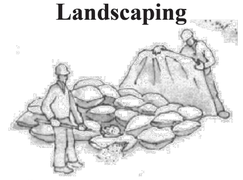
- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, abosorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work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

Concrete, Grout & Mortar Application



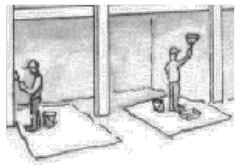
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that 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.

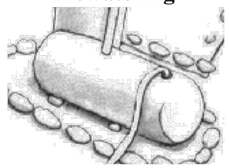
Painting & Paint Removal



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!

ALEX TZANG ARCHITECTS
LICENSED ARCHITECT ALEX JUSTIN TZANG REN. 9-30-23 STATE OF CALIFORNIA
CONTACTS:
OWNER: IVANO GAGGE
ivanogagge@gmail.com
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

SHEET TITLE: BEST MANAGEMENT PRATICE

JOB: 219041
DATE: 05-31-23
SHEET NUMBER: BMP

Belmont Neighborhood Outreach Strategy

Hi Neighbors,

We're Andrea Ou and Ivano Gaggé, your neighbors at 1656 Sunnyslope Ave. In order to foster a positive and constructive dialogue regarding our home remodel project and its possible effects on surrounding property owners, we would like to share details of our project with you.

Basic Project Description
Addition and remodel to our existing property at 1656 Sunnyslope Ave. Attached are our site plan and elevations.

Method of Response
If you have any feedback for our project, we kindly ask you to respond before Friday, 3/3/2023. You can either email us at 1656sunnyslope@gmail.com or attend our virtual Zoom meeting, info below:

Topic: 1656 Sunnyslope Ave Remodel Project – Neighborhood Outreach
Time: Feb 24, 2023 12:00 PM Pacific Time (US and Canada)

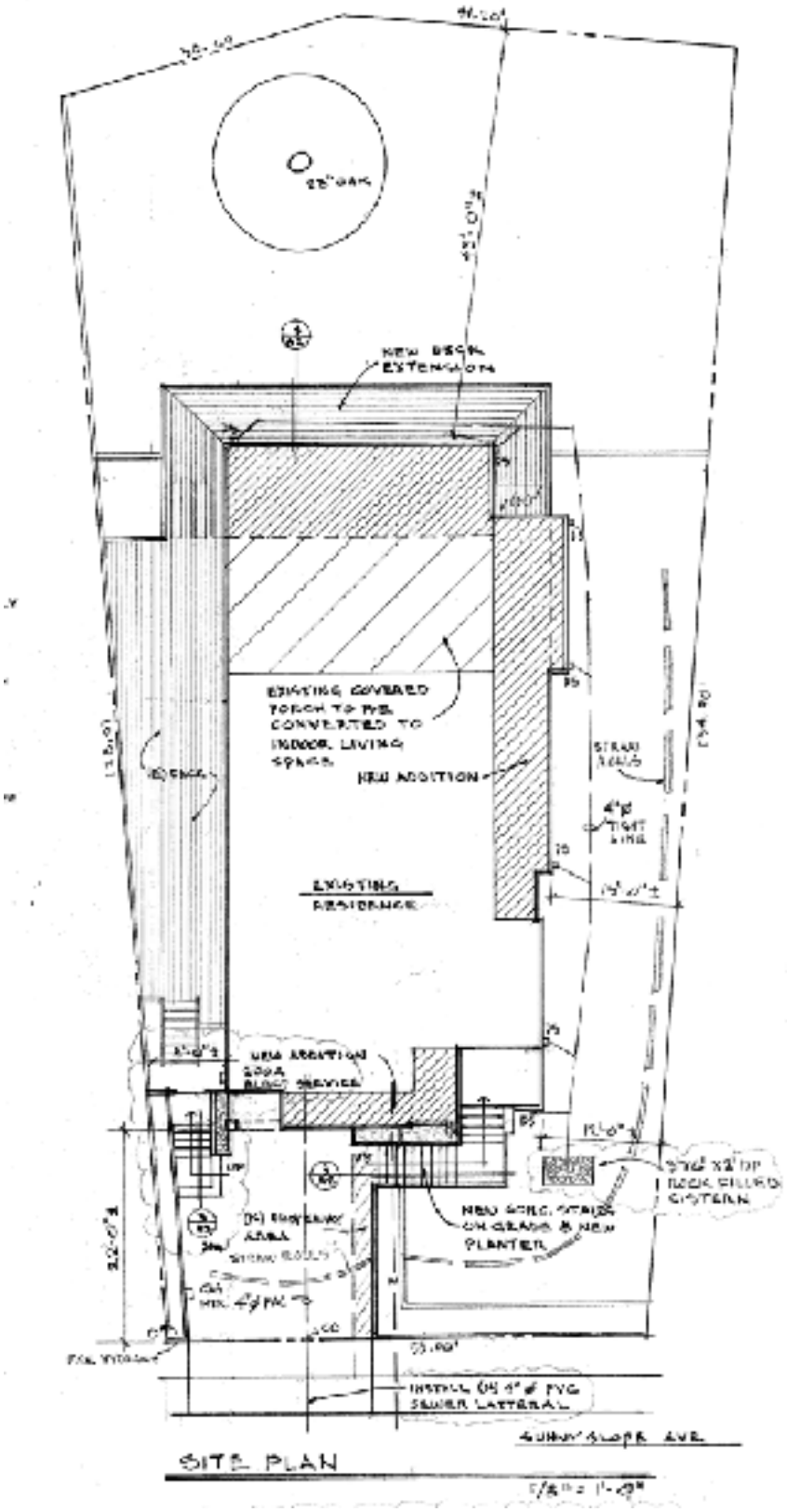
Join Zoom Meeting
https://us04web.zoom.us/j/77403311895?pwd=gGkcC64qeNySu19PfKPNRM4ceOXzfj.1

Meeting ID: 774 0331 1895
Passcode: 1656

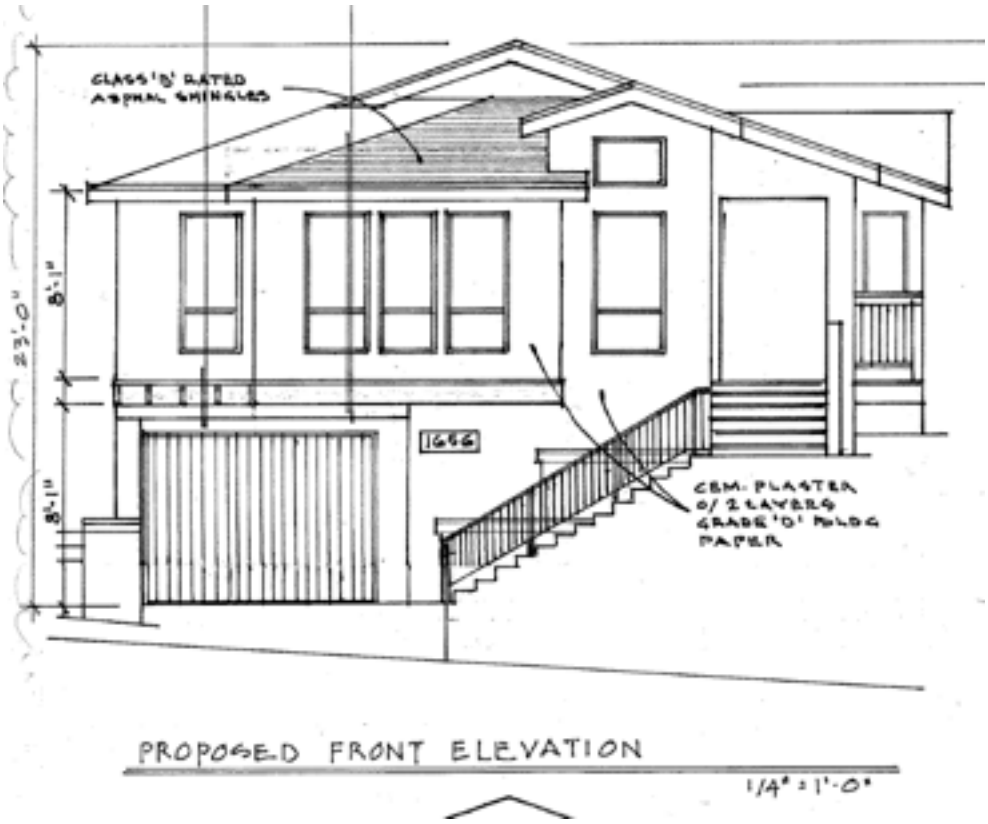
Warmly,
Andrea and Ivano
1656sunnyslope@gmail.com

PS. If you're thinking, "how am I supposed to type in that hyperlink?" Just email us and we're happy to share the link with you via email.

Site Plan

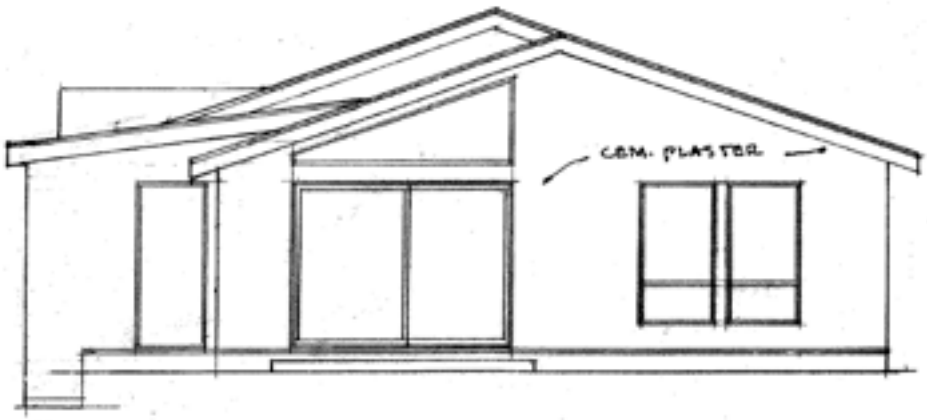

NEW DECK EXTENSION
EXISTING COVERED PORCH TO BE CONVERTED TO INDOOR LIVING SPACE
NEW ADDITION
EXISTING RESIDENCE
NEW AREA WELL
NEW GRADE STAIRS ON GRADE & NEW PLANTER
INSTALL ON 4" ø PVC SEWER LATERAL
SUNNYSLOPE AVE.
SITE PLAN

Elevations



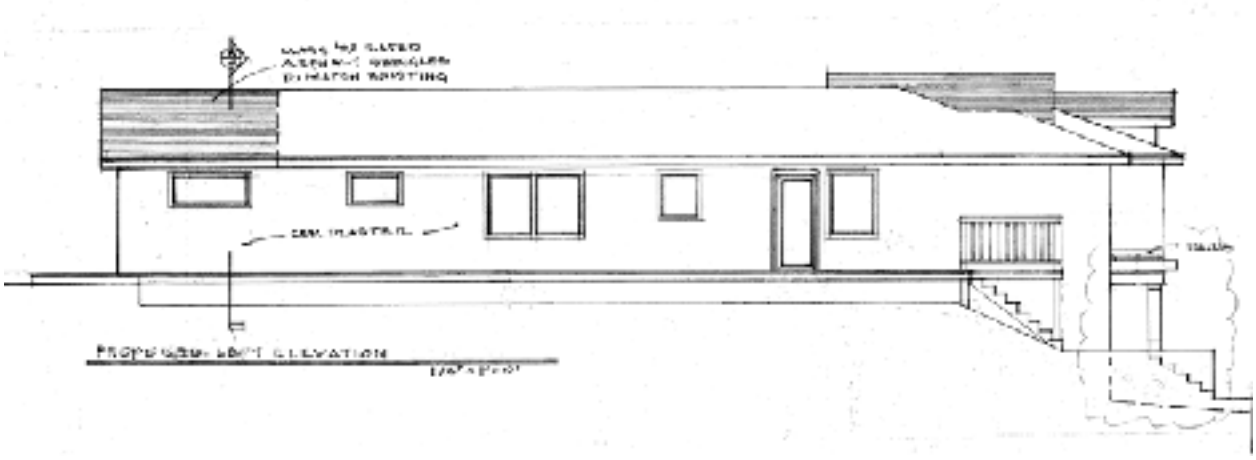
PROPOSED FRONT ELEVATION

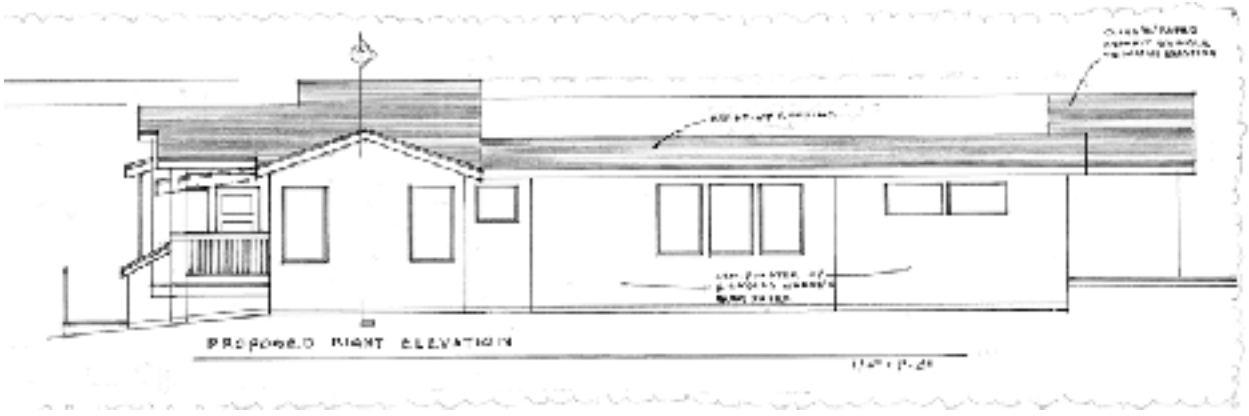
1/4" = 1'-0"



PROPOSED REAR ELEVATION

1/4" = 1'-0"




PROPOSED RIGHT ELEVATION



1 RENDERING
NTS



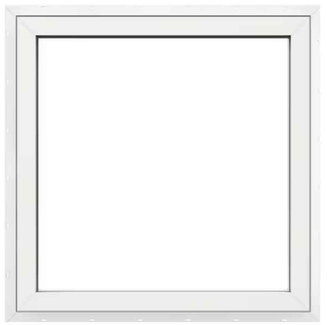
1 ROOF COMP SHINGLE
COLOR: CHARCOAL
MATCH WITH EXISTING



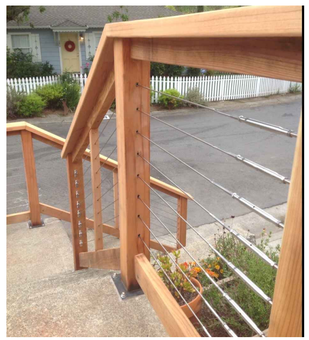
2 EXTERIOR STUCCO:
PROPOSED ADDITION
COLOR: BEIGE
MATCH WITH EXISTING



3 VINYL WINDOW
COLOR: WHITE
MATCH WITH EXISTING



4 VINYL PICTURE WINDOW
COLOR: WHITE
MATCH WITH EXISTING



5 CABLE RAILING W/ POST
COLOR: SLIVER

ALEX TZANG ARCHITECTS

LICENSED ARCHITECT ALEX JUSTIN TZANG REN. 9-30-23 STATE OF CALIFORNIA

CONTACTS:
OWNER: IVANO GAGGE
ivano.gagge@gmail.com
DESIGNER: ALEX TZANG
(415) 309-8082 alex@alextzang.com

REVISIONS:

PROJECT: HORIZONTAL ADDITION
1656 SUNNYSLOPE AVE, BELMONT CA 94002

SHEET TITLE: MATERIAL BOARD

JOB: 219041
DATE: 05-31-23
SHEET NUMBER: A-9.0

MEETING OF OCTOBER 17, 2023

AGENDA ITEM

Application No.:	PA2023-0025
Application Type:	Single-Family Design Review
Location:	905 South Road
Applicant:	Door 13 Architects, LLC
Owner:	Sequoia Mortgage Capital
APN:	044-042-040
Zoning:	R-1B - Single Family Residential District
General Plan Designation:	RL – Low Density Residential
Environmental Determination:	Categorically Exempt – Section 15301

PROJECT DESCRIPTION

The applicant requests Single-Family Design Review (SFDR) to allow modifications to the exterior design of a previously approved project. The project would also include a reduction in the floor area of the home, such that it would be less than the maximum 3,076 square feet of total floor area that is permitted for the project site.

RECOMMENDATION

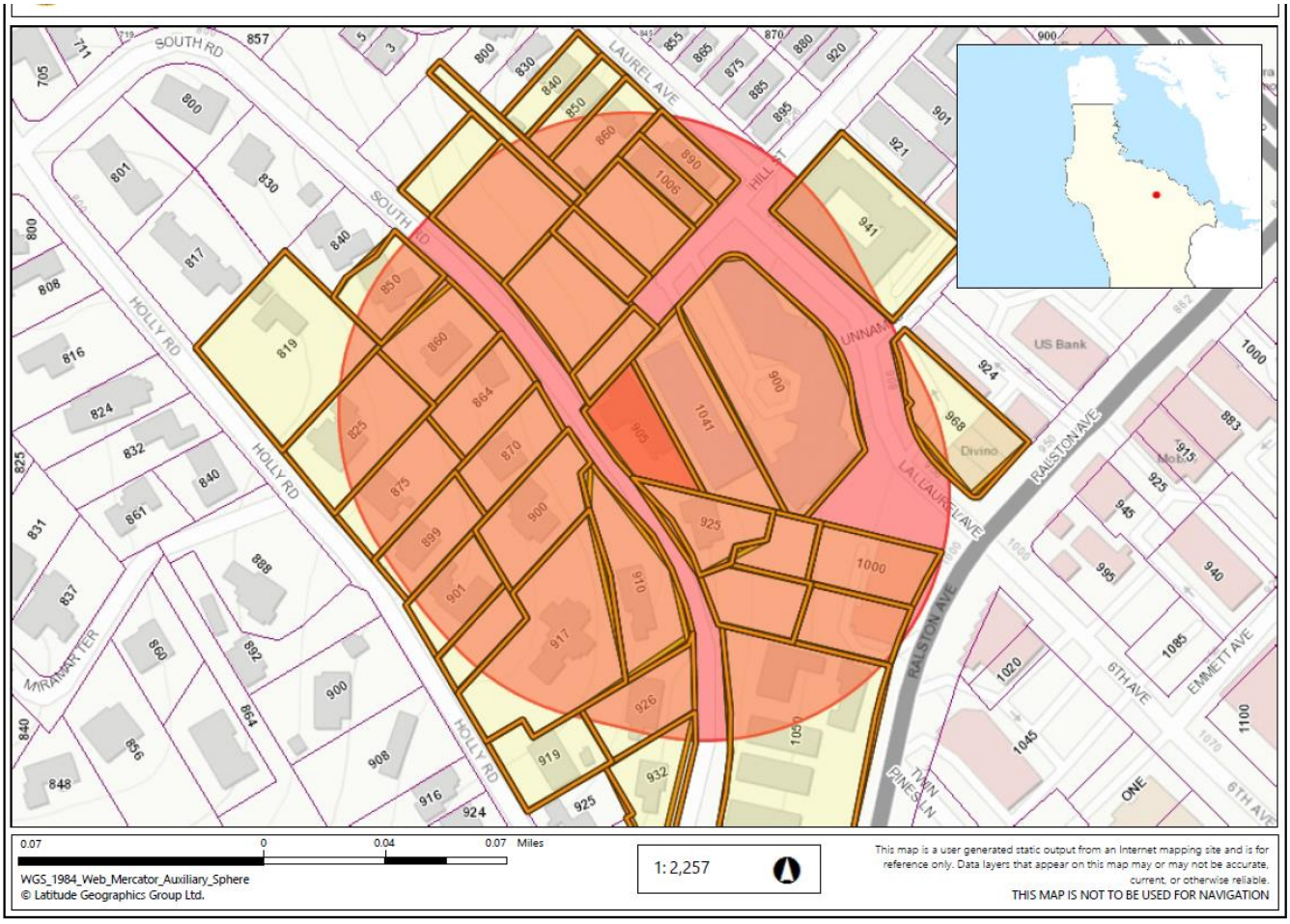
Staff recommends that the Planning Commission **approve** the Single-Family Design Review subject to the conditions of approval contained in the attached draft resolution[1].

ZONING/ GENERAL PLAN DESIGNATION

The existing home is a permitted use in the designated R-1B (Single Family Residential) zoning district and is conforming to the General Plan Designation RL - Low Density Residential. The proposal would not alter the use of the property.

[1] Please note: This recommendation is made in advance of public testimony or Commission discussion of the project. At the public hearing, these two factors, in conjunction with the staff analysis, will be considered by the Commission in rendering a decision on the project.

300-Foot Notification Map



PRIOR ACTIONS

1888 - The subject property was created as Lot 55 of the Mezes Ranch subdivision.

2005 – The Planning Commission approved Single-Family Design Review (SFDR) and a setback Variance to allow construction of new residence on the site; an adjacent property owner subsequently appealed.

2006 – The City Council upheld the Planning Commission approval and denied the appeal.

2007 - The Planning Commission extended the SFDR and Variance entitlements for one year. No Building permit was issued, and the entitlements expired in 2008. The property subsequently changed ownership.

2013 - The Planning Commission approved SFDR (Project No.: PA2013-0021) to construct a 3,051 square foot single family residence on the project site. Consistent with the Belmont Zoning Ordinance (BZO) at that time, eight trees were permitted for removal as part of the SFDR approval.

A Variance was also approved for nine foot retaining walls within the front and side yard setbacks, where six feet is the maximum wall height allowed within setback areas.

2014 – 2016 - A building permit (B2014-0093) was issued, and construction began on a new residence. The property owner requested a modification to the driveway approach, and submitted other plan revisions, which were approved; however, the Building Official subsequently discovered that construction of the crawl space had not occurred in accordance with the approved plans, and Planning Staff found that the exterior of the home was not constructed in accordance with the approved design. The area under the home had been excavated and additional floor area had been added to the residence that exceeded the maximum floor area for the project site.

The property owner was notified that the new construction was in violation of the approved plans; the owner met with Building and Planning staff on multiple occasions and was provided guidance on various options to address the situation, which included requirements to submit revised plans and application materials for design modifications, and exception requests or floor plan modifications for the home; however, the owner took no formal action to resolve the issue.

2017-2018 – Construction was allowed to continue to give the applicant an opportunity to correct the issues. The applicant provided the requisite letter from the project geotechnical consultant, and the Building Permit received final inspection approval by the Public Works Department; however, a Final Inspection approval for the Building and Planning Divisions could not be provided due to non-compliance with the approved plans. The applicant subsequently submitted additional plans and materials, and the Planning Division provided guidance on methods to address the issues, but the owner took no formal action. Inspections were halted, and the Building Permit expired in December of 2018.

2019-2020 – The Building and Planning Divisions fielded questions from various representatives of the property owner, and other individuals that were interested in purchasing the project site. The owner obtained a loan for the project, but subsequently defaulted on the loan and lost the property in foreclosure.

2021 - The current owner (Sequoia Mortgage Capital) obtained the property in a Trustee Sale in February 2021. The current owner submitted the subject application to bring the project into compliance, via a Design Review Amendment application and a reduction in total floor area.

SITE CONDITIONS

The subject 11,108 square foot, irregularly shaped property is located along the east side of South Road. The property slopes downward from the front (west) to the rear (east) approximately 43%. The property is bounded to the north by the vacant lots (zoned R-3), to the south and east by single family residential development and to the west by a convalescent center. As previously discussed, the project site is developed with a single-family home that has not received final building and planning inspections due to unpermitted construction.

PROJECT ANALYSIS

Design Review Amendment

As discussed in more detail below, the proposed project would: 1) reduce permitted and unpermitted floor area; and 2) memorialize unapproved design modifications that occurred during the building construction process.

Floor Area Modifications

Sheet G01 of the project plans indicates that there would be a forty square foot reduction from the approved project's total floor area (3,051 sq. ft.), resulting in a 3,011 sq. ft. home. This reduction would occur on the first floor and is denoted on Sheet A02 of the project plans; however, the project would also include removal of approximately 2,372 sq. ft. of unpermitted floor area in the basement level through installation of a permanent drop ceiling, as shown on Sheet A01 of the project plans.[2]

Floor Area Modifications			
	Existing Floor Area	Modifications	Resulting Floor Area
Permitted	3,051 sq. ft.	- 40 sq. ft.	3,011 sq. ft.
Un-permitted	2,372 sq. ft.	-2,372 sq. ft.	0 sq. ft.
Total	**5,423 sq. ft.**	**-2,412 sq. ft..**	**3,011 sq. ft.**

As provided in the table above, the project is proposed to be consistent with the maximum floor area allowance for the project site; however, as the project would be close to the maximum floor area, staff is recommending a standard condition of approval that would require confirmation by the project architect, as follows:

> *A licensed architect or civil engineer shall provide wet-stamped floor area calculations for the entire residence with the building permit plans. Said calculations shall include "boxed out" areas of the residence and shall reflect a residence that is not greater than 3,076 of gross square feet. A licensed architect or civil engineer shall provide "as built" drawings of the home with a calculation of total floor area, prior to final building permit inspection.*

Design Modifications

In general, the proposed design modifications would allow for: 1) revised exterior design/materials, as denoted on the project elevation plans and Sheets A05 (proposed / existing materials), and A501 (approved materials); 2) lowering the profile of the home, because of the driveway slope modification; and 3) enclosure of the crawl space area (basement) for storage after installation of a permanent, lower ceiling.

[2] BZO Section 2.60 (Floor Area, Gross) defines gross floor area as the sum of all finished and unfinished framed-in floor surfaces with an interior vertical height of six and one-half feet or more from floor to ceiling, capable of accommodating living space.

To facilitate evaluation of the modifications, the project architect has provided drawings that denote the originally approved and proposed (existing) elevations for each side of the residence (see Sheets A11 through A14 of the project plans), and the originally approved and proposed colors/ materials for the home (See Plan Sheets A501 and A05).

Approved Design

The approved design included a contemporary style home that utilized board-formed concrete and tile siding, large floor to ceiling windows and painted steel trim. Numerous terraces, patios, and decks were incorporated into the building exterior.

The approved color palette included muted earthtone color options for surface materials that would blend with the site and surrounding wooded hillside's tan and green colors (i.e., taupe, light gray, and dark gray). A flat green roof (sebum) and tile were approved for roofing materials during the entitlement process, but the green roof was removed in the building permit process at the direction of the Fire Department, as it did not meet established standards for fire resistance.

Proposed Design

The proposed project would retain the contemporary design, and basic shape and layout of the of the home and would include a flat roof. The proposed home design would utilize stucco siding, large aluminum framed windows, and stucco and metal facia. Numerous terraces, patios, and decks would still be incorporated into the building exterior.

The existing home is currently painted dark / light gray and white, as seen from the rear and sides, and light gray and white as seen from the front. The project elevations denote brown and white exterior siding for the home, but the color and materials board (Sheet A05) identifies a range of wall surface color options, including dark gray, light gray, tan, taupe, brown, and white. Given the hillside location of the project site and its visibility from the train station and other vantage points, staff believes that light gray and white exterior walls would not be consistent with the surrounding area, particularly on the east elevation of the home. As such, staff is recommending the approved color scheme for visible exterior walls be limited to the muted color options (taupe, tan, brown, and dark gray) for the rear and sides of the home. The following condition of approval is recommended.

- *Prior to issuance of a building permit, the applicant shall submit a final color scheme for review and approval by the Community Development Director. Said scheme shall include muted earth-tone color options (i.e., tan, brown, taupe, medium and dark gray, etc.) for the side and rear elevations of the home.*

The proposed amendment would augment the exterior design of the home, but it would retain one and two-story building elements, terraces, decks, varying roof lines and building offsets that assist in breaking up the bulk and mass of home. In addition, views from the west (South Road) would not be impacted, and views of the ridgeline as seen from public vantage points to the east would not be impacted due to proposed home's location on the slope, existing topography and structures along Ralston Avenue, Hill Street and Sixth Avenue. Lastly, as proposed and conditioned the color scheme would blend with the site and surrounding area, which would further diminish the visual presence of the home, as seen from the east.

Landscaping

Previously approved and proposed landscaping are very similar in terms of plant types, quantities, and locations. The applicant has provided landscape plans for the project (Sheet G03). The proposed landscape plan would include retention of the two oak trees at the rear of the site, and the planting of thirteen new California native and locally acclimated, drought-tolerant trees (i.e., oaks, western redbud, Ceanothus, and Ironwood), and shrubs that would be located along the periphery of the site.

The proposed location for plantings along the periphery of the property would serve to soften and screen the building as seen from the surrounding area. The plan would also utilize California native tree species. However, the landscape plan does not include information on ground cover and irrigation. As such, staff recommends a condition of approval that would require review and approval of a final landscape plan as follows:

- *A final landscape and irrigation plan shall be submitted for review and approval by the Community Development Director, prior to issuance of a Building Permit. Said plan shall include the use of California native, drought tolerant tree, shrub, and ground cover species, and include information on ground cover. Water-efficient irrigation methods shall be delineated for all new plantings.*

Aside from the final landscape improvements, external construction is complete for the project. The applicant has not proposed any grading, and it is not anticipated that any site groundwork would be necessary for the project.

PROJECT DATA

Criteria	Existing	Project	Required or Max. Allowed
Lot Size	11,108 sq. ft.	No Change	6,000 sq. ft.
Slope	43%	No Change	No Change
FAR	0.488	0.271	0.277
Square Footage	5,423 sq. ft.	3,011 sq. ft.	3,076 sq. ft.
Parking	Two-car garage Two uncovered	No change	Two-car garage Two uncovered
Setbacks:			
Front	15’	No Change	15’
Side (right)	9’	No Change	9’
Side (left)	9’	No Change	9’
Rear	15’	No Change	15’
Driveway length	71’	71’	18’
Height	27’10”	27’10”	28’

ZONING CONFORMANCE

As previously discussed, a Variance was approved for the original construction of the home with nine foot retaining walls within the front and side yard setbacks, where six feet is the maximum wall height allowed within setback areas. As proposed, the project would meet all other relevant development standards and regulations of the R-1B zoning district (i.e., all floor area ratio, setback, parking, and height limit standards); however, the project would be constructed very close to its maximum height limit (within two inches). To ensure that project is fully compliant with the Zoning Ordinance requirement for height, staff recommends the following condition of project approval:

- *Building plans shall be submitted that reflect that no part of the residence shall exceed the 28-foot height limit as measured from the finished grade to the topmost point of the residence immediately above. A California licensed surveyor or civil engineer shall provide a wet-stamped certification that the home conforms with the 28-foot height limit prior to final inspection.*

Residential Design Criteria

The existing home was constructed prior to the effective date of the Residential Design Criteria (RDC). BZO Section 4.2.12 (New Construction) indicates that new homes and additions must comply with the Residential Design Criteria if the new construction ground floor plate height exceeds 12 feet and the roof height exceeds 18 feet, or if the construction creates or expands an upper floor. The project does not include an addition, and thus would not need to comply with the RDC; however, the project architect has demonstrated compliance with the RDC standards for prescribed articulation for the side and rear elevations of the home.

Residential Design Guidelines

Residential Design Guidelines (RDG) is subject to interpretation. The review authority has some discretion when interpreting and weighing competing guidelines. However, the evaluation for substantial compliance with the RDG shall be based upon the whole of the record, and the scope of the project. The review authority shall apply the RDG only to the features of the project site being modified, and to new construction.

The original project was found consistent with the RDG as part of the development review process. The proposed modifications to the exterior of the home, and the proposed landscape modifications would also be consistent with the RDG. The project would maintain a consistent architectural theme and avoid mixing features of different styles, as dictated by Guidelines A-1 and A-2. The project would maintain varied planes in exterior building walls in accordance with Guideline A-4. No public views or prominent ridgelines would be obstructed as a result of the proposed project, as indicated in Guideline A-6. The project would utilize drought-tolerant, native and/or locally acclimated plants that will succeed in the site's microclimate, in accordance with Guideline D-1. As such, the project is in substantial compliance with the Residential Design Guidelines.

NEIGHBORHOOD OUTREACH

The applicant performed neighborhood outreach as required in October 2023. The applicant reported mailing out a description of the project and including an address to a webpage to view

plans (site plan and elevations) to all neighbors within a 300-foot radius of the property, inviting any feedback or questions that neighbors might present. According to the applicant, two neighbors responded via email asking for a link to the plans, but no questions or feedback were provided. Any comments received prior to the public hearing will be forwarded to the Planning Commission upon receipt. As such, the outreach requirements appear to have been met.

ENVIRONMENTAL CLEARANCE (CEQA)

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act ("CEQA") by provision of Section 15301, Class 1; this classification exempts projects that include interior or exterior alterations involving negligible or no expansion of use. As the project incudes exterior alterations and a reduction in floor area from the approved project, it qualifies for a 15301, Class 1, CEQA Exemption.

SINGLE-FAMILY DESIGN REVIEW ANALYSIS

The requisite Single-Family Design Review findings (Section 13A.5 (A-F) of the Belmont Zoning Ordinance) are provided in the attached resolution (see Attachment I).

CONCLUSION AND RECOMMENDATION

Based on the analysis and required findings, staff recommends approval of the Single-Family and Duplex Design Review application subject to the conditions of approval in Attachment II.

ACTION ALTERNATIVES

1. Continue the application for redesign.

2. Deny the Single-Family Design Review. The Commission will identify specific facts to support a denial, and a resolution would be returned to the Commission for final action.

ATTACHMENTS

I. Resolution Approving the Single-Family Design Review
II. Conditions of Approval
III. Project Plans

Respectfully submitted,

Damon DiDonato	Carlos de Melo
Principal Planner	Community Development Director

CC: Applicant & Owner

RESOLUTION NO. 2023

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT
APPROVING A SINGLE-FAMILY DESIGN REVIEW AT
905 SOUTH ROAD; APN: 044-042-040; APPL. NO. PA2023-0025

WHEREAS, Door 13 Architects, LLC, applicant on behalf of Sequoia Mortgage Capital, owners, requests Single Family Design Review approval to allow modifications to the exterior design of a previously approved project. The project would also include a reduction in the floor area of the home, such that it would be less than the maximum 3,076 square feet of total floor area that is permitted for the project site; and,

WHEREAS, a public hearing was duly noticed, held, and closed on October 17, 2023; and,

WHEREAS, the Planning Commission hereby relies upon the staff report dated October 17, 2023 and the facts contained therein, as they pertain to the project, 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 hereinabove set forth.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission approves the Single-Family Design Review to allow modifications to the exterior design of a previously approved project at 905 South Road, subject to the attached conditions in Exhibit "A", and based upon the following findings:

Environmental Review

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act ("CEQA") by provision of Section 15301, Class 1; this classification exempts projects that include interior or exterior alterations involving negligible or no expansion of use. As the project includes exterior alterations and a reduction in floor area from the approved project, it qualifies for a 15301, Class 1, CEQA Exemption.

Residential Design Review

The required Single-Family Design Review Findings, Section 13A.5 (A-I), are made in the affirmative as follows:

(a) The buildings and structures shown on the site plan will be:

1) *Designed to be compatible with any existing development on the site;*
2) *Located and designed to minimize disruptions of existing public views, and to protect the profile of prominent ridgelines.*

The project would maintain a consistent architectural theme and would avoid mixing features of different styles. In addition, views from the west (South Road) would not be impacted, and views of the ridgeline as seen from public vantage points to the east would not be impacted due to proposed home's location on the slope, existing topography and structures along Ralston Avenue, Hill Street and Sixth Avenue. Lastly, as proposed, and conditioned, the color scheme would blend with the site

and surrounding area, which would further diminish the visual presence of the home, as seen from the east. Thus, as proposed, and conditioned, the project would be compatible with the site and would not adversely affect public views. This finding is affirmed.

(b) The overall site and building plans will achieve an acceptable balance of the following factors:

1) building bulk,
2) grading, including:
A) disturbed surface area, and
B) total cubic yards, cut and fill.
3) The aesthetic impacts of hardscape as viewed from a public vantage point.

Building bulk

The proposed project would retain the contemporary design, and basic shape and layout of the home. The proposed project would utilize stucco siding, large aluminum framed windows, and stucco and metal facia. The project would still include building wall articulation, and numerous terraces, patios, and decks would still be incorporated into the building exterior to assist in breaking up the bulk and mass of home. As such, building bulk for the project would be appropriately moderated.

Grading/ Hardscape

The applicant has not proposed any grading as part of the project. It is not anticipated that any site groundwork would be necessary for the project. No additional hardscape has been proposed.

All three factors (building bulk, grading, and hardscape) appear to be appropriately addressed for the project to achieve an acceptable, complementary balance for the project. This finding is affirmed.

(c) All proposed accessory and support features, including driveway and parking surfaces, underfloor areas, retaining walls, utility services and other accessory structures will be integrated into the overall project design.

A wooden fence steps down the slope of South Road in front of the home, and a concrete and wooden wall surrounds the turn-around area along the driveway. An existing driveway provides access to a side-entry garage on site, and existing retaining walls create a service area behind the garage. These features areas were well-integrated into the overall project design as part of the construction of the home and would not be modified by the project. This finding is affirmed.

(d) The proposed landscape plan will incorporate:

1) Native plants appropriate to the site's environmental setting and microclimate, and
2) Appropriate landscape screening of proposed accessory and support structures.

The previously approved and proposed landscaping are very similar in terms of plant types, quantities, and locations. The proposed landscape plan would include retention of the two oak trees at the rear of the site, and the planting of thirteen new California native and locally acclimated, drought-tolerant trees (i.e., oaks, western redbud, Ceanothus, and Ironwood), and shrubs that would be located along

the periphery of the site. A condition of approval would require the submittal of a final landscape plan that includes ground cover and irrigation information for review and approval by the Community Development Director, with consultation by the Mid-Peninsula Water District.

The proposed location for plantings along the periphery of the property would serve to soften and screen the building as seen from the surrounding area. The plan would also utilize California native tree species. This finding is affirmed.

(e) The project will be in substantial compliance with the Residential Design Guidelines and Residential Design Criteria as applicable.

The existing home was constructed prior to the effective date of the Residential Design Criteria (RDC). BZO Section 4.2.12 (New Construction) indicates that new homes and additions must comply with the Residential Design Criteria if the new construction ground floor plate height exceeds 12 feet and the roof height exceeds 18 feet, or if the construction creates or expands an upper floor. The project does not include an addition, and thus would not need to comply with the RDC; however, the project architect has demonstrated compliance with the RDC standards for prescribed articulation for the side and rear elevations of the home.

The original project was found consistent with the Residential Design Guidelines (RDG) as part of the development review process. The proposed modifications to the exterior of the home, and the proposed landscape modifications would also be consistent with the RDG. The project would maintain a consistent architectural theme and avoid mixing features of different styles, as dictated by Guidelines A-1 and A-2. The project would maintain varied planes in exterior building walls in accordance with Guideline A-4. No public views or prominent ridgelines would be obstructed because of the proposed project, as indicated in Guideline A-6. The project would utilize drought-tolerant, native and/or locally acclimated plants that will succeed in the site's microclimate, in accordance with Guideline D-1. As such, the project is in substantial compliance with the Residential Design Guidelines.

Both the Residential Design Guidelines and Residential Design Criteria standards have been adequately addressed by the proposed design. This finding is affirmed.

(f) City staff and consultants have provided technical review and conditions of approval have been adopted, as applicable, regarding project-related grading, drainage, storm-water runoff, vehicular and pedestrian access, 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 during construction. All construction would 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.

* * * * * * * * * * * * * *

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on October 17, 2023, by the following vote:

AYES,
COMMISSIONERS: _____
NOES,
COMMISSIONERS: _____
ABSENT,
COMMISSIONERS: _____
ABSTAIN,
COMMISSIONERS: _____
RECUSED,
COMMISSIONERS: _____

_____
Carlos de Melo
Planning Commission Secretary

Project Conditions
City of Belmont

Project Number: PA2023-0025

Description: **DR Amendment**

Applied: **7/6/2023**

Approved:

Site Address: **905 SOUTH ROAD**

Closed:

Expired:

City, State Zip Code: **BELMONT, CA 94002**

Status: **PENDING**

Applicant: **James Benjamin**

Parent Project:

Owner: **Gregory D. Bronshvag**

Contractor: **<NONE>**

Details:

LIST OF CONDITIONS					
SEQ NO	**ADDED DATE**	**REQUIRED DATE**	**SATISFY DATE**	**TYPE**	**STATUS**
DEPARTMENT		**CONTACT**		**REMARKS**	
1	7/7/2023			NOISE ORDINANCE	DURING CONSTRUCTION
BUILDING		TROY ADAMS			
Notes: All activities shall be subject to the requirements of the Belmont Noise Ordinance.					
2	7/7/2023			NO STREET STORAGE UNLESS PERMITTED	DURING CONSTRUCTION
BUILDING		TROY ADAMS			
Notes: No debris boxes or building materials shall be stored on the street unless permitted.					
3	7/7/2023			PROPERTY ADDRESS VISIBILITY	DURING CONSTRUCTION
BUILDING		TROY ADAMS			
Notes: The property address must be clearly posted at all times during and after construction, visible and legible from entire roadway frontage(s).					
4	7/17/2023			2022 CALIFORNIA CODE	DURING PLAN CHECK
BUILDING		DINO FRANCESCONI			
Notes: Specify that the 2022 California Code of Regulations as amended by the State of California and all applicable City of Belmont ordinances will be employed during this project.					
5	7/17/2023			65% CONSTRUCTION WASTE	DURING PLAN CHECK
BUILDING		DINO FRANCESCONI			
Notes:					

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

6	7/17/2023			CONSTRUCTION HOURS	DURING PLAN CHECK
BUILDING		DINO FRANCESCONI			

Notes:

All construction and related activities (not including grading) may only be conducted 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. Grading may occur between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. No construction activity (including grading) or related activities shall be allowed outside of the aforementioned hours or on Sundays and the following holidays: New Years Day, Presidents 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.

7	7/17/2023			MAIN ELECTRICAL PANEL/GAS	DURING PLAN CHECK
BUILDING		DINO FRANCESCONI			

Notes:

Provide on the plans the existing and proposed locations of the electric and gas meters, subpanels, water heater and furnace.

8	7/17/2023			NOISE COMPLAINTS	DURING CONSTRUCTION
BUILDING		DINO FRANCESCONI			

Notes:

The applicant shall post hours of operation and phone numbers for noise complaints.

9	7/17/2023			FINAL SIGNATURES	BEFORE BLDG FINAL
BUILDING		DINO FRANCESCONI			

Notes:

The applicant shall obtain all department final signatures prior requesting a Building final.

10	10/12/2023			PLAN CONFORMANCE	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:

Plans submitted for the building permit and all construction shall conform to the plans on file in the Planning Division. The Director of Community Development may approve minor modifications to the plans. This provision shall include the installation of a permanent drop ceiling in the basement area of the residence such that the floor to ceiling height is less than 6.5 feet.

11	10/12/2023			COA ACKNOWLEDGEMENT	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:

Prior to issuance of building permits, the property owners shall file with the Director of Community Development, on forms provided by the City, an acknowledgment that they have read, understand and agree to these conditions of approval.

12	10/12/2023			PERMIT EXPIRATION	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:

In accordance with the Belmont Zoning Ordinance, the permit(s) granted by this approval shall expire two (2) years from the date of approval, with said approval date indicated on the accompanying Attachment II (Single Family Determination). Any request for extension of the expiration date shall be made in accordance with the applicable provisions of the Belmont Zoning Ordinance.

13	10/12/2023			THIRD PARTY CHALLENGE	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:

In the event that this approval is challenged by a third party, the property owners and all assignees will be responsible for defending against this challenge and agree to accept responsibility for defense at the request of the City. The property owners and all assignees agree to defend, indemnify and hold harmless the City of Belmont and all officials, staff, consultants and agents from any costs, claims or liabilities arising from the approval, including without limitation, any award of attorneys fees that might result from the third party challenge.

14	10/12/2023			PLANNING FLOOR AREA CALCULATIONS	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:

A licensed architect or civil engineer shall provide wet-stamped floor area calculations for the entire residence with the building permit plans. Said calculations shall include boxed out areas of the residence and shall reflect a residence that is not greater than the approved square footage. A licensed architect or civil engineer shall provide as built drawings of the home with a calculation of total floor area prior to final building permit inspection.

15	10/12/2023			PLANNING ROOF HEIGHT	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:

Building plans shall be submitted that reflect that no part of the residence shall exceed the 28-foot height limit as measured from the finished grade to the topmost point of the residence immediately above. A California-licensed surveyor or civil engineer shall provide a wet-stamped certification that the home conforms with the 28-foot height limit prior to the roof diaphragm inspection.

16	10/12/2023			PLANNING MPWD REVIEW	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:

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 Conservation Administrative Specialist at (650) 591-8941 or brandons@midpeninsulawater.org for more information. Please be advised that any alterations to the landscaping after MPWD approval may require subsequent review by MPWD.

17	10/12/2023			Final Landscape Plan	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:

A final landscape and irrigation plan shall be submitted for review and approval by the Community Development Director, prior to issuance of a Building Permit. Said plan shall include the use of California native, drought tolerant tree, shrub, and ground cover species, and include information on ground cover. Water-efficient irrigation methods shall be delineated for all new plantings.

18	10/12/2023			Color Scheme	BEFORE BLDG PLN CK
PLANNING		DAMON DIDONATO			

Notes:
Prior to issuance of a building permit, the applicant shall submit a final color scheme for review and approval by the Community Development Director. Said scheme shall include muted earth-tone color options (i.e., tan, brown, taupe, medium and dark gray, etc.) for the side and rear elevations of the home.

19	10/12/2023			ROOF LEADERS & SITE DRAINAGE	BEFORE BLDG PLN CK
PUBLIC WORKS		Elizabeth Wada			

Notes:

Grading and Drainage - Roof leaders and site drainage shall be directed to a vegetated area onsite or the City stormwater drainage system. A dissipator box or other energy reduction method shall be used.

20	10/12/2023			EFFICIENT IRRIGATION SHALL BE USED	BEFORE BLDG PLN CK
PUBLIC WORKS		Elizabeth Wada			

Notes:

NPDES Stormwater Controls (General) - Source Control Conditions: Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.

21	10/12/2023			OBTAIN TEMP ENCROACHMENT PERMIT	BEFORE BLDG PLN CK
PUBLIC WORKS		Elizabeth Wada			

Notes:

Public Works Permits - 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, on placement of a debris box.

22	10/12/2023			ROOF DRAINS	BEFORE BLDG PLN CK
PUBLIC WORKS		Elizabeth Wada			

Notes:

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

23	10/12/2023			FIRE SPRINKLER DISCHARGE TO VEGETATED AREAS	BEFORE BLDG PLN CK
PUBLIC WORKS		Elizabeth Wada			

Notes:

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 agencies authority and standards.

24	10/12/2023			A/C CONDENSATE DRAINAGE	BEFORE BLDG PLN CK

Project Conditions
City of Belmont

PUBLIC WORKS		Elizabeth Wada			
Notes: Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system, subject to the local sanitary sewer agencys authority and standards.					
25	10/12/2023			SUBMIT SEWER LATERAL VIDEO	BEFORE BLDG PLN CK
PUBLIC WORKS		Elizabeth Wada			

Notes:

The owner/applicant shall submit a sewer lateral video in accordance with City standards prior to submittal for a building permit and/or site development permit. The City will review the video and identify any required repairs. Repairs shall be shown on the plans submitted for a building permit. This condition can be waived if a valid City issued sewer later certificate for the property is submitted

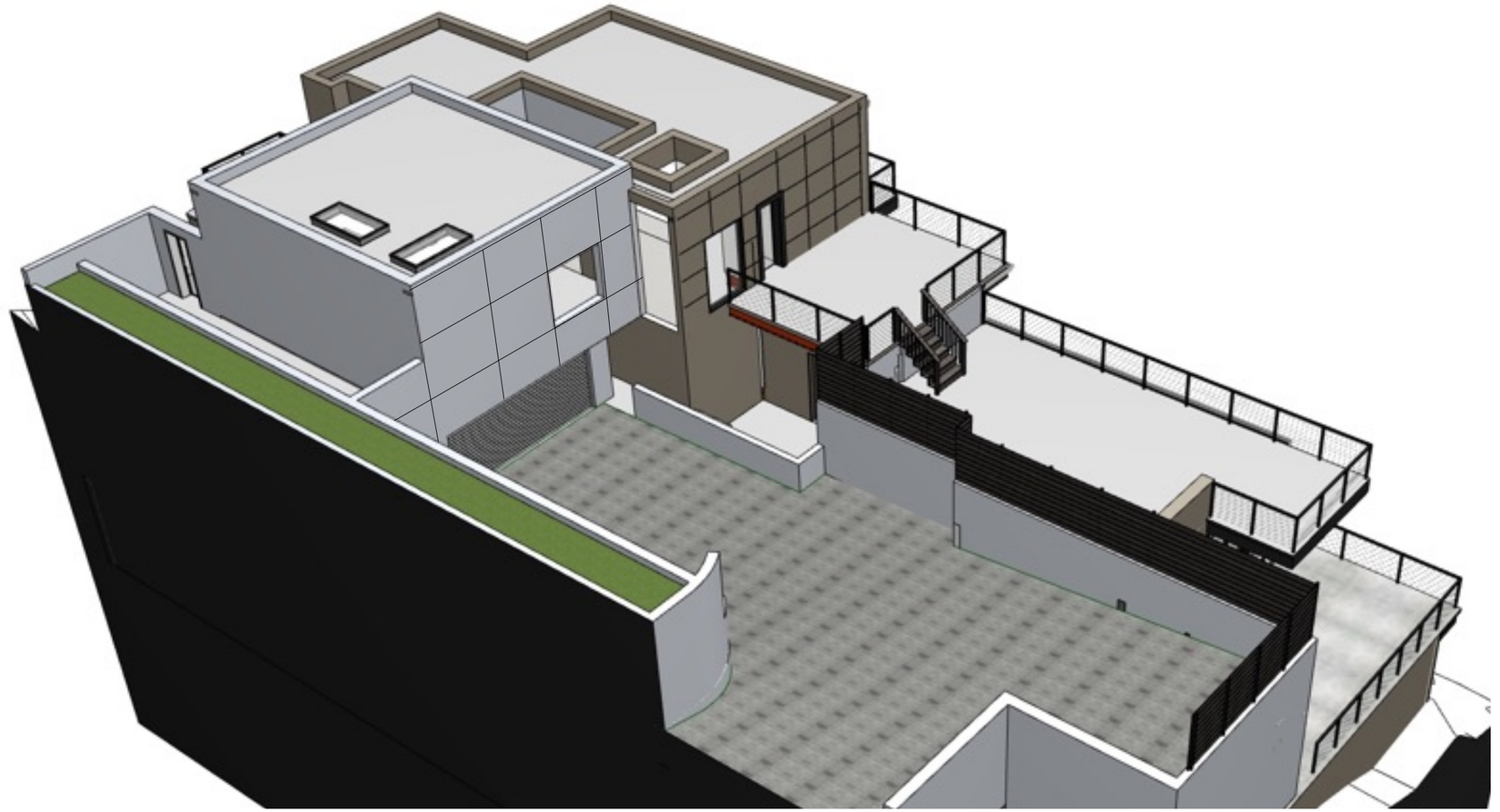
The report must ensure the following:

- Video must show building and address
- Video must be from building to city sewer main.
- Only one continuous video is allowed.
- They must identify property line cleanout.
- Physical storage medium must be provided

© Door 13 Architects LLC

SOUTH ROAD RESIDENCE

ARCHITECTURAL REVIEW - 6/19/2023
905 SOUTH RD
BELMONT, CA 94002



VICINITY MAP



PROJECT DATA

A.P.N.:	045-152-550
ZONING:	R1
SITE AREA:	11 108 SF
BLDG USE:	SINGLE FAMILY RESIDENTIAL
SLOPE:	43%
FAR:	0.277
ALLOW SQ FOOTAGE:	3,077 SQ FT
PARKING:	TWO-CAR GARAGE, PLUS TWO UNCOVERED
MAX HEIGHT:	27'-10"
DRIVEWAY LENGTH:	71'-7"

SETBACKS:

FRONT	15'-0"
SIDE (RIGHT)	9'-0"
SIDE (LEFT)	9'-0"
REAR	15'-0"

SCOPE OF WORK

1. ENCLOSE CRAWLSPACE AND INCREASE NEW BASEMENT HEIGHT BY 2'-0". — DECREASE SLOPE OF DRIVEWAY BY 2'-0"
2. REMOVE MECHANICAL CLOSET - 1ST FLOOR (DEDUCT 25 SF)
3. REMOVE OUTDOOR FIREPLACE AND CHIMNEY AT ATRIUM (DEDUCT 15 SF)
4. OMIT CEMENT BOARD SIDING AND REPLACE WITH CEMENT STUCCO
5. MINOR PAINT COLOR CHANGES

EXISTING SQ FOOTAGE: 3051 SF

PROPOSED SQ FTG: 3011 SF

PROJECT TEAM

ARCHITECT:
DOOR 13 ARCHITECTS LLC
2128 N DAMEN AVE
CHICAGO, IL 60647
OFFICE PHONE: 773.252.4888
OFFICE FAX: 773.252.4844
CONTACT: JAMES BENJAMIN

LANDSCAPE ARCHITECT:
CHRISTY WEBBER
2900 WEST FERDINAND ST
CHICAGO, IL
OFFICE PHONE: 773.533.0477
OFFICE FAX: 773.533.0771
CONTACT: TONY BUTTERWORTH

STRUCTURAL ENGINEER:
HOM-PISANO ENGINEERING, INC
2265 31ST AVE
SAN FRANCISCO, CA
OFFICE PHONE: 415.307.2750
CONTACT: JAY PISANO

SOILS & GEOTECHNICAL ENGINEER:
SIGMA PRIME GEOSCIENCES, INC
111 VASSAR STREET
HALF MOON BAY, CA
OFFICE PHONE: 650.728.3590
OFFICE FAX: 650.728.3593
CONTACT: CHARLES KISSICK

CIVIL
CLIFF BECHTEL & ASSOC.
901 WALTERMIRE ST
BELMONT, CA
OFFICE PHONE: 650.333.0103
CONTACT: CLIFF BECHTEL

SURVEYOR
B&H SURVEYORS
901 WALTERMIRE ST
BELMONT, CA
OFFICE PHONE: 650.637.1590
CONTACT: DANIEL BISHOP

SHEET INDEX

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NOT FOR CONSTRUCTION

SOUTH ROAD RESIDENCE

905 SOUTH RD
BELMONT, CA 94002

MINOR CHANGES TO PRIOR PERMIT SUBMISSION

DATE: 6/19/23

CODE: BSEQ

FILE: BSEQ Primary Model

REVISIONS:

MARK	DATE	DESCRIPTION

ARCHITECTURAL REVIEW

COVER SHEET

G01

PLOTTED ON: 6/

BIMcloud d13 BIM Server 24 - BIMcloud Basic for ARCHICAD 24\Residential\BSEQ Primary Model

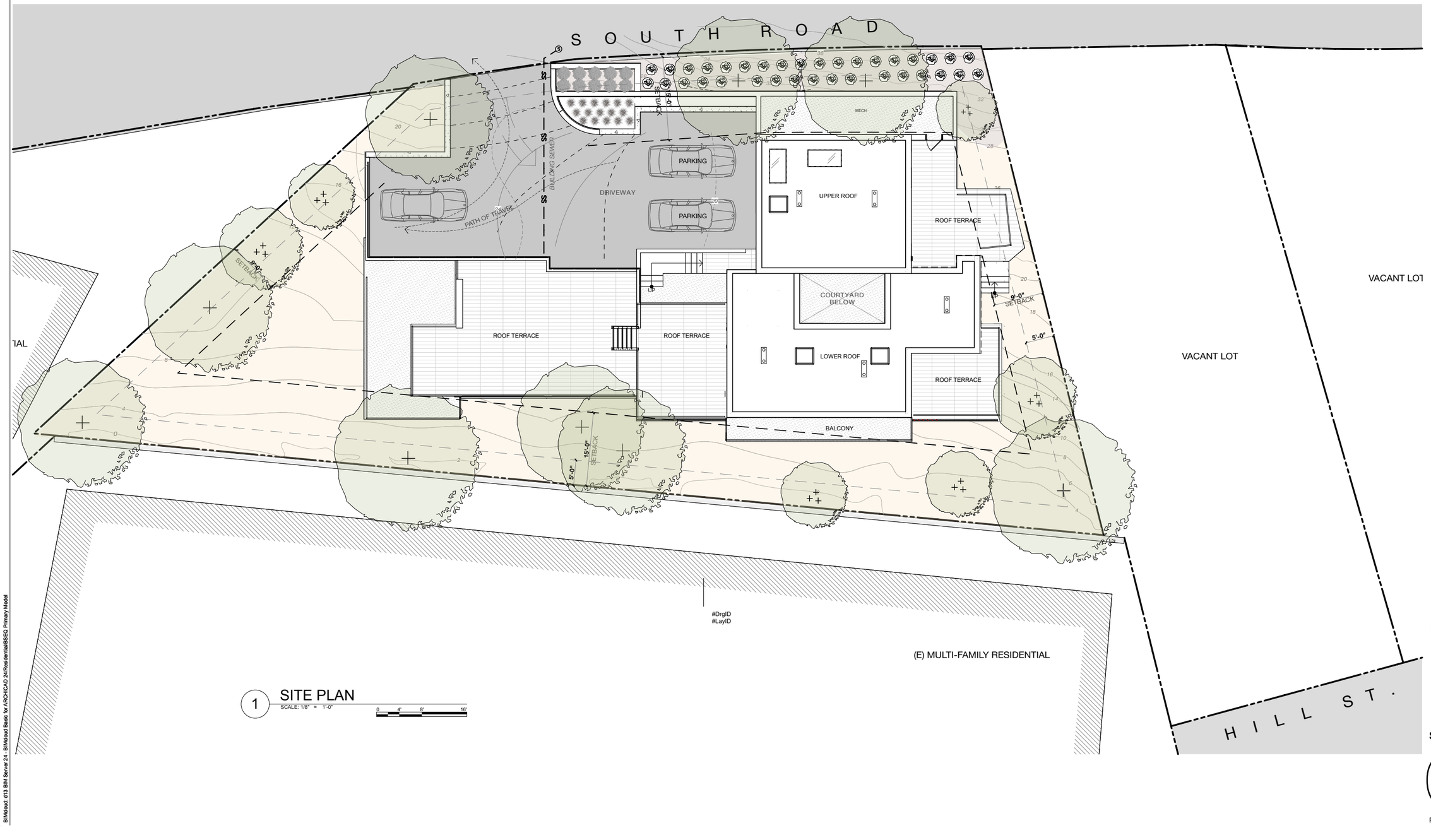
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SITE LEGEND

PROPERTY LINE	SITE CONTOURS	STREET	DECK
SETBACK LINE	PATH OF UTILITIES SS SS	(E) NEIGHBORING BUILDING	PROPOSED BUILDING
ACCESSORY BLDG. LINE		DRIVEWAY	PROPOSED RETAINING WALL

PROPOSED SETBACKS

FRONT SETBACK	15'-0"
SOUTH SIDE SETBACK	9'-0"
NORTH SIDE SETBACK	9'-0"
REAR SETBACK	15'-0"



1 SITE PLAN
SCALE: 1/8" = 1'-0"
0 4' 8' 16'

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SOUTH ROAD RESIDENCE

905 SOUTH RD
BELMONT, CA 94002

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DATE: 6/19/23

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MARK	DATE	DESCRIPTION

ARCHITECTURAL REVIEW

SITE PLAN

G02

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QUERCUS AGRIFOLIA
(COAST LIVE OAK)



QUERCUS CHRYSOLEPIS
(CANYON LIVE OAK)



LYONTHAMNUS FLORIBUNDUD
(ISLAND IRONWOOD)



CERCIS OCCIDENTALIS
(WESTERN REDBUD)



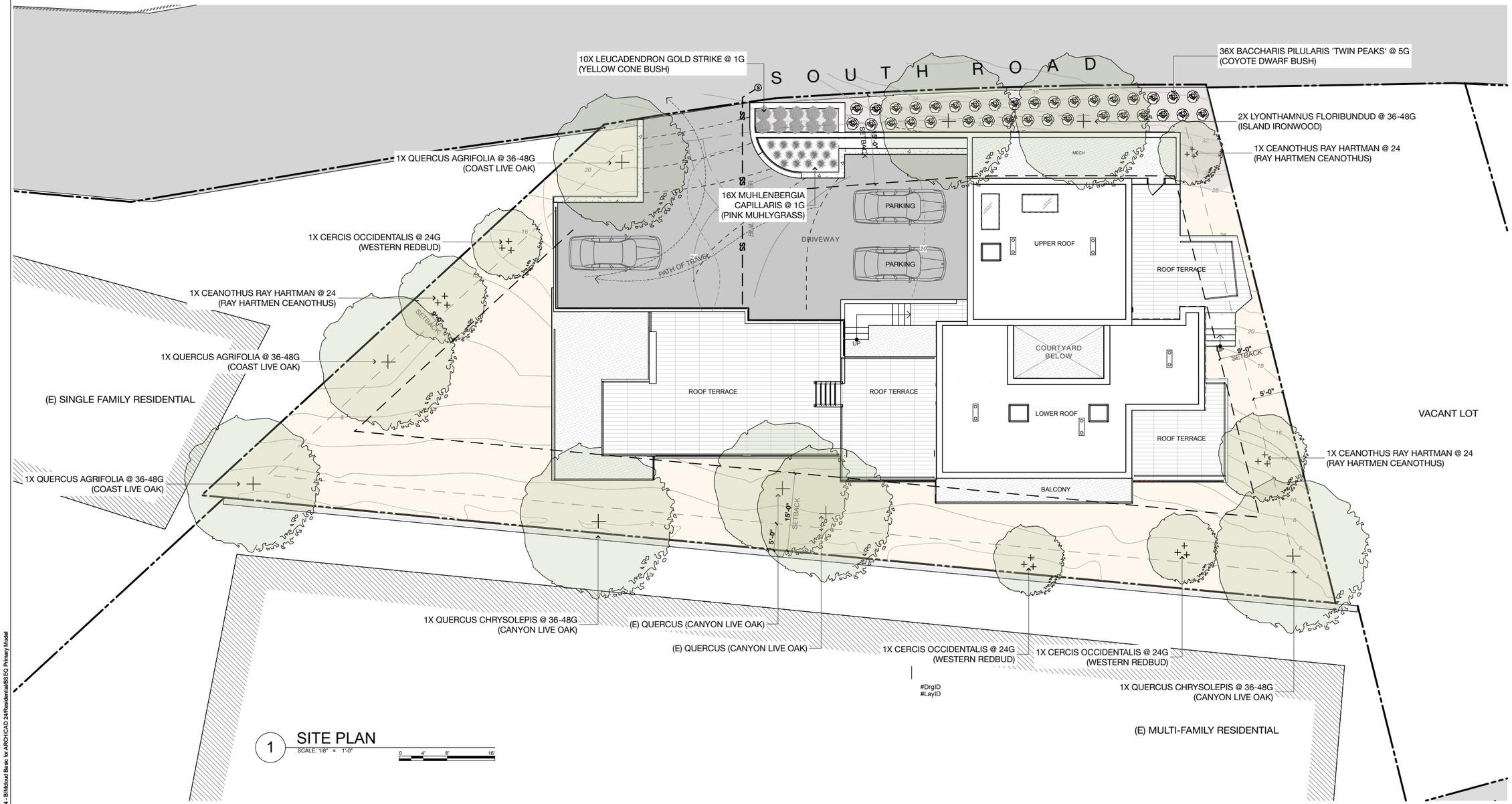
CEANOTHUS RAY HARTMAN
(RAY HARTMEN CEANOTHUS)



BACCHARIS PILULARIS 'TWIN PEAKS'
(COYOTE DWARF BUSH)



MUHLENBERGIA CAPILLARIS
(PINK MUHLYGRASS)



1 SITE PLAN
SCALE: 1/8" = 1'-0"
0 4' 8' 16'

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SOUTH ROAD RESIDENCE

905 SOUTH RD
BELMONT, CA 94002

MINOR CHANGES TO PRIOR PERMIT SUBMISSION

DATE: 6/19/23

CODE: BSEQ

FILE: BSEQ Primary Model

REVISIONS:

MARK DATE DESCRIPTION

ARCHITECTURAL REVIEW

LANDSCAPE PLAN

G03

PLOTTED ON: 6/

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SAN MATEO COUNTYWIDE Water Pollution Prevention Program

Stormwater Checklist for Small Projects

Municipal Regional Stormwater Permit (MRP)

CITY OF BELMONT
One Twin Pines Lane, Belmont, CA
(650) 595-7427

Complete this form for stand-alone single family home projects of any size that are not part of a larger project; or for projects in the following categories that create and/or replace less than 5,000 square feet of impervious surface: restaurants, retail gasoline outlets, auto service facilities[1] and parking lots (stand-alone or part of another use); or for any other type of project that creates and/or replaces less than 10,000 square feet of impervious surface.

A. Project Information

A.1 Project Name: South Road Residence

A.2 Project Address: 905 South Road

A.3 Project APN: 045-152-550

B. Select Appropriate Site Design Measures

B.1 Does the project create and/or replace 2,500 square feet or more of impervious surface[2]? ☐ Yes ☑ No

- *If yes, and the project received final discretionary approval on or after December 1, 2012, the project must include at least one of the Site Design Measures listed below in section a through f.[3] Fact sheets regarding site design measures a through f may be downloaded at www.flowstobay.org/newdevelopment#flyers*
- *If no, or the project received final discretionary approval before December 1, 2012, the project applicant shall be encouraged to implement appropriate site design measures[4] from the list below, which may be required at municipality discretion. Consult with municipal staff about requirements for your project.*

B.2 On the list below, indicate whether each site design measure is included in the project plans and the plan sheet number:

Yes	No	Plan Sheet No.	
☐	☑		a. Direct roof runoff into cisterns or rain barrels and use rainwater for irrigation or other non-potable use.
☑ EXIST.	☐		b. Direct roof runoff onto vegetated areas.
☑ EXIST.	☐		c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
☑ EXIST.	☐		d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas.
☐	☑		e. Construct sidewalks, walkways, and/or patios with permeable surfaces.
☐	☑		f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.
☐	☑		g. Minimize land disturbance and impervious surface (especially parking lots).
☐	☑		h. Maximize permeability by clustering development and preserving open space.
☐	☑		i. Use micro-detention, including distributed landscape-based detention.
☐	☑		j. Protect sensitive areas, including wetland and riparian areas, and minimize changes to the natural topography.
☐	☑		k. Self-treating area (see Section 4.2 of the C.3 Technical Guidance)
☐	☑		l. Self-retaining area (see Section 4.3 of the C.3 Technical Guidance)
☐	☑		m. Plant or preserve interceptor trees (Section 4.1, C.3 Technical Guidance)

[1] See Standard Industrial Classification (SIC) codes here.
[2] Complete the C.3/C.6 Development Review Checklist if the project is not an individual single family home, and it creates and/or replaces 10,000 square feet or more of impervious surface; or if it is a restaurant, retail gasoline outlet, auto service facility, or parking lot project that creates and/or replaces 5,000 square feet or more of impervious surface.
[3] See MRP Provision C.3.i.
[4] See MRP Provision C.3.a.i.(6).

C. Select appropriate source controls *(Encouraged for all projects; may be required at municipal discretion. Consult municipal staff.[5])*

Are these features in project? Yes	No	Features that require source control measures	Source control measures (Refer to Local Source Control List for detailed requirements)	Is source control measure included in project plans? Yes	No	Plan Sheet No.
☐	☑	Storm Drain	▪ Mark on-site inlets with the words "No Dumping! Flows to Bay" or equivalent.	☐	☑	
☐	☑	Floor Drains	▪ Plumb interior floor drains to sanitary sewer [or prohibit].	☐	☑	
☐	☑	Parking garage	▪ Plumb interior parking garage floor drains to sanitary sewer.[6]	☐	☑	
☐	☑	Landscaping	▪ Retain existing vegetation as practicable. ▪ Select diverse species appropriate to the site. Include plants that are pest- and/or disease-resistant, drought-tolerant, and/or attract beneficial insects. ▪ Minimize use of pesticides and quick-release fertilizers. ▪ Use efficient irrigation system; design to minimize runoff.	☐	☑	
☐	☑	Pool/Spa/Fountain	▪ Provide connection to the sanitary sewer to facilitate draining.[6]	☐	☑	
☐	☑	Food Service Equipment (non-residential)	Provide sink or other area for equipment cleaning, which is: ▪ Connected to a grease interceptor prior to sanitary sewer discharge.[6] ▪ Large enough for the largest mat or piece of equipment to be cleaned. ▪ Indoors or in an outdoor roofed area designed to prevent stormwater run-on and run-off, and signed to require equipment washing in this area.	☐	☑	
☐	☑	Refuse Areas	▪ Provide a roofed and enclosed area for dumpsters, recycling containers, etc., designed to prevent stormwater run-on and runoff. ▪ Connect any drains in or beneath dumpsters, compactors, and tallow bin areas serving food service facilities to the sanitary sewer.[6]	☐	☑	
☐	☑	Outdoor Process Activities[7]	▪ Perform process activities either indoors or in roofed outdoor area, designed to prevent stormwater run-on and runoff, and to drain to the sanitary sewer.[6]	☐	☑	
☐	☑	Outdoor Equipment/ Materials Storage	▪ Cover the area or design to avoid pollutant contact with stormwater runoff. ▪ Locate area only on paved and contained areas. ▪ Roof storage areas that will contain non-hazardous liquids, drain to sanitary sewer[6], and contain by berms or similar.	☐	☑	
☐	☑	Vehicle/ Equipment Cleaning	▪ Roofed, pave and berm wash area to prevent stormwater run-on and runoff, plumb to the sanitary sewer[6], and sign as a designated wash area. ▪ Commercial car wash facilities shall discharge to the sanitary sewer.[6]	☐	☑	
☐	☑	Vehicle/ Equipment Repair and Maintenance	▪ Designate repair/maintenance area indoors, or an outdoors area designed to prevent stormwater run-on and runoff and provide secondary containment. Do not install drains in the secondary containment areas. ▪ No floor drains unless pretreated prior to discharge to the sanitary sewer.[6] ▪ Connect containers or sinks used for parts cleaning to the sanitary sewer.[6]	☐	☑	
☐	☑	Fuel Dispensing Areas	▪ Fueling areas shall have impermeable surface that is a) minimally graded to prevent ponding and b) separated from the rest of the site by a grade break. ▪ Canopy shall extend at least 10 ft. in each direction from each pump and drain away from fueling area.	☐	☑	
☐	☑	Loading Docks	▪ Cover and/or grade to minimize run-on to and runoff from the loading area. ▪ Position downspouts to direct stormwater away from the loading area. ▪ Drain water from loading dock areas to the sanitary sewer.[6] ▪ Install door skirts between the trailers and the building.	☐	☑	
☐	☑	Fire Sprinklers	▪ Design for discharge of fire sprinkler test water to landscape or sanitary sewer[6]	☐	☑	
☐	☑	Miscellaneous Drain or Wash Water	▪ Drain condensate of air conditioning units to landscaping. Large air conditioning units may connect to the sanitary sewer.[6] ▪ Roof drains shall drain to unpaved area where practicable. ▪ Drain boiler drain lines, roof top equipment, all washwater to sanitary sewer.[6]	☐	☑	
☐	☑	Architectural Copper	▪ Drain rinse water to landscaping, discharge to sanitary sewer[6], or collect and dispose properly offsite. See flyer "Requirements for Architectural Copper."	☐	☑	

[5] See MRP Provision C.3.a.i(7).
[6] Any connection to the sanitary sewer system is subject to sanitary district approval.
[7] Businesses that may have outdoor process activities/equipment include machine shops, auto repair, industries with pretreatment facilities.

D. Implement construction Best Management Practices (BMPs) *(Required for all projects.)*

D.1 Is the site a "High Priority Site"? *(Municipal staff will make this determination; if the answer is yes, the project will be referred to construction site inspection staff for monthly stormwater inspections during the wet season - October 1 through April 30.)* ("High Priority Sites" require a grading permit, are "hillside projects" [defined **starting 7/1/16** as disturbing >= 5,000 sq.ft. of land area and a slope based on municipal criteria or map or >=15%] are adjacent to a creek, or are otherwise high priority for stormwater protection during construction per MRP Provision C.6.e.ii(2).) Yes ☐ No ☑

D.2 All projects require appropriate stormwater BMPs during construction - indicate which BMPs are included in the project, below.

Yes	No	Best Management Practice (BMP)
☑	☐	Attach the San Mateo Countywide Water Pollution Prevention Program's construction BMP plan sheet to project plans and require contractor to implement the applicable BMPs on the plan sheet.
☑	☐	Temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.
☐	☑	Delineate with field markers the following areas: clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees to be protected and retained, and drainage courses.
☐	☑	Provide notes, specifications, or attachments describing the following: ▪ Construction, operation and maintenance of erosion and sediment controls, include inspection frequency; ▪ Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material; ▪ Specifications for vegetative cover & mulch, include methods and schedules for planting and fertilization; ▪ Provisions for temporary and/or permanent irrigation.
☐	☑	Perform clearing and earth moving activities only during dry weather.
☐	☑	Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.
☐	☑	Protect all storm drain inlets in vicinity of site using sediment controls (e.g., berms, socks, fiber rolls, or filters.)
☑	☐	Trap sediment on-site, using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, compost blankets or jute mats, covers for soil stock piles, etc.
☐	☑	Divert on-site runoff around exposed areas; divert off-site runoff around the site (e.g., swales and dikes).
☑	☐	Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
☑	☐	Limit construction access routes and stabilize designated access points.
☑	☐	No cleaning, fueling, or maintaining vehicles on-site, except in a designated area where washwater is contained and treated.
☑	☐	Store, handle, and dispose of construction materials/wastes properly to prevent contact with stormwater.
☐	☑	Contractor shall train and provide instruction to all employees/subcontractors re: construction BMPs.
☑	☐	Control and prevent the discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains and watercourses.

Name of applicant completing the form: JAMES BENJAMIN

Signature: JBenjamin Date: 6/1/23

E. Comments (for municipal staff use only):

F. NOTES (for municipal staff use only):

Section A Notes:

Section B Notes:

Section C Notes:

Section D Notes:

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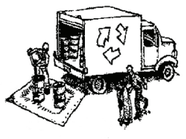
NOT FOR CONSTRUCTION

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, absorb, 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



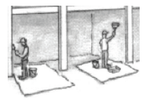
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that 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



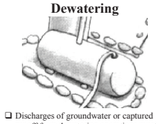
- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

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!

SOUTH ROAD RESIDENCE

905 SOUTH RD
BELMONT, CA 94002

MINOR CHANGES TO PRIOR PERMIT SUBMISSION

DATE: 6/19/23

CODE: BSEQ

FILE: BSEQ Primary Model

REVISIONS:

MARK	DATE	DESCRIPTION

ARCHITECTURAL REVIEW

CHECKLIST+ BMPs

G10

PLOTTED ON: 6/

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EROSION CONTROL NOTES

FIBER ROLL
INSTALL AT LOCATIONS SHOWN.
AFIX AS SHOWN IN DETAIL 3.

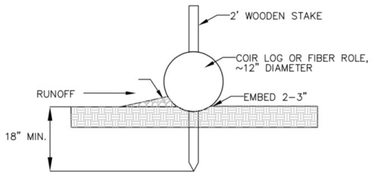
FOR CONSTRUCTION DURING DRY SEASON, ALL EXPOSED SURFACES SHALL BE WETTED PERIODICALLY TO PREVENT SIGNIFICANT DUST.

BETWEEN OCT 15 AND APRIL 15 ALL EXPOSED SOIL SHALL BE PROTECTED FROM EROSION AT ALL TIMES. SUCH PROTECTION SHALL CONSIST OF COIR LOGS, AS SHOWN.

ALL STOCKPILED SOIL SHALL BE COVERED DURING PERIODS OF RAIN.

BEFORE COMPLETION OF PROJECT ALL EXPOSED OR DISTURBED SURFACES SHALL BE PERMANENTLY PROTECTED FROM EROSION, USING JUTE NETTING AND/OR SEED.

NO NEW GRADING FOR THIS PROJECT



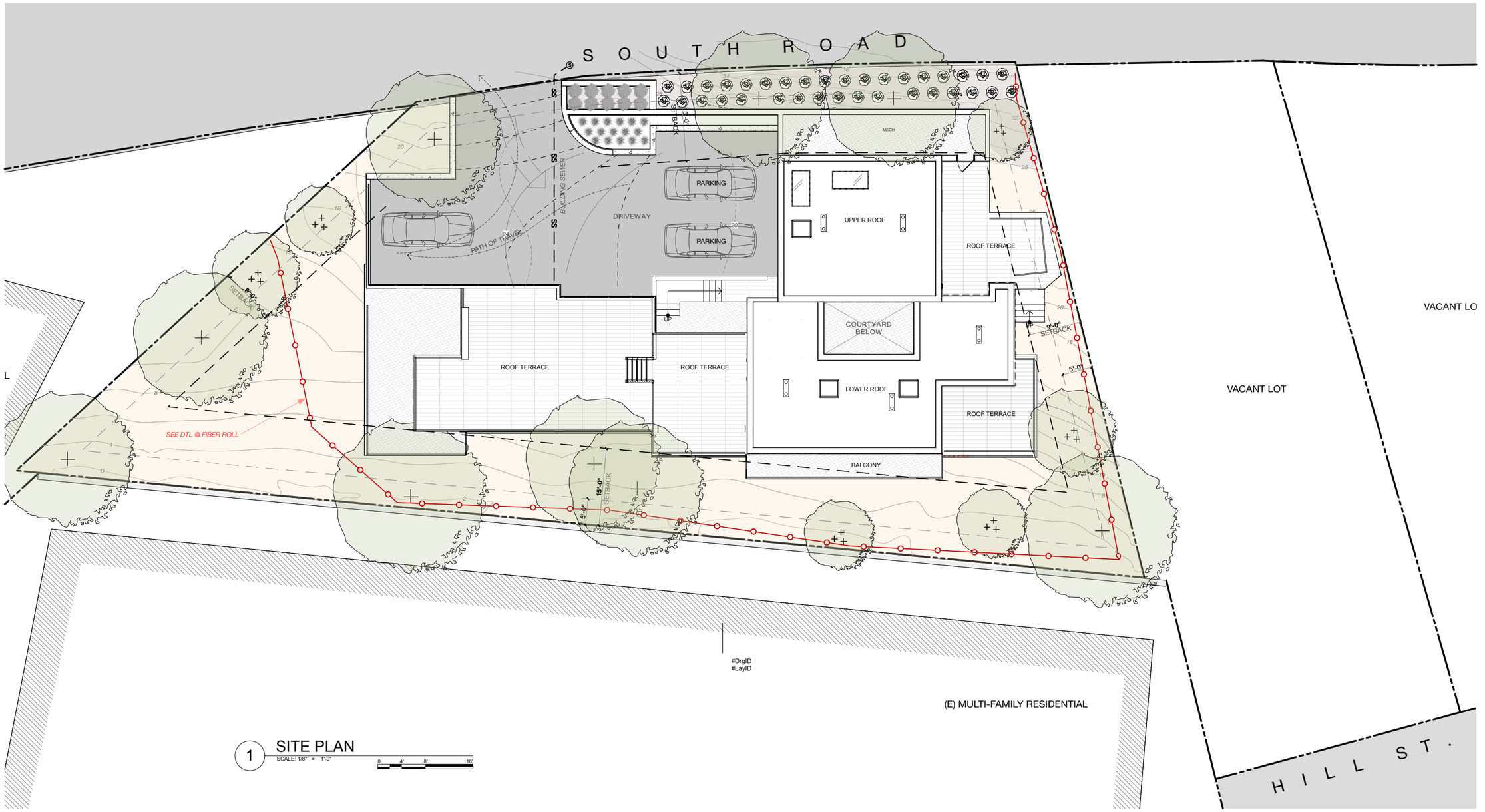
2 FIBER ROLL DETAIL
SCALE: 1 : 1

SITE LEGEND

- PROPERTY LINE
- SETBACK LINE
- ACCESSORY BLDG. LINE
- FIBER ROLL EROSION CONTROL
- SITE CONTOURS
- PATH OF UTILITIES
- STREET
- (E) NEIGHBORING BUILDING
- DRIVEWAY
- DECK
- PROPOSED BUILDING
- PROPOSED RETAINING WALL

PROPOSED SETBACKS

FRONT SETBACK	15'-0"
SOUTH SIDE SETBACK	9'-0"
NORTH SIDE SETBACK	9'-0"
REAR SETBACK	15'-0"



1 SITE PLAN
SCALE: 1/8" = 1'-0"
0 4' 8' 16'

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905 SOUTH RD
BELMONT, CA 94002

MINOR CHANGES TO PRIOR PERMIT SUBMISSION

DATE: 6/19/23

CODE: BSEQ

FILE: BSEQ Primary Model

REVISIONS:

MARK	DATE	DESCRIPTION

ARCHITECTURAL REVIEW

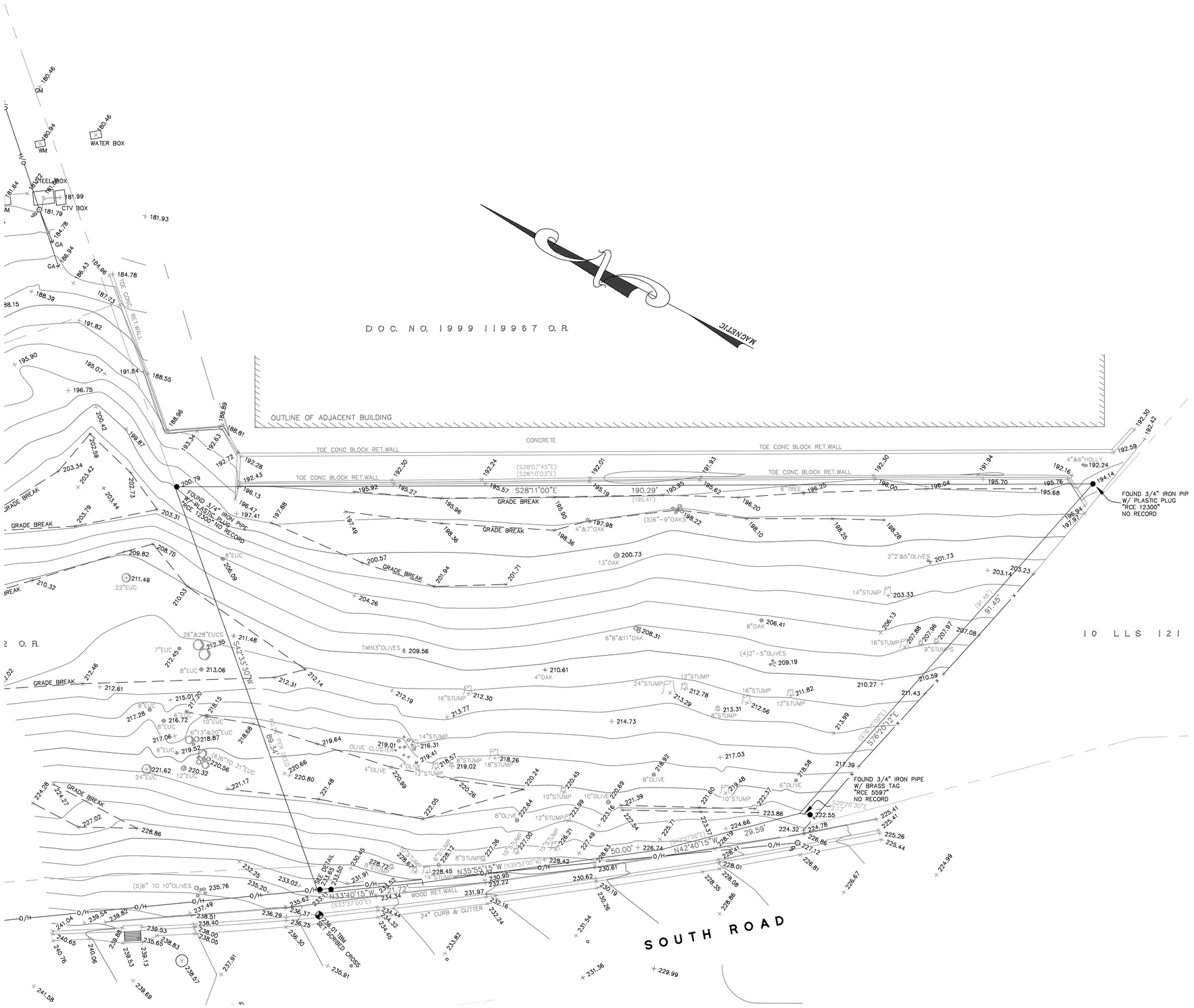
EROSION CONTROL PLAN

G11

PLOTTED ON: 6/

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1 PLAT SURVEY
SCALE: 1" = 1'-0"

SLOPE DENSITY CALCULATION:

AVERAGE PERCENT OF SLOPE = AS

$$\frac{\text{(LENGTH OF CONTOURS) (CONTOUR INTERVAL) X 100}}{\text{LOT AREA}} = \text{AS}$$

$$\frac{\text{(2396.67') (2') X 100}}{\text{11,089 SQ.FT.}} = 43.23\ \%$$

FLOOR AREA RATIO (F.A.R.) FOR 43% = 0.277
ALLOWABLE FLOOR AREA = F.A.R. X LOT AREA
= 0.277 X 11,089
= 3,071 SQ.FT.

BASIS OF ELEVATIONS:

ELEVATIONS ARE BASED UPON AN ASSUMED DATUM.

TBM: SET SCRIBED CROSS ON CURB, AS SHOWN
ELEVATION = 236.01

BASIS OF BEARINGS:

THE BEARING S42°33'30"W ON THE LINE OF HILL STREET, ESTABLISHED BY CURB SPLITS ADJACENT TO BLOCK 2 SHOWN ON THE MAP OF "SUBDIVISION OF LOT NO. 6 OF THE MEZES RANCH" FILED IN VOL. 2 OF MAPS AT PAGE 64, RECORDS OF SAN MATEO COUNTY, SAID BEARING BEING CALLED OUT IN DOCUMENT NO. 2012-075589 IN OFFICIAL RECORDS OF SAN MATEO COUNTY.

LEGEND:

●	FOUND 3/4" IRON PIPE, AS NOTED
A/C	ASPHALTIC CONCRETE
BW	BACK OF WALK
CB	CATCH BASIN
CIP	CAST IRON PIPE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CO	CLEAN-OUT
DI	DROP INLET
EM	ELECTRIC METER
FD	FOUND
FF	FINISHED FLOOR
FL	FLOW LINE
FH	FIRE HYDRANT
GA	GUY ANCHOR
GM	GAS METER
GRD	GROUND
HCR	HANDICAP RAMP
INV.	INVERT
IP	IRON PIPE
LAT.	LATERAL
LG	LIP OF GUTTER
O/H	OVERHEAD
P.U.E.	PUBLIC UTILITIES EASEMENT
RCP	REINFORCED CONCRETE PIPE
RET. WALL	RETAINING WALL
R/W	RIGHT OF WAY
SSCO	SANITARY SEWER CLEAN-OUT
SSMH	SANITARY SEWER MANHOLE
SDMH	STORM DRAIN MANHOLE
TBC	TOP BACK OF CURB
T/W	TOP OF WALL
U/G	UNDERGROUND
VCP	VITRIFIED CLAY PIPE
WV	WATER VALVE
WM	WATER METER BOX
-CTV-	CABLE TELEVISION LINE
-E-	ELECTRICAL LINE
-G-	GAS LINE
-SS-	SANITARY SEWER LINE
-SD-	STORM DRAIN LINE
-T-	TELEPHONE LINE
-W-	WATER LINE

UTILITY NOTE:

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION, OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY.

LICENSED LAND SURVEYOR
WAYNE HAAS
No. LS 7701
Exp. 12-31-14
STATE OF CALIFORNIA

BOUNDARY AND TOPOGRAPHIC SURVEY

LANDS OF PATEL
DOCUMENT # 2012-075589 O.R.

ASSESSOR'S PARCEL NUMBER: 045-152-550

(905 SOUTH ROAD)

BELMONT SAN MATEO COUNTY CALIFORNIA

SCALE: 1" = 10' MARCH, 2013

B & H SURVEYING, INC.
PROFESSIONAL LAND SURVEYING
901 WALTERMIRE ST.
BELMONT, CA 94002

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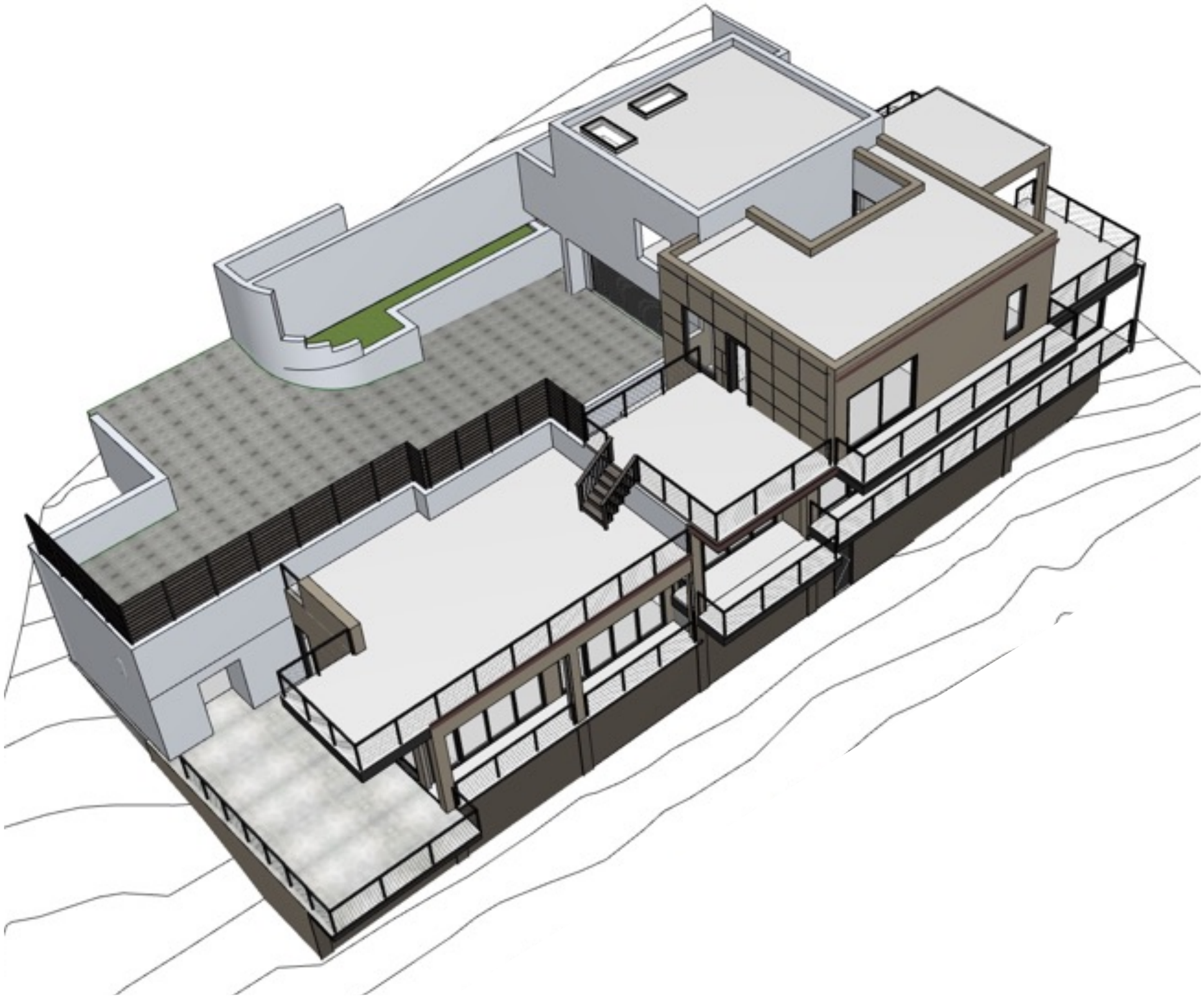
2014 PRE-CONSTION SURVEY

G90

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3D VIEWS

G91

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3D VIEWS

G92

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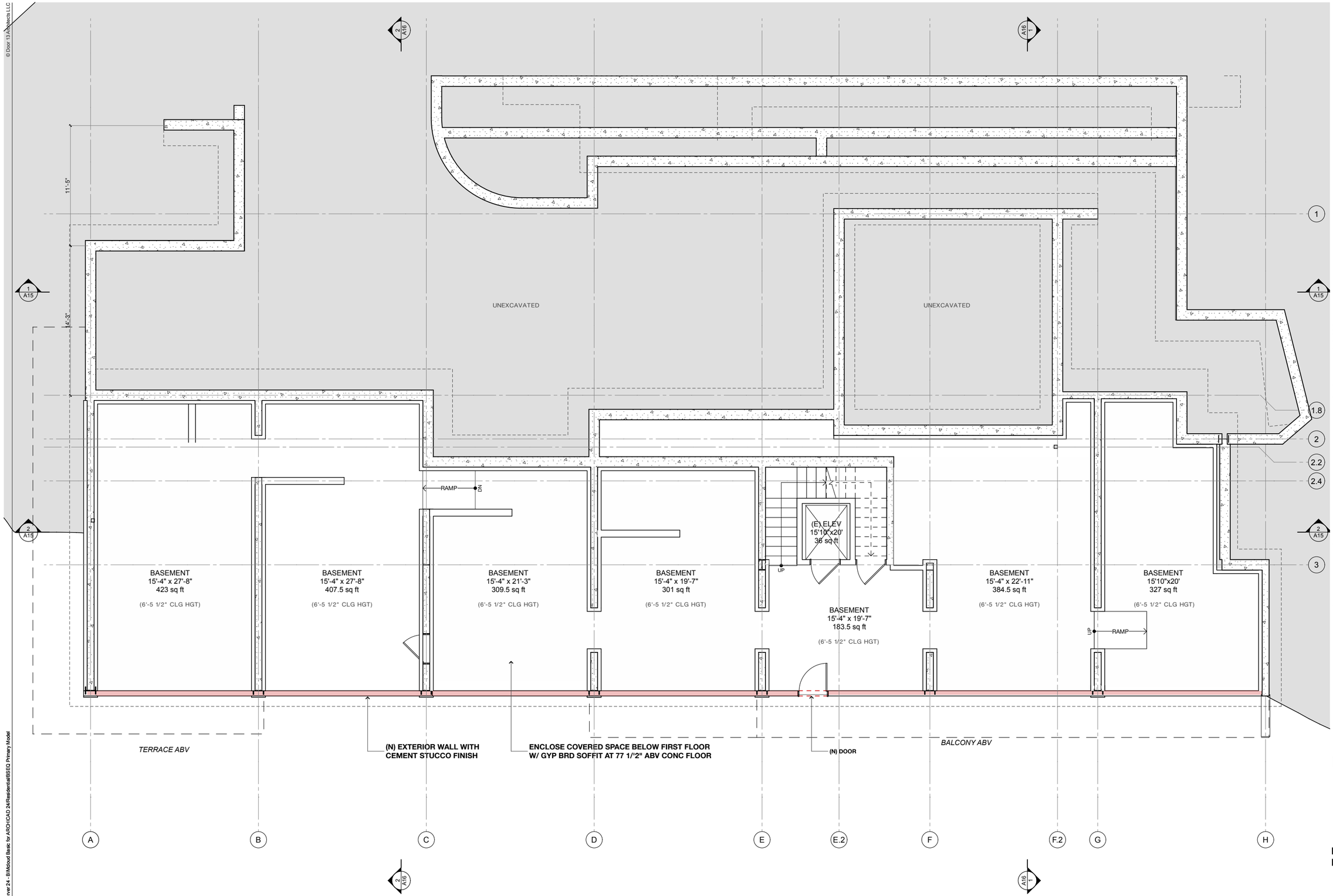
3D VIEWS

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1 BASEMENT PLAN
SCALE: 1/4" = 1'-0"

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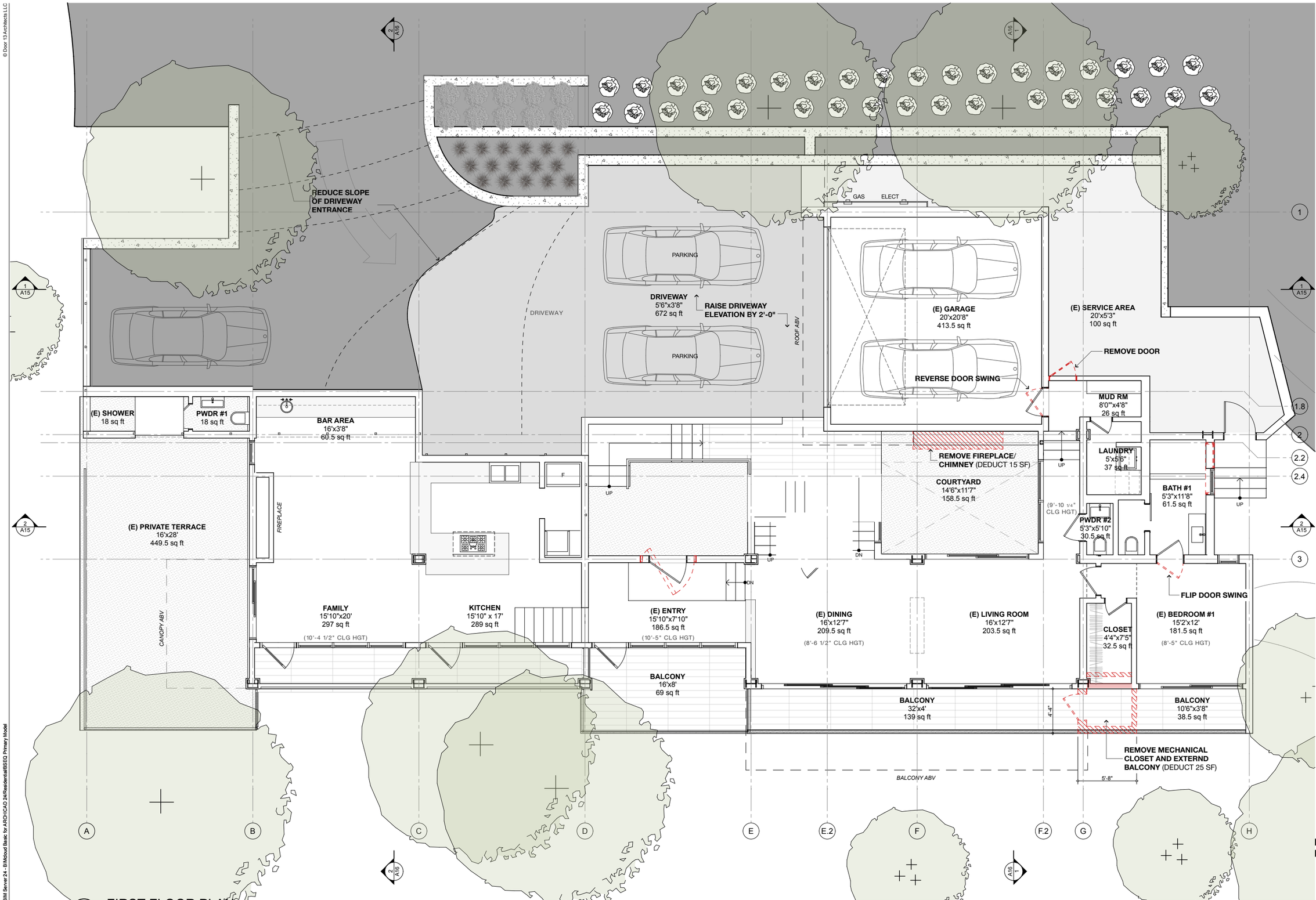
PROPOSED BASEMENT PLAN

A01

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1 FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"

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PROPOSED FIRST FLOOR PLAN

A02

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ENTRY LEVEL:
2026 SQ FT

N

FOUNDATION WALL
PLANTER
SERVICE AREA 20'x5'3"
TRASH
RECYCLING
EXCAVATED AREA
DRIVEWAY
PARKING
PARKING
GARAGE 20'x20'8"
OUTDOOR STORAGE
PRIVACY GATE
STORAGE
POWDER 5'6"x3'8"
BAR AREA 16'x3'8"
ENTRY TERRACE
EXTERIOR FIREPLACE
SHELVES
MUD ROOM 9'4"x4'4"
PANTRY
OUTDOOR FIREPLACE
LAUNDRY 9'x5'6"
+21'-0" T.O. FINISHED CEILING
INTERIOR FIREPLACE
HOOD ASSEMBLY ABOVE
KITCHEN 16'x17'9"
FAMILY 16'x20'
ENTRY BRIDGE
ELEVATOR
COURTYARD 16'x12'
POWDER 5'x5'6"
BATH 5'5"x11'6"
GREEN ROOF ABOVE
CLOSET
ENTRY 16'x8'
SHELVES
DINING 16'x12'
LIVING ROOM 16'x12'
CLOSET
BEDROOM #1 16'x12'
FIXED BOOKCASE
INTERIOR FIREPLACE
PRIVATE TERRACE
BALCONY
TERRACE
BALCONY
BALCONY
BALCONY ABOVE

20'-0"
6'-4"
11'-0"
6'-0"
5'-4"
2'-4"
5'-3"
17'-4"
2'-4"
4'-0"
4'-0"
8"
7'-7"
15'-11"
50'-7"
56'-11"
20
12'-0"
12'-0"
4'-3"
+21'-6"
+21'-0"
+21'-0"
+19'-0"
+17'-0"
+19'-0"
+13'-0"
+15'-0"
16'-0"
16'-0"
16'-0"
16'-0"
96'-5"
16'-0"
16'-0"
16'-0"
112'-4"

ATEL RESIDENCE

RY LEVEL PLAN 1/4" = 1'-0"

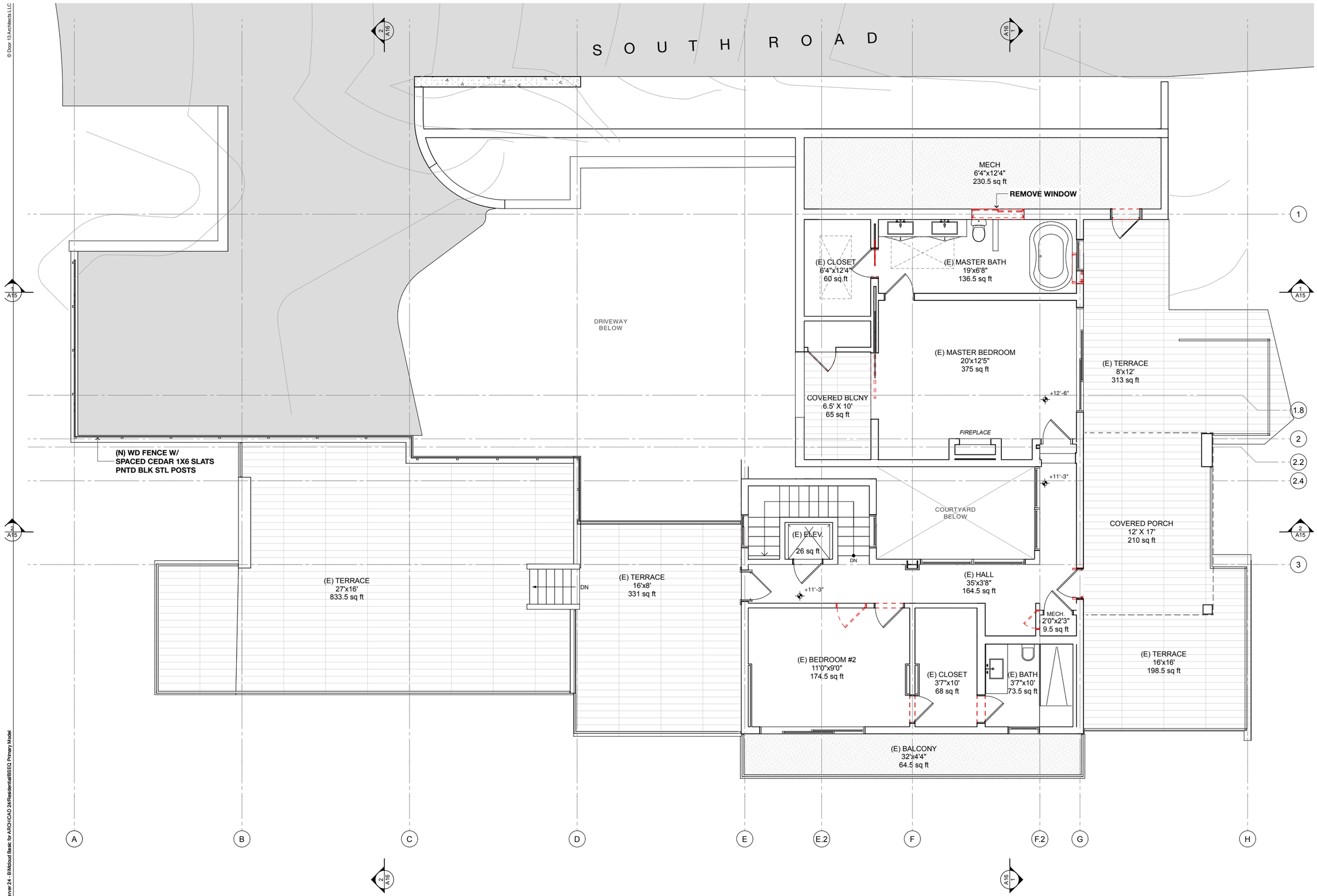
N

A201

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1 SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"

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PROPOSED SECOND FLOOR PLAN

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UPPER LEVEL:
1025 SQ FT

S O U T H R O A D

CURB CUT

DRIVEWAY

DRIVEWAY BELOW

PRIVACY GATE

PLANTER

PLANTER

PLANTER

SHWR BENCH

ROOF PLANTER

CLOSET 6'x7'

MASTER BATH 20'x6'8"

GREEN ROOF 6'x8'

BALCONY

MASTER BEDROOM 20'x12'

TERRACE 8'x12'

CLOSET

CLOSET

INTERIOR FIREPLACE

CANOPY ABOVE

ROOF PLANTER

ROOF PLANTER

OUTDOOR FIREPLACE

PRIVATE TERRACE BELOW

COURTYARD BELOW

TERRACE 16'x16'

TERRACE 27'x16'

TERRACE 16'x8'

BRISE SOLEIL

HALL 35'x3'8"

CLOSET

LINEN

CLOSET

BEDROOM #2 11'7"x11'7"

BATH 3'7"x10'

BATH 3'7"x10'

BEDROOM #3 11'7"x11'7"

GREEN ROOF 40'x8'

GREEN ROOF 16'x8'

BALCONY 30'x4'4"

+23'-6" DN

+26'-0"

+26'-0" DN

+29'-0" DN

+30'-0"

+30'-0"

+30'-0"

+31'-0"

+31'-0"

+31'-0" DN

+31'-0"

5'-4"
2'-0"
8'-8"
11'-4"
1'-4"
2'-8"
4'-0"

6'-7"
4'-2"
3'-6"
8"
20'-4"
11'-0"
47'-11"
12'-0"
28'-7"
12'-0"
4'-3"

3'-4" 8'-4" 16'-0" 40'-0" 16'-0" 16'-0" 16'-0" 16'-0" 64'-8" 16'-0" 16'-0"

A B C D E E F H

1 2 3

TEL RESIDENCE

LEVEL PLAN 1/4" = 1'-0"

A202

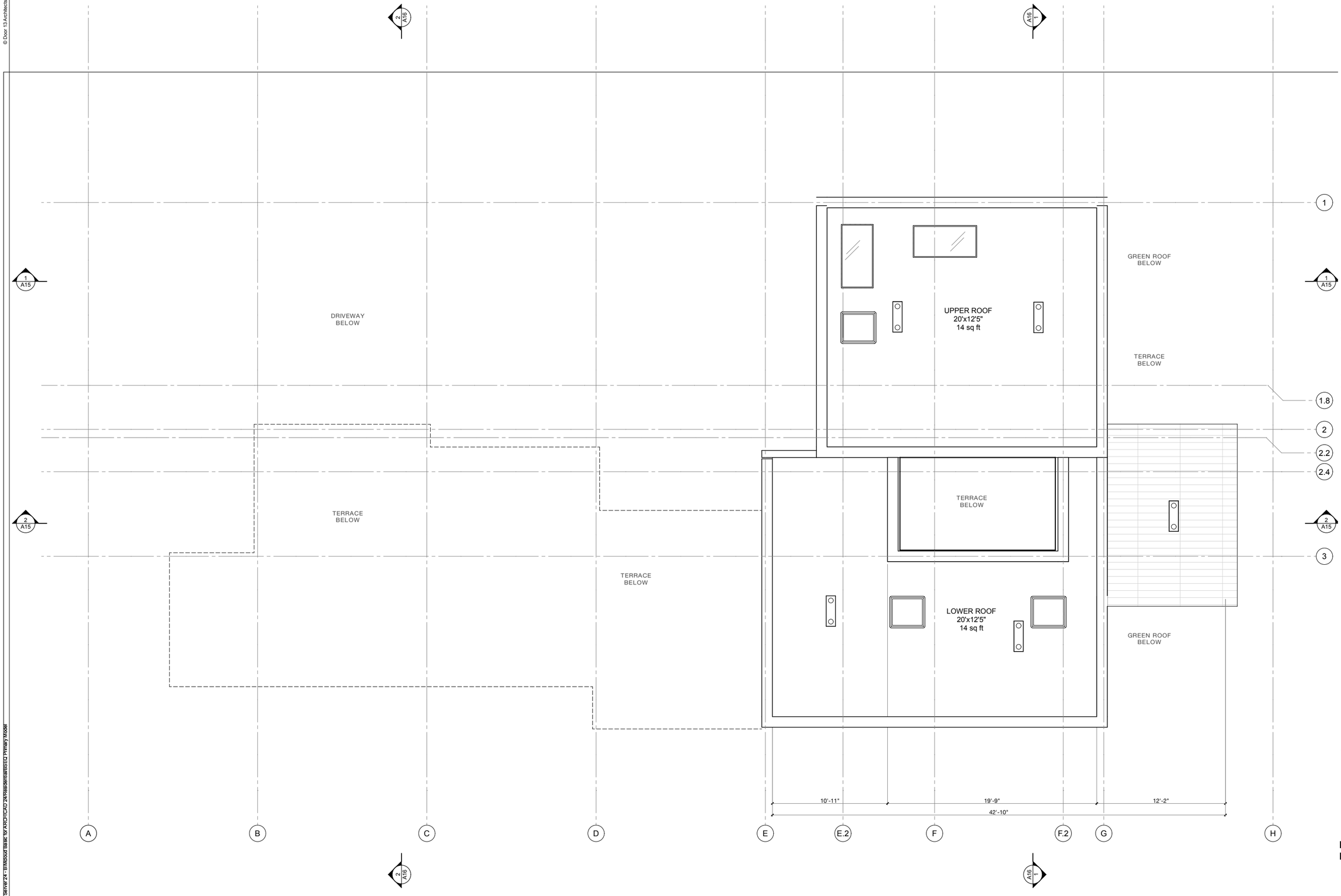
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1 ROOF PLAN
SCALE: 1/4" = 1'-0"

PROPOSED ROOF PLAN

A04

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TRASH & RECYCLING BELOW

GREEN ROOF

ROOF TERRACE BELOW

CHIMNEY

+41'-0"

GREEN ROOF

COURTYARD BELOW

GREEN ROOF

+40'-0"

ROOF TERRACE BELOW

+39'-0"

CHIMNEY

ROOF TERRACE BELOW

GREEN ROOF

ATEL RESIDENCE

OF PLAN

1/4" = 1'-0"

A203

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TERRACE
Concrete



BALCONY
Wood Porcelain Tile

BALCONY & TERRACE MATERIALS

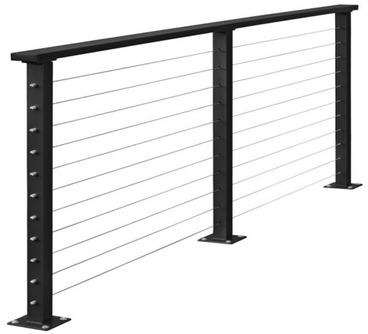
WALL
Stucco - White



WALL
Stucco - Accent



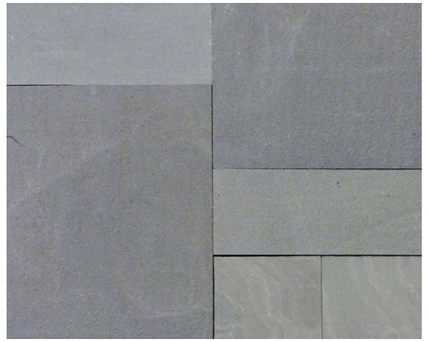
WALL
Stucco - Base



RAILING
Cable Railing - Black



OPENINGS
Sliding glass partitions



PARKING & DRIVEWAY
Bluestone Paver Tiles

PAVING OPTIONS

WALL SURFACE OPTIONS

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BUILDING MATERIALS

A05

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SUCULENTS & SEDUM
Green Roof Material



GRAVEL
Drainage Material



PORCELANOSA FERROKER TILE
Roof Pavers' Finish



PORCELANOSA TOWN ACERO TILE
Roof Pavers' Finish

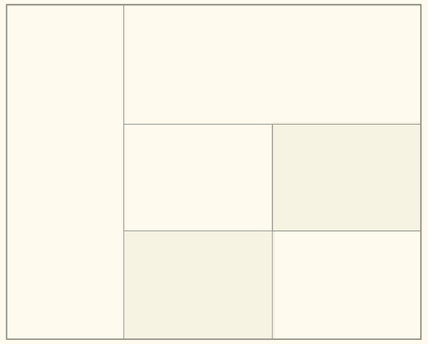
ROOF MATERIALS



WALL
Board formed concrete



FRAME
Painted, exposed steel



PORCELANOSA TOWN EXTREME WHITE & NIEVE
Dimensions 24"x4" & 24"x12"



OPENINGS
Sliding glass partitions

WALL SURFACE OPTIONS



PERVIOUS CONCRETE
Parking and drive way



CONCRETE PAVER TILES
Parking and drive way

PAVING OPTIONS

ATEL RESIDENCE

ISHES 1/4" = 1'-0"

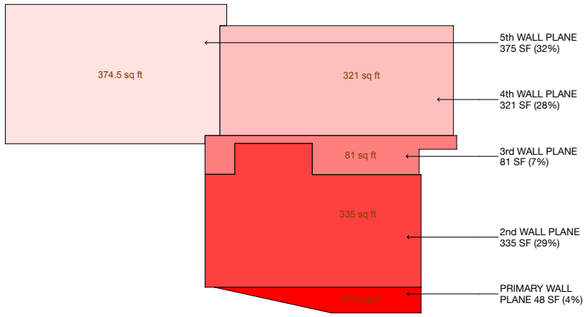
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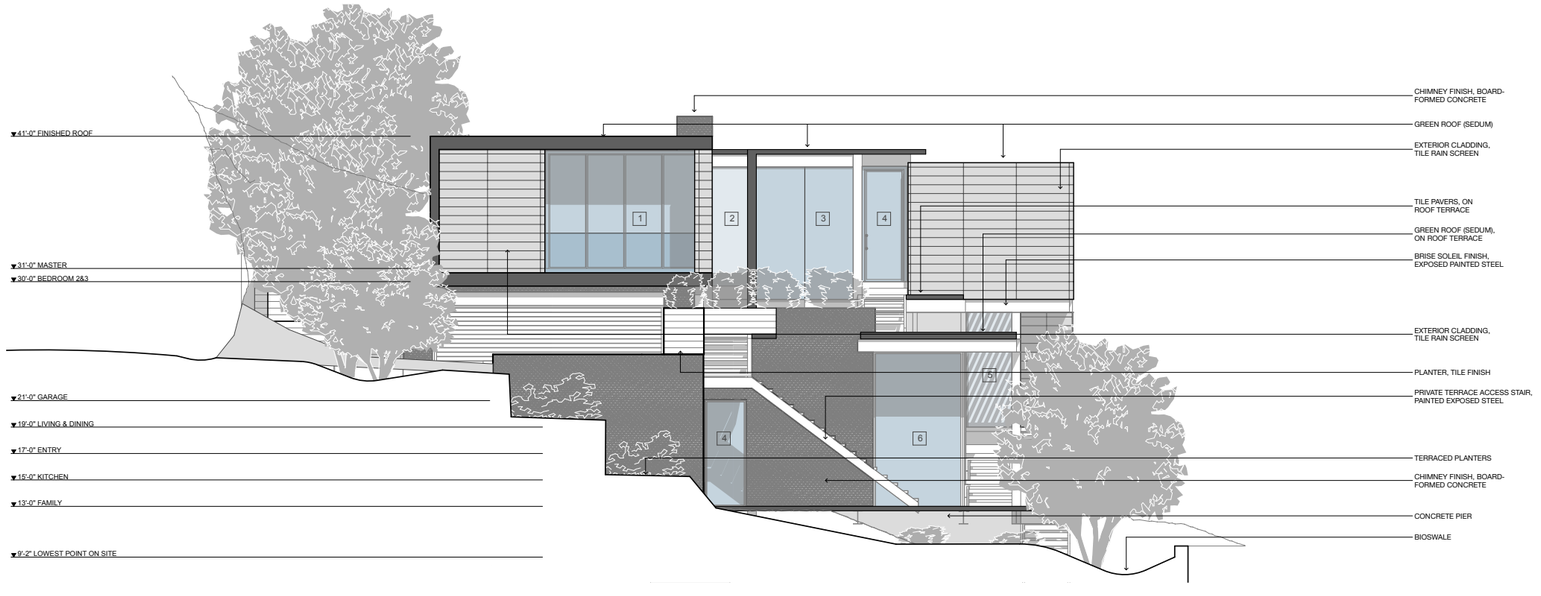
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PRESCRIBED FACADE ARTICULATION DIAGRAM





1 PROPOSED SOUTH ELEVATION
SCALE: 3/16" = 1'-0"
0 4' 8' 12'



2 ORIGINAL SOUTH ELEVATION
SCALE: 3/16" = 1'-0"
0 4' 8' 12'

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NOT FOR CONSTRUCTION

SOUTH ROAD RESIDENCE

905 SOUTH RD
BELMONT, CA 94002

MINOR CHANGES TO PRIOR PERMIT SUBMISSION

DATE: 6/19/23

CODE: BSEQ

FILE: BSEQ Primary Model

REVISIONS:

MARK	DATE	DESCRIPTION

ARCHITECTURAL REVIEW

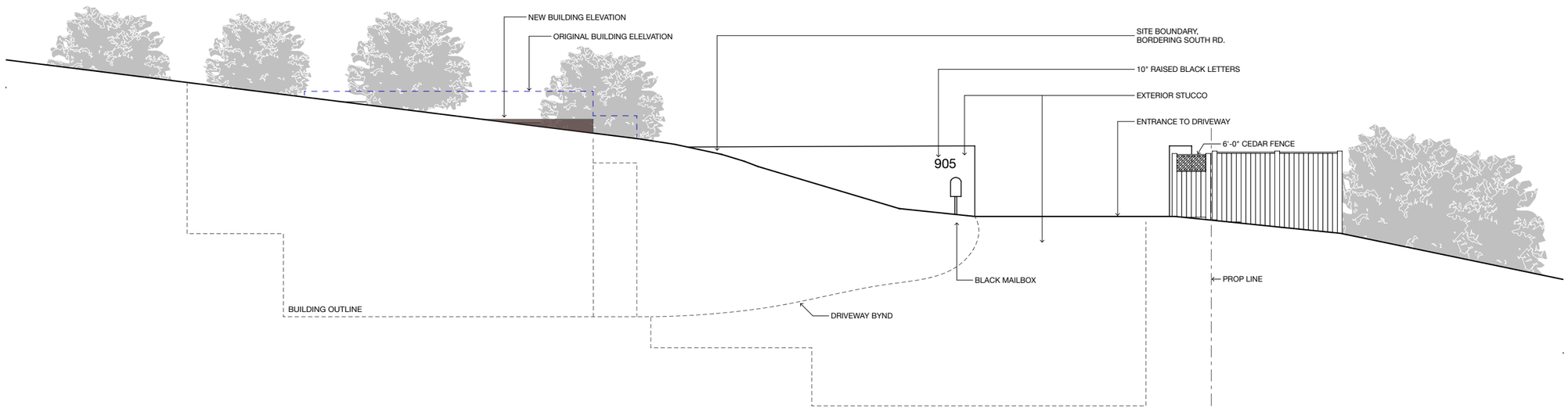
EXTERIOR ELEVATIONS

A11

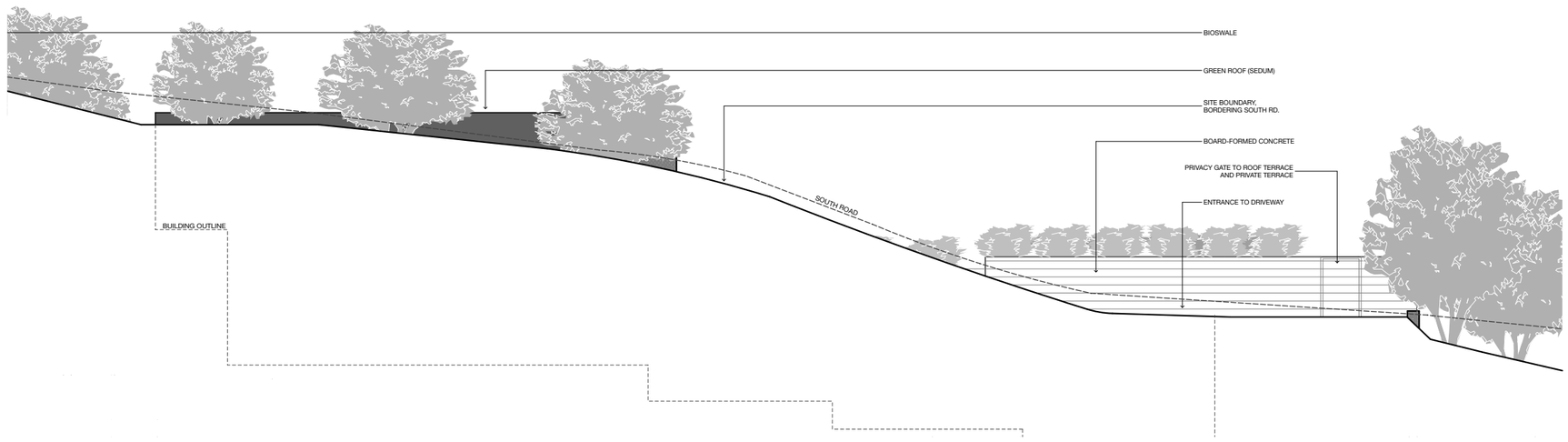
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1 PROPOSED WEST ELEVATION
SCALE: 3/16" = 1'-0"
0 4' 8' 12'



2 ORIGINAL WEST ELEVATION
SCALE: 3/16" = 1'-0"
0 4' 8' 12'

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ARCHITECTURAL REVIEW

EXTERIOR ELEVATIONS

A12

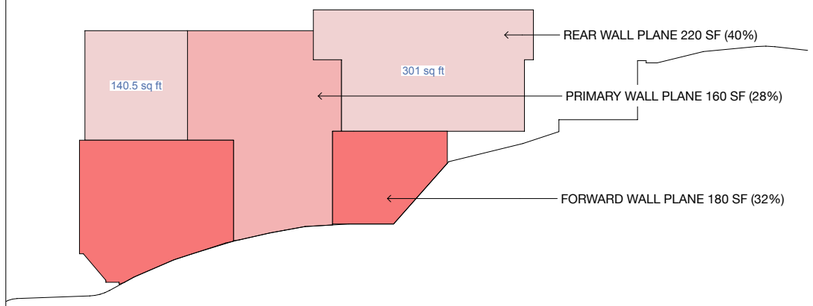
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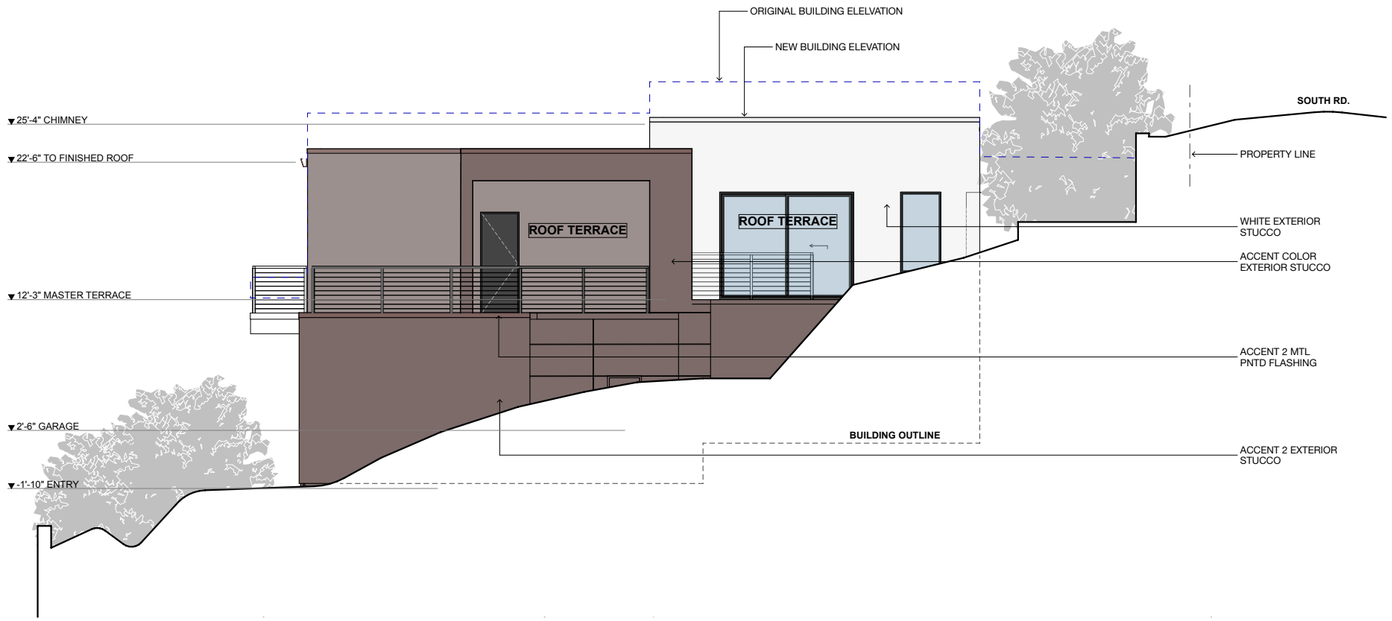
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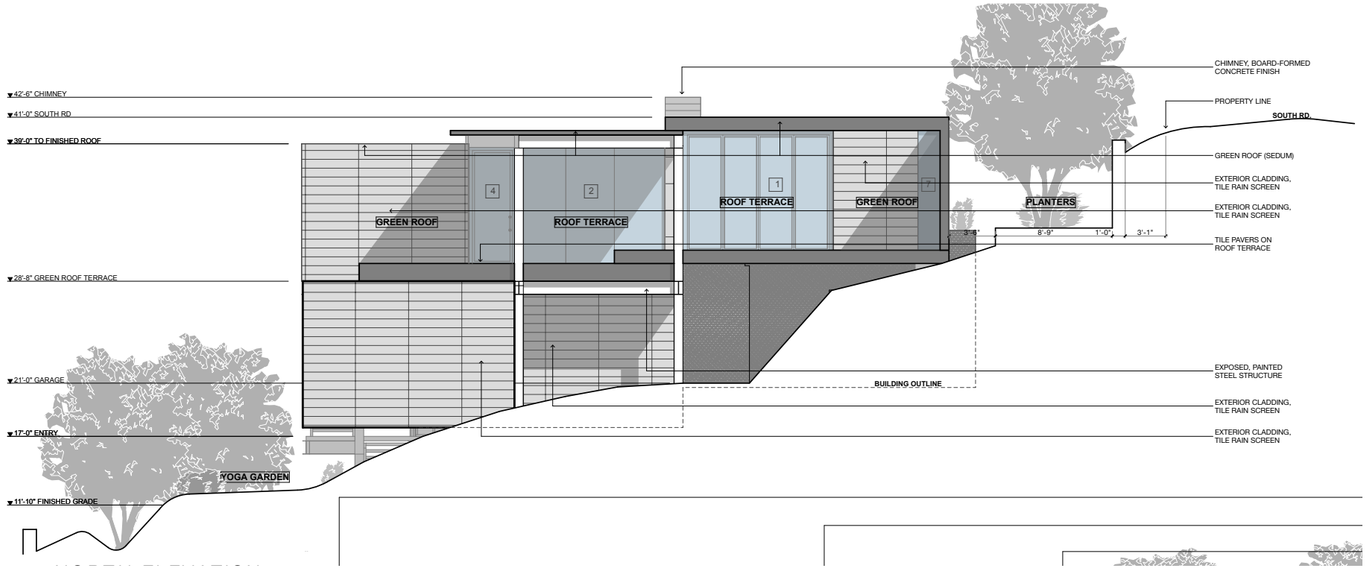
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PRESCRIBED FACADE ARTICULATION DIAGRAM





1 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



1 NORTH ELEVATION
SCALE: 3/16" = 1'-0"

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MARK DATE DESCRIPTION

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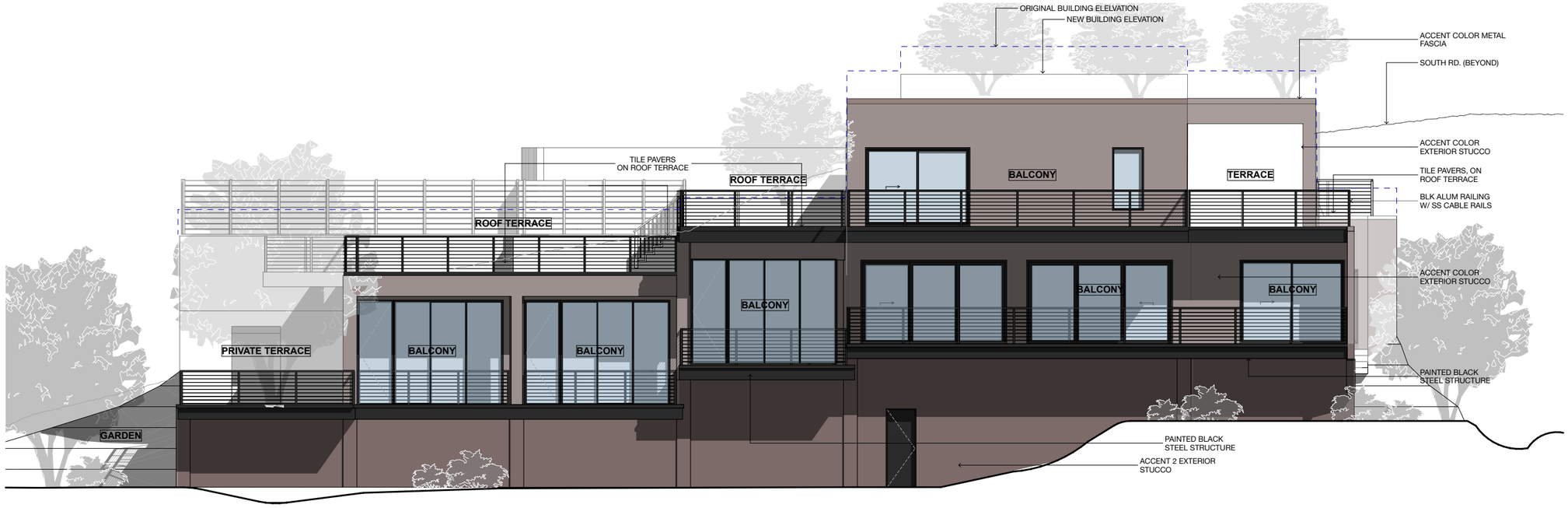
EXTERIOR ELEVATIONS

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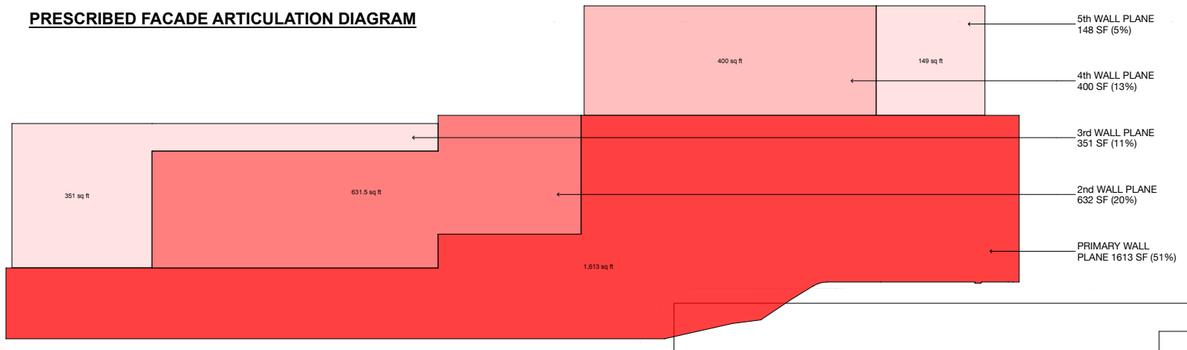
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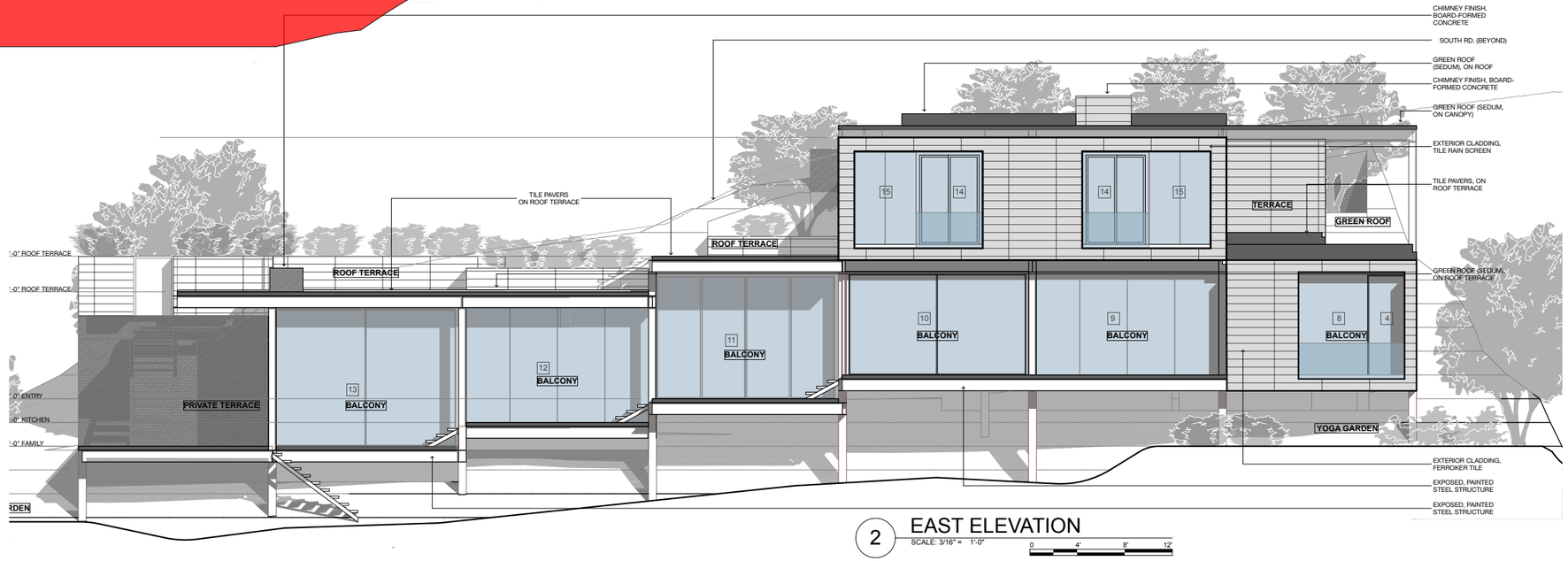
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PRESCRIBED FACADE ARTICULATION DIAGRAM





2 EAST ELEVATION
SCALE: 3/16" = 1'-0"

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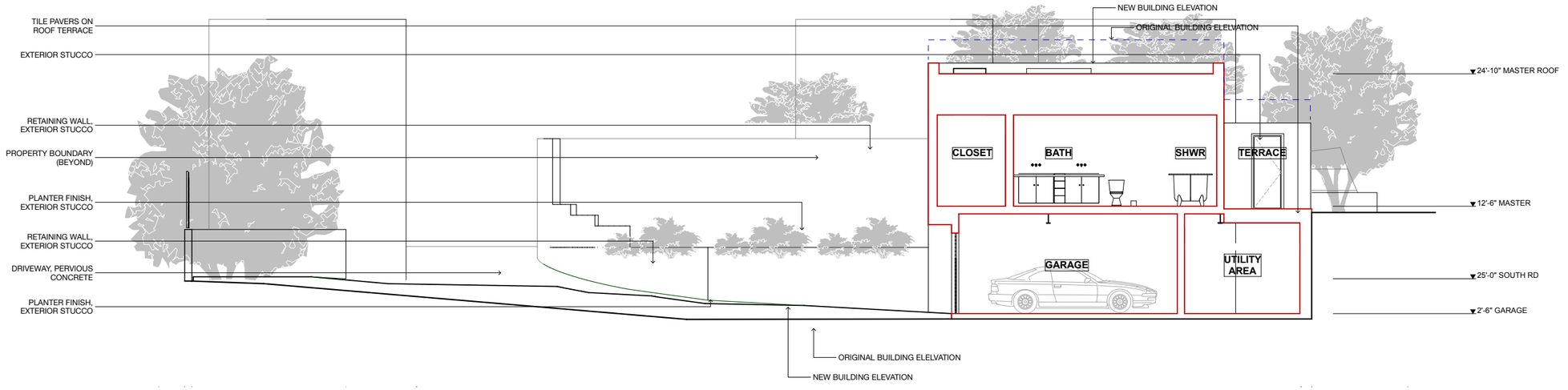
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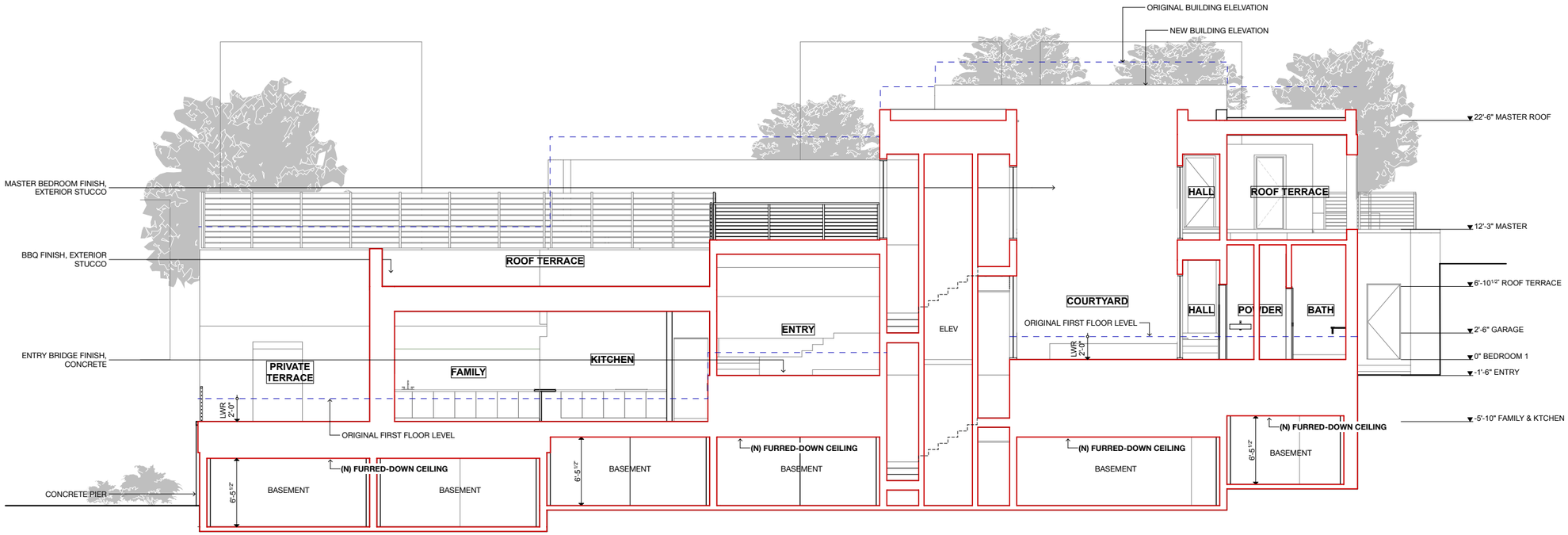
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1 SECTION THROUGH DRIVEWAY
SCALE: 3/16" = 1'-0"



2 SECTION THROUGH ENTRY
SCALE: 3/16" = 1'-0"

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MARK	DATE	DESCRIPTION

ARCHITECTURAL REVIEW

BUILDING SECTIONS

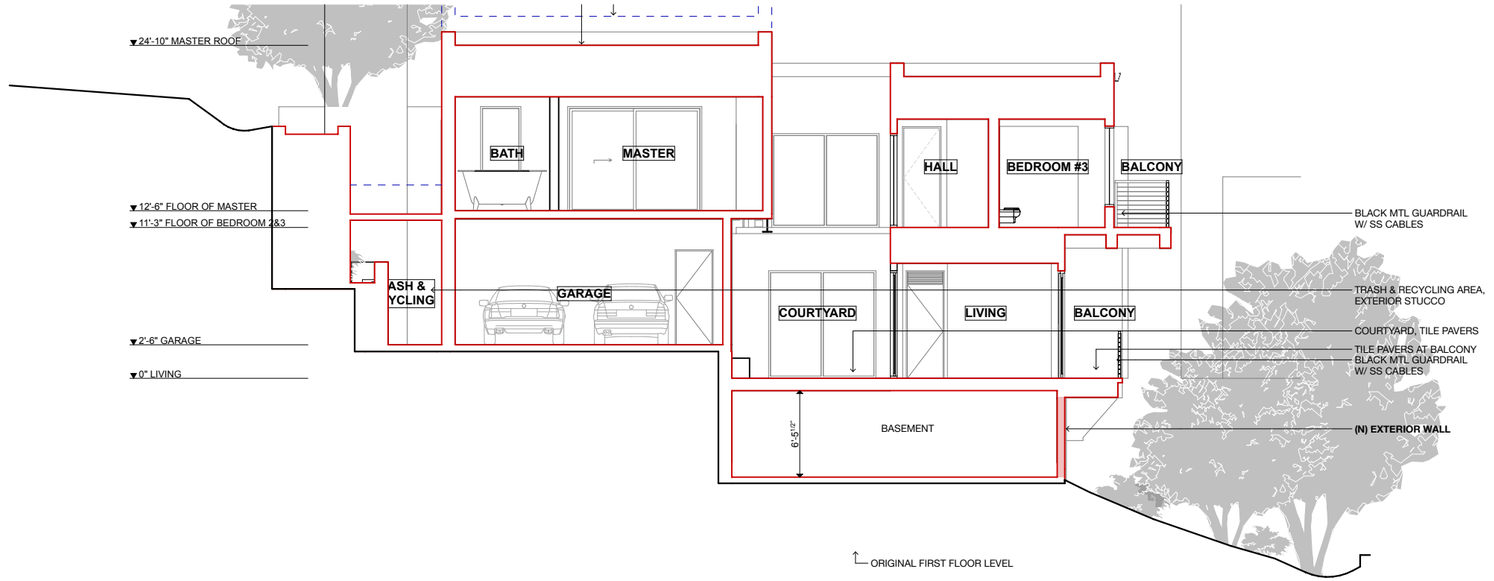
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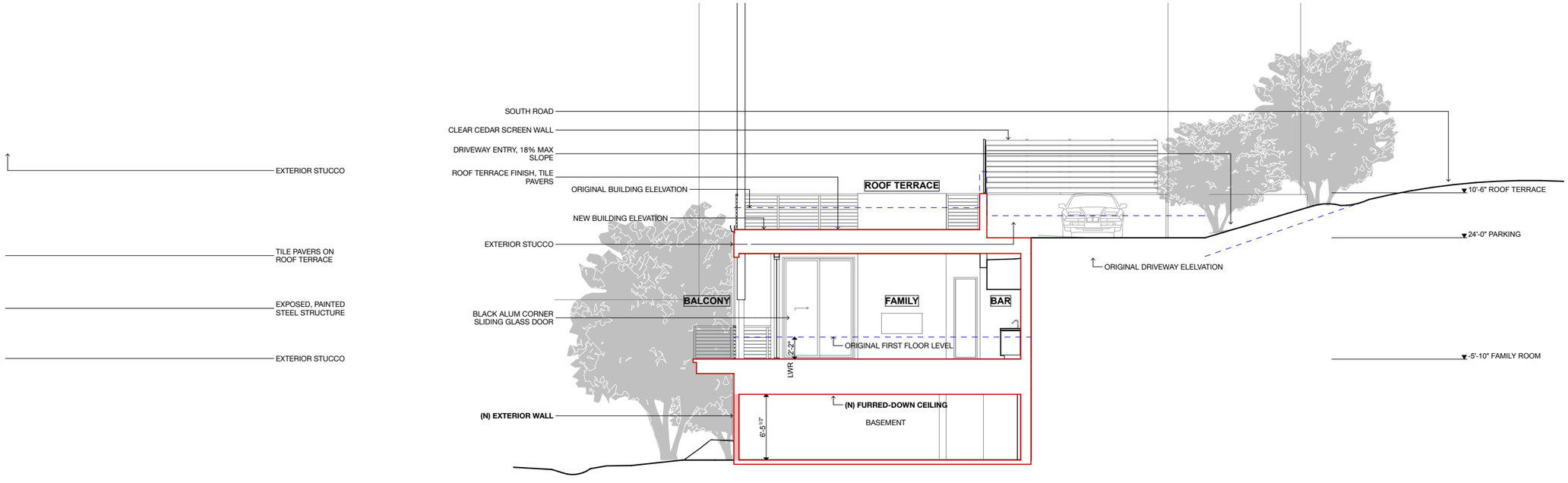
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1 SECTION THROUGH COURTYARD
SCALE: 3/16" = 1'-0"



2 SECTION THROUGH FAMILY
SCALE: 3/16" = 1'-0"

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BUILDING SECTIONS

A16

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STAFF REPORT

Meeting Date: October 17, 2023

Agency: City of Belmont – Planning Commission

Staff Contact: Carlos de Melo, Community Development Director, cdemelo@belmont.gov

Agenda Title: Belmont General Plan and Zoning Ordinance (BZO) Amendments - Commercial Cannabis Overlay Zoning – South El Camino Real

Agenda Action: Resolution

Recommendation

1) Conduct Public Hearing.
2) Review and recommend City Council approval of a Resolution for Land Use Element Amendments to the 2035 General Plan that would potentially allow for Commercial Cannabis Land Uses in the South El Camino Real area of the City; and,
3) Review and recommend City Council approval of a Resolution for Zoning Ordinance ("BZO") Amendments to establish potential Cannabis Retail & Distribution Zoning Regulations for properties should they rezone within the area along south El Camino Real from O'Neill Avenue to the San Carlos Border.

Strategic Focus Area

Economic Development and Housing

Background

At the City Council's strategic planning workshop held in January 2021, the Council considered several different options for diversifying City revenues as part of a strategy aimed at promoting fiscal sustainability. One of the potential new revenue sources identified during that discussion was the legalization and local regulation of commercial cannabis activities. The Council subsequently authorized staff to conduct preliminary assessment of policy options available to the City for consideration at future study sessions.

At its April 13, 2021, November 3, 2021, and March 22, 2022 Study Sessions, the City Council provided feedback to staff regarding establishing cannabis businesses (commercial retail & distribution) within certain areas of Belmont. At their April 12, 2022 meeting, the City Council: 1) conducted a public hearing, and 2) introduced a Draft Ordinance which embodied a number of necessary Belmont Zoning Ordinance (BZO) Amendments to implement the development standards applicable within certain proposed Cannabis Overlay Districts, and corresponding Zoning Basemap Designation Amendments to establish the overlay location areas where Cannabis Retail & Distribution – S-3; and Distribution Only – S-4 would be permitted.

At their June 7, 2022 meeting, the Planning Commission conducted a public hearing and considered the Draft Ordinance regarding the BZO Amendments to implement the development standards applicable within the proposed Cannabis Overlay Districts and corresponding Zoning Basemap Amendments for the proposed S-3 & S-4 Overlay Districts. Significant public testimony was heard during the 6/7/22

Commission meeting (both in-person or through virtual participation). A formidable majority of the speakers voiced concerns with the proposed amendments and urged that the City abandon the proposal, or at a minimum, reconsider the boundaries of the proposed overlay districts. The Commission discussed the matter in great detail and offered recommendations to reconsider the scope/location of the potential Overlay Districts. These recommendations centered on:

- Reconsidering the proposed S-3 Cannabis Retail & Distribution Combining District boundary for all proposed properties fronting along Ralston Avenue (both sides of street).
- Reconsidering the S-3 Cannabis Retail & Distribution Combining District and S-4 Cannabis Distribution Combining District boundaries from Masonic Way to the northern border (of San Mateo).
- Reconsidering the S-3 District boundary along both the west and east side Old County Road properties from the Ralston Avenue intersection to the southern border (of San Carlos).

A majority of the Commission was comfortable recommending maintaining the proposed S-3 Cannabis Retail & Distribution Combining District for the proposed properties along El Camino Real (ECR) - both east & west side fronting properties.

At their July 12, 2022 meeting, the City Council conducted a public hearing and considered the Draft Ordinance regarding the BZO Amendments to implement the development standards applicable within the proposed Cannabis Overlay Districts and corresponding Zoning Basemap Amendments for the proposed S-3 & S-4 Overlay Districts, including the Planning Commission recommendations to scale back the areas for potential Overlay District zoning. Significant public testimony was also heard during the 7/12/22 Council meeting; the public comments indicated a strong majority to abandon the zoning amendments proposal, or at a minimum, reconsider the boundaries of the proposed overlay districts. At the conclusion of Council discussion on the matter the Council did not take action on the proposed amendments and continued the project, pending further analysis and public outreach.

At the City Council's Strategic Priorities Workshop in March 2023, staff reviewed a range of initiatives under consideration and future action centering on the City's strategic focus areas (Infrastructure & Mobility, Economic Development & Housing, Fiscal & Organizational Stability, Public Safety, and Quality of Life). During the course of Council discussion on these topic areas, the Council reiterated a commitment to maximizing existing sources of revenue and identifying new revenue sources to maintain financial stability for the City. The Council further indicated interest in continued exploration of potential Cannabis use regulations within reason, and in appropriate locations in the City.

At their July 25, 2023 meeting, the City Council considered and provided staff direction to explore a significantly scaled back Overlay Zoning approach for Cannabis Retail & Distribution uses within the City limiting the area of eligibility for potential cannabis uses to properties along south El Camino Real between O'Neill Avenue and the San Carlos border.

Analysis/Discussion

As a follow up to the 7/25/23 Council discussion/direction, and previous Cannabis use proposals, staff has prepared modified Belmont 2035 General Plan and Zoning Ordinance (BZO) Amendments centering on the following:

1. Modifications to the narrative section of the 2035 General Plan Land Use Element related to El Camino Real; and adding policies to Goal 2.6 and Goal 2.17. See Attachment 1 – Proposed General Plan Amendments Resolution and Exhibit (Attachment 4) which describes the South El Camino Real boundary area.

2. Modifications to Belmont Zoning Ordinance (BZO) Section 3 to list the new combining district; BZO Section 9 to define Cannabis Retail & Distribution as a permitted use in the subject overlay combining district; and BZO Section 10 (Planning Procedures) regarding Zoning Administrator (ZA) review authority of a Use Permit for the proposed uses.

3. Establishing S-3 Cannabis Retail & Distribution Overlay District in Section 21 (Combining Districts) to provide regulations for cannabis uses should properties be rezoned to the S-3 Overlay District. This potential overlay zoning area is located along both east & west side fronting properties on South El Camino Real (ECR) from O'Neill Avenue to the southern border (of San Carlos) – see Attachment 3 (Zoning Amendments Ordinance) and Exhibit (Attachment 4) which describes the South El Camino Real boundary area. The regulations include:

    - Cannabis Retail & Distribution Definitions
    - Zoning Administrator Review Authority
    - Use Permit Requirements
    - Development Regulations
    - Performance Standards

4. The proposed Cannabis Use ***Development Regulations*** include the following:

    (1) The use may only be established and operate inside a completely enclosed building.

    (2) The location of a Cannabis Retail or Cannabis Distribution use when initially established must comply with the following:

        (A) The use must be at least 600 feet from a school or other Cannabis Retail or Cannabis Distribution use and at least 100 feet from parks and actively operated child day care centers.

        (B) The distances in subparagraph (A) are measured from the building containing the Cannabis Retail or Cannabis Distribution use by the length of the shortest path of travel over which the general public has a right to travel to the boundary of a property containing the incompatible use.

        (C) The public entrance to the Cannabis Retail or Cannabis Distribution use may not be located immediately adjacent to a youth-oriented business on the same frontage as the entrance.

    (3) The site and building must be suitably designed to be secure.

    6. The proposed Cannabis Use ***Performance Standards*** include the following:

(1) State Licensing. The use must fully comply with all applicable operational rules and regulations governing commercial cannabis activity in Business & Professions Code Division 10.

(2) Hours of Operation. A use may be open and operate only between the hours of 9:00 a.m. and 9:00 p.m.

(3) Consumption. Consumption of cannabis on the premise must not be allowed.

(4) Smoking. Smoking or vaping of any kind on premises must not be allowed.

(5) Odor. Cannabis odor must not be detectible outside the building from any place accessible to the public or from adjoining private property.

(6) Public services. Operation of the business must not place a burden on the provision of public services disproportionate to other retail uses.

(7) Exterior Security Lighting. Adequate external lighting must be provided for security purposes. The lighting shall be sufficient to provide illumination and clear visibility to all outdoor areas, with minimal spillover on adjacent properties. The lighting must be stationary, directed away from adjacent properties and public rights-of-way, and compatible with the neighborhood.

(8) Security. On-site security must be provided for Cannabis Retail or Cannabis Distribution uses during the hours of operation when clients are present.

(9) Commercial Cannabis Permit. The use must fully comply with all applicable local permit rules and regulations governing commercial cannabis activity, including operational permit requirements and conditions and approved operational plans under any other city ordinance or code.

(10) In the event of a conflict between the requirements of the use permit and the requirements of a local operations permit issued by the police department, the more restrictive performance requirements apply.

In concert with Council direction at their July 25, 2023 meeting, a maximum of up to two commercial retail cannabis use permits could be allowed, and a maximum of one cannabis distribution use permits could be allowed within the potential S-3 District, as lawfully permitted via the Cannabis Regulatory Ordinance, and Zoning Administrator Use Permit review process.

Retail cannabis uses have the potential to bring additional people to downtown/commercial and mixed use areas during both the daytime and early evening hours. Cannabis distribution uses would be compatible with other permitted warehouse and distribution uses. Establishment of these new uses would require approval of a Conditional Use Permit (CUP) to address potential light, glare, noise, traffic, and parking issues, and to ensure that these projects conform to specific development standards related to total number of permitted dispensaries, distance between dispensaries from schools, parks, and daycare facilities, hours of operation, customer management, and odor.

The CUP process would also include Police Department (PD) review and approval of operational/safety plans and state licensing to ensure that these uses operate in accordance with all applicable laws (i.e., use of products on site or in public places would be prohibited, security personnel would be required to prevent sales to minors and loitering, cannabis products and graphics representing cannabis products may not be visible from the exterior of the facility, and products must be stored and sold from inside a completely enclosed building). Design Review would also be required for any new building or exterior building alteration to ensure projects are consistent with established requirements for building design, signage, and landscaping.

Recent Proposals

Since May 2023, the City has received two proposals for establishment of Cannabis Retail Dispensaries for certain properties along South El Camino Real and has met with other interested parties. Staff has not reviewed these proposals in detail and will be allocating resources towards review/legal analysis of the proposals pending Planning Commission & City Council review of the proposed General Plan/Zoning Ordinance Amendments. If the City Council approves the General Plan amendment and the creation of the S-3 District then staff will develop an application process for proposals to rezone property to the S-3 Overlay District.

Environmental Assessment – The proposed general plan and zoning text amendments are subject to the California Environmental Quality Act ("CEQA"). In conjunction with potential review/recommendation of the subject amendments, staff has prepared an Addendum to the City's 2017 General Plan/Belmont Village Specific Plan Programmatic Environmental Impact Report (EIR) to serve as the environmental assessment for the General Plan/Zoning Ordinance amendments.

Proposed uses (Cannabis Retail & Distribution) would not be dissimilar to other commercial retail/operational uses currently permitted within the potential overlay zone. The proposed amendments would occur in an area where all public services and facilities are available to the properties eligible for inclusion in the S-3 District. The eligible properties are not located in environmentally-sensitive areas and are generally already developed with existing commercial uses/structures.

No development would be proposed in conjunction with General Plan/Zoning Ordinance Amendments. An individual Cannabis Retail or Distribution operator would be required to rezone property to the S-3 District and be subject to CEQA clearance for the subject property intended for operation.

Next Steps

1. City Council consideration of General Plan and Zoning Ordinance Amendments Regarding Commercial Cannabis Combining District Zoning.

2. Council consideration of Commercial Cannabis Regulatory Ordinance:
    a. General Administration
    b. Legal Authority
    c. Operating Requirements and,
    d. Enforcement

3. Staff develops applications materials and opens up an application period.

4. Applications for property to be rezoned to the S-3 District are considered.

Attachments

1. Resolution Recommending City Council Approval of General Plan Amendments
2. Resolution Recommending City Council Approval of Zoning Ordinance Amendments
3. Zoning Amendments Ordinance
4. Exhibit to General Plan Amendment Resolution & Zoning Text Amendments Ordinance – South El Camino Real Area
5. EIR Addendum & Exhibits

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed: Consultant funding and staff resources to explore local regulation of commercial cannabis activities have been incorporated in previous fiscal year budgets in the General Fund. Local regulation of commercial cannabis activities can provide an important source of locally controlled General Fund revenue.

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

RESOLUTION NO. 2023 – _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT RECOMMENDING THAT THE BELMONT CITY COUNCIL AMEND THE LAND USE ELEMENT OF THE 2035 GENERAL PLAN TO ALLOW FOR COMMERCIAL CANNABIS LAND USES IN THE SOUTH EL CAMINO REAL AREA OF THE CITY

WHEREAS, on July 25, 2023, the Belmont City Council provided direction to staff to explore consideration of Land Use Element Amendments to the 2035 General Plan that would potentially allow for commercial cannabis uses in the South El Camino Real area of the City; and,

WHEREAS, Goal 2.6 of the Land Use Element of the 2035 Belmont General Plan encourages the City to "[p]romote opportunities for continued economic growth and vitality, resulting in wider shopping and dining opportunities for residents, increased local employment opportunities, enhanced attractions for visitors, increased sales tax revenues, and a stronger community image"; and,

WHEREAS, Goal 2.17 of the Land Use Element of the 2035 Belmont General Plan encourages the City to "[s]upport a wide range of economic activity in Belmont that capitalizes on the city's location, strengthens the City's tax base, and ensures that Belmont has adequate fiscal resources to fund high quality public services for its residents and businesses"; and,

WHEREAS, the proposed General Plan amendments, attached hereto as *Exhibit A*, augment the current language, adding policies to explore allowing commercial cannabis uses in the South El Camino Real area of the City; and,

WHEREAS, the City Council certified a programmatic Environmental Impact Report (EIR) for the Belmont 2035 General Plan, Phase 1 Zoning, Belmont Village Specific Plan & Zoning, and Climate Action Plan projects under Section 15168 of the CEQA Guidelines, and staff have prepared an addendum to the EIR for this project; and,

WHEREAS, the Planning Commission held a public hearing on October 17, 2023 in accordance with Belmont Zoning Ordinance Section 16.2.2; and,

WHEREAS, after reviewing all relevant evidence before the Planning Commission, including the information provided in the staff report and enclosures, the public meeting, and public correspondence and testimony received, the Planning Commission incorporates herein by reference and adopts the analysis and findings in the staff report to the Planning Commission dated October 17, 2023 as its own findings of fact under Belmont Zoning Ordinance Section 16.1.2 related to General Plan Amendments.

NOW, THEREFORE, the Planning Commission of the City of Belmont resolves as follows:

SECTION 1. The Planning Commission finds that the proposed amendment to the Land Use Element of the 2035 General Plan is consistent with and augments the goals and policies of the General Plan and is in the public interest.

SECTION 2. The Planning Commission recommends that the City Council amend the Land Use Element of the 2035 General Plan as proposed in *Exhibit A.*

* * *

(Passage requires the affirmative vote of not less than a majority of the total membership of the Commission)

Passed and adopted at the regular meeting of the Planning Commission of the City of Belmont held on October 17, 2023 by the following vote:

AYES,
COMMISSIONERS: _____

NOES,
COMMISSIONERS: _____

ABSENT,
COMMISSIONERS: _____

ABSTAIN,
COMMISSIONERS: _____

RECUSED,
COMMISSIONERS: _____

_____
Carlos de Melo
Planning Commission Secretary

EXHIBIT A

Amendments to the Land Use Element of the 2035 Belmont General Plan

Text amendments are indicated in red, deleted text noted in ~~strikeout~~

1. **Amend text in Section 2.4 "Economic Opportunity" under subheading "El Camino Real" as follows:**

El Camino Real

Outside of Belmont Village PDA, the El Camino Real corridor is another focus area of economic activity in the city with strong opportunities for growth and development in the coming years. Many of the city's vacant and underutilized parcels are located along the El Camino Real corridor. On the western side of the street, parcels are often small or unusually shaped, with older, one to two story buildings. The eastern side of the street has long, narrow parcels predominantly occupied by surface parking lots for Caltrain. This area is already beginning to be a focus area for growth, as a number of sites along North El Camino Real have development projects that have been completed, approved for construction, or in ~~the~~ the review pipeline.

Allowing commercial cannabis uses in appropriate commercial areas of the City has the potential to contribute to economic growth, job creation, and tax revenue generation. Belmont should consider allowing commercial cannabis uses in the South El Camino Real corridor (from O'Neill Avenue to the City's southern border with San Carlos). Considerations should include potential impacts, public health and safety, enhancing economic development, compatibility with other uses, and evolving public opinion and community norms.

The General Plan supports the vision of a "grand boulevard" along the corridor, which is promoted by the regional Grand Boulevard Initiative for El Camino Real. The corridor is envisioned as a place for residents and visitors to work, live, shop, and play in Belmont, with improved walking, bicycling, and transit facilities. On the Land Use Diagram, the parcels along the corridor have been designated Corridor Mixed Use, and a vertical or horizontal mix of uses is encouraged, including residential, commercial, office, and entertainment uses. Increased density and intensity standards are included in the land use strategy to promote development of vacant parcels and redevelopment of underutilized parcels along the corridor. Policies also support incentives to encourage parcel assembly and facilitate development.

2. **Add Policy 2.6-7 and Actions 2.6-7.1 and 2.6-7.2 to Goal 2.6 as follows:**

Policy 2.6-7 Explore allowing commercial cannabis businesses as a conditional use within the South El Camino Real corridor (from O'Neill Avenue to the southern border of San Carlos).

Action 2.6-7.1: Create a Commercial Cannabis Retail & Distribution Overlay District to which property may be rezoned in order to regulate commercial cannabis land uses.

Include separation requirements from sensitive uses like schools and parks in the District regulations.

Action 2.6-7.2: Create licensing regulations that protect public health and safety for owners and operators of commercial cannabis businesses that do not run with the land and regulate owner and operator qualifications, business operating requirements, security standards, compliance, and renewal.

3. Add Policy 2.17-7 and Action 2.17-7.1 to Goal 2.17 as follows:

Policy 2.17-7 Ensure that commercial cannabis uses, if allowed, contribute appropriately to economic growth, job creation, and revenue generation.

Action 2.17-7.1: Establish a taxation system for cannabis businesses.

RESOLUTION NO. 2023-____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE AMENDING CANNABIS REGULATIONS IN THE BELMONT ZONING ORDINANCE (ORDINANCE NO. 360) AND FACILITATING COMMERCIAL CANNABIS OVERLAY ZONING REGULATIONS IN THE SOUTH EL CAMINO REAL AREA OF THE CITY

WHEREAS, on July 25, 2023, the Belmont City Council provided direction to staff to explore consideration of: 1) Land Use Element Amendments to the 2035 General Plan that would potentially allow for Commercial Cannabis Land Uses in the South El Camino Real area of the City; and 2) Zoning Ordinance ("BZO") Amendments to establish potential Cannabis Retail & Distribution Zoning Regulations for properties should they rezone within the area along South El Camino Real from O'Neill Avenue to the San Carlos Border; and,

WHEREAS, the City Council certified a programmatic Environmental Impact Report (EIR) for the Belmont 2035 General Plan, Phase 1 Zoning, Belmont Village Specific Plan & Zoning, and Climate Action Plan projects under Section 15168 of the CEQA Guidelines, and staff have prepared an addendum to the EIR for this project; and,

WHEREAS, on October 17, 2023, the Planning Commission, following notification in the prescribed manner, conducted a public meeting, at which meeting the Commission considered public testimony and a staff report on the subject zoning text amendments regarding potential Cannabis Retail & Distribution Zoning Regulations for properties should they rezone within the subject area along South El Camino Real; and,

WHEREAS, after reviewing all the relevant evidence before the Planning Commission, including the information provided in the staff report and enclosures to the Planning Commission, the public meeting, public correspondence and testimony received, the Planning Commission incorporates herein by reference and adopts the analysis and findings in the staff report to the Planning Commission dated October 17, 2023 as its own findings of fact under Section 16 of the Belmont Zoning Ordinance related to Zone Text Amendments; and,

WHEREAS, the Planning Commission, after consideration of all testimony and reports, determined that the proposed amendments identified in the staff report, together with any recommended modifications to the project provided by the Commission, are consistent with the objectives of the Zoning Plan, Belmont Village Specific Plan, and the General Plan for the City.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council adopt an Ordinance amending cannabis regulations in the Belmont Zoning Ordinance (Ordinance No. 360) and to establish potential Cannabis Retail & Distribution Zoning Regulations for properties should they rezone within the area along South El Camino Real from O'Neill Avenue to the San Carlos Border, as described in the Planning Commission staff report and attachments, dated October 17, 2023 and inclusive of any modifications recommended by the Commission and provided as part of the public record.

* * * * * * * * * * * * * *

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on October 17, 2023 by the following vote:

AYES,
COMMISSIONERS: _____
NOES,
COMMISSIONERS: _____
ABSENT,
COMMISSIONERS: _____
ABSTAIN,
COMMISSIONERS: _____
RECUSED,
COMMISSIONERS: _____

_____
Carlos de Melo
Planning Commission Secretary

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF BELMONT AMENDING THE BELMONT ZONING ORDINANCE (ORDINANCE NO. 360) TO ESTABLISH REGULATIONS FOR A COMMERCIAL CANNABIS OVERLAY DISTRICT AND ESTABLISH ZONING REGULATIONS TO POTENTIALLY ALLOW COMMERCIAL CANNABIS USES

THE CITY COUNCIL OF THE CITY OF BELMONT DOES ORDAIN AS FOLLOWS:

SECTION 1. LEGISLATIVE FINDINGS

The council finds that allowing a limited number of cannabis businesses within certain prescribed areas of the city where commercial uses are currently allowed is consistent with the General Plan and the Belmont Village Specific Plan and with the best interests of the city.

SECTION 2. BZO § 3.1 AMENDED

Belmont Zoning Ordinance (Ordinance 360) is amended by modifying Section 3.1 as follows:

3.1 CLASSES OF DISTRICTS - For the purpose of this Ordinance, the City is divided into the following classes of districts as shown on the maps hereinafter included by reference:

Single Family Residential, or R-1E, R-1H, R-1A, R-1B and R-1C Districts
Duplex Residential, or R-2 Districts Multi-family Residential, or R-3, R-4 and R-5 Districts
Hillside Residential and Open Space, or HRO-1, HRO-2, and HRO-3 Districts
Neighborhood Commercial, or C-1 Districts
General Commercial, or C-2 Districts
Regional Commercial, or RC District
Service Commercial, or C-4 Districts
Mixed Use District, Corridor Mixed Use, or CMU District
Executive Administrative, or E-1, E-2.1 and E-2.2 Districts
Harbor Industrial Area, or HIA-1 and HIA-2 Districts
Limited Industrial, or M Districts
Exclusive Manufacturing, or M.E. Districts
Special Combining Districts:
Special Building Site Combining District S-1
Emergency Shelter Combining District S-2
Cannabis Retail and Distribution Overlay District S-3
Schools and Compatible Multiple Uses, or SC Districts
Open Space Public, or OS-P Districts
Public and Semi-Public, or PS District
Village Core, or VC District
Village Station Core, or VSC District
Village Corridor Mixed Use, or VCMU District
Village High Density Residential, or VHDR District
Public Facility, or PF District
Park/Plaza, or PP District
Active Use Frontage Overlay, or AUFO Overlay

SECTION 3. BZO § 9.10 AMENDED

Belmont Zoning Ordinance (Ordinance 360) is amended by modifying Section 9.10 as follows:

9.10. CANNABIS BUSINESSES. The use of land for cannabis business activity, including any commercial cannabis activity requiring a license under Business and Professions Code Division 10, is prohibited in all zoning districts and specific plan areas except as provided in Section 9.10.1.

9.10.1 Retail sale and distribution of cannabis may be allowed in the S-3 District as provided in Section 21.4.2.

SECTION 4. BZO § 10.7.4 AMENDED

Belmont Zoning Ordinance (Ordinance 360) is amended by modifying Section 10.7.4 as follows:

10.7.4 Zoning Administrator Review. The Zoning Administrator is the Reviewing Authority for a Use Permit:

(a) In any commercial or manufacturing district provided the following criteria are met:

(1) The proposed use is similar in nature to the prior use of the property.

(2) The proposed use does not substantially increase impacts of traffic, noise, odor, vibration, parking or other objectionable elements to a residential neighborhood.

(3) The proposed use will not be detrimental to the public health, safety or welfare.

(4) No other Planning Commission entitlements are required.

(b) As provided in elsewhere in this Ordinance.

SECTION 5. BZO § 21.1 AMENDED

Belmont Zoning Ordinance (Ordinance 360) is amended by modifying Section 21.1 as follows:

21.1 SPECIAL COMBINING DISTRICTS – This section establishes certain classes of districts designated respectively by the symbols S, S1, S-2, or S-3 referred to herein as Special Combining Districts or S Districts. When a zoning district is combined with an S District, the regulations specified for the respective S District shall apply in that portion of the district combined with the S District. Zoning regulations contained in the underlying district that are not superseded or incompatible with the S District regulations shall continue to apply.

SECTION 6. BZO § 21.4 AMENDED

Belmont Zoning Ordinance (Ordinance 360) is amended by adding Section 21.4 as follows:

21.4 CANNABIS COMBINING DISTRICTS. Cannabis Combining Districts establish locations where a limited number of Cannabis Retail and Distribution uses are allowable and establish regulations for those uses. Cannabis combining districts include cannabis overlay districts.

21.4.1 **Cannabis Uses**

(a) **Definitions**. As used in Section 21.4:

"Cannabis" and "Cannabis Products" have the meanings defined in Business & Professions Code Section 26001.

"Cannabis Retail" means a use involving the retail sale of cannabis or cannabis products to customers.

"Cannabis Distribution" means a use involving the procurement, sale, and transport of Cannabis or Cannabis Products between businesses for resale.

"Child day care center" means a "day care center" for children as defined Health & Safety Code Section 1596.76.

"School" means an institution providing instruction for any grades pre-school through 12 whether public, private, or charter, including pre-school, transitional kindergarten, and K-12.

"Youth-oriented business" means any public or private facility that primarily provides services or hosts activities for minors, including, but not limited to: private youth membership organizations or clubs; tutoring; sports training; music, art, or dance lessons; and martial arts.

(b) **Use Permit**.

(1) When allowable, Cannabis Retail and Cannabis Distribution uses require a Use Permit. It is unlawful to establish or operate either a Cannabis Retail or a Cannabis Distribution use without a current and valid Use Permit that specifically authorizes the particular use.

(2) The Zoning Administrator is the Reviewing Authority for both Cannabis Retail and Cannabis Distribution Use Permit applications and, notwithstanding any other provision to the contrary, any required Design Review entitlements under Section 13.

(3) The Reviewing Authority may grant a Cannabis Use Permit only if it finds the proposed use is in accordance with the provisions of the General Plan, applicable specific plans, this ordinance, and the Reviewing Authority determines it can make the findings in Section 10.7.3 and all of the following supplemental findings based on the application and information before the Reviewing Authority. The Reviewing Authority must deny the application if it determines one or more findings cannot be made. Sections 10.7.2 and 10.7.4 do not apply.

(A) The establishment of the proposed use complies with the applicable development regulations.

(B) For a Cannabis Retail Use Permit, there are no more than two lawfully approved Cannabis Retail uses and approval of the use permit will not result in more than two Cannabis Retail uses in the S-3 District.

(C) For a Cannabis Distribution Use Permit, there is no more than one lawfully approved Cannabis Distribution use and approval of the use permit will not result in more than one Cannabis Distribution use in the S-3 District.

(D) The use permit conditions require the use to comply with the performance standards in subsection (d) unless a modification is expressly approved by the permit.

(E) The Police Department has reviewed and approved security and operations plans for the use at the proposed facility.

(c) **Development Regulations**. Cannabis Retail and Cannabis Distribution uses must conform to all development regulations of the zoning district in which they are located unless a modification is expressly approved in the use permit and the following standards.

(1) The use may only be established and operate inside a completely enclosed building.

(2) The location of a Cannabis Retail or Cannabis Distribution use when initially established must comply with the following:

(A) The use must be at least 600 feet from a school or other Cannabis Retail or Cannabis Distribution use and at least 100 feet from parks and actively operated child day care centers.

(B) The distances in subparagraph (A) are measured from the building containing the Cannabis Retail or Cannabis Distribution use by the length of the shortest path of travel over which the general public has a right to travel to the boundary of a property containing the incompatible use.

(C) The public entrance to the Cannabis Retail or Cannabis Distribution use may not be located immediately adjacent to a youth-oriented business on the same frontage as the entrance.

(3) The site and building must be suitably designed to be secure.

(d) **Performance Standards**. A Cannabis use must conform to the following performance standards unless a modification is expressly approved in the use permit.

(1) State Licensing. The use must fully comply with all applicable operational rules and regulations governing commercial cannabis activity in Business & Professions Code Division 10.

(2) Hours of Operation. A use may be open and operate only between the hours of 9:00 a.m. and 9:00 p.m.

(3) Consumption. Consumption of cannabis on the premise must not be allowed.

(4) Smoking. Smoking or vaping of any kind on premises must not be allowed.

(5) Odor. Cannabis odor must not be detectible outside the building from any place accessible to the public or from adjoining private property

(6) Public services. Operation of the business must not place a burden on the provision of public services disproportionate to other retail uses.

(7) Exterior Security Lighting. Adequate external lighting must be provided for security purposes. The lighting shall be sufficient to provide illumination and clear visibility to all outdoor areas, with minimal spillover on adjacent properties. The lighting must be stationary, directed away from adjacent properties and public rights-of-way, and compatible with the neighborhood.

(8) Security. On-site security must be provided for Cannabis Retail or Cannabis Distribution uses during the hours of operation when clients are present.

(9) Commercial Cannabis Permit. The use must fully comply with all applicable local permit rules and regulations governing commercial cannabis activity, including operational permit requirements and conditions and approved operational plans under any other city ordinance or code.

(10) In the event of a conflict between the requirements of the use permit and the requirements of a local operations permit issued by the police department, the more restrict performance requirements apply.

21.4.2 **S-3 Cannabis Retail and Distribution Overlay District**

(a) **S-3 District Established**. The S-3 Cannabis Retail and Distribution Overlay District comprises those certain areas situated within the City of Belmont that may be included by ordinance in the S-3 District from time to time. Only property located in the El Camino Real corridor between O'Neill Avenue and the San Carlos border are eligible to be rezoned to the S-3 District.

(b) **Allowable Cannabis Uses and Limitations**

(1) Both Cannabis Retail and Cannabis Distribution are allowable uses in the S-3 District with a use permit issued in accordance with section 21.4.1.

(2) Only two Cannabis Retail uses are allowed within the S-3 District.

(3) Only one Cannabis Distribution use is allowed within the S-3 District.

SECTION 7. SEVERABILITY.

If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Belmont hereby declares that it would have passed this Ordinance and each section or subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 8. EFFECTIVE DATE.

This Ordinance takes effect 30 days after its adoption.

SECTION 9. OPERATIVE DATE.

Sections 2, 3, 4, 5 and 6 of this Ordinance are not operative, and the use of land for cannabis business activity remains prohibited, until the operative date of a commercial cannabis permit ordinance adopted by the city council establishing regulations for the operation of cannabis businesses and requiring a police permit for operation of cannabis businesses, or until such date as the council may hereafter prescribe by ordinance.

* * *

The City Council of the City of Belmont, California introduced the foregoing ordinance, on [insert date], 2023 and adopted the ordinance at a regular meeting held on [insert date], 2023 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

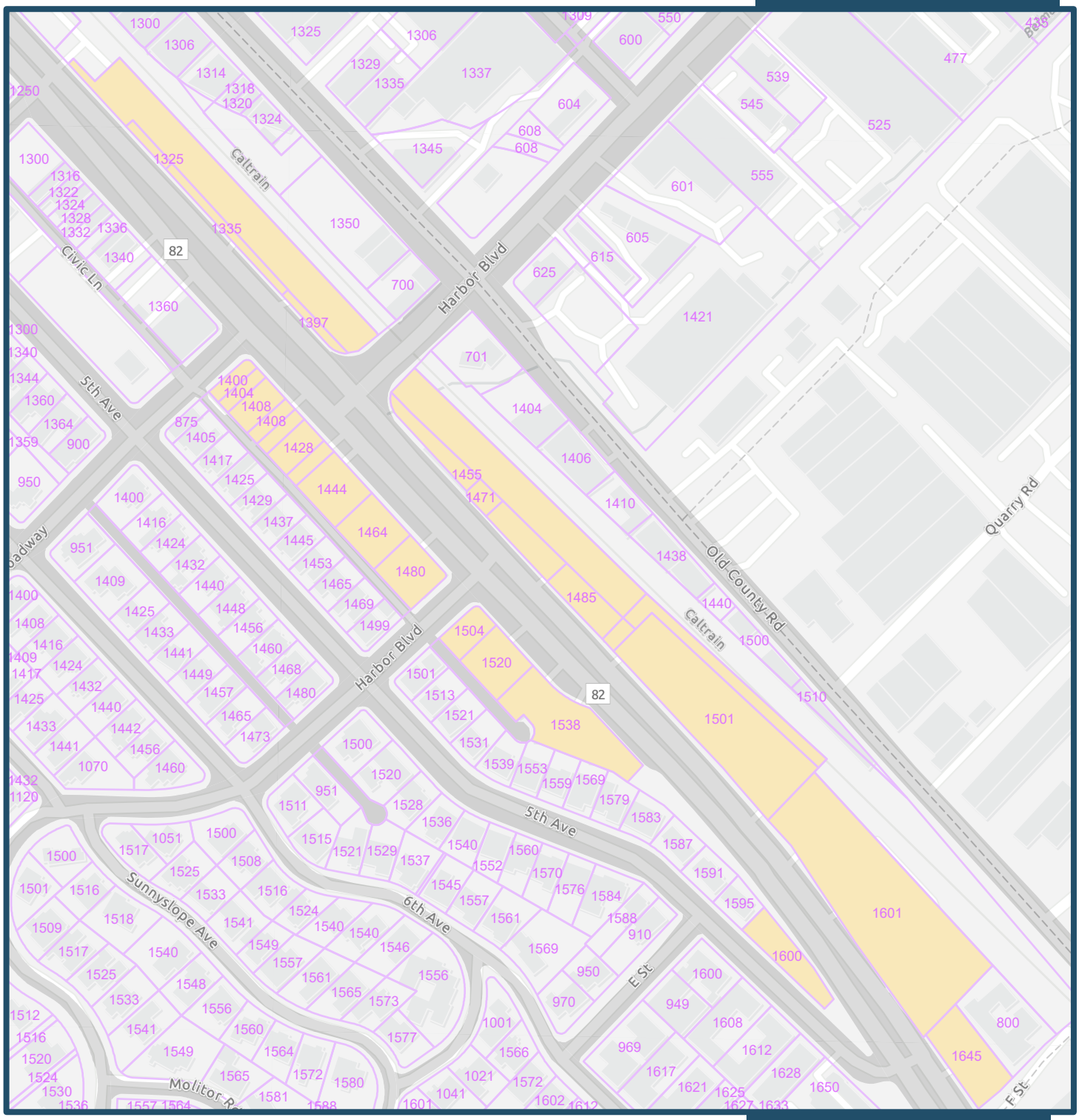
Mayor

APPROVED AS TO FORM:

City Attorney

Exhibit to GP Amendment Resolution & ZTA Ordinance

South El Camino Real Area



0 125 250 500 750 1,000 Feet

CITY OF BELMONT CALIFORNIA

Attachment 5
CEQA ADDENDUM
Cannabis Regulations Ordinance

Background

Environmental Review

The Belmont City Council certified a Final Environmental Impact Report (FEIR) that evaluated the environmental impacts of the City's 2035 General Plan, Phase I Zoning, Belmont Village Specific Plan (BVSP), and Climate Action Plan (CAP) on October 24, 2017 (the "General Plan EIR" - SCH #2016082075). The Council made the required California Environmental Quality Act (CEQA) findings, and adopted a Mitigation Monitoring and Reporting Program (MMRP) and a statement of overriding consideration for the project on November 14, 2017.

In accordance with CEQA Guideline Section 15162, if the lead agency reviewing a subsequent project finds that no new effects could occur or no new mitigation measures would be required compared to what was outlined in the EIR, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

Development Project

Commercial Cannabis Overlay Zone Amendments: The project considers Land Use Element Amendments to the 2035 General Plan that would potentially allow for Commercial Cannabis Land Uses in the South El Camino Real area of the City; and Zoning Ordinance ("BZO") Amendments to establish potential Cannabis Retail & Distribution (S-3) Zoning Regulations should a property rezone to the S-3 District along South El Camino Real. The specific regulations for sale and distribution of cannabis products are described in greater detail below. The draft General Plan and Ordinance Amendments are included as attachments to the October 17, 2023 Planning Commission Staff Report. These Amendments include the following modifications:

1. Modifications to the narrative section of the 2035 General Plan Land Use Element related to El Camino Real; and adding policies to Goal 2.6 and Goal 2.17. See Attachment 1 – Proposed General Plan Amendments Resolution and Exhibit (Attachment 4) which describes the South El Camino Real boundary area.
2. Modifications to Belmont Zoning Ordinance (BZO) Section 3 to list the new combining district; BZO Section 9 to define Cannabis Retail & Distribution as a permitted use in the subject overlay combining district; and BZO Section 10 (Planning Procedures) regarding Zoning Administrator (ZA) review authority of a Use Permit for the proposed uses.
3. Establishing S-3 Cannabis Retail & Distribution Overlay District in Section 21 (Combining Districts) to provide regulations for cannabis uses should properties be rezoned to the S-3 Overlay District. This potential overlay zoning area is located along both east & west side fronting properties on South El Camino Real (ECR) from O'Neill Avenue to the southern border (of San Carlos) – see Attachment 3 (Zoning Amendments Ordinance) and Exhibit (Attachment 4) which describes the South El Camino Real boundary area. The regulations include:

    - Cannabis Retail & Distribution Definitions
    - Zoning Administrator Review Authority
    - Use Permit Requirements
    - Development Regulations
    - Performance Standards

4. The proposed Cannabis Use ***Development Regulations*** include the following:

(1) The use may only be established and operate inside a completely enclosed building.

(2) The location of a Cannabis Retail or Cannabis Distribution use when initially established must comply with the following:

(A) The use must be at least 600 feet from a school or other Cannabis Retail or Cannabis Distribution use and at least 100 feet from parks and actively operated child day care centers.

(B) The distances in subparagraph (A) are measured from the building containing the Cannabis Retail or Cannabis Distribution use by the length of the shortest path of travel over which the general public has a right to travel to the boundary of a property containing the incompatible use.

(C) The public entrance to the Cannabis Retail or Cannabis Distribution use may not be located immediately adjacent to a youth-oriented business on the same frontage as the entrance.

(3) The site and building must be suitably designed to be secure.

6. The proposed Cannabis Use ***Performance Standards*** include the following:

(1) State Licensing. The use must fully comply with all applicable operational rules and regulations governing commercial cannabis activity in Business & Professions Code Division 10.

(2) Hours of Operation. A use may be open and operate only between the hours of 9:00 a.m. and 9:00 p.m.

(3) Consumption. Consumption of cannabis on the premise must not be allowed.

(4) Smoking. Smoking or vaping of any kind on premises must not be allowed.

(5) Odor. Cannabis odor must not be detectible outside the building from any place accessible to the public or from adjoining private property.

(6) Public services. Operation of the business must not place a burden on the provision of public services disproportionate to other retail uses.

(7) Exterior Security Lighting. Adequate external lighting must be provided for security purposes. The lighting shall be sufficient to provide illumination and clear visibility to all outdoor areas, with minimal spillover on adjacent properties. The lighting must be stationary, directed away from adjacent properties and public rights-of-way, and compatible with the neighborhood.

(8) Security. On-site security must be provided for Cannabis Retail or Cannabis Distribution uses during the hours of operation when clients are present.

(9) Commercial Cannabis Permit. The use must fully comply with all applicable local permit rules and regulations governing commercial cannabis activity, including operational permit requirements and conditions and approved operational plans under any other city ordinance or code.

(10) In the event of a conflict between the requirements of the use permit and the requirements of a local operations permit issued by the police department, the more restrictive performance requirements apply.

A maximum of up to two (2) commercial retail cannabis use permits are allowed, and a maximum of one (1) cannabis distribution use permits are allowed, as lawfully permitted via the Cannabis Regulatory Ordinance, and Zoning Administrator Use Permit review process.

Purpose of the Addendum

The purpose of this Addendum is to evaluate whether the proposed development project would result in any new or substantially greater significant effects or require any new mitigation measures not identified in the General Plan EIR.

This Addendum has been prepared with consideration of the previously certified FEIR, which is incorporated by reference under CEQA Guidelines, Section 15150. The FEIR is available for review at the Community Development Department, Belmont City Hall, One Twin Pines Lane, Suite #310, Belmont, CA 94002. The Executive Summary Table of the General Plan EIR and the MMRP adopted for the project are included as exhibits to this addendum.

CEQA Authority for the Addendum

The CEQA Guidelines establish the type of environmental documentation that is required when changes to a project occur after an EIR has been adopted. Section 15164(a) states:

"*The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*"

When the lead agency has previously adopted an EIR, no new EIR need be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following, per Section 15162 of the CEQA Guidelines:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

A. *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*

B. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

C. *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*

D. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Project Evaluation

General Plan / BVSP Buildout

The General Plan EIR considered all potential environmental impacts under an assumed maximum buildout for the City and the BVSP Area in 2035. Since the adoption of the General Plan EIR, there have been no major commercial development projects approved within the BVSP Area, or within the City at large. The table below provides the maximum BVSP buildout identified in the GP EIR, and the approved commercial development to date.

Table 1- BVSP Buildout & Commercial Development Projects

	2013 Year	2035 Year	Growth	Remaining
Jobs	1,440	2,450	30	975
Non-Residential sq. ft.	679,000	1,044,000	5,102	359,698

As provided in Table 1 above, there are still numerous jobs, and non-residential floor area within the remaining development limits of the BVSP project area. It should be noted that the potential subject overlay district area (South El Camino Real) is generally already developed with existing commercial uses/structures. No development is proposed in conjunction with the proposed General Plan/Zoning Amendments Project. Individual Cannabis Retail or Distribution operators would be subject to CEQA clearance for the subject properties intended for operation.

Development Project Impacts

The General Plan EIR identifies: 1) the potential impacts of the buildout of the General Plan; and 2) the General Plan, BVSP, CAP policies that would reduce or mitigate project impacts. As such, development projects are considered to be within the scope of the project covered by the General Plan Program EIR when they are found consistent with these relevant General Plan, BVSP, and CAP policies designed to mitigate or reduce impacts; however, individual development projects also need to comply with mitigation measures identified in the adopted General Plan MMRP.

The proposed development project is evaluated for consistency with the adopted General Plan EIR and the MMRP, in the tables and discussion that follow on pages 5 through 38 of this document. The tables and discussion reference Table ES-3 of the General Plan EIR (see Exhibits), which provides an outline of the significant impacts of the General Plan, and the policies and mitigation

measures designed to reduce these impacts to the extent possible. The MMRP adopted for the General Plan EIR is also referenced (see Exhibits).

Table 2-Aesthtics

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.1-1	N/A	N/A	N/A
Impact 4.1-2	N/A	N/A	N/A
Impact 4.1-3	No	No	No
Impact 4.1-4	No	No	No

Aesthetics: There are no scenic vistas or scenic corridors in the overlay areas where the project would occur (Impacts 4.1-1 & 4.1-2). Individual development projects would be required to be consistent with all other objective development and design standards, street frontage standards, lighting standards (i.e., full cutoff lighting) and design standards identified in the DEIR and the BVSP to reduce aesthetic impacts to less than significant ((Impacts 4.1-3 & 4.1-4).

Table 3-Air Quality

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.2-1	No	No	No
Impact 4.2-2	No	No	No
Impact 4.2-3	No	No	No
Impact 4.2-4	No	No	No
Impact 4.2-5	No	No	No
Impact 4.2-6	No	No	No
Impact 4.2-7	No	No	No

Air Quality:

Air Quality Plans & Standards

The General Plan and BVSP would be consistent with the Bay Area Air Quality Management District (BAAQMD) regional air quality strategy (Impact 4.2-1). The General Plan EIR indicates that individual development projects have the potential for construction and operational emissions in excess of BAAQMD's project level thresholds; however, Mitigation Measures AQ-1 through AQ-4 would reduce construction related emissions, and Mitigation Measure AQ-5 would address operational-related emissions (see Exhibits). Thus, Individual Cannabis Retail or Distribution projects would be required to implement the following mitigation measures as conditions of project approval (Impacts 4.2-2 through 4.2-4).

Air Quality Mitigation Measures

Number	*Mitigation Measure*
AQ-1	**Require Tier 4 engines on Construction Equipment.** All applicants proposing development of projects within Belmont 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.
AQ-2	**Require Construction Fleet to Use Renewable Diesel.** All applicants proposing development of projects within Belmont 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.
AQ-3	**Require Low-VOC Coatings during Construction.** All applicants proposing development of projects within Belmont 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.

Air Quality Mitigation Measures

Number	*Mitigation Measure*
AQ-4	**Require Fugitive Dust Best Management Practices.** All applicants proposing development of projects within Belmont 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. • 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. • All haul trucks transporting soil, sand, or other loose material offsite will be covered. • 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. • All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph. • 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. 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.
AQ-5	**Promote Green Consumer Products.** For all projects developed within the Planning Area, 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

Sensitive Receptors

The General Plan EIR indicates that the construction of individual development projects has the potential to expose sensitive receptors (residential uses, hospitals, schools, daycare centers, etc.) to toxic air contaminants (TACs). Thus, Mitigation Measure AQ-6, below, requires that all projects proposing development within 1,000 feet of existing sensitive receptors prepare a site-specific health risk assessment (HRA). If the HRA demonstrates, to the satisfaction of the City, that the health risk exposures for adjacent receptors will be less than BAAQMD project-level thresholds, then additional mitigation would be unnecessary.

Air Quality Mitigation Measures

AQ-6	**Require Future Projects Located within 1,000 Feet of Receptors Perform a Construction Health Risk Assessment.** All applicants proposing development of projects within 1,000 feet of existing sensitive receptors, as defined by the Bay Area Air Quality Management District (BAAQMD), shall prepare a site-specific construction health risk assessment (HRA). If the HRA demonstrates, to the satisfaction of the City, that the health risk exposures for adjacent receptors will be less than BAAQMD project-level thresholds, then additional mitigation would be un- necessary. However, if the HRA demonstrates that health risks would exceed BAAQMD project- level thresholds, additional feasible on- and offsite mitigation shall be analyzed by the applicant to help reduce risks to the greatest extent practicable.

Individual Cannabis Retail or Distribution projects would be required to submit an HRA for the project that demonstrates compliance with BAAQMD project level thresholds. Thus, no new significant impacts would occur (Impact 4.2-5).

Carbon Monoxide

Traffic volumes under the General Plan and BVSP would not result in carbon monoxide (CO) concentrations in excess of the state or federal 1- or 8-hour CO standards. Consequently. CO concentrations in 2035 would be lower than under existing (2013) conditions, despite an increase in traffic volumes. This decrease is due to expected improvements in vehicle engine technology,

fuel efficiency, and turnover in older, more heavily polluting vehicles, which reduces exhaust emissions. Since predicted CO concentrations would not violate the NAAQS, the impact of traffic conditions on ambient CO levels in the Planning Area would be less than significant (Impact 4.2-6).

Objectionable Odors

Potential odor emitters during construction activities include diesel exhaust, asphalt paving, and the use of architectural coatings and solvents. Construction-related operations near existing receptors would be temporary, and construction activities would not be likely to result in nuisance odors that would violate BAAQMD Regulation 7. Given mandatory compliance with BAAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors. Accordingly, odor impacts would be less than significant (Impact 4.2-7).

Table 4 – Biological Resources

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.3-1	No	No	No
Impact 4.3-2	No	No	No
Impact 4.3-3	N/A	N/A	N/A
Impact 4.3-4	No	No	No
Impact 4.3-5	No	No	No
Impact 4.3-6	N/A	N/A	N/A

Biological Resources:

Habitat Modification & Protected Species

The potential overlay district zoned properties generally include previously developed properties; these properties are not located in any known sensitive habitat areas. No development is proposed in conjunction with the recommended General Plan/Zoning Amendments. Applications in sensitive habitat areas require submittal of a biological assessment, which identifies potential impacts to sensitive species, riparian habitats or wetlands on or near the project site, and appropriate mitigation measures (Impact 4.3-1 through 4.3-3 & 4.3-6).

Migratory Birds

Nesting migratory birds are protected under the Migratory Bird Treaty Act, and Section 3503 of the California Fish and Game Code. Should proposed project construction occur in close proximity to trees on adjacent sites, which may disturb nesting migratory birds, significant impacts to migratory birds would not occur with adherence to the following measure:

"If tree removal or ground disturbance activities are scheduled to commence during the breeding season (February 1 through August 31), preconstruction nesting bird surveys should be conducted by a qualified biologist in order to identify possible nesting activity. A construction-free buffer of suitable dimensions must be established around active nests (typically up to 50 feet for passerines and up to 250 feet for raptors, depending on the location and species) for the duration of the project or until it has been determined that the chicks have fledged and are independent of their parents."

The City utilizes a standard condition of project approval (COA) to protect nesting migratory birds. The COA requires that the applicant either avoid construction activities (i.e., tree removal, demolition, grading, and construction) during the active nesting season, or conduct surveys for nesting birds and provide appropriate buffer zones, as follows:

COA – Nesting Birds

- *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.*

  Note: 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.

Subject to this standard condition of project approval for nesting birds identified above, no significant impacts would occur with respect to nesting migratory birds (Impact 4.3-4).

Tree Protection

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 review of projects that may impact or remove protected trees. Environmental impacts are considered mitigated for projects that adhere to this policy. Thus, if tree removal is associated with individual development projects, adherence to the requirements of the Tree Ordinance (i.e., submittal of an Arborist Report with recommendations for tree protections) and the following standard conditions of approval:

COAs – Tree Protection

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

- *Prior to issuance of a grading or building permit, the applicant shall 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.*

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

- *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.*

- *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.*

- *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 shall provide an evaluation of the construction impacts to the subject tree's health or structural stability, and shall identify any additional provisions that may be required to these address impacts. The applicant shall be responsible to implement these recommendations. A final report may be required on the effectiveness of the measures.*

Subject to these standard conditions of project approval for tree protection, the project would not have a significant impact on trees, and would not conflict with City policies or ordinances protecting biological resources, such as the Tree Ordinance (Impact 4.3-5).

Table 5 – Cultural Resources

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.4-1	No	No	No
Impact 4.4-2	No	No	No
Impact 4.4-3	No	No	No
Impact 4.4-4	No	No	No
Impact 4.4-5	No	No	No

Cultural Resources:

Historic Structures

The City's standard process for review of development projects requires submittal of a Historic Resource Evaluation (HRE) prepared by an architectural historian for national, state or locally listed historical structures, structures eligible for listing, and structures greater than forty-five years' old that would be altered or demolished as part of a project. The HRE identifies the potential impacts of a project to the historical resource, and recommends mitigation measures. Projects with potentially significant impacts to historical structures require environmental review under the California Environmental Quality Act (CEQA).

No project sites are listed, but numerous buildings would meet the forty-five-year threshold for review of potential historical impacts. As previously discussed, no development is proposed in conjunction with the recommended General Plan/Zoning Amendments. An individual Cannabis Retail or Distribution operator would be subject to CEQA clearance for the subject property intended for operation, including an evaluation for impacts to historical structures (consistent with the policies of the General Plan EIR). As such, no new potential impacts not identified in the General Plan EIR would occur from the development project (Impact 4.4-1).

Archaeological & Paleontological

The General Plan EIR indicates potentially unrecorded archaeological sites may exist in Belmont, particularly along Belmont and Laurel creeks, near wetlands areas, and in the foothill to valley ecotones (ecological transition areas). The EIR further notes that future development projects allowed under the EIR may involve grading, excavation, or other ground-disturbing activities, which could disturb or damage unknown archaeological resources.

Although implementation of project grading plans may result in actions that could adversely affect archaeological resources, the General Plan includes policies and regulations that would minimize or avoid impacts by requiring the protection and preservation of such resources. Specifically, the General Plan includes Policies 5.12-1, 5.12-2 and 2.2-2 and Actions 5.12-1a, and 5.12-2b that require establishing guidelines and mitigation programs when sites of archaeological, paleontological, and/or cultural concern would be disturbed by development, including:

1) Reviewing records for development proposed in areas that are considered archaeologically or paleontologically sensitive.
2) Determining the potential effects of development and construction on archaeological or paleontological resources (as required by CEQA).
3) Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity.
4) Implementing appropriate measures to avoid the identified impacts, as conditions of project approval (i.e., halting construction when resources are uncovered, evaluating the find, and implementing avoidance measures and/or mitigation plans as required by CEQA).

The recommendations in a Cultural Resources Evaluation are required to be noted on the project plans. The City's standard project conditions of approval (COAs) conditions of approval are as follows:

COAs – Cultural Resource

- *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.*
- *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.*

Proposed development projects that follow this process would be consistent with the environmental mitigations for cultural resource impacts (polices, programs, and actions) identified in the General Plan EIR. Subject to these provisions, and the standard project conditions of approval identified above, no significant impacts would occur with respect to archaeological/paleontological resources (Impacts 4.4-2, 4.4-3 & 4.4-5).

Human Remains

Proposed development projects would be required to comply with the procedures identified in the General Plan EIR for the discovery of any human remains (i.e., halting of construction, contacting the County Sherriff and Coroner, consulting with the Native American Heritage Commission, if applicable, etc.). These procedures have been incorporated into standard conditions of project approval, as follows:

COA- Human Remains

- *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:

        1. 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

2. *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.*

Subject to the procedures and condition of approval identified above, no impacts would occur as it relates to the discovery of human remains (Impact 4.2-4).

Table 6 – Geology, Soils & Seismicity

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.5-1	No	No	No
Impact 4.5-2	No	No	No
Impact 4.5-3	No	No	No
Impact 4.5-4	No	No	No

Geology, Soils & Seismicity:

Fault Rupture & Soil Erosion

According to the California Department of Conservation website the potential (South El Camino Real) overlay district is not located within a state-designated Alquist-Priolo Earthquake Fault Zone, so no fault rupture would be expected for any future development projects. The overlay district includes relatively flat project sites and do not include exposed slopes. In addition, the following standard erosion control COA would be required for construction of individual development projects to prevent significant soil erosion impacts (Impact 14.5-1):

COA - Erosion Control

- *The applicant shall 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 stock piles 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.

Seismic Ground Shaking, Liquefaction, & Lateral Spreading

The potential subject overlay zone area is in a seismically active region dominated by the San Andreas Fault, which is located approximately 4 miles west of the overlay zones, the Hayward Fault, which is located approximately 15 miles northeast of the overlay zones, and the northern portion of the Calaveras Fault, which is located approximately 22 miles northeast of the overlay zone. As such, the project sites would be subject to strong seismic ground shaking, liquefaction and lateral spreading; however, any future proposed projects would be required to conform to the current seismic design provisions of the most current version of the California Building Code (CBC), to provide for the latest in earthquake safety and minimize losses from an earthquake.

The CBC contains the latest seismic safety requirements to resist ground shaking through modern construction techniques, which are periodically updated to reflect the most recent seismic research. In addition, proposed General Plan Policy 6.1-2 requires the regulation of development on sites that have a history or threat of seismic dangers; Policy 6.1-4 requires geotechnical site analysis for proposed development on certain sites; and Policy 6.1-5 requires geotechnical studies that address the potential for ground shaking. With implementation of these policies, which supplement the existing building code requirements, the potential impacts from ground shaking would be minimized to the greatest extent feasible and are less than significant.

Consistent with the policies in the General Plan EIR and the requirements of the City Code, applicants would be required to submit a detailed geotechnical investigation for individual projects, which would be peer reviewed by the City's consulting geologist. The standard City procedure requires geotechnical clearance (i.e., a concurrence from the City's consulting geologist that the proposed project development is suitable for the site from a geotechnical perspective).

This recommendation includes standard conditions requiring geotechnical review of final building and grading plans and field inspections during construction, as follows:

COA – Geotechnical

- *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.

- *Geotechnical Field Inspection –The geotechnical consultant should inspect, test (as needed), and approve all geotechnical aspects of the project construction. The inspections should 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 should be described by the geotechnical consultant in a certification letter and submitted to the City Engineer for review prior to final (granting of occupancy).*

Subject to the procedures and conditions of approval identified above, no significant impacts are expected from individual development projects (Impacts 4.5-1 through 4.5-3).

Septic Systems

Individual development projects would be connected to the City's sewer system, per General Plan Policy 6.5-5 and the City Code. Therefore, no septic system impacts would occur (Impact 4.5-4).

Table 7 – Energy, Greenhouse Gases & Climate Change

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.6-1	No	No	No
Impact 4.6-2	No	No	No
Impact 4.6-3	No	No	No
Impact 4.6-4	No	No	No
Impact 4.6-5	No	No	No

Energy, Greenhouse Gases & Climate Change:

Energy Efficiency & Energy Supplies

California has adopted statewide legislation addressing various aspects of energy consumption, greenhouse gas (GHG) emissions reduction, and climate change. The legislation establishes a broad framework for the State's long-term energy and GHG reduction program. The Governor of California has also issued several executive orders related to the State's evolving climate change policy.

The General Plan EIR anticipates an increase in overall energy usage as growth in the planning area occurs; however, EIR analysis indicates that the General Plan and BVSP policies would be consistent with or go beyond the state and local energy policies enacted to reduce energy consumption. The General Plan, BVSP and Climate Action Plan (CAP) include policies that encourage residential and non-residential uses in close proximity to employment centers and transportation corridors, improved access to transit, and the implementation of complete streets requirements as development occurs. These policies would reduce the intensity of energy consumption as compared to a no project alternative (i.e., increase energy efficiencies).

Potential individual development projects would be located in the South El Camino Real area of the City, and would be consistent with all applicable General Plan, BVSP and CAP policies designed to reduce energy waste and inefficiency. Further, these projects would be required to comply with the most current state energy code requirements of CalGREEN (green building code), and state and local water efficiency requirements. Thus, no new impacts would occur, and impacts would be less than significant (Impact 4.6-1 and 4.6-2).

Green House Gas (GHG) Emissions & Adopted GHG Reduction Plans

CEQA Guidelines §15183.5 provides that: 1) quantified plans may be used in the cumulative impacts analysis of later projects; and 2) subsequent project-specific environmental documents may tier from and/or incorporate by reference the programmatic review conducted for the GHG reduction plan (CAP). The General Plan, CAP, and BVSP were adopted simultaneously, and all were studied in the General Plan EIR. The significance of GHG emissions generated by the buildout of the BVSP were evaluated and found consistent with all applicable measures outlined in the CAP and General Plan. Thus, projects that are consistent with the BVSP, and the policies of the CAP and General Plan would not conflict with the City's ability to achieve future emission reduction goals.

The General Plan EIR Section for Energy, GHG and Climate Change provides applicable mitigation measures, actions, and policies for review of development project construction-related and operational GHG emissions. Development projects are required to be consistent with all applicable policies, and the action and mitigation measure listed below:

> **Action 5.10-3.a** - Require applicants proposing new development projects within the Planning Area to require their contractors, as a condition of contract, to reduce construction-related GHG emissions by implementing BAAQMD's recommended best management practices, including (but not limited to) the following measures (based on BAAQMD's (2011) CEQA Guidelines):

- Use local building materials of at least 10 percent (sourced from within 100 miles of the planning area).
- Recycle and reuse at least 50 percent of construction waste or demolition materials.

Mitigation Measure AQ-2: Require Construction Fleet to Use Renewable Diesel. All applicants proposing development of projects within Belmont 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.

Individual development projects would be located in the South El Camino Real area, and would be consistent with all applicable General Plan, and CAP policies designed to reduce GHGs. Adherence to Action 5.10-3 and Mitigation Measure AQ-2 will be required of the project as conditions of project approval, as follows:

COAs - GHG

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

- *A minimum of 50% of the construction waste generated by this project shall be recycled or salvaged for use. Documentation shall 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.*

- *Prior to issuance of a building permit, the applicant shall 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).*

Subject to the procedures and conditions of approval identified above, individual development projects would be consistent with the environmental mitigations for GHG impacts (polices, programs, and actions) identified in the General Plan EIR. As such, no significant impacts would occur with respect to construction- related or operational GHG emissions (Impacts 4.6-3 through 4.6-5).

Table 8 – Hazards & Hazardous Materials

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.7-1	No	No	No
Impact 4.7-2	No	No	No
Impact 4.7-3	No	No	No
Impact 4.7-4	N/A	N/A	N/A
Impact 4.7-5	No	No	No
Impact 4.7-6	N/A	N/A	N/A
Impact 4.7-7	N/A	N/A	N/A
Impact 4.7-8	N/A	N/A	N/A

Hazards & Hazardous Materials:

Routine Transportation & Accidental Release

Regulatory Oversight
Federal and State regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. The management of hazardous materials and waste within California is under the jurisdiction of California Environmental Protection Agency (CalEPA), which coordinates the State's Unified Program for permitting, inspecting, and enforcing regulations related to hazards materials. As the Certified Unified Program Agency (CUPA) for the area, the County of San Mateo Environmental Health Services Department is responsible for implementing hazardous waste and materials State standards.

General Plan EIR
The methodology and assumptions identified in the General Plan EIR indicate that the hazardous materials analysis considered the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the General Plan EIR, and identified the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks. In determining the level of significance, the analysis assumed that residents and businesses in the Planning Area act in compliance with applicable federal, State, regional, and local health and safety laws and regulations and that new development under the Project (General Plan, BVSP & CAP) would comply with relevant federal, State, regional, and local ordinances and regulations.

The General Plan EIR concluded that implementation of the policies of the General Plan, and existing state and local regulations would reduce the impact of hazardous materials use, storage,

disposal, and accidental release to less than significant; however, the General Plan EIR analysis indicates that the review of environmental risks did not include any sampling, site-specific review, laboratory analysis, or physical inspection of buildings or site surfaces. The EIR notes that site-specific investigation for projects developed under the General Plan Project will be required to address hazardous materials conditions. As such, Phase I environmental site assessments are required for specific projects, and if a Phase I assessment indicates the presence or likely presence of contamination, a Phase II soil/groundwater testing and remediation is required before development may occur.

Key considerations for the preparation of environmental assessments are whether the project site contains recognized environmental conditions (RECs), and if those conditions exceed established regulatory Screening Levels (SLs) based on the future uses of the site. Screening levels are generic (not site specific) levels that can be applied to any site and are considered to be protective of typical Bay Area sites. RECs and the SLs are further defined below.

- The American Society for Testing and Materials for Phase I Environmental Site Assessments (ASTM E1527-13) defines a REC as "*the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.*"

- DTSC has developed modified screening levels (DTSC-SLs) for use in the human health risk assessment process at hazardous waste sites and permitted facilities. The DTSC-SLs should be used in preference to United States Environmental Protection Agency (EPA) Regional Screening Levels (RSLs) to evaluate chemical concentrations in environmental media at California sites and facilities. USEPA RSLs should be used for hazardous substances for which a DTSC-SL value is not available. The most current DTSC-SLs were published by DTSC in June 2020 (DTSC, 2020)

- The San Francisco Bay Area Regional Water Quality Board (Water Board) has developed Environmental Screening Levels (ESLs) to provide conservative screening levels for over 100 chemicals found at sites with contaminated soil and groundwater. The ESLs are intended to help expedite the identification and evaluation of potential environmental concerns at contaminated sites. ESLs address a range of media (soil, groundwater, soil gas, and indoor air) and a range of concerns (e.g., impacts to drinking water, vapor intrusion into indoor air, and impacts to aquatic habitat). The most current ESLs were published by the Water Board in November 2019 (Water Board, 2019).

- RSLs are SLs developed by the EPA for each of the 10 regions governed by the EPA. The City of Belmont is located in EPA Pacific Southwest Region 9. The most current RSLs for Region 9 were published by EPA in May 2020).

Types of Potential Impacts
Individual development projects with soil or water contamination are subject to both construction and operational impacts.

Construction Impacts
Project-related grading and excavation/removal of soils has the potential to adversely impact construction workers, and surrounding sensitive receptors. The CUPA (San Mateo County Environmental Health) requires applicants to submit a Soil Management Plan (SMP) to mitigate the potential impacts from the detections of soil vapor and potential unanticipated conditions that may be encountered during grading and planned for excavation during development activities (e.g., abandoned USTs, abandoned sumps or pits containing unknown liquids, etc.), and to provide for compliance with environmental regulations pertaining to conditions at the Site.

The SMP for a development project addresses two types of activities that may occur at contaminated sites: i) construction operations that will be required to minimize exposure of construction workers (i.e., VOCs in the soil vapor that may be encountered during site development); and ii) construction activities that will be necessary to comply with environmental permit conditions, if any. Activities that are addressed in an SMP typically include the following:

- Construction worker health and safety protocol;
- Site access and control;
- Soil management including soil import and off-site disposal of soil;
- Dust and vapor control;
- Stormwater management; and,
- Unexpected conditions response.

SMPs that are consistent with the requirements of the CUPA, and standard conditions of project approval address the potential environmental impacts related to hazardous materials use, storage, disposal, and accidental release. Subject to these measures, impacts from individual development projects would be less than significant (Impact 4.7-1 & 4.7-2).

No portions of the potential S-3 (Cannabis Retail & Distribution) overlay zone are within a ¼ mile of Central and Nesbit Elementary Schools. The DTSC website does not include the potential development project sites on a list of hazardous material sites compiled pursuant to Government Code 65962.5. As such, individual development projects would not involve the handling of acutely hazardous materials within a ¼ mile of a public school. In addition, the potential project sites are not located in the vicinity of a private airstrip, or adjacent to a wildfire urban interface (WUI). Lastly, individual development projects (cannabis retail and distribution uses) would not close roadways or impair implementation of an emergency response/evacuation plan (i.e., they would not block ingress or egress of emergency responders or evacuees). Thus, there would be no project-related impacts in these areas (Impacts 4.7-3, 4.7-4, 4.7-6, 4.7-7, & 4.7-8).

Airport Land Use Plan Compatibility
The San Carlos Airport is located approximately one mile south of the City of Belmont. The Airport accommodates almost 400 based aircraft and a variety of aviation-related businesses including flight schools.

An Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport was prepared according to Federal Aviation Administration (FAA) requirements (see Attachment 9a). Each ALUCP prevents exposure to excessive noise and safety hazards within an airport influence

area over a 20-year horizon and are intended to encourage land uses in the vicinity surrounding an airport that are compatible with the airport land uses. California law requires that local government agencies affected by an ALUCP update their General and Specific Plans to be consistent with the ALUCP (California Government Code, Section 65302.3).

The City's General Plan EIR considered the requirements of the ALUCP, and a determination of consistency was solicited from the Airport Land Use Commission, prior to taking action to approve the General Plan. Thus, impacts from the General Plan Project were found to be less than significant in the General Plan EIR; however, General Plan Policy 2.16-1 requires new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit.

The potential overlay district would involve retail/distribution uses, which are compatible with the San Carlos ALUCP for noise. Safety, air space protection/building height, and notification is evaluated when construction occurs (i.e., when the location and height of new buildings are known). Typical conditions for new projects are as follows:

<u>COAs – FAA Notification</u>

- *A Notice of Actual Construction or Alteration must be e-filed any time the project is abandoned or within 5 days after the construction reaches its greatest height.*
- *If lighting or marking is installed (which, based on the FAA's evaluation, are not necessary for aviation safety), it is recommended to be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2. Adherence to these FAA policies will ensure that development of the site will not be a hazard to air navigation.*

Table 9 – Hydrology, Flooding & Water Quality

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.8-1	No	No	No
Impact 4.8-2	No	No	No
Impact 4.8-3	No	No	No
Impact 4.8-4	No	No	No
Impact 4.8-5	No	No	No
Impact 4.8-6	N/A	N/A	N/A
Impact 4.8-7	N/A	N/A	N/A
Impact 4.8-8	N/A	N/A	N/A
Impact 4.8-9	N/A	N/A	N/A

Hydrology, Flooding & Water Quality:

Water Quality & Drainage

The General Plan EIR indicated that additional development within the city (i.e., buildout of the General Plan and BVSP) could increase the amount of impervious surfaces, and could therefore increase the amount of runoff and associated pollutants during both construction and operation; however, the General Plan EIR noted that the San Mateo County Water Pollution Prevention Program (SMCWPPP) requires every construction activity within Belmont that has the potential to negatively affect water quality to comply with the National Pollution Discharge and Elimination System (NPDES) Stormwater Discharge Permit. The NPDES Stormwater Discharge Permit limits the severity of any potential environmental effects caused by developments associated with the buildout of the General Plan and BVSP.

The county's SMCWPPP is a partnership of the City/County Association of Governments (C/CAG), each incorporated city in the County and the County of San Mateo, which share a common NPDES Permit or Municipal Regional Permit (MRP). The Municipal Regional Permit (MRP) outlines the State's requirements for municipal agencies in San Mateo County to address the water quality and flow-related impacts of stormwater runoff. Some of these requirements are implemented directly by municipalities while others are addressed by the San Mateo Countywide Water Pollution Prevention Program on behalf of all the municipalities. The MRP is a comprehensive permit that evaluates activities related to construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The permit also requires a public education program, implementing targeted pollutant reduction strategies, and a monitoring program to help characterize local water quality conditions and to begin evaluating the overall effectiveness of the permit's implementation.

The Municipal Regional Stormwater Permit (MRP) generally requires projects to utilize Low Impact Development (LID) stormwater treatment; however, the MRP allows applicants to use alternative means of treatment depending on specific criteria (i.e., non-LID methods) for certain types of smart growth, high density, and transit-oriented development. These types of qualifying projects, known as Special Projects, can apply for alternative means of Low Impact Development (LID) stormwater treatment which may include non-LID methods in addition to LID practices of infiltration, harvest and use and biotreatment to manage stormwater runoff.

Qualifying projects may apply for reduction credits based on location and density criteria that allow non-LID treatment for a portion of the project's runoff, but only after the applicant demonstrates why LID is infeasible for the proposed project. The LID reduction credits are intended to allow Smart Growth projects greater flexibility in meeting stormwater treatment requirements, based on the inherent environmental benefits of Smart Growth and potential technical challenges of implementing LID treatment exclusively on high-density sites in urban areas.

The Department of Public Works reviews individual development projects for compliance with all state and federal water quality requirements. In addition, the project is required to comply with General Plan and BVSP policies related to: 1) the incorporation of best management practices (BMPs) to reduce construction and operational water pollutant loads; 2) implementation of Urban

Design guidelines for Low Impact Development (as applicable for Special projects); 3) streetscape and landscape designs that manage stormwater, to ensure that runoff potential does not exceed the storm drain system's capacity; 4) documentation of the site investigation and cleanup of impacted soils or groundwater provided to City staff during development project review; and 5) remediation and cleanup of impacted waters in compliance with federal and State standards (if applicable).

As a result of implementation of existing federal, State and local regulations and the General Plan and BVSP policies described above, the impact of individual development projects on water quality would be less than significant (Impacts 4.8-1, & 4.8-3 through 4.8-5).

Groundwater Supplies

The potential project site is located in the Santa Clara Valley Groundwater Basin, San Mateo Sub-basin. The groundwater in this basin is not considered a good source of irrigation or municipal water use due to the high content of chloride, sulfate, and total dissolved solids. The proposed project could increase demands for water; however, this increase in water demand would not impact local groundwater supplies, as the primary purveyor of water for the city is the MPWD, which currently does not utilize any local groundwater or surface water supplies to serve the city.

Flooding

According to the FEMA's National Flood Hazard Layer map, portions of the potential Overlay District on El Camino Real is in, or adjacent to, flood zones; however, any potential development proposals that are located in, or adjacent to, flood zones would be required to comply with the City's standards for new construction to reduce flood risk (Impacts 4.8-6 through 4.8-8).

Seiche, Tsunami, or Mudflow

The City of Belmont is not subject to a Tsunami (ocean wave), and the project site is relatively flat (less than 10% slope), with no steep or precipitous slopes, which eliminates the likelihood of a mudflow. A Seiche is a wave from an enclosed or semi-enclosed body of water, such as the San Francisco Bay. The General Plan EIR indicates that the impacts of a Seiche would be mitigated (buffered) by wetlands, Foster City land, and Redwood City land. This buffer leads to a less than significant impact in regards to Seiche inundation. Thus, impacts from Seiches, Tsunamis, or Mudflows is either non-applicable to the project or less than significant (Impact 4.8-9).

Table 10 – Land Use, Population & Housing

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.9-1	No	No	No
Impact 4.9-2	No	No	No
Impact 4.9-3	N/A	N/A	N/A
Impact 4.9-4	No	No	No
Impact 4.9-5	N/A	N/A	N/A

Land Use, Population & Housing:

Community Division & Conflicts with Land Use Plans
Individual development projects would redevelop or reoccupy existing commercial /retail or warehouse distribution sites for the retail sale or distribution of cannabis products. The project would not include barriers that have the potential to physically divide an established community. As discussed in this addendum, the project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Impacts 4.9-1 & 4.9-2).

Habitat Conservation Plan
No habitat conservation plans have been adopted in the planning area. Thus, this impact area would not be applicable to the project (Impact 4.9-3).

Substantial Population Growth or Displacement
The proposed project would not exceed the expected buildout of the BVSP Area (jobs and non-residential floor area) that was studied in the General Plan EIR. The potential project sites are zoned commercial or mixed use, and individual development projects would not involve the relocation of any housing units. Thus, impacts in these areas would be either less than significant or not applicable to the project (Impact 4.9-4 & 4.9-5).

Table 11 – Noise

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.10-1	No	No	No
Impact 4.10-2	No	No	No
Impact 4.10-3	No	No	No
Impact 4.10-4	No	No	No
Impact 4.10-5	No	No	No
Impact 4.10-6	N/A	N/A	N/A

Noise:

Construction Noise & Vibration
The General Plan EIR indicates that construction noise and vibration associated with future development (i.e., General Plan and BVSP buildout) could expose sensitive receptors to noise and vibration levels that exceed the standards identified in the General Plan (a potentially significant and unavoidable impact). Increased operational noise from traffic, trains, and stationary sources is also identified as a potentially significant and unavoidable impact.

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 mitigation measures to reduce these impacts.

Construction Noise & Vibration

The City requires the submittal of Noise and Vibration Assessments for construction projects, which evaluate project/location specific impacts and provide mitigation measures to reduce those impacts. The mitigation measures are included as project conditions of approval. In addition, conditions of approval are required by the City to ensure effective implementation of the Assessment's noise measures, and consistency with the BVSP Policy 6.5-3, below. Subject to these measures and conditions of project approval, construction noise impacts would be less than significant (Impacts 4.10-1, 4.10-2, & 4-10-4).

- *BVSP Policy 6.5-3 - Require developers to mitigate noise exposure to sensitive receptors from construction activities. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation at the receptor, or increase the noise attenuation as noise travels from the source to the receptor (e.g., through the incorporation of barriers).*

<u>Construction Noise – COAs</u>

- *The applicant shall ensure that the following preventative and monitoring measures are enforced during grading and building operations:*
  - *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).*
  - *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.*

- *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, and a copy of the noise control plan shall be included with this notice.*

- *Prior to issuance of grading or building permits, the applicant shall 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.*

- *Prior to issuance of grading or building permits, the applicant shall 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 shall be used for noise mitigation.*

Construction Vibration COAs

- *After obtaining permission from the subject property owners, the applicant shall conduct preconstruction crack photo surveys, and install vibration monitors at the sensitive receptor sites shown in the Vibration Assessment. The applicant shall submit a copy of the crack 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.*

- *The applicant shall 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.*

- *Neighboring property owners within 300 feet of the project site shall 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.*

- *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.*

- *Building structures near the project shall be checked for cracks and any cracks shall be monitored. Preconstruction crack photo surveys shall be conducted. If minor cracks are reported or existing cracks propagate, vibration project action levels must be restricted.*

- *Whenever possible, construction or equipment activity generating relatively high levels of vibration shall 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 shall 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.*

- *All deliveries of material and equipment shall occur during daytime hours, including queueing of construction vehicles outside the site. Vehicles delivering materials and equipment shall 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 shall be stored on-site and within the confines of the construction barricades.*

- *Stationary and portable construction equipment shall 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.*

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

<u>Operational Noise – (project on environment)</u>
The proposed cannabis retail and distribution regulations require that these uses be operated in a fully enclosed building, between the hours of 9:00AM and 9:00PM. Establishment of these new uses would also require approval of a CUP to address potential noise, and to ensure that these projects conform to operation plans that would require customer management (i.e., that security personnel are present to prevent loitering around the project sites, so as to avoid loud conversations that may disturb neighbors). New development projects would also need to conform to all applicable goals and policies and the City's adopted Noise Ordinance.

<u>Private Airstrips & Airport Noise</u>
There are no private airstrips in the vicinity of Belmont, and the proposed development project is not located within areas of excessive noise from either the San Carlos Airport or the San Francisco International Airport. Thus, noise from a private airstrip is not applicable to the project, and no significant impacts are expected with respect to aircraft noise from airports (Impacts 4.10-5 & 4.10-6).

Table 12 – Public Services & Recreation

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.11-1	No	No	No
Impact 4.11-2	No	No	No
Impact 4.11-3	No	No	No
Impact 4.11-4	N/A	N/A	N/A
Impact 4.11-5	No	No	No

Public Services & Recreation:

Fire & Police

The General Plan EIR indicates that the buildout of the General Plan/BVSP is not expected to result in significant impacts to Fire and Police service levels, as new development would primarily be concentrated in infill areas already adequately served by both departments; however, the General Plan EIR identifies General Plan and BVSP policies that are intended to reduce the potential Fire and Police service level impacts of individual development projects. These policies generally encourage focusing development in already developed areas where it can be served by existing public services, and allowing sufficient density/intensity to enable development to support all required infrastructure/community facilities. The policies also require Fire and Police Department review of individual development projects to ensure consideration of potential impacts to public safety.

The potential overlay district would be located in urbanized parts of the city, which are easily accessible by major streets. Individual development projects would be required to contribute to infrastructure upgrades and street improvements impacted by or in the immediate vicinity of their sites. The Fire and Police Departments will review individual development projects, and have provide appropriate conditions of approval addressing fire mitigation measures, fire flow capacity, evacuation and access provisions for first responders, and design considerations to increase public safety (i.e., project lighting, parking garage security, etc.).

A development proposal submitted under the new regulations would be reviewed by the Fire Department to ensure appropriate fire mitigation measures are incorporated. The Police Department would review development proposals for compliance with a City Commercial Cannabis Permit, and state licensing requirements. The Police Department would also review and approve the applicant's security and operations plans, prior to approval of a CUP to establish the use. The security and operations plans would identify lighting, alarm/surveillance, patron management, and security personnel requirements to ensure safe operation of the business. The Police Department would collect appropriate permit fees to cover the cost of time reviewing Cannabis Use Permits, and for any subsequent inspections, or monitoring of operations. Thus,

impacts to fire and police services from individual development projects would be less than significant (Impact 4.11-1).

Table 13 – Transportation

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.12-1	No	No	No
Impact 4.12-2	No	No	No
Impact 4.12-3	No	No	No
Impact 4.12-4	No	No	No
Impact 4.12-5	No	No	No
Impact 4.12-6	No	No	No
Impact 4.12-7	No	No	No
Impact 4.12-8	No	No	No
Impact 4.12-9	No	No	No

Transportation:

Intersections & Road Segments

General Plan EIR
The General Plan EIR indicates that buildout of the General Plan /BVSP would cause intersections and road/highway segments to fall below the established significance criteria for City of Belmont and City/County Association of Governments (C/CAG) road segments/intersections. The EIR lists the impacted segments/intersections, and identifies physical improvements (mitigations), such as installation of traffic signals and turning lanes, to reduce impacts to less than significant levels; however, the EIR notes that the physical improvements proposed are not always feasible due to right-of-way constraints, and that in many cases the prescribed improvements would conflict with corridor plans, and General Plan, BVSP, and CAP policies related to creating "Complete Streets," resulting in secondary impacts. As such, the EIR concludes that impacts to the identified segments/intersections would remain potentially "Significant and Unavoidable."

In order to certify the General Plan EIR with Significant and Unavoidable impacts, the City Council made certain findings required by CEQA, and adopted a Statement of Overriding Considerations. This statement essentially communicated that the City had determined that the potential benefits of the project (General Plan, BVSP, CAP adoption and buildout of the General Plan/BVSP) outweighed its potential impacts. The City Council made the required CEQA Findings and adopted a Statement of Overriding Considerations, prior to approval of the General Plan update and approval of the BVSP and Corridor Mixed-Use Zoning.

The adoption of a Statement of Overriding Considerations does not mean that future development projects need not comply with General Plan/BVSP policies designed to reduce intersection impacts, or that applicants for development projects would not be responsible to address their project-related impacts. General Plan, BVSP and CAP Policies encourage improving multimodal infrastructure, and coordinating land use and circulation in a way that would reduce vehicle trips. In addition, implementation of the General Plan, BVSP and CAP policies would result in denser and/or more complimentary land uses and the development of complete streets that would either shorten or reduce the number of vehicle trips. The MMRP adopted with the General Plan EIR also contains mitigation measures that would reduce project impacts by requiring that project applicants contribute proportionate share of payments towards intersection/segment improvements, and/or pay a traffic impact fee.

State Law & Traffic Metrics

Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

To that end, the State of California Governor's Office of Planning and Research (OPR) adopted changes to the CEQA guidelines in December 2018 specifying vehicle miles traveled (VMT)[1] as the most appropriate metric to evaluate a project's transportation impacts. The California Natural Resources Agency subsequently certified adoption of the changes to the CEQA Guidelines, as automobile delay, as measured by "level of service" (LOS) [2] and other similar metrics, generally no longer constitute a significant environmental effect under CEQA. (Pub. Resources Code, § 21099 (b)(3)).

While local agencies are required to adopt and utilize a VMT threshold for CEQA transportation analysis by July 1, 2020, they may still require LOS for local planning and/or general plan compliance purposes. The current General Plan EIR Transportation Section uses LOS as a metric

[1] VMT is a measurement of the amount of travel for all vehicles in a defined area, such as within the City boundaries, within San Mateo County or within the Bay Area region. It represents the total number of vehicle trips multiplied by the total distance each vehicle travels. VMT can also be used as an efficiency metric, "VMT per capita" or "VMT per employee," to encourage development in travel-efficient locations (e.g., locations in proximity to key destinations, services, and transit service). Mitigation measures for VMT impacts typically would include implementing transportation demand management (TDM) measures and strategies to encourage low-emission, multimodal transportation.

[2] The LOS metric assigns a letter grade (A to F) related to the delay per vehicle for an intersection or roadway segment. LOS A represents free flowing conditions and little to no delay to vehicles while LOS F represents congested conditions with higher delays and long queues for vehicles. LOS analysis and mitigation measures are different from VMT in that they would typically support strategies that encourage faster automobile travel times, reduce peak commute time congestion, implement roadway widening and other infrastructure or strategies that could encourage travel by single-occupant vehicles; however, LOS is a useful metric for determining a project's potential circulation impacts, as it can be used to identify when an intersection with stop signs should be replaced with a traffic signal, when a new turn lane is needed, and when queuing may exceed a turn pocket length.

for evaluating potential impacts. In addition, a project that is not expected to create significant VMT impacts could still have LOS operational impacts. Thus, it is possible that a CEQA analysis evaluating VMT may not be required, but an operational analysis to identify intersection impacts will be needed.

On February 23, 2021, the City Council adopted new VMT Policies; however, there is still the potential for individual development project to have significant project-level transportation impacts to adjacent roadways and intersections (per the Cities TIA guidelines, General Plan Circulation Element Policies). As such, the Public Works Department has determined that it is necessary to use both VMT and LOS metrics for review of project transportation impacts for development projects.

Depending on the scope and location, individual development projects would be required to submit Traffic Impact Analyses (TIAs) as part of development review. These reports would be peer reviewed by consultants and the Public Works Department to ensure potential transportation impacts are appropriately mitigated; however, it should be noted that the potential S-3 Overlay for retail and distribution cannabis uses would be located in an area along South El Camino Real, which is in walking distance from the Belmont Caltrain Station, and SamTrans Bus stops.

Depending on the scope of the projects, new development applications would also be required to provide public improvements along all street frontages (i.e., wide sidewalks, and street trees) that are consistent with adopted Complete Streets policies to promote the development of public transit, bicycle, or pedestrian facilities, and increase use of these facilities. In addition, project applicants would need to contribute fair-share portion fees for the construction of road improvements, based on project impacts to roadway intersections and segments, and include TDM plans to discourage the use of single-occupancy vehicles. Thus, the overall transportation impacts of future development projects for the Cannabis Regulations would be expected to be less than significant (Impacts 4.12-1 through 4.12-5).

Conflict with Plans

The General Plan, BVSP, and CAP contain numerous policies that promote higher density, transit-oriented, mixed-use development, and the implementation of adopted Complete Streets standards. Individual development projects would be located in the BVSP and PDA, and retail or distribution cannabis uses would be located in close proximity to public transit (the Belmont Caltrain Station and SamTrans Bus routes). In addition, depending on the scope of the project, individual development projects would include street improvements consistent with adopted Complete Streets Standards. Therefore, the proposed project would be consistent with programs that promote the development of public transit, bicycle, or pedestrian facilities, and increase use of these facilities. No impacts related to conflict with adopted plans would result from the project (Impact 4.12-4, Impact 4.12-5 & Impact 4.12-7).

Operations Impacts to Airports

The General Plan EIR indicates that policies of the General Plan/BVSP would not modify planning or operations at airports, or introduce land use patterns that would cause substantial risks to or from airports. The project would be consistent with General Plan/BVSP policies related to airports

and would not conflict with an adopted Airport Land Use Compatibility Plan (ALUC). Therefore, no impacts to airport operations would result from the development project (Impact 4.12-6).

Hazardous Design Features

The General Plan EIR indicates that future improvements to the transportation and circulation system related to buildout of the General Plan/BVSP would be constructed to all local, regional and federal standards, and thus would not result in any hazardous design features. Depending on project scope, a Traffic Impact Analysis (TIA) would be required for individual development projects and peer reviewed by a consultant working for the City, in consultation with the Department of Public Works. Issues related to site traffic circulation, pedestrian and bicycle safety, safety evaluation of the street improvements (line of Sight), and the internal circulation of any proposed parking garage and driveway areas would be conducted as part of this review. The report and peer review would need to conclude that the proposed improvements would not result in hazardous design features for the Department of Public Works to recommend approval of the project (Impact 4.12-8).

Emergency Access

The General Plan EIR indicates that buildout of the General Plan/BVSP could potentially result in increased congestion that would impact emergency vehicles response times. The potential impacts to response times could not be accurately quantified, so the impacts were considered Significant and Unavoidable. The EIR explains that the precise impacts of buildout are difficult to quantify, because response times differ during the time of day, and can change based on the number of emergency calls, and the use of sirens or traffic signal preemption equipment.

The General Plan EIR indicates that the use of signal priority preemption equipment and strict adherence to emergency vehicle passing priority under state law would reduce impacts on emergency response times. In addition, the EIR states that future modifications implementing Complete Streets standards would reduce vehicle speeds through core areas, which would likely reduce the severity of accidents. The EIR notes that impacts would also be reduced through entitlement review, and public safety officials would continue to review development project plans to ensure that they are compliant with emergency access requirements.

Individual development projects would be required to construct frontage improvements consistent with the City's adopted Complete Streets standards, and applicants would be required to contribute a fair-share portion fees for the construction of road improvements, based on project impacts to roadway intersections and segments. The projects will also be reviewed by all appropriate safety personnel to ensure that project plans are compliant with emergency access requirements. As such, development project-related impacts to emergency access are less than significant (Impact 4.12-9).

Table 14 – Utilities

Impact Area & Corresponding Policies identified in Table ES-3 (Attachment 1)	The development project has new or substantially more severe significant impacts?	New circumstances involve new or substantially more severe significant impacts?	New information related to: new or more severe impacts, or previously infeasible or more effective mitigations that are not agreed to by the applicant?
Impact 4.12-1	No	No	No
Impact 4.12-2	No	No	No
Impact 4.12-3	No	No	No
Impact 4.12-4	No	No	No
Impact 4.12-5	No	No	No
Impact 4.12-6	No	No	No
Impact 4.12-7	No	No	No

Utilities:

Wastewater Treatment Plant Capacity

Wastewater from Belmont is predominantly treated at the Silicon Valley Clean Water (SVCW) treatment plant, which is located in Redwood Shores near the eastern side of Belmont. Treated wastewater from SVCW is released into the San Francisco Bay. The SVCW plant currently complies with all Clean Water Act (CWA), State Water Resource Control Board (SWRCB), and National Pollution Discharge and Elimination System (NPDES) regulations and standards. The buildout of the General Plan/BVSP would result in increased wastewater for treatment; however, the General Plan EIR indicates that impacts would be less than significant as current regulations require compliance with federal and state water quality standards, and these measures would preclude development lacking adequate utility (wastewater treatment plant) capacity.

In addition, the EIR references General Plan/BVSP policies that require: 1) making improvements and upgrades to the wastewater system, consistent with the City's Sanitary Sewer System Capacity Analysis and the Silicon Valley Clean Water Conveyance System Master Plan; 2) updating impact fees, connection fees, and service charges to ensure adequate funds are collected to operate/maintain existing treatment facilities and construct new facilities; and 3) collecting impact fees from new development projects to ensure that new waste water facilities are constructed to meet performance standards, and to allow for future maintenance.

Unlike residential projects and large scale commercial buildings, retail sales and distribution uses are not significant generators of wastewater. The City has adequate wastewater treatment capacity available for these projects, and conditions of project approval would require the applicant to pay sewer impact fees. As a result of compliance with existing regulations, implementation of General Plan /BVSP policies, and the payment of impact fees by the applicant, the potential impacts to wastewater treatment would be less than significant (Impact 4.13-1).

New Facilities/Supply – Water

Water supply in Belmont is provided by the Mid-Peninsula Water District (MPWD). In accordance with state law, MPWD prepared an Urban Water Management Plan (UWMP) in 2015. Urban Water Management Plans are prepared by urban water suppliers every 5 years. These plans support the suppliers' long-term (20-year) resource planning to ensure that adequate water supplies are available to meet existing and future water needs. MPWD's 2015 UWMP indicates that water supply is sufficient to meet current and projected demands in Belmont.

In analyzing water needs, the General Plan EIR references MPWD's 2015 UWMP. The EIR indicates that water demand is expected to increase through the horizon year of the General Plan as population and job growth occur, but that per capita water use is gradually expected to trend downward because of conservation efforts. The EIR concludes that water supply is sufficient to meet current and projected demands outside of the BVSP Area, provided that water conservation efforts and strategies are continued (i.e., prioritization of high-density infill development, rebates for water efficient appliances, water efficient landscaping, adherence to state green building code - CalGREEN, etc.).

The EIR concludes that water supply would be sufficient to meet current and projected demands inside of the BVSP Area, subject to the strategies and policies identified in the General Plan, CAP, and BVSP, and with Mitigation Measure (MM) UTIL-1 (below), which requires the upgrading of specific 6-inch water lines to 8-inch water lines over time as development intensification within the BVSP Area occurs. MM UTIL-1 requires that project applicants secure verification that water service can be provided (i.e., obtain an "Intent to Serve" letter from MPWD).

Number	*Mitigation Measure*
UTIL-1	**Require water line upsizing.** As development intensification occurs throughout the BVSP Area, upgrades from 6-inch to 8-inch water lines will be required as necessary. The existing water lines in the BVSP Area are displayed in Figure 4.13-2, and planned improvements are displayed in Figure 4.13-3. Lines that are anticipated to need upgrades include the 6-inch lines along Old County Road between Masonic Way and Harbor Boulevard, along Ralston Avenue between Old County Road and Elmer Street, along Sixth Avenue between Hill Street and O'Neill Avenue, and along O'Neill Avenue between Sixth Avenue and El Camino Real. The physical improvements will be subject to project- level environmental review as needed.

As projects are built in accordance with the BVSP, Belmont Public Works in conjunction with Mid-Peninsula Water District is required to monitor system capacity and construct necessary upgrades.

There would be no large-scale farming or growing operations as part of the new regulations for cannabis. Retail cannabis sales and distribution would not be expected to use large quantities of water. Individual development projects would be required to include a drought-tolerant landscape plan in accordance with the current MPWD water efficiency in landscape ordinance (WELO). Project applicants would also need to secure an Intent to Serve letter from MPWD, and projects would be required to be meet all applicable CALGreen standards at the time of building permit

issuance. Subject to these measures and implementation of MM UTIL-1, project-specific impacts would be less than significant (Impacts 4.13-2 & 4.13-4).

New Facilities & Capacity - Wastewater

The General Plan EIR indicates that implementation of the proposed General Plan /BVSP would result in future residential, commercial, office, and industrial uses in Belmont, resulting in additional population that would generate additional wastewater. Therefore, wastewater collection, conveyance, and treatment services would increase over current levels. The EIR notes that the Silicon Valley Clean Water (SVCW) treatment plant would have adequate capacity to treat wastewater, but system improvements would be needed to mitigate potential impacts. Specifically, pipe segments downstream of the BVSP Area (MM UTIL-2), and the Shoreway Pump Station (MM UTIL-3) would need to be upsized to address increased wastewater. Implementation of the following mitigation measures would result in less than significant impacts for the buildout of the General Plan/BVSP:

Number	*Mitigation Measure*
UTIL-2	**Require sewer line upsizing.** As development intensification occurs throughout the BVSP Area, approximately 1,675 feet of sewer lines downstream of the BVSP Area will be required to be upsized as a direct result of growth in the BVSP Area. The existing sewer lines in the BVSP Area are displayed in Figure 4.13-5, and planned improvements are displayed in Figure 4.13-6. Lines that are anticipated to need upgrades lie along Masonic Way and Hiller Street.
UTIL-3	**Require upsizing of Shoreway Pump Station.** As development intensification occurs throughout the BVSP Area, the Shoreway Pump Station will be required to be upsized as a direct result of growth in the BVSP Area.

Ongoing study and monitoring of the BVSP Area sewer infrastructure will be performed by the Public Works Department and Silicon Valley Clean Water. Applicants for development projects are required to secure verification that sewer service can be provided, and pay appropriate fees to ensure that new wastewater facilities are constructed to meet performance standards, and to allow for future maintenance. As projects are built in accordance with the BVSP, Belmont Public Works in conjunction with Silicon Valley Clean Water is responsible to monitor system capacity and construct necessary upgrades to the sewer lines and the Shoreway Pump Station over time consistent with the City's Sanitary Sewer System Capacity Analysis and the Silicon Valley Clean Water Conveyance System Master Plan.

Unlike residential projects and large scale commercial buildings, retail sales and distribution uses are not significant generators of wastewater. The City's standard process include the submittal of sanitary sewer evaluations for individual development projects. The evaluations determine the potential impacts of the project, and provide mitigation measures to ensure that significant impacts (i.e., system deficiencies that result in release of untreated waters) would not occur. Fair share contributions would be required of individual development projects to address the future needs of the system. Subject to the implementation of this standard City process, project specific impacts would be less than significant (Impact 4.13-2 & 4.13-5).

Stormwater Facilities

Stormwater Volume & Capacities
The General Plan EIR indicates that new development under the General Plan/BVSP would allow for the redevelopment of existing developed areas that would generate increased stormwater volumes in portions of Belmont. Increased flows would in turn create a need for new infrastructure in growth areas, to accommodate infiltration of stormwater or to convey stormwater to detention basins to prevent flooding. Construction of new stormwater infrastructure could in and of itself have adverse effects on the physical environment; however, the required improvements would occur within rights-of-way and other already disturbed areas within previously developed areas.

In addition, the BVSP includes policies and guidelines that reduce the need for construction of stormwater drainage facilities. BVSP design guidelines encourage directing stormwater runoff to natural vegetated systems that reduce, filter, or slow the runoff before it makes its way into the storm drainage system. BVSP Policy 5.1-3 ensures that development projects comply with the NPDES Permit requirements, Policy 5.1-5 designs new streetscape and landscaped areas for stormwater management and the efficient use and conservation of water, and Policy 5.1-7 requires development to include low impact development (LID) features to reduce stormwater pollutant loads and increase onsite infiltration.

The sale and distribution of cannabis products from existing facilities would not alter existing drainage patterns or impact stormwater facilities. New construction for individual development projects would require that the applicant submit drainage studies and C-3/C-6 checklists for review by the Public Works Department. These studies and checklists would need to demonstrate that the applicant has implemented LID features to reduce stormwater pollutant loads and increase onsite infiltration to avoid and minimize impacts. Final review of stormwater treatment occurs during the building permit process, and stormwater facilities are required to be maintained per the standard stormwater condition of approval below.

*Stormwater Volume – COA*s

- *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 Hydro Modification] measures according to the approved Maintenance Plan(s). The Maintenance Agreement shall be recorded for the property.*

Thus, individual development projects, as proposed and conditioned, would comply with NPDES permit requirements, and all relevant General Plan/BVSP Policies designed to reduce stormwater impacts. These projects would be required to implement Urban Design guidelines for Low Impact Development (as applicable), and would convey stormwater to detention basins to prevent flooding. As a result of implementation of the policies and zoning regulations of the BVSP, as well as the General Plan, CAP, and other existing regulations, the impact of these proposed projects would be less than significant (Impact 4.13-3).

Solid Waste

The General Plan EIR indicates that implementation of the General Plan/BVSP would result 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 that applicants for new development projects submit plans and materials that provide details for collecting trash, compost, and recycling. The City's trash and recycling hauler review the plans and determined the appropriate levels service for the project. The hauler also verifies compliance with the plan and state law requirements for recycling and composting. Thus, with implementation of the policies and zoning regulations of the BVSP, as well as the General Plan, CAP, and other existing regulations (state law), the impacts of individual development projects would be less than significant (Impact 4.13-6 & Impact 4.13-7).

Determination

None of the conditions requiring preparation of a subsequent Environmental Impact Report (EIR) or negative declaration have occurred: 1) the potential development associated with establishing potential Cannabis Overlay District zoning for retail sales and distribution of cannabis products along South El Camino Real is within the buildout of the EIR, and thus no substantial changes are required to the EIR analysis; 2) the environmental setting of the Project Area and the relevant land use regulations adopted remain generally unchanged since the Original Project was approved in November 2017. In addition, there has been no large-scale commercial development approved in the BVSP Area or the City at large, and the circumstances under which the General Plan EIR was adopted have not changed; and 3) there is no new information that was not known at the time the impacts were analyzed in the General Plan EIR, and individual development projects undertaken within the potential overlay district would not result in any significant impacts not considered under the original EIR. Therefore, as provided by the California Environmental Quality Act (CEQA), this Addendum is the appropriate documentation to address the changes, if any, made by the Project.

1 Executive Summary

EXHIBIT 1 TO ATTACHMENT X

This Draft Environmental Impact Report (EIR) evaluates the potential impacts of the proposed City of Belmont General Plan (General Plan), Phase I/Interim Zoning (Phase I Zoning), Belmont Village Specific Plan and associated zoning regulations (BVSP), and Climate Action Plan (CAP), which together constitute the Proposed Project.[1] The Proposed Project was developed in response to policy direction provided by the City Council and the Planning Commission as well as community concerns identified through an extensive public participation and outreach program, including newsletters, community workshops and public meetings in 2014-2017. The City of Belmont is the lead agency for this EIR, as defined by the California Environmental Quality Act (CEQA). As the lead agency, the City is required to evaluate the potential effects of the Proposed Project in an EIR.

An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a proposed project. The EIR also identifies mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the proposed project that may reduce or avoid one or more significant environmental effects. These alternatives must include a "No Project" alternative that represents the result of not implementing the project and a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives but would avoid or substantially lessen any of the significant effects of the project.[2] Based on the alternatives analysis, an environmentally superior alternative is identified.

This EIR is a program EIR that examines the potential effects resulting from implementing designated land uses and policies in the Proposed Project. The impact assessment evaluates the Proposed Project as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this EIR does not assess site-specific impacts. Any future development project made possible by the Proposed Project will be subject to individual, site-specific environmental review, as required by State law.

PROPOSED PROJECT

The Proposed Project consists of the proposed General Plan, Phase I Zoning, BVSP, and CAP. The proposed General Plan is intended to replace the existing Belmont General Plan, which was last updated in 1982. The General Plan is composed of goals, policies, a land use diagram, and other graphic figures and maps (e.g. open space systems, a transportation network, and public facilities) to guide future development within the City's boundaries, through the year 2035. The General Plan

[1] Throughout this document, the term "proposed City of Belmont General Plan" is used interchangeably with "proposed General Plan," and all four of the proposed City of Belmont General Plan, Phase I/Interim Zoning, Belmont Village Specific Plan, and Climate Action Plan are referred to as the "Proposed Project."

[2] CEQA Guidelines 15126.6(a)

update is comprehensive, and includes all State-required elements other than the Housing Element, which was last updated in 2015 and is not part of the Proposed Project.

Following adoption of the General Plan, the City intends to undertake a comprehensive zoning update to implement the proposed General Plan's policies and actions. The first step in that process is the Phase I Zoning, which provides a zoning framework and review process that will ensure that new development conforms to proposed General Plan policies and land use designations immediately following General Plan adoption. The Phase I Zoning provides a legal basis to require conformity and, conversely, enable the City to modify or deny nonconforming projects.

Along with the preparation of its General Plan Update, the City of Belmont undertook a parallel planning process for the area known as Belmont Village. Belmont Village is currently the primary development focus of the City. It has been designated a "Priority Development Area" by the Metropolitan Transportation Commission and the Association of Bay Area Governments due to its potential to support new housing and employment near transit. This designation qualifies the City to receive funding to develop a Specific Plan for the area, as well as potential future additional grants for specific projects and public improvements consistent with the Specific Plan. Currently, Belmont has an analogous Plan: the Downtown Specific Plan. Adopted in 1990 and amended in 1995, the Downtown Specific Plan will be replaced by the Belmont Village Specific Plan.

Additionally, Belmont has prepared its first Climate Action Plan (CAP), a comprehensive plan for addressing a community's greenhouse gas (GHG) emissions. A CAP, or similar qualified greenhouse gas reduction strategy, can serve as a mitigation strategy under CEQA for GHG/climate change impacts associated with a proposed project. Belmont's CAP aligns with the Belmont General Plan Update and the Belmont Village Specific Plan. Specifically, the CAP quantifies existing and projected GHG emissions in the General Plan Update Planning Area[3] through horizon year 2035 resulting from activities within the Planning Area and the region, and it includes 2035 reduction targets. The CAP also contains a suite of quantified reduction strategies, performance standards, and a framework for implementation to achieve the required reduction. Once the CAP is adopted, projects consistent with the proposed General Plan (and the BVSP, if applicable) and CAP will undergo a streamlined process for mitigation of GHG emissions under CEQA, pursuant to CEQA Guidelines §15183.5.

The City of Belmont is situated in San Mateo County, halfway between San Francisco and San Jose. Belmont is bisected by El Camino Real, Alameda de las Pulgas, and Caltrain tracks (the peninsula commuter rail line and transportation corridor running in a north-south direction). Ralston Avenue connects the city and the region in an east-west direction from Highway 92/Interstate 280 to Highway 101. The city is within easy driving distance of the Pacific coast, three major airports, and major employment centers including San Francisco, Silicon Valley, and the East Bay. Belmont Village is located inside the Planning Area within city limits, and it encompasses approximately 80 acres centered around the intersection of El Camino Real and Ralston Avenue.

[3] Throughout this document, the term "Planning Area" is used to refer to the General Plan Update Planning Area. The Belmont Village Specific Plan Planning Area is referred to as the "BVSP Area."

Key Features of the Proposed Project

General Plan

The maps and policies in the General Plan are structured around the following key vision statements. An ongoing public participation process has provided opportunities for community input to the Belmont General Plan Update. Early in the planning process, the community was engaged through a citywide survey, workshops, community conversations and stakeholder interviews to establish priorities for future planning, resulting in the following vision statements that have been affirmed through subsequent input from the public and decision-makers.

Distinctive Community Development

- Belmont prides itself on being unique.
- Its small-town ambiance sets itself apart as a tranquil, inclusive, safe and desirable place to live, work and play.
- We get involved in town matters because we care about living here.
- We connect with each other in all kinds of gathering places.
- We value and celebrate a strong commitment to diversity, inclusion, safety, equality and dignity for all individuals in Belmont.
- Our strong sense of community and enjoyment of the town's assets and activities deepen as we become better informed and connected.

Easy *Mobility*

- We put a priority on getting out of, into, and through town efficiently.
- Bicyclists, walkers, and other non-drivers get where they are going easily and safely.
- We require safe residential streets and smooth flowing thoroughfares.

Natural Beauty

- We choose to make our home among these beautiful hills, trees, parks, views, and open spaces.
- Our natural surroundings inspire us to play, create, and contemplate.
- Our actions today preserve and enhance Belmont's beauty to make it even lovelier for our grandchildren.
- Our wooded residential areas are diverse, peaceful, and well maintained.

Thriving Culture

- Belmont is a wonderfully safe, culturally diverse and supportive place to raise a family.
- We facilitate lifelong learning in our academic, artistic, athletic, and social dimensions and we thrive on interconnection with the rest of the world.
- Our schools and library are the pride of the community.
- Our university is intrinsic to Belmont's social, artistic, and economic life.
- The arts thrive in this creative, appreciative town - the arts hub of the peninsula.
- Our history makes Belmont what it is, and we preserve that heritage for our children.

Thriving Economy

- A charming, vibrant town center is at the heart of our civic and economic life.
- Our economy prospers with a mix of attractive, successful businesses that fit with our community character.
- We look first in our town shops and restaurants for what we need.
- Education, arts, and the economy flourish in concert.

The General Plan Update comprises the following chapters, meeting the requirements for general plans under California Government Code §65302 for elements that a general plan must contain.

Each element of the Plan includes goals, policies, and actions, which together articulate a vision for Belmont. Goals define an ideal future related to the public health, safety, or general welfare of the community; they set directions for policies. Policies are specified ends or conditions that are an intermediate step towards attaining a goal; they are specific statements to guide decision-making. Actions are implementation measures that the City will undertake to accomplish the objective of the policy.

1. Introduction
2. Land Use Element
3. Circulation Element
4. Parks, Recreation, and Open Space Element
5. Conservation Element
6. Safety Element
7. Noise Element

Phase I Zoning

As stated above, the Phase I Zoning is the first step in implementing the General Plan land use regulations and policy direction. The Phase I Zoning provides a legal basis to require conformity and, conversely, enable the City to modify or deny nonconforming projects.

The Phase I Zoning includes the following elements:

1. **Amend Section 2, Definitions.** Provides additional definitions and adds rules for height measurement.
2. **Amend Section 3, Zoning Districts Established.** Adds Regional Commercial (RC), Corridor Mixed Use (CMU), Harbor Industrial Area (HIA-1 and HIA-2), Open Space Privately-Owned (OS-PO), and Public and Semi-Public (PS) zoning districts.
3. **Amend Section 5, Commercial Districts.** Replaces Section 5.4, "Highway Commercial District or C-3 District," with a new Section 5.4, "Regional Commercial or RC District."
4. **Add Section SA, Corridor Mixed Use District.** Provides regulations for the new CMU District.
5. **Add Section SB, Harbor Industrial Area.** Provides regulations for the new HIA-1 and HIA-2 Districts.

6. **Add Section SC, Public/Semi-Public District.** Provides regulations for the new PS District.
7. **Repeal Section 7, Agricultural.** Removes the Agricultural and Open Space District.
8. **Add Section 6C, Open Space Privately-Owned District.** Provides regulations for the new OS-PO District.
9. **Add Section 7A, Off-street Parking and Loading in Commercial Mixed Use and Regional Commercial Districts.** Provides off-street parking and loading regulations that apply to the CMU and RC Districts.
10. **Amend Section 9.5, Uses - Exceptions and Provisions.** Add Section 9.5.2 on Recycling Collection Facilities.
11. **Amend Section 10, Planning Procedures.** Add 10.6 on General Plan Conformity, Procedures.
12. **Appendix A: Guidelines for Establishing Peak Hour Trip Credits for TDM Measures.** Specifies how many peak hour trips will be credited for each of a series of Transportation Demand Management (TDM) measures.

Belmont Village Specific Plan

The BVSP meets requirements of California Government Code §65451 governing the contents of specific plans. It includes the following chapters:

1. **Introduction and Background.** Provides project background and purpose, vision statement and guiding principles, a summary of community outreach, legal context, and plan organization.
2. **Land Use.** Presents key features of the Village Planning Area, the Land Use Diagram and classifications, density and intensity standards, potential new development at BVSP buildout, affordable housing strategies, and historic resources.
13. **Mobility.** Addresses pedestrian and bicycle connectivity, automobile circulation, transit and transportation demand management measures, and parking strategies.
14. **Urban Design.** Provides guidance for the development of the built environment in the Planning Area, from streetscape improvements and wayfinding, to detailed development standards and building design guidelines. In addition, the chapter presents illustrative concepts for three areas in the Village.
15. **Infrastructure and Public Services.** Includes direction for public utilities and services to ensure all development in the Planning Area is accommodated by adequate city infrastructure and services. Describes the park, school, and community facilities in the Planning Area to serve current and future residents.
16. **Environmental Sustainability, Health, and Safety.** Addresses key environmental issues that will potentially have an impact on the design and location of new development, including hydrology and flooding, geology and seismicity, hazardous materials and air contaminants, biological resources, and noise.
17. **Implementation.** Outlines measures for consistency with the General Plan and Municipal Code, phasing, implementation mechanisms, and financing strategies for infrastructure and public improvements identified in the Plan.

Appendix - Village Zoning. Provides zoning regulations that will implement the Belmont Village Specific Plan.

The Belmont Village Specific Plan's Vision Statement is as follows: "Realize Belmont Village's potential as the City's center of civic life with a unique sense of place. Create an attractive, vibrant, mixed use town center for Belmont, offering shopping, restaurants, entertainment, employment, and residential uses in a compact, pedestrian-oriented setting. Enhance pedestrian and bicycle connections so that residents, visitors, and workers can walk, bike, and take transit. Design streets and public spaces to create a lively and attractive public realm with a distinctive identity."

Climate Action Plan

The CAP includes the following chapters:

1. **Introduction and Background.** Provides project background and purpose, overview of climate science, projected San Francisco Bay Area climate impacts, and State policy and regulatory context. It also provides an overview of regional efforts, local efforts, and the process of creating the CAP.
2. **Greenhouse Gas Inventory and Forecast.** Describes inventory sources and data collection process. Provides baseline emissions inventory for 2005, followed by emissions forecasts for 2020 and 2035. It concludes with emission reduction targets.
3. **Climate Action Strategies.** Provides climate action strategies to reduce greenhouse gas emissions, including goals and measures related to energy, transportation, land use, and solid waste. Also describes climate adaptation strategies.
4. **Implementation.** Prioritizes measures for emission reduction strategies, describes the results of the measure prioritization, summary of the measures, and how the emission targets will be met. Also describes the management strategy for GHG reductions, how to involve the public, and the timeline.
5. **Monitoring and Improvement.** Describes the efforts the City will take to monitor progress towards emissions targets.
6. **Conclusion.** Summarizes the purpose of the CAP and its key strategies.

Estimated Buildout of the Proposed General Plan and Specific Plan

General Plan

Full development under the General Plan is referred to as "buildout." Although the General Plan envisions policies and land use intentions in the Plan to be realized by 2035, the year is not intended to be certain; nor does the designation of a site for a certain use necessarily mean the site will be built or redeveloped with that use in the next 20 years. The Land Use Element of the proposed General Plan provides a more detailed analysis of General Plan buildout.

In 2013, the Planning Area's population was approximately 26,400. Table ES-I shows that the population in the Planning Area is expected to grow by about 4,100 people by 2035, which is an increase of 15.5 percent from the population 2013 and an annual growth rate of 0.7 percent. By 2035, total households are expected to increase by 1,500 households, or 13.8 percent, with an annual

growth rate of 0.6 percent. About 3,300 new jobs are expected in the Planning Area in 2035, a 32.7 percent increase from the total jobs in 2013, with an annual growth rate of 1.3 percent.

Table ES- I: Projected Growth in Planning Area, Belmont General Plan, 2013-2035

	2013	*2035*
Population	26,400	30,500
Households	10,900	12,400
jobs	10,100	13,400

Sources: 2013 figures: C/CAG-VTA 2040 Model; Dyett & Bhatia; Kittelson & Associates, Inc. 2016. 2035 figures: C/CAG-VTA 2040 Model; Dyett & Bhatia; Kittelson & Associates, Inc. 2016.

Specific Plan

Like the Belmont General Plan Update, the BVSP uses a horizon year of 2035, and the growth projected to occur within the BVSP Area is included in the Belmont General Plan Update growth projections; i.e., the following growth projections do not increase the total growth planned for or permitted under the Belmont General Plan Update.

In 2013, Belmont Village had approximately 670 people in 340 housing units, and 1,440 jobs in 679,000 square feet. Table ES-2 summarizes the net total buildout within Belmont Village (the sum of existing development, current development projects, and net new development). About 560 new residential units are expected, increasing the total housing units to just under 900; with a population increase of about 1,100 residents, the total population is expected to be about 1,800. Nearly 365,000 square feet of new non-residential development is expected by 2035, bringing the total amount of non-residential development in the Village to about 1,044,000 square feet. Growth of about 1,000 new jobs is expected, increasing the total to about 2,450 employees in the area.

Table ES-2: Projected Growth in Belmont Village Specific Plan Area, 2013-2035

	2013	*2035*	*2013-2035 Growth*
Total Population	670	1,780	**1,110**
Total Housing Units	340	890	560
Total jobs	1,440	2,450	910
Total Non-Residential Square Feet	679,000	1,044,000	364,800

Source: Dyett and Bhatia, 2016.

Alternatives to the Proposed General Plan

The following alternatives are described and evaluated in this EIR:

Alternative I: Balanced Mixed Use

This alternative was designed to provide a more balanced jobs/housing ratio, representing a more even balance between commercial and residential development, in the Planning Area both in total and by neighborhood (where possible), which in turn has the potential to reduce total vehicle miles traveled by allowing more residents of the Planning Area to have the opportunity to live closer to retail and commercial destinations. A better match between commercial and residential land uses is achieved relative to the Proposed Project in part through two additional mixed-use nodes (outside of the BVSP Area) along Ralston Avenue, and more housing within close proximity to Notre Dame de Namur University (NDNU). Within the BVSP Area, more intense mixed use housing opportunities are created throughout the district, and a "live/work" land use designation is also introduced and applied to a cluster of parcels east of the Caltrain tracks and south of Ralston Avenue. These changes in total result in potential for a more even balance of residential to commercial development in the BVSP Area than the Proposed Project.

No *Project Alternative*

The purpose of evaluating the No Project Alternative is to allow decision-makers to compare the potential impacts of approving the project with the potential impacts of not approving the project. The No Project analysis discusses both the existing conditions at the time the NOP is published as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved. The No Project scenario represents the continuation of the current General Plan (last updated in 1982) and Downtown Specific Plan (adopted in 1990 and amended in 1995) land use designations, with no Climate Action Plan in effect. It assumes that the existing General Plan, Zoning Ordinance, and Downtown Specific Plan would continue to guide development in the Planning Area until buildout in 2035. In relationship to the Proposed Project, the No Project Alternative:

- Has different land uses;
- Densities/intensities are lower, and mixed-use development and development of centers and walkable communities is not promoted to the level in the Proposed Project;
- Is based on a different set of core values/goals and objectives;
- Has lower residential capacity; and
- Has reduced alternate modes of transportation, connectivity, and street capacity.

Areas of Controversy

Although there are no clear-cut areas of controversy, environmental impacts classified as significant and unavoidable have been identified in the resource topics of air quality and transportation, and inasmuch as they may be controversial to the general public, agencies, or stakeholders, they are described briefly here.

AIR QUALITY

The Proposed Project would not conflict with the BAAQMD's *2010 Clean Air Plan.* Each plan includes numerous polices that would support the primary goals of the *2010 Clean Air Plan,* including attainment of ambient air quality standards. The proposed General Plan and BVSP policies also incorporate all applicable control measures outlined under the *2010 Clean Air Plan,* and would not hinder their implementation. Further, with implementation of the proposed General Plan and proposed Climate Action Plan (another element of the Proposed Project), per capita emissions will be lower than forecasted for the Planning Area under the *2010 Clean Air Plan,* which will further help the region attain the ambient air quality standards.

While the proposed General Plan and the BVSP would be consistent with BAAQMD's regional air quality strategy, individual development projects may still generate construction and operational emissions in excess of BAAQMD's project-level thresholds. Mitigation Measures AQ-1 through AQ-4 would reduce construction-related emissions, and Mitigation Measure AQ-5 would address operational-related emissions. Implementation of the comprehensive suite of proposed General Plan and BVSP policies would also reduce the severity of growth-oriented criteria pollutants by reducing VMT, encouraging transit, fostering bicycle and pedestrian infrastructure, and supporting sustainable land use patterns, including mixed-use design and increased density. However, as described below, even with implementation of the proposed General Plan and BVSP policies and the recommended mitigation measures, impacts from short-term construction and long-term operation would remain significant and unavoidable. These emissions would also result in a cumulatively considerable air quality impact within the SFBAAB.

The proposed General Plan and BVSP may expose sensitive receptors to substantial TAC concentrations. Based on an inventory of existing stationary, roadway, and railway sources, several locations within the planning areas include sources currently in excess of BAAQMD's project-level and cumulative health risk thresholds. The proposed General Plan and BVSP both include policies to minimize risks to future residents. Operation of new stationary sources developed under the plans would be subject to the permit authority of the BAAQMD, which prohibits sources with health risks in excess of air district thresholds. Construction activities of future development may expose existing and future receptors to significant health risks. Mitigation Measures AQ-1 and AQ-2 would reduce construction-related emissions, and Mitigation Measure AQ-6 would provide a project-level evaluation of construction-related health risks from future projects within 1,000 feet of sensitive receptors. Despite these measures, there may be instances where project-specific conditions preclude the reduction of health risks below adopted thresholds, resulting in a significant and unavoidable impact.

Neither demolition activities nor increased traffic associated with the proposed General Plan and BVSP would expose receptors to significant pollutant concentrations. Specifically, demolition

activities would be required to comply with BAAQMD Regulation XI, Rule 11-2 for the control of asbestos containing material (ACM). CO screening and modeling indicate that traffic volumes under the proposed General Plan and BVSP would not result in CO concentrations in excess of the state or federal 1- or 8-hour CO standards.

Development under the proposed General Plan and BVSP would not create objectionable odors affecting a substantial number of people. Impacts associated with odors during construction and operation would be less than significant.

NOISE

The Proposed Project would result in both short-term and long-term changes to the existing noise environment in the Planning Area. Construction noise associated with future development that would be supported by the Proposed Project could expose sensitive receptors to noise levels that exceed the noise standards set forth in both the existing and proposed General Plan. Compliance with the time-of-day restrictions and noise muffling requirements for new construction in the City's Noise Ordinance, as well as the noise-reducing policies included in the proposed General Plan and BVSP, would reduce impacts on sensitive receptors to the extent feasible. However, even with these measures, it may not be feasible in all cases to mitigate construction noise of individual projects to a less-than-significant level. Thus, impacts from construction noise would be significant and unavoidable.

Similarly, long term operational noise from traffic, trains, and stationary sources could also increase compared to existing conditions, but would be limited in area through implementation of the policies of the proposed General Plan and BVSP. Changes in traffic noise as a result of the Proposed Project would be above the General Plan noise exposure standards for single-family residential uses in some locations as compared to existing conditions. This impact would be significant and unavoidable.

Construction activity could expose people to excessive groundborne vibration. Proposed General Plan policies would require that developers mitigate any vibration impacts on sensitive land uses to the extent feasible. However, even with these measures, it may not be feasible in all cases to mitigate vibration from individual construction projects to a less-than-significant level at all sensitive receptors. Thus, impacts from construction vibration would be significant and unavoidable.

Similarly, the development of sensitive land uses in areas with substantial vibration from trains could be significant. Proposed General Plan and BVSP policies would require future development along the Caltrain tracks to incorporate mitigation to reduce vibration, which would reduce impacts. However, even with these measures, it may not be feasible in all cases to mitigate perceived vibration at all sensitive receptors. However, CEQA does not require analysis of impacts of the existing environment on a project pursuant to the California Supreme Court decision in *California Building Industry Association vs. Bay Area Air Quality Management District (CBIA v. BAAQMD).* Therefore, this impact would not be significant for CEQA purposes.

The Proposed Project area is not located within areas of excessive noise from either the San Carlos Airport or the San Francisco International Airport and no significant impacts are expected with respect to aircraft noise.

TRANSPORTATION

Buildout of the Proposed Project in 2035 would result in added traffic demand within the Planning Area as well as regional roadways. Although the proposed Plans include roadway infrastructure improvements, increases in traffic demand would be expected to cause 35 of the 45 study intersections to exceed the thresholds of significance defined by the City and/or the City/County Association of Governments of San Mateo County (C/CAG):

- Ralston Avenue/SR 92 Westbound Ramps
- Ralston Avenue/SR 92 Eastbound Ramps
- Ralston Avenue/Hallmark Drive
- Ralston Avenue/Belmont Canyon Road
- Ralston Avenue/Tahoe Drive
- Ralston Avenue/Davis Drive
- Ralston Avenue/Cipriani Drive
- Ralston Avenue/Alameda de las Pulgas
- Ralston Avenue/Notre Dame Avenue
- Ralston Avenue/Chula Vista Drive
- Ralston Avenue/Notre Dame University Road
- Ralston Avenue/South Road
- Ralston Avenue/Sixth Avenue
- Ralston Avenue/El Camino Real
- Ralston Avenue/Old County Road
- Ralston Avenue/Elmer Street
- Ralston Avenue/Hiller Street
- Ralston Avenue/US 101 Southbound Ramps
- Ralston Avenue/US 101 Northbound Ramps - Island Parkway
- Marine Parkway/Shoreway Road - Oracle Parkway
- Alameda de las Pulgas/Carlmont Drive
- Alameda de las Pulgas/Chula Vista Drive
- El Camino/Davey Glen Road
- El Camino Real/Middle Road
- El Camino Real/Flashner Lane
- El Camino Real/Emmett Avenue
- El Camino Real/Waltermire Street
- El Camino Real/O'Neill Avenue
- El Camino Real/Harbor Boulevard (North)
- El Camino Real/Harbor Boulevard (South)
- Old County Road/Masonic Way
- Old County Road/O'Neill Avenue
- Old County Road/Harbor Boulevard
- Fifth Avenue/O'Neill Avenue
- Sixth Avenue/O'Neill Avenue

The improvements necessary to mitigate the impacts at the study intersections would require the acquisition of significant right-of-way to construct additional turn or travel lanes and extensive traffic signal modification. However, the addition of through or turn lanes and traffic signal modification would result in secondary impacts, including increasing vehicle miles traveled; non-compliance with policies contained within adopted plans, and active mode accessibility; and fiscal

constraints due to the need to acquire right-of-way along built out corridors, resulting in significant and unavoidable impacts.

The Proposed Project is also anticipated to result in significant impacts to the C/CAG Congestion Management Program (CMP) Arterial Roadway Network. El Camino Real is expected to operate at LOS E north of Ralston Avenue and LOS F south of Ralston Avenue during the p.m. peak hour. As part of the proposed Project there would not be a reduction in travel lanes or other changes to the roadway configuration that would affect arterial segment performance. The Project would be expected to cause the intersection of El Camino Real/Ralston Avenue to operate at LOS F during both a.m. and p.m. peak hours, and the Project would add trips to the CMP roadway and exceed the LOS criteria established by C/CAG. In order to reduce the Proposed Project's impact on the El Camino Real roadway segments, additional travel lanes along the corridor would need to be constructed to provide sufficient capacity to serve traffic demand. The addition of through lanes would result in secondary impacts, including increasing VMT; non-compliance with policy contained within the Grand Boulevard Initiative, Complete Streets initiatives, and active mode accessibility; and fiscal constraints due to the need to acquire right-of-way along built out corridors, resulting in significant and unavoidable impacts.

The Proposed Project would be expected to result in significant impacts to the C/CAG CMP Freeway Network. The Proposed Project is expected to result in more than a one percent increase in volume on all freeway segments operating deficiently under Existing Conditions. On the freeway segments operating acceptably under Existing Conditions, the projected traffic volumes would be expected increase the volume-to-capacity ratio above 1.00, resulting in LOS F operations. The following segments would be expected to operate deficiently:

- US 101 from East Hillsdale Boulevard to Ralston Avenue (Northbound and Southbound)
- US 101 from Ralston Avenue to Harbor Boulevard (Southbound Only)
- US 101 from Harbor Boulevard to Holly Street (Southbound Only)
- US 101 from Holly Street to Ralston Avenue (Northbound Only)
- SR 92 from Mariners Island Boulevard to US 101
- SR 92 from US 101 to El Camino Real
- SR 29 from El Camino Real to Alameda de las Pulgas
- SR 92 from Alameda de las Pulgas to West Hillsdale Boulevard
- SR 92 from De Anza Boulevard to Ralston Avenue
- SR 92 from Ralston Avenue to 1-280
- 1-280 from Bunker Hill Drive/SR 35 to SR 92
- 1-280 from SR 92 to Edgewood Road

In order to reduce the Project's impacts on the study freeway segments, additional travel lanes on the freeway segment would need to be constructed to provide sufficient capacity to serve traffic demand. However, the addition of through lanes would result in secondary impacts, including increasing VMT and fiscal constraints due to the need to acquire right-of-way along built out corridors, resulting in significant and unavoidable impacts.

Increased congestion along El Camino Real and other roadways in the study area could affect emergency vehicle response times, especially during AM and PM Peak-Hour commute times. To the same extent that the Project would affect average vehicle delay, there could be a corresponding change to the response times for emergency vehicles traveling through these locations; therefore,

the impact of the Proposed Project on emergency access would be considered potentially significant. Signal priority preemption equipment and strict adherence to emergency vehicle passing priority under state law could reduce the Project's impact on emergency access; however, these mitigation measures cannot be accurately quantified, resulting in significant and unavoidable impacts.

Impacts Summary and Environmentally Superior Alternative

IMPACTS SUMMARY

Table ES-3 presents the summary of the significant impacts of the Proposed Project identified in the EIR and the Proposed Project policies and mitigation measures that reduce these impacts to the extent possible. Detailed discussions of the impacts and proposed policies that would reduce impacts are in Chapter 4.

IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As discussed in the comparative analysis in Chapter 5 of this Draft EIR, once the No Project Alternative is set aside (as provided by CEQA), Alternative 1 is the sole remaining alternative, and is therefore identified as the environmentally superior alternative.

In comparison to the Proposed Project, Alternative 1 would support more housing and fewer jobs, which would result in a more balanced jobs/housing ratio. Because the analysis of the Proposed Project showed notable VMT reductions at the TAZ level in areas of high density mixed use, the original intention of the design of Alternative 1 was to create additional nodes of mixed use development in order to further reduce VMT, and, subsequently, air quality and greenhouse gas-related impacts. Housing is more evenly distributed throughout the Planning Area in Alternative 1, creating more of these mixed-use nodes and opportunities for shorter vehicle trips. While this balance does decrease VMT per service population relative to both the Proposed Project and the No Project Alternative by reducing trip lengths and the number of daily trips per service population, and would result in increased pedestrian/bicycle activity and transit ridership, the increased residential development in Alternative 1 would still result in higher total VMT in the Planning Area and thus greater localized impacts to air quality and traffic congestion in the Planning Area, as well as greater impacts to energy, GHGs, and climate change. Overall, the Proposed Project would have less of an impact than Alternative 1.

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
Aesthetics		
4.1-1 Implementation of the Proposed Project will not have a substantial adverse effect on a scenic vista.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.13-1, 2.13-3, 2.13-7, 2.14-3, 2.14-4, 3.4-6, 4.4-1, 4.4-3, 4.5-4, 5.3-7 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** *Urban Design Chapter* ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TLl ***Mitigation Measures*** None required.	Less than significant
4.1-2 Implementation of the Proposed Project would not damage scenic resources visible from state- or county-designated or eligible scenic highways.	***Mitigation Measures*** None required.	No Impact
4.1-3 Implementation of the Proposed Project could substantially degrade the existing visual character or quality of the Planning Area and its surroundings.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.4-1, 2.4-3, 2.5-4, 2.5-7, 2.6-6, 2.13-2, 2.13-3, 2.13-7, 3.4-5 ***Proposed Phase I Zoning Regulations that Would Reduce the Impact*** *Corridor Mixed* Use *District design standards* *Regional Commercial District design standards* *Harbor Industrial Area District design standards*	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact *Urban Design Chapter development standards and design guidelines* ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TL2 ***Mitigation Measures*** None required.	
4.1-4 Implementation of the Proposed Project could create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.13-4, 5.3-6 ***Proposed Phase I Zoning Provisions that Would Reduce the Impact*** The proposed Phase I Zoning amendments introduce a definition for "full cutoff lighting." ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP Area. ***Proposed Climate Action Plan Policies that Would Reduce the Impact*** EMI	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
	Mitigation Measures None required.	
Air Quality		
4.2-1 Implementation of the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.1-2, 2.3-2, 2.5-6, 2.7-2, 2.13-6, 2.15-1, 3.1-2, 3.1-3, 3.1-4, 3.1-5, 3.2-1, 3.2-2, 3.2-3, 3.2-4, 3.2-5, 3.4-3, 3.4-10, 3.5-5, 3.5-8, 3.5-9, 3.5-13, 3.5-14, 3.5-15, 3.5-16, 3.6-1, 3.6-2, 3.6-3, 3.7-1, 3.7-2, 3.7-3, 3.7-4, 3.7-6, 3.7-7, 3.8-1, 5.3-8, 5.10-1, 5.10-2, 5.10-4, 5.10-6, 5.11-1 ***Proposed Phase I Zoning Regulations that Would Reduce the Impact*** *Section BA.*7 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.1-1, 2.1-3, 2.1-5, 3.1-2, 3.2-1, 3.2-2, 3.2-8, 3.2-10, 3.2-18, 3.2-19, 3.2-20, 3.2-27, 3.2-29, 3.2-31, 3.2-32, 3.2-33, 3.2-35, 3.2-36, 3.3-1, 3.3-3, 3.4-1, 3.5-1, 5.4-1, 5.4-2, 6.4-2, 6.4-3, 6.4-4, 6.4-5, 6.4-6, 6.4-7, 6.4-8, 6.4-9, 6.4-10 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** ECl, EC2, EC4, ECS, EM3, EMS, Al, TLl, TL2, TL3, TMl, TM2, TM4 ***Mitigation Measures*** None required.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
4.2-2 Implementation of the Proposed Project would violate an air quality standard and contribute substantially to an existing or projected air quality violation during construction.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.10-3 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this topic. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** AQ-1, AQ-2, AQ-3, AQ-4	Significant and Unavoidable
4.2-3 Implementation of the Proposed Project would violate an air quality standard and contribute substantially to an existing or projected air quality violation during operation.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.1-2, 2.3-2, 2.5-6, 2.7-2, 2.13-6, 2.15-1, 3.1-2, 3.1-3, 3.1-4, 3.1-5, 3.2-1, 3.2-2, 3.2-3, 3.2-4, 3.2-5, 3.4-3, 3.4-10, 3.5-5, 3.5-8, 3.5-9, 3.5-13, 3.5-14, 3.5-15, 3.5-16, 3.6-1, 3.6-2, 3.6-3, 3.7-1, 3.7-2, 3.7-3, 3.7-4, 3.7-6, 3.7-7, 3.8-1, 5.3-8, 5.10-1, 5.10-2, 5.10-4, 5.10-6, 5.11-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.1-1, 2.1-3, 2.1-5, 3.1-2, 3.2-1, 3.2-2, 3.2-8, 3.2-10, 3.2-18, 3.2-19, 3.2-20, 3.2-27, 3.2-29, 3.2-31, 3.2-32, 3.2-33, 3.2-35, 3.2-36, 3.3-1, 3.3-3, 3.4-1, 3.5-1, 5.4-1, 5.4-2, 6.4-2, 6.4-3, 6.4-4, 6.4-5, 6.4-6, 6.4-7, 6.4-8, 6.4-9, 6.4-10	Significant and unavoidable

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact 2.1-1, 2.1-3, 2.1-5, 3.1-2, 3.2-1, 3.2-2, 3.2-8, 3.2-10, 3.2-18, 3.2-19, 3.2-20, 3.2-27, 3.2-29, 3.2-31, 3.2-32, 3.2-33, 3.2-35, 3.2-36, 3.3-1, 3.3-3, 3.4-1, 3.5-1, 5.4-1, 5.4-2, 6.4-2, 6.4-3, 6.4-4, 6.4-5, 6.4-6, 6.4-7, 6.4-8, 6.4-9, 6.4-10 ***Mitigation Measures*** AQ-5	
4.2-4 Implementation of the Proposed Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).	***Proposed General Plan Policies that Would Reduce the Impact*** 2.1-2, 2.3-2, 2.5-6, 2.7-2, 2.13-6, 2.15-1, 3.1-2, 3.1-3, 3.1-4, 3.1-5, 3.2-1, 3.2-2, 3.2-3, 3.2-4, 3.2-5, 3.4-3, 3.4-10, 3.5-5, 3.5-8, 3.5-9, 3.5-13, 3.5-14, 3.5-15, 3.5-16, 3.6-1, 3.6-2, 3.6-3, 3.7-1, 3.7-2, 3.7-3, 3.7-4, 3.7-6, 3.7-7, 3.8-1, 5.3-8, 5.10-1, 5.10-2, 5.10-4, 5.10-6, 5.11-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.1-1, 2.1-3, 2.1-5, 3.1-2, 3.2-1, 3.2-2, 3.2-8, 3.2-10, 3.2-18, 3.2-19, 3.2-20, 3.2-27, 3.2-29, 3.2-31, 3.2-32, 3.2-33, 3.2-35, 3.2-36, 3.3-1, 3.3-3, 3.4-1, 3.5-1, 5.4-1, 5.4-2, 6.4-2, 6.4-3, 6.4-4, 6.4-5, 6.4-6, 6.4-7, 6.4-8, 6.4-9, 6.4-10 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** 2.1-1, 2.1-3, 2.1-5, 3.1-2, 3.2-1, 3.2-2, 3.2-8, 3.2-10, 3.2-18, 3.2-19, 3.2-20, 3.2-27, 3.2-29, 3.2-31, 3.2-32, 3.2-33, 3.2-35, 3.2-36, 3.3-1, 3.3-3, 3.4-1, 3.5-1, 5.4-1, 5.4-2, 6.4-2, 6.4-3, 6.4-4, 6.4-5, 6.4-6, 6.4-7, 6.4-8, 6.4-9, 6.4-10	Significant and unavoidable

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Mitigation Measures AQ-1, AQ-2, AQ-3, AQ-4, AQ-5	
4.2-5 Implementation of the Proposed Project would expose sensitive receptors to substantial pollutant concentrations from new sources of toxic air containments.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.10-5, 5.10-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.4-2, 6.4-3, 6.4-4, 6.4-5, 6.4-6, 6.4-9 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** AQ-6	Significant and unavoidable
4.2-6 Implementation of the Proposed Project would not expose sensitive receptors to substantial carbon monoxide pollutant concentrations from increased traffic.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.15-1, 3.4-3, 3.4-10 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 3.2-10, 3.2-24, 3.2-26	Less than significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact TL2, TL3 ***Mitigation Measures*** None required.	
4.2-7 Implementation of the Proposed Project would not create objectionable odors affecting a substantial number of people.	***Proposed General Plan Policies that Would Reduce the Impact*** There are no strategies in the proposed General Plan that relate to this topic. ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no strategies in the Specific Plan that relate to this topic. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than significant
***Biological* Resources**		
4.3-1 Implementation of the Proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a	***Proposed General Plan Policies that Would Reduce the Impact*** 2.14-3, 4.4-1, 4.4-6, 4.5-2, 4.5-3, 4.5-4, 5.1-1, 5.1-2, 5.1-3, 5.1-4, 5.3-1, 5.3-2, 5.3-3, 5.3-4, 5.4-3	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
candidate, sensitive, or special-status species in local or regional plans, policies, or regulations; by the California Department of Fish and Wildlife; or by the U.S. Fish and Wildlife Service.	***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.1-1, 6.2-2, 6.3-1 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TLl ***Mitigation Measures*** None required.	
4.3-2 Implementation of the Proposed Project would not have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	***Proposed General Plan Policies that Would Reduce the Impact*** 4.5-2, 5.4-3, 5.3-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.1-1, 6.2-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TLl ***Mitigation Measures*** None required.	Less than Significant
4.3-3 Implementation of the Proposed Project would not have a substantial adverse effect on federally protected	***Proposed General Plan that Would Reduce the Impact*** 5.3-2, 5.4-3	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.1-1, 6.2-2, 6.3-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	
4.3-4 Implementation of the proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.3-4, 5.4-3 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.3-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
4.3-5 Implementation of proposed General Plan would not conflict with local policies or	***Proposed General Plan Policies that Would Reduce the Impact*** 2.4-2, 4.5-4	No Impact

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
ordinances protecting biological resources, such as a tree preservation policy or ordinance.	***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP Area. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	
4.3-6 Implementation of the Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	***Mitigation Measures*** None required.	No Impact
***Cultural* Resources**		
4.4-1 Implementation of the Proposed Project would not cause a substantial change to the significance of a historical resource, defined as physical demolition, destruction, relocation, or alteration	***Proposed General Plan Policies that Would Reduce the Impact*** 2.23-1, 2.23-2, 2.23-3, 2.23-4, 2.2-1, 2.2-3 ***Proposed Climate Action Plan Measures that would Reduce the Impact*** 2.2-1, 2.2-3	Less than Significant with Mitigation

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired (Guidelines Section 15064.5).	***Mitigation Measures*** CULT-I, CULT-2	
4.4-2 Implementation of the Proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.	***Proposed General Plan Policies that Reduce the Impact*** 5.12-1, 5.12-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.2-2 ***Proposed Climate Action Plan Measures that would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measure*** None required.	Less than Significant
4.4-3 Implementation of the Proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	***Proposed General Plan Policies that Reduce the Impact*** 5.12-1, 5.12-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.2-2	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that would Reduce the Impact There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measure*** None required.	
4.4-4 Implementation of the Proposed Project would not disturb any human remains, including those interred outside of formal cemeteries.	***Proposed General Plan Policies that Reduce the Impact*** 5.12-1, 5.12-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.2-2 ***Proposed Climate Action Plan Measures that would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measure*** None required.	Less than Significant
4.4-5 Implementation of the Proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section	***Proposed General Plan Policies that Reduce the Impact*** 5.12-1, 5.12-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.2-2	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that meets the criteria set forth in subdivision (a) of Public Resources Code section 21074.	***Proposed Climate Action Plan Measures that would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measure*** None required.	
Geology, Soils and Seismicity		
4.5-1 Implementation of the Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure,	***Proposed General Plan Policies that Would Reduce the Impact*** 3.4-6, 4.4-3, 5.2-1, 6.1-1, 6.1-2, 6.1-3, 6.1-4, 6.1-5, 6.1-6, 6.1-8, 6.1-9, 6.1-10, 6.1-11 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP Area. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
including liquefaction; and landslides.	***Mitigation Measures*** None required.	
4.5-2 Implementation of the Proposed Project would not result in substantial soil erosion or topsoil loss.	***Proposed General Plan that Would Reduce the Impact*** 3.4-6, 6.1-2, 6.1-5, 6.1-6 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.1-1 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
4.5-3 Implementation of the Proposed Project would not locate structures on expansive soils or on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse and create	***Proposed General Plan Policies that Would Reduce the Impact*** 6.1-1, 6.1-2, 6.1-3, 6.1-4, 6.1-5, 6.1-6 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
substantial risks to life or property.		
4.5-4 Implementation of the Proposed Project would not result in soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.7-4 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP area. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	No Impact
Energy, Greenhouse Gases, and Climate Change		
4.6-1 Implementation of the Proposed Project would not lead to wasteful, inefficient, or unnecessary consumption of energy.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.3-2, 2.5-6, 3.2-1, 3.2-2, 3.2-3, 3.2-4, 3.2-5, 3.5-9, 3.6-1, 3.6-2, 3.6-3, 3.7-1, 3.7-4, 3.7-6, 5.11-1 ***Proposed Phase I Zoning Regulations that Would Reduce the Impact*** Section 7A.7	Less than significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact 2.1-1, 2.1-3, 2.1-5, 3.1-2, 3.2-2, 3.2-8, 3.2-18, 3.3-1, 3.3-3, 3.4-1, 5.4-1, 5.4-2, 6.4-10 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** ECl, EC2, EC3, EC4, ECS, EC6, EMl, EM3, EM4, EMS ***Mitigation Measures*** None required.	
4.6-2 Implementation of the Proposed Project would not result in a substantial adverse effect on local or regional energy supplies, peak or base period energy demand, or resource capacity.	***Proposed General Plan Policies that Would Reduce the Impact*** 3.2-1, 5.11-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.4-1, 5.4-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** ECl, EC2, EC3, EC4, ECS, EC6, EMl, EM3, EM4, EMS ***Mitigation Measures*** None required.	Less than significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
4.6-3 Implementation of the Proposed Project would generate GHG emissions, either directly or indirectly, during construction that may have a significant impact on the environment.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.10-3 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this topic. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** AQ-2	Less than significant with mitigation
4.6-4 Implementation of the Proposed Project would not generate GHG emissions, either directly or indirectly, during operation that may have a significant impact on the environment.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.1-2, 2.13-6, 2.15-1, 2.3-2, 2.5-6, 3.1-3, 3.1-4, 3.1-5, 3.4-3, 3.4-10, 3.5-5, 3.5-8, 3.5-13, 3.5-14, 3.5-15, 3.5-16, 3.7-2, 3.7-3, 3.7-7, 3.8-1, 3.2-2, 3.2-3, 3.2-4, 3.2-5, 3.5-9, 3.6-1, 3.6-2, 3.6-3, 3.7-1 3.7-4, 3.7-6, 5.10-1, 5.10-6, 5.11-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.1-1, 2.1-3, 2.1-5, 3.2-1, 3.2-10, 3.2-19, 3.2-20, 3.2-27, 3.2-29, 3.2-31, 3.2-32, 3.2-33, 3.2-35, 3.2-36, 3.5-1, 3.2-2, 3.2-8, 3.2-18, 3.3-1, 3.3-3, 3.4-1, 5.1-4, 5.4-3, 5.4-4, 5.4-5, 5.4-6, 5.4-7, 5.4-8, 5.2-5, 5.4-1, 5.4-2, 6.4-10, 6.4-6, 6.4-7, 6.4-8, 6.4-9	Less than significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact See measures described in Table 4.6-9. ***Mitigation Measures*** None required	
4.6-5 Implementation of the Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.1-2, 2.13-6, 2.15-1, 2.3-2, 2.5-6, 3.1-3, 3.1-4, 3.1-5, 3.4-3, 3.4-10, 3.5-5, 3.5-8, 3.5-13, 3.5-14, 3.5-15, 3.5-16, 3.7-2, 3.7-3, 3.7-7, 3.8-1, 3.2-2, 3.2-3, 3.2-4, 3.2-5, 3.5-9, 3.6-1, 3.6-2, 3.6-3, 3.7-1 3.7-4, 3.7-6, 5.10-1, 5.10-6, 5.11-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 2.1-1, 2.1-3, 2.1-5, 3.2-1, 3.2-10, 3.2-19, 3.2-20, 3.2-27, 3.2-29, 3.2-31, 3.2-32, 3.2-33, 3.2-35, 3.2-36, 3.5-1, 3.2-2, 3.2-8, 3.2-18, 3.3-1, 3.3-3, 3.4-1, 5.1-4, 5.4-3, 5.4-4, 5.4-5, 5.4-6, 5.4-7, 5.4-8, 5.2-5, 5.4-1, 5.4-2, 6.4-10, 6.4-6, 6.4-7, 6.4-8, 6.4-9 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** See measures described in Table 4.6-9. ***Mitigation Measures*** None required	Less than significant
Hazards and Hazardous Materials		
4.7-1 Implementation of the Proposed Project would create a significant	***Proposed General Plan Policies that Would Reduce the Impact*** 6.4-1, 6.4-2	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.4-6, 6.4-7, 6.4-9 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** EC3,EM4 ***Mitigation Measures*** None required.	
4.7-2 Implementation of the Proposed Project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	***Proposed General Plan Policies that Would Reduce the Impact*** 6.4-1, 6.4-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the BVSP that relate to this impact. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
4.7-3 Implementation of the Proposed Project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	***Proposed General Plan Policies that Would Reduce the Impact*** There are no policies in the proposed General Plan that relate to this impact. ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this impact. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** EC3,EM4 ***Mitigation Measures*** None required.	Less than Significant
4.7-4 Implementation of the Proposed Project could result in development located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and thus create a significant hazard to the public or the environment.	***Proposed General Plan Policies that Would Reduce the Impact*** 6.3-1, 6.3-2, 6.3-3 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.4-1, 6.4-3	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	
4.7-5 Implementation of the Proposed Project would not result in a safety hazard for people residing or working within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or public use airport.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.16-1, 2.16-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.6-1, 6.6-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
4.7-6 Implementation of the Proposed Project would result in a safety hazard for people residing or working within the	***Proposed General Plan Policies that Would Reduce the Impact*** 2.16-1, 2.16-2	No Impact

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
vicinity of a private airstrip.	***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no strategies in the Belmont Village Specific Plan that relate to this topic. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	
4.7-7 Implementation of the Proposed Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	***Proposed General Plan Policies that Would Reduce the Impact*** 6.7-1, 6.7-2, 6.7-3, 6.7-4, 6.7-5, 6.7-6, 6.7-7, 6.7-8, 6.7-9, 6.0-1, 6.9-2, 6.9-3, 6,10-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.6-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
	Mitigation Measures None required.	
4.7-8 Implementation of the Proposed Project would expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.14-3, 4.4-7, 5.1-3, 6.6-1, 6.6-2, 6.6-3, 6.6-4, 6.6-5, 6.6-7, 6.6-8, 6.6-9, 6.6-20, 6.6-11 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no strategies in the Belmont Village Specific Plan that relate to this topic. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
Hydrology, Flooding, and Water Quality		
4.8-1 Development under the Proposed Project would not violate any federal, State, or local water quality standards or waste discharge requirements.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.5-3, 6.2-9, 6.2-10 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.1-3	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	
4.8-2 Development under the Proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of local groundwater tables.	***Proposed General Plan Policies that Would Reduce the Impact*** 4.4-1, 4.4-3, 5.3-5, 5.9-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.1-7 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
4.8-3 Development under the Proposed Project would not substantially alter the existing drainage pattern of the site or area,	***Proposed General Plan Policies that Would Reduce the Impact*** 3.4-6, 4.5-2, 4.4-1, 4.4-3, 5.3-2, 5.4-1, 5.4-2, 5.4-3, 5.4-4, 5.5-4, 5.9-1, 5.9-2, 6.1-11	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
including through the alteration of the course of a stream or river or by increasing the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.	***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** *Urban Design Chapter* 5.1-5, 5.1-3, 5.1-7, 6.1-1, 6.2-2, 6.3-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	
4.8-4 Development under the Proposed Project would not create or contribute runoff that would exceed the capacity of existing or planned storm drain systems, or that would provide substantial additional sources of polluted runoff.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.9-1, 6.2-3 ***Proposed Phase I Zoning Regulations that Would Reduce the Impact*** *Design Standards for* Off-street *Parking and Loading in Commercial Mixed* Use *and Regional Commercial Districts* ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** *Urban Design Chapter: design guidelines for Low Impact Development* 5.1-6, 5.1-5 *Village Zoning: design standards for permeable* surface *parking* ***Proposed Climate Action Plan Measures that Would Reduce the Impact***	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	
4.8-5 Development under the Proposed Project would not otherwise substantially degrade water quality.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.5-1, 5.5-2, 5.5-4, 5.5-5, 5.5-3 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.4-1 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
4.8-6 Development under the Proposed Project would not place housing within a I00-year flood hazard area on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	***Proposed General Plan Policies that Would Reduce the Impact*** 6.2-5, 6.2-7, 6.2-8 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.2-1	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact Appendix D of the Climate Action Plan offers a selection of several possible adaptation measures to address sea level rise and increased flooding events. ***Mitigation Measures*** None required.	
4.8-7 Development under the Proposed Project would not place within a 100-year flood hazard area structures which would impede or redirect flood waters.	***Proposed General Plan Policies that Would Reduce the Impact*** 6.2-11, 6.2-13, 6.2-5 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.2-1 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** Appendix D of the Climate Action Plan offers a selection of several possible adaptation measures to address sea level rise and increased flooding events. ***Mitigation Measures*** None required.	
4.8-8 Development under the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding,	***Proposed General Plan Policies that Would Reduce the Impact*** 2.21-3, 5.11-3, 6.1-1, 6.2-1, 6.2-2, 6.2-4, 6.2-6, 6.2-12	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
including flooding as a result of the failure of a levee or dam.	***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.1-8, 6.2-1 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** Appendix D of the Climate Action Plan offers a selection of several possible adaptation measures to address sea level rise and increased flooding events. As discussed above, GHG emissions reductions due to all CAP measures reduce sea level rise. ***Mitigation Measures*** None required.	
4.8-9 Development under the Proposed Project would not expose people or structures to inundation by seiche, tsunami, or mudflow.	***Proposed General Plan Policies that Would Reduce the Impact*** *Safety Element* 6.1-2, 6.1-3,6.1-5, 6.1-9 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP Area. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Mitigation Measures None required.	
Land Use, Housing and Population		
4.9-1 Implementation of the Proposed Project would not physically divide an established community.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.1-2, 2.3-4, 2.5-5, 2.8-1, 3.1-3, 3.1-4, 3.5-13 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 3.1-3, 3.2-26 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TLl ***Mitigation Measures*** None required.	Less than Significant
4.9-2 Implementation of the Proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.1-1, 2.10-1, 2.12-1, 2.12-2, 2.14-1, 2.14-2, 2.21-1, 2.21-2, 2.21-3, 4.1-4, 4.2-1, 4.4-3, 4.4-5, 4.5-4, 5.5-3, 5.10-6, 6.1-1, 6.1-4, 6.2-7, 6.2-8, 6.3-3, 6.10-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** There are no policies in the Belmont Village Specific Plan that relate to this topic. General Plan policies also apply to the BVSP Area.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact TL2, TLI ***Mitigation Measures*** None required.	
4.9-3 Implementation of the Proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan.	***Mitigation Measures*** None required.	No Impact
4.9-4 Implementation of the Proposed Project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	***Proposed General Plan Policies that Would Reduce the Impact*** 2.8-1, 2.9-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 3.1-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TL2 ***Mitigation Measures*** None required.	Less than Significant
4.9-5 Implementation of the Proposed Project would not displace substantial	***Proposed General Plan Policies that Would Reduce the Impact*** 2.3-1, 2.17-3, 2.18-1, 2.18-2	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere.	***Proposed Phase I Zoning Regulations that Would Reduce the Impact*** *Unbundled Parking* ***Proposed Belmont Village Specific Plan Policies and Regulations that Would Reduce the Impact*** 2.3-1, 2.3-3, 2.3-4, 2.3-6, 2.3-7, 2.3-8, 5.8-5 *Village Zoning: Increased FAR, Height, and Density Incentives for Community Benefits* ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	
Noise		
4.10-1 Implementation of the Proposed Project would generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies during construction.	***Proposed General Plan Policies that Would Reduce the Impact*** 7.1-1, 7.1-2, 7.1-3, 7.1-4, 7.1-5, 7.1-6, 7.1-7, 7.1-8, 7.1-9, 7.2-1, 7.3-1 ***Proposed Belmont Village Specific Plan Policies and Regulations that Would Reduce the Impact*** 6.5-1, 6.5-2, 6.5-3 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TL2	Significant and Unavoidable

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Mitigation Measures No mitigation measures have been identified that would be able to reduce, with a reasonable degree of certainty, construction-related noise impacts on existing sensitive receptors.	
4.10-2 Implementation of the Proposed Project would generate excessive groundborne vibration or groundborne noise levels during construction.	***Proposed General Plan Policies that Would Reduce the Impact*** 7.1-10, 7.1-11 ***Proposed Belmont Village Specific Plan Policies and Regulations that Would Reduce the Impact*** 6.5-4 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** No mitigation measures have been identified that would be able to reduce, with a reasonable degree of certainty, vibration impacts on existing sensitive receptors from construction activities.	Significant and Unavoidable
4.10-3 Implementation of the Proposed Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	***Proposed General Plan Policies that Would Reduce the Impact*** 7.1-1, 7.1-2, 7.1-3, 7.1-4, 7.1-5, 7.1-6, 7.1-7, 7.1-8, 7.1-9, 7.2-1, 7.3-1 ***Proposed Belmont Village Specific Plan Policies and Regulations that Would Reduce the Impact*** 6.5-1, 6.5-2, 6.5-3	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact TL2 ***Mitigation Measures*** None required.	
4.10-4 Implementation of the Proposed Project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	***Proposed General Plan Policies that Would Reduce the Impact*** 7.1-1, 7.1-2, 7.1-3, 7.1-4, 7.1-5, 7.1-6, 7.1-7, 7.1-8, 7.1-9, 7.2-1, 7.3-1 ***Proposed Belmont Village Specific Plan Policies and Regulations that Would Reduce the Impact*** 6.5-1, 6.5-2, 6.5-3 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** No mitigation measures have been identified that would be able to reduce, with a reasonable degree of certainty, noise impacts on existing sensitive receptors from construction activities.	Significant and Unavoidable
4.10-5 Implementation of the Proposed Project would not expose people residing or working in the Planning Area to excessive noise levels associated with airports.	***Proposed General Plan Policies that Would Reduce the Impact*** 7.3-2	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Belmont Village Specific Plan Policies and Regulations that Would Reduce the Impact There are no policies in the Belmont Village Specific Plan that would reduce this impact. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no policies in the Climate Action Plan that would reduce this impact. ***Mitigation Measures*** None required.	
4.10-6 Implementation of the Proposed Project would not expose people residing or working in the Planning Area to excessive noise levels associated with private airstrips.	***Proposed General Plan Policies that Would Reduce the Impact*** No impact would occur. ***Proposed Belmont Village Specific Plan Policies and Regulations that Would Reduce the Impact*** No impact would occur. ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** No impact would occur. ***Mitigation Measures*** None required.	No Impact.
Public Services and Recreation		

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
4.11-1 Implementation of the Proposed Project would not result in the need for provision of increased staffing, facilities, and equipment necessary to maintain acceptable levels of fire and police service in such a way that could cause adverse environmental effects. *(Less than Significant)*	***Proposed General Plan Policies that Would Reduce the Impact*** 2.3-4, 2.9-1, 2.14-3, 4.4-7, 5.1-3, 6.6-2, 6.6-3, 6.6-4, 6.6-5, 6.6-6, 6.6-7, 6.6-8, 6.8-3, 6.8-4, 6.9-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.6-1, 5.6-2, 5.6-3 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
4.11-2 Implementation of the Proposed Project would not result in the need for provision of appropriate increases in school staffing of facilities in such a way that could cause adverse environmental effects.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.10-3, 2.9-1 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.7-1 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
4.1 1-3 Buildout of the Proposed Project would not result in an increase in the use of existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.10-1, 2.9-1, 4.1-1. 4.1-2, 4.1-3, 4.2-1, 4.2-3, 4.3-1, 4.3-2, 4.4-5, 4.6-1, 4.6-2, 4.7-1, 4.7-2, 4.7-3 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.9-1, 5.9-2, 5.9-3, 5.9-4, 5.9-5, 5.9-6, 5.9-7, 5.9-9, 6.3-3 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TL2 ***Mitigation Measures*** None required.	Less than Significant
4.1 1-4 Buildout of the Proposed Project would result in the need for development of new parks and recreational facilities, but not in a manner which might have an adverse physical effect on the environment.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.3-4, 2.14-3, 2.10-1, 4.4-1, 4.1-1, 4.1-2, 4.2-1, 4.2-3, 4.3-2, 4.4-5 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 6.3-3 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TL2	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Mitigation Measures None required.	
4.1 1-5 Buildout of the Proposed Project would result in the need for provision of appropriate increases in other public facilities or staffing of those facilities, which could cause adverse environmental effects.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.10-2, 2.3-4, 2.9-1, 4.2-2 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.9-8, 5.9-2, 5.9-3, 5.9-4, 5.9-5, 5.9-7 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
Transportation		
4.12-1 Buildout of the Proposed Project would cause intersections to fall below the established significance criteria for the City of Belmont and C/CAG for intersection operation.	***Proposed General Plan Policies that Would Reduce the Impact*** 3.1-1, 3.2-4, 3.3-5, 3.1-2, 3.1-3, 3.1-5, 3.2-5, 3.3-2, 3.4-3, 3.4-7, 3.1-4, 3.3-1, 3.3-3, 3.6-2, 3.6-3, 3.10-1 ***Proposed Specific Plan Policies that Would Reduce the Impact*** 3.1-2, 3.4-1	Significant and Unavoidable

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact TLI, TL2, TM2 ***Mitigation Measures*** 4.12-la, 4.12-lb, 4.12-lc, 4.12-ld, 4.12-le, 4.12-lf, 4.12-lg, 4.12-lh, 4.12-li, 4.12-lj, 4.12-lk, 4.12-11, 4.12-lm, 4.12-ln, 4.12-lo, 4.12-lp, 4.12-lq	
4.12-2 Buildout of the proposed Project would cause roadway segment operations to fall below C/CAG's established level of service standards.	***Proposed General Plan Policies that Would Reduce the Impact*** 3.4-5, 3.7-4, 3.7-7 ***Proposed Specific Plan Policies that Would Reduce the Impact*** 3.2-2, 3.2-10, 3.2-26 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TLI, TL2, TM2 ***Mitigation Measures*** 4.12-2	Significant and Unavoidable
4.12-3 The proposed Project would not cause freeway segment operations to fall below C/CAG's established levels.	***Mitigation Measures*** 4–12–3	Significant and Unavoidable

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
4.12-4 Adoption and implementation of the Proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	***Proposed General Plan Policies that Would Reduce the Impact*** 3.5-1 - 3.5-17, 3.1-2-3.1-3, 3.1-5, 3.1-7, 3.4-1, 3.4-3-3.4-5, 3.4-9, 3.4-10, 3.9-1-3.9-2, 3.6-3, 3.7-1-3.7-8 ***Proposed Specific Plan Policies that Would Reduce the Impact*** 3.1-2, 3.1-3, 3.2-1-3.2-4, 3.2-7-3.2-12, 3.2-14, and 3.2-16-3.2-23, 3.2-25-3.2-36, 3.3-1-3.3-3	Less than Significant
4.12-5 The proposed Project will increase pedestrian and bicycle activity.	***Proposed General Plan Policies that Would Reduce the Impact*** 3.5-1-3.5-17, 3.1-1 ***Proposed Specific Plan Policies that Would Reduce the Impact*** 3.2-1-3.2-36 ***Mitigation Measures*** None Required.	Beneficial
4.12-6 Adoption and implementation of the Proposed Project would not modify the planning or operations of San Francisco International Airport, or San Carlos Airport, or introduce land use pat-terns that may cause substantial	***Mitigation Measures*** None Required.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
safety risks to or from air operations.		
4.12-7 Implementation of the proposed Project may increase transit ridership.	***Proposed General Plan Policies that Would Reduce the Impact*** 3.2-1, 3.2-2, 3.2-3, 3.7-1 3.7-2, 3.7-3, 3.7-4, 3.7-5, 3.7-6, 3.7-8 ***Proposed Specific Plan Policies that Would Reduce the Impact*** 3.3-1, 3.3-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TLI, TL2 ***Mitigation Measures*** None Required.	Less than Significant
4.12-8 Implementation of the Proposed Project would not result in any hazardous design features.	***Proposed General Plan Policies that Would Reduce the Impact*** 3.9-1 ***Mitigation Measures*** None Required.	Less than Significant
4.12-9 Adoption and implementation of the policies in the proposed Project would not result in inadequate emergency access.	***Mitigation Measures*** 4.12-9	Significant and Unavoidable

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
Utilities		
4.13-1 Implementation of the Proposed Project would not exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board.	***Proposed General Plan Policies that Reduce the Impact*** 5.7-1, 5.7-2, 5.7-3 ***Proposed Belmont Village Specific Plan Policies that Would Reduce the Impact*** 5.1-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic. ***Mitigation Measures*** None required.	Less than Significant
4.13-2 Development under the Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.3-4, 5.6-1, 5.6-3, 5.6-5 ***Proposed Specific Plan Policies that Would Reduce the Impact*** *Urban Design Chapter: design guidelines for drip irrigation systems* 5.1-4 *Village Zoning: landscaping standards*	Less than Significant with Mitigation

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact TL1,EW1,EW2 ***Mitigation Measures*** UTIL-1, UTIL-2, UTIL-3	
4.13-3 Development under the Proposed Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	***Proposed General Plan Policies that Would Reduce the Impact*** 2.3-4, 5.9-2, 6.2-9 ***Proposed Phase / Zoning Regulations that Would Reduce the Impact*** *Design Standards for Off-street Parking and Loading in Commercial Mixed Use and Regional Commercial Districts* ***Proposed Specific Plan Policies that Would Reduce the Impact*** *Urban Design Chapter: design guidelines for stormwater runoff* 5.1-3, 5.1-5, 5.1-7 *Village Zoning: design standards for parking lots and structures* ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** TLl ***Mitigation Measures*** None required.	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
4.13-4 Development under the Proposed Project would not have insufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.6-1, 5.6-3, 5.6-5, 5.7-3 ***Proposed Specific Plan Policies that Would Reduce the Impact*** *Urban Design Chapter: design guidelines for drip irrigation systems* 5.1-4 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** EW1,EW2 ***Mitigation Measures*** None required.	Less than Significant
4.13-5 Development under the Proposed Project would not result in a determination by the wastewater treatment provider which serves or may serve Belmont that it has inadequate capacity to serve the Proposed Project's projected demand in addition to the provider's existing commitments.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.7-1, 5.7-2 ***Proposed Specific Plan Policies that Would Reduce the Impact*** 5.1-2 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** There are no strategies in the Climate Action Plan that relate to this topic.	Less than Significant with Mitigation

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that Reduce the Impact*	*Significance Level*
	Mitigation Measures UTIL-2, UTIL-3	
4.13-6 Development under the Proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.8-1 ***Proposed Specific Plan Policies that Would Reduce the Impact*** 5.2-1, 5.2-2, 5.2-3, 5.2-4 ***Proposed Climate Action Plan Measures that Would Reduce the Impact*** WCI, WC2, WC4 ***Mitigation Measures*** None required.	Less than Significant
4.13-7 Development under the Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste.	***Proposed General Plan Policies that Would Reduce the Impact*** 5.8-1 ***Proposed Specific Plan Policies that Would Reduce the Impact*** 5.2-1, 5.2-2, 5.2-3, 5.2-4	Less than Significant

Table ES-3: Summary of Significant Impacts and Proposed Project Policies and Mitigation Measures that Reduce the Impact		
Impact	*Proposed Project Policies that* Reduce *the Impact*	*Significance Level*
	Proposed Climate Action Plan Measures that Would Reduce the Impact WCI, WC2, WC3 ***Mitigation Measures*** None required.	

RESOLUTION NO. 2017 EXHIBIT 2 TO ATTACHMENT X

RESOLUTION OF THE CITY COUNCIL MAKING ALL FINDINGS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), INCLUDING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, FOR THE BELMONT 2035 GENERAL PLAN (GP) UPDATE, PHASE 1/INTERIM ZONING, BELMONT VILLAGE SPECIFIC PLAN (BVSP) & BELMONT VILLAGE ZONING (BVZ), AND CLIMATE ACTION PLAN IN ACCORDANCE WITH CEQA

WHEREAS, in July 2014, the City Council of the City of Belmont approved a program and process, and secured Consulting Services with Dyett & Bhatia, Urban & Regional Planners, for the 2035 General Plan (GP) Update Project and its subsequent policy documents including the Phase 1/Interim Zoning, and Climate Action Plan (CAP); and,

WHEREAS, in April 2015, the City Council of the City of Belmont, through a competitive process, secured Consulting Services with Dyett & Bhatia, Urban & Regional Planners, for preparation of the Belmont Village Specific Plan (BVSP) and the Belmont Village Zoning (BVZ); and,

WHEREAS, the City of Belmont ("City") determined that the Project requires review under the California Environmental Quality Act ("CEQA") (Pub. Resources Code section 21000 et seq.); and,

WHEREAS, under CEQA Section 15168, the City prepared a Program Environmental Impact Report ("EIR") to evaluate the potential environmental effects of the Project, potential alternatives to the Project and recommended mitigation measures for potentially significant impacts of the Project; and,

WHEREAS, during the preparation of the 2035 General Plan, associated policy documents, and EIR, comments and participation was sought from the public and interested and affected groups and agencies including City/County Association of Governments (C/CAG), the Bay Area Air Quality Management District (BAAQMD), the California Air Resources Board, the County of San Mateo, City of San Carlos, City of San Mateo, City of Redwood City, all school districts, the Local Agency Formation Commission (LAFCo), the Association of Bay Area Governments (ABAG), the Office of the Attorney General of the State of California and a number of other agencies, individuals and experts; and,

WHEREAS, the City issued a Notice of Preparation regarding the EIR and seeking public agency review and comment on September 1, 2016 for the period September 1, 2016 through October 3, 2016, and held a scoping meeting on September 6, 2016 before the Planning Commission to receive comments on topics and issues that should be evaluated in the Draft EIR; and,

WHEREAS, the Draft EIR was prepared in June 2017 and included an assessment of potential environmental effects, a description of possible mitigation measures to reduce potentially significant environmental effects, and consideration of whether any alternatives could avoid or substantially lessen any potentially significant environmental effects of the Project; and,

WHEREAS, the City published a Notice of Availability and Public Hearing for the Draft EIR for the Project in the Redwood City Examiner/Tribune, a newspaper of general circulation in the County of San Mateo, for the Draft EIR review period commencing on June 30, 2017; and,

WHEREAS, the City distributed a Notice of Availability for the Draft EIR (State Clearinghouse #2016082075) on June 30, 2017 to begin a 50 day review and comment period ending August 18, 2017; and,

WHEREAS, the City also distributed the Notice of Availability for the Draft EIR to the State Clearinghouse for State Agency review; and,

WHEREAS, the Planning Commission held a public hearing on the Draft EIR on August 15, 2017 to receive public comments on the Draft EIR; and,

WHEREAS, a letter dated August 21, 2017 was received from the State Clearinghouse on the Draft EIR and indicating distribution to the following Reviewing Agencies: Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Division of Aeronautics; Office of Historic Preservation; Office of Emergency Services, California; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 4; Public Utilities Commission; Regional Water Quality Control Board, Region 2; Native American Heritage Commission and including written comments from the following agencies: Caltrans, District 4, and California Highway Patrol; and,

WHEREAS, following the conclusion of the public review period of the Draft EIR, a Final EIR ("FEIR") was prepared which includes responses to comments on the Draft EIR and revisions to the Draft EIR in response to comments resulting from the public process and as a result of editorial review; and,

WHEREAS, CEQA requires analysis and a determination regarding the Project's environmental impacts and mitigation measures that, in the City's view, justify approval of the Project; and,

WHEREAS, all required public notices and public hearings were duly given and held according to law; and,

WHEREAS, duly and properly noticed public hearings were held before the City Planning Commission on October 2, 2017 and October 17, 2017; and,

WHEREAS, the City Planning Commission, having fully reviewed, considered and evaluated all the testimony and evidence submitted in this matter, voted affirmatively to recommend to the City Council to make all findings required under CEQA, including a Statement of Overriding Considerations, adopt a Mitigation Monitoring and Reporting Program, and certify the FEIR, in accordance with CEQA; and,

WHEREAS, a duly and properly noticed public hearing was held before the City Council on October 24, 2017; and,

WHEREAS, on October 24, 2017, the City Council having fully reviewed, considered and evaluated all the testimony and evidence submitted in this matter, voted affirmatively to certify the FEIR in accordance with CEQA under Resolution 2017-076; and,

WHEREAS, no events that would require subsequent environmental review as described in Section 15162 of the CEQA Guidelines have occurred since the City of Belmont City Council certified the FEIR, in that no substantial changes have been made in the Project, no substantial changes have occurred with respect to the circumstances under which the Project is being approved, and no new information of substantial importance has become known; and,

WHEREAS, a duly and properly noticed public hearing was held before the City Council on November 14, 2017; and,

WHEREAS, the City Council having fully reviewed, considered and evaluated all the testimony and evidence submitted in this matter, voted affirmatively to make all findings required under CEQA, including a Statement of Overriding Considerations, and adopt a Mitigation Monitoring and Reporting Program as more fully set forth in this Resolution as follows:

NOW, THEREFORE BE IT FOUND, DETERMINED AND RESOLVED by the City Council as follows:

1. It has independently reviewed and analyzed the FEIR and other information in the record and has considered the information contained therein, including, without limitation, all written comments received on the Project and its environmental review, whether during or outside of the public comment periods, and all oral comments received at the public meetings and public hearings on the Project and its various environmental documents, and certifies that the FEIR has been completed in conformance with CEQA, that it reviewed and considered the information contained in the FEIR, and that the FEIR represents the independent judgment and analysis of the City as lead agency; and,

2. It makes all findings required under CEQA with respect to the Project's environmental effects as set forth in Exhibit A to this Resolution; and,

3. For impacts that cannot be reduced to a level that is less than significant, it adopts a Statement of Overriding Considerations as set forth in Exhibit A to this Resolution finding that specific social, economic, or other factors justify the Project's unavoidable adverse environmental effects; and,

4. It adopts a Mitigation Monitoring and Reporting Program as set forth in Exhibit B to this Resolution to ensure that the identified mitigation measures or Project changes are implemented; and,

5. As more particularly set forth in Exhibit A, it finds that no subsequent environmental review is required, because substantial evidence shows that none of the conditions requiring subsequent environmental review listed in Section 15162 of the CEQA Guidelines have occurred since the City Council certified the FEIR on October 24, 2017, and,

6. It directs staff to file a Notice of Determination under CEQA Guidelines 15094 within five working days of the adoption of this Resolution; and,

7. By this reference, Exhibit A and Exhibit B to this Resolution are incorporated as though fully set forth in the body of this Resolution.

* * * * * * * * * * * * * *

ADOPTED November 14, 2017, by the City Council of the City of Belmont by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

_____
City Clerk

_____
Mayor

APPROVED AS TO FORM:

_____
City Attorney

EXHIBIT A
TO RESOLUTION 2017-_____

CITY OF BELMONT

FINDINGS OF FACT
AND STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE:

2035 GENERAL PLAN UPDATE,
PHASE I ZONING,
BELMONT VILLAGE SPECIFIC PLAN,
BELMONT VILLAGE ZONING, AND
CLIMATE ACTION PLAN

PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

I. Introduction

The City of Belmont (the "City"), as lead agency under the California Environmental Quality Act Public Resources Code Section 21000, *et seq*. ("CEQA"), prepared an Environmental Impact Report (State Clearinghouse No. 2016082075, the "EIR") for the 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan, and Climate Action Plan (together, the "Project"). The EIR is a program-level EIR prepared pursuant to CEQA Guidelines[1] Section 15168 and consists of the Draft Environmental Impact Report released on June 30, 2017 (the "Draft EIR"), Appendices A through E of the Draft EIR, and the Final Environmental Impact Report released on September 28, 2017 (the "Final EIR"). The EIR addresses the potential environmental effects associated with the Project.

a. *Project Description*

As fully described in Chapter 3 of the Draft EIR, the Project includes: (1) the 2035 General Plan Update, which provides the framework for land use and development in the City, prioritizing the preservation of open space and directing most new development to infill sites and identified opportunity sites; (2) the Phase 1 Zoning, which provides a regulatory framework that ensures that any new development, occurring prior to a comprehensive Zoning Ordinance update, is consistent with proposed General Plan policies and land use designations; (3) the Belmont Village Specific Plan, which introduces new mixed-use districts in the downtown area that support a variety of land uses, including residential, employment, service, and entertainment uses and includes detailed zoning, permitted uses, form-based codes, and development standards for the downtown area; and (4) the Climate Action Plan, which addresses the community's greenhouse gas (GHG) emissions through quantified reduction strategies, performance standards, and a framework for implementation to achieve the required reduction.

[1] The "CEQA Guidelines" are found at California Code of Regulations, Title 14, Section 15000 *et seq.*

b. *Purpose of the Findings*

The purpose of the Findings of Fact and Statement of Overriding Considerations (the "Findings") that follow is to satisfy CEQA's requirements as set forth Public Resources Code Section 21000, et seq., and Sections 15091, 15092, 15093 and 15097 of the CEQA Guidelines associated with approval of the Project. These Findings provide the written analysis and conclusions of the City Council (the "City Council") of the City regarding the Project's environmental impacts, mitigation measures, alternatives, and the overriding considerations, which, in the City Council's judgment, justify approval of the Project despite its environmental effects. The Findings are divided into general sections. Each of these sections is further divided into subsections, each of which addresses a particular impact topic and/or requirement of law.

II. Project Objectives

Broadly, the Project is proposed to update the City's General Plan to meet the City's needs through 2035 and the requirements of California Government Code Section 65302, adopt a specific plan that meets the requirements of California Government Code Section 65451, adopt a Climate Action Plan to allow streamlined CEQA review of GHG emissions for future projects pursuant to CEQA Guidelines Section 15183.5, and adopt zoning designations to implement the 2035 General Plan Update and the Belmont Village Specific Plan. As discussed in Section 3.5 of the Draft EIR, the Project's specific objectives are as follows.

a. *General Plan Objectives*

i. Land Use Planning

- 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.
- 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.
- Provide balanced neighborhoods with a variety of housing types and density ranges to meet the diverse demographic, economic, and social needs of residents, while ensuring a cohesive urban form and regard for compatibility with surrounding uses and existing residential development.
- Preserve the character and enhance the quality of Belmont's residential neighborhoods.
- Enhance the Belmont Village PDA and develop a distinct identify for the area as Belmont's vibrant town center for residents and visitors with commercial, residential, dining, civic, cultural, and entertainment activities.
- Promote opportunities for continued economic growth and vitality, resulting in wider shopping and dining opportunities for residents, increased local employment opportunities, enhanced attractions for visitors, increased sales tax revenues, and a stronger community image.
- Provide areas for diverse employment and business opportunities to promote diversity in Belmont's economic base.

- Promote infill development that makes efficient use of limited land supply, while ensuring compatibility and integration with existing uses.
- Foster new development that contributes positively to Belmont's built environment, provides benefits to the local community, and addresses potential impacts.
- Ensure adequate provision of community-serving facilities such as recreation facilities, child daycare facilities, places of worship, schools and other educational institutions, and schools to serve current and future residents.
- Continue to collaborate and partner with Notre Dame de Namur University.
- Support a balanced and integrated parks and open space system that links neighborhoods, provides outdoor recreation opportunities, promotes natural resource conservation, and serves multiple needs.
- Enhance Belmont's character and image as a desirable community with distinct visual qualities, small-town character, and connections to nature and open space.
- Protect and enhance Belmont's hillside areas.
- Grow and develop in such a way that allows Belmont's unique character to flourish while recognizing the city's role in the broader region.

ii. Economic Opportunity

- Support a wide range of economic activity in Belmont that capitalizes on the city's location, strengthens the City's tax base, and ensures that Belmont has adequate fiscal resources to fund high quality public services for its residents and businesses.
- Facilitate retention, expansion, attraction, and incubation of businesses in Belmont that will employ and serve Belmont residents and meet the city's economic development objectives.
- Realize the community's vision for Belmont Village PDA as a vibrant, successful, engaging town center, with opportunities for residents to live, shop, work, and play.
- Transform El Camino Real into a "grand boulevard" with a vibrant mix of land uses, a pedestrian-friendly streetscape, and enhanced transit and bicycle facilities.
- Pursue annexation of the Harbor Industrial Area (HIA) and bring it into the Belmont city limits.
- Promote the continued development and revitalization of the Belmont's focus areas for economic growth as integral parts of the community and nodes of commercial, employment, or residential activity.

iii. Historic Preservation

- Conserve designated historic and cultural sites and structures that help define Belmont's identity and character.

iv. Circulation

- 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.
- Reduce dependence on the automobile for travel and achieve a reduction in vehicle-miles traveled (VMT) per capita of 15 percent by year 2035.

- Work cooperatively with other agencies and jurisdictions in the region to enhance connectivity between Belmont and the region and provide an efficient system for regional travel.
- Accommodate modes of transportation on routes that are designed within the context of the surrounding area to provide for the enjoyment and safety of the individual and to cause minimum interference and appropriate compatibility with adjacent uses of land.
- Promote, provide, and maintain a safe and convenient pedestrian and bicycle system of hiking and riding trails, pedestrian paths, bicycle paths and lanes to: promote active transportation; reduce dependence on automobiles; provide recreation; furnish easy access to trails; permit safe, pleasant travel among parts of the community; connect local areas and destinations within the city through trails and paths and regional trail and path systems; and create opportunities for nature and conservation education.
- Promote Transportation Demand Management Programs and encourage increased transit use through convenient, safe, efficient, and cost-effective services.
- Maintain and improve existing bus service in Belmont to provide transportation to commuter trains, local schools, and recreational facilities.
- Provide a balanced and well-managed parking supply that accommodates demand while maximizing efficiency.
- Limit truck and other heavy traffic to the level necessary to reasonably serve local business and industry while minimizing disruptive effects on residents, businesses, and the functional organization of the community.
- Fund transportation improvement projects through the use of City funds, development fees, and grants.

v. Parks, Recreation, and Open Space

- Provide an expanded, high quality, and diversified park system that serves the entire Belmont community, enhances community identity, and is conveniently located for community use.
- Ensure that a wide variety of public community and recreation facilities are available to the entire Belmont community for recreational, social, and cultural activities.
- Improve the quantity and quality of recreational programming and services to provide varied recreational opportunities for the entire Belmont community.
- Continue to develop and support a balanced and integrated open space system reflecting a variety of considerations, including natural resource conservation, outdoor recreation, and public health and safety, to ensure synergies between various open space components and compatibility with land use planning.
- Preserve and protect open space resources using various methods available to the City.
- Improve and increase public access into open space areas where feasible and safe.
- Pursue sufficient and dedicated funding for acquisition, operations, protection, maintenance, and management of parks, recreation facilities, and natural open spaces and to meet the recreational programming and service needs of the Belmont Community.

vi. Open Space for Natural Resource Conservation

- Protect and maintain open space for the preservation of natural resources.

- Protect and preserve open space for public health, safety and recreation in areas that require special management for regulation.

vii. Biological Resources

- Protect and restore biological and ecological resources in Belmont, including sensitive wildlife species and their habitats.

viii. Hydrology, Water Quality, and Water Supply and Demand

- Preserve and restore Belmont's waterways and adjacent corridors as valuable community resources that serve as plant and wildlife habitats, groundwater recharge facilities, flood control and irrigation components, and connections between open space areas.
- Preserve water quality by promoting the protection of Belmont's creeks and other natural water bodies from pollution.
- Preserve water resources and provide for long-range community water needs by adopting best management practices for water use and conservation.

ix. Wastewater, Solid Waste, and Stormwater

- Provide adequate wastewater collection, treatment, recycling and disposal facilities in a timely fashion to serve existing and future needs.
- Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse.
- Maintain and improve the reliability of the City's storm drainage system, and promote best management practices to protect this system from flooding, enhance water quality, and prevent infrastructure deterioration.

x. Air Quality and Greenhouse Gases

- Reduce emissions of ozone-producing pollutants and particulate matter to improve regional air quality and protect the health of Belmont and Bay Area residents.
- Reduce emissions of greenhouse gases to 15 percent below the 2005 baseline levels by 2020 and to 50 percent below the 2005 baseline levels by 2035.

xi. Archaeological and Paleontological Resources

- Preserve and protect areas and sites of prehistoric, cultural, and archaeological significance.

xii. Safety

- Minimize risks of property damage and personal injury posed by geologic and seismic hazards.
- Protect the community from risks to life and property posed by flooding.
- Protect soils, surface water, and groundwater from contamination from hazardous materials.

- Continue to promote the reduction, recycling, and safe disposal of household and business hazardous wastes through public education and awareness.
- Ensure 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.
- Protect Belmont residents and businesses from potential fire hazards.
- Foster an efficient and coordinated response to emergencies and natural disasters.
- Provide a comprehensive program of safety services including police, fire, and medical response in Belmont.
- Support continuing public awareness of hazards, including avoidance, disaster preparedness, and emergency response procedures.
- Make infrastructure investments, enforce regulations, and disseminate information that will improve disaster response and recovery, with the goal of minimizing damage to people and property.

xiii. Noise

- Strive to achieve an acceptable noise environment for the environmental, health, and safety needs of present and future residents of Belmont.
- Protect noise-sensitive land uses, such as schools, hospitals, and senior care facilities, from encroachment of and exposure to excessive levels of noise.
- Continue to work with other agencies, airports, and jurisdictions to reduce noise levels in Belmont created by their operations.

b. *BVSP Objectives*

i. Land Use

- Create a vibrant downtown that serves as the City's shopping, employment, activity, and community center, with a compact, walkable, pedestrian-scaled development that is connected to transit.
- Preserve and enhance the Village's cultural and historic context.
- Provide a variety of housing types to accommodate different types of households, different income levels, different age groups, and different lifestyles.

ii. Mobility

- Provide a vibrant, safe, and connected street network that facilitates multimodal movement of people within and to the Village Planning Area and ensures the citywide goal of reducing vehicle-miles travelled per capita by 15 percent.
- Provide safe and convenient access to transit.
- Meet citywide goals of reducing automobile trips through the implementation of Transportation Demand Management strategies.
- Provide parking that meets the needs of Belmont Village to ensure its vibrancy and economic vitality, while encouraging walking, cycling, and transit ridership as the primary modes of access to and within the Village Planning Area.

iii. Infrastructure and Public Services

- Continue the successful provision, maintenance, and operation of water, sewer, and stormwater infrastructure utilities in Belmont to maintain the quality of life and accommodate future growth in the Village.
- Continue to provide adequate solid waste services for the collection, transfer, recycling, and disposal of refuse.
- Continue the successful provision, maintenance, and operation of infrastructure and public utilities to maintain the quality of life and serve the Village Planning Area.
- Maintain Belmont as a safe and livable community.
- Ensure that new development adequately addresses public safety considerations in building design and site planning.
- Promote adequate and accessible public school facilities for the Village Planning Area.
- Foster positive relationships between the Belmont Village and Notre Dame de Namur University communities.
- Provide a diverse range of parks, recreation, and community facilities and programming inside and within a ten-minute walk of the Village Planning Area.

iv. Environmental Sustainability, Health, and Safety

- Preserve natural environmental processes that protect health and safety, such as water filtration through soil that protects water quality and riparian vegetation that minimizes erosion and flooding.
- Minimize the potential for loss of life, injury, property damage, and economic and social disruption resulting from natural and man-made hazards, including floods.
- Protect and improve the quality of biological resources and habitat areas in the Village Planning Area.
- Ensure that infill development projects minimize exposure to hazardous materials and toxic air contaminants.
- Maintain a healthy noise environment in the Village Planning Area while accommodating the increased intensities and mix of uses intended to characterize Belmont Village in the future.

c. *CAP Objectives*

- Increase municipal, residential, and commercial energy efficiency, renewable energy, efficient water use, and green building.
- Reduce emissions from transportation through efficient land use, alternate modes of transportation, and operational innovations.
- Reduce solid waste generated and sent to landfills.

III. Record of Proceedings and Custodian of Record

Pursuant to CEQA Guidelines Section 15367, the City is the Lead Agency for the Project. Accordingly, the City has taken the following actions in relation to the EIR to satisfy CEQA:

- The City sent the Notice of Preparation ("NOP") of the EIR to the State Clearinghouse and to state, local, and regional agencies on September 1, 2016. A public scoping meeting was held on September 6, 2016 to solicit additional input on the scope of the EIR. The City accepted written comments on the scope of the EIR until October 3, 2016, and concerns raised in response to the NOP and the September 6, 2016 hearing were considered during preparation of the Draft EIR. The written comments that the City received in response to the NOP are included as Appendix A of the Draft EIR.

- On June 30, 2017, the City published a Notice of Availability ("NOA") for the Draft EIR, and the Draft EIR was concurrently submitted to the Office of Planning and Research State Clearinghouse (the "State Clearinghouse") and circulated for public review and comment as well as to solicit comments from agencies and individuals on the adequacy and accuracy of the Draft EIR. The City distributed copies of the Draft EIR to state agencies, local governments, elected officials, groups, and interested parties on the City's mailing list (the "Noticed Parties"). The Draft EIR, along with the proposed 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan, Belmont Village Zoning, and Climate Action Plan were made available through three (3) websites maintained by the City:

  www.belmont-2035generalplan.com
  www.planbelmontvillage.com
  www.belmont.gov/ClimateActionPlan

- The Draft EIR was also made available for public review in printed form at the public counter of the Community Development Department-Permit Center at Belmont City Hall and at the Belmont Public Library throughout the public comment period.

- The Draft EIR's public review period encompassed 50 days between June 30, 2017 and August 18, 2017. The City's Planning Commission (the "Planning Commission") conducted a duly and properly noticed public hearing on the Draft EIR on August 15, 2017, during the public review period. The City encouraged the public to provide oral comments at the hearings and submit written comments. The City transcribed all oral comments on the Draft EIR. Copies of all written comments and transcriptions of oral comments received during the public comment period are included in Chapter 2 of the Final EIR.

- On September 28, 2017, the City released the Final EIR. All comments received on the Draft EIR during the public comment period were responded to and included in the Final EIR. Collectively the Final EIR and the Draft EIR as amended by the Final EIR constitute the EIR for the Project.

- On October 2, 2017, the Planning Commission conducted a duly and properly noticed public hearing on certain components of the Project (the proposed 2035 General Plan Update, Phase I Zoning, and Climate Action Plan), and the Final EIR. The Planning Commission recommended that the City Council certify the EIR and approve the proposed 2035 General Plan Update, Phase I Zoning, and Climate Action Plan.

- On October 17, 2017, the Planning Commission conducted a duly and properly noticed public hearing on certain components of the Project (the Belmont Village Specific Plan and the BVSP Zoning). The Planning Commission recommended that the City Council approve the proposed the Belmont Village Specific Plan and the BVSP Zoning.

- On October 24, 2017, the City Council certified the EIR following a duly and properly noticed public hearing.

- The 2035 General Plan Update, Phase I Zoning, and Climate Action Plan and the EIR came before the City Council on November 14, 2017 at a duly and properly noticed public hearing, and the City Council approved the Project and adopted the Mitigation Monitoring and Reporting Program (MMRP) and the Findings.

For purposes of CEQA and the analysis set forth in these Findings, the record of proceedings (the "Administrative Record") consists of the following documents and testimony, and at a minimum:

- The NOP, comments received on the NOP, the NOA, and all other public notices issued by the City in relation to the Project or the EIR;

- The EIR, including the Final EIR issued on September 28, 2017 and the Draft EIR as amended by the Final EIR, including all technical materials cited in the document;

- The MMRP and all appendices to the Draft and Final EIR;

- All non-draft and non-confidential reports and memoranda prepared by the City and its consultants in relation to the Project and the EIR;

- Minutes and transcripts of the discussions regarding the Project and/or Project components at public hearings or scoping meetings held by the Planning Commission and the City Council;

- Staff reports associated with Planning Commission and City Council hearings on the Project or the EIR;

- All of the comments and staff responses entered into the record orally and in writing between, as well as accompanying technical memoranda or evidence entered into the record;

- Matters of common knowledge to the City Council which they consider, such as the City's existing General Plan, any other applicable specific plans or other similar plans, and the City's Municipal Code; and,

- Any other category of material identified in Public Resources Code Section 21167.6 prepared in connection with Project or the EIR.

The Community Development Department is designated as the custodian of the documents and record of proceedings on which this decision is based. The Community Development Department office is located at Belmont City Hall, One Twin Pines Lane, Suite 310, Belmont, California, 94002, and the telephone number is (650) 595-7417.

IV. Findings are Determinative

The City Council certifies that the EIR has been completed in compliance with CEQA and that it was presented to, and reviewed and considered by, the City Council prior to acting on the Project. In so certifying, the City Council recognizes that there may be differences in and among the different sources of information and opinions offered in the documents and testimony that make up the EIR and the Administrative Record; that experts disagree; and that the City Council must base its decision and these Findings on the substantial evidence in the record that it finds most compelling. Therefore, by these Findings, the City Council ratifies, clarifies, and/or makes insignificant modifications to the EIR and resolves that these Findings shall control and are determinative of the significant impacts of the Project.

The mitigation measures proposed in the EIR and further described in Section V of these Findings are adopted in these Findings, substantially in the form proposed in the EIR, with such clarifications and non-substantive modifications as the City Council has deemed appropriate to implement the mitigation measures, if any. Further, the mitigation measures adopted in these Findings are expressly incorporated into the Project.

The analysis and determinations in these Findings are to be considered as an integrated whole and, whether or not any subdivision of these Findings fails to cross-reference or incorporate by reference any other subdivision of these Findings, that any finding or determination required or permitted to be made shall be deemed made if it appears in any portion of this document. All of the text included in this document constitutes findings and determinations, whether or not any particular caption sentence or clause includes a statement to that effect.

Each finding in these Findings is based on the entire record. The omission of any relevant fact from the summary discussions below is not an indication that a particular finding is not based in part on the omitted fact.

Many of the mitigation measures imposed or adopted pursuant to these Findings to mitigate the environmental impacts identified in the Administrative Record may have the effect of mitigating multiple impacts (e.g., conditions imposed primarily to mitigate traffic impacts may also secondarily mitigate air quality impacts, etc.). The City Council has not attempted to exhaustively cross-reference all potential impacts mitigated by the imposition of a particular mitigation measure; however, such failure to cross-reference shall not be construed as a limitation on the potential scope or effect of any such mitigation measure.

V. Impacts, Mitigation Measures, and Findings

In conformance with CEQA Guidelines Section 15091, this section of the Findings lists each significant environmental effect of the Project identified in the EIR; describes those mitigation measures recommended in the EIR; and, as required by Section 15091(a), finds that either: (i) the adopted mitigation measures have substantially lessened the significant effect; (ii) the adopted

mitigation measures, though implemented, do not substantially lessen the significant effect; (iii) the mitigation measures cannot be adopted and implemented because they are the responsibility of another public agency; or (iv) that specific considerations make mitigation measures infeasible.

All feasible mitigation measures listed below have been incorporated into the MMRP, further described in Section IX of these Findings. Any future projects approved or constructed pursuant to the Project will incorporate all conditions contained in the MMRP.

Unless otherwise noted, all page numbers shown below refer to the Draft EIR as modified by the Final EIR.

a. *Air Quality.*

i. Impact 4.2-2. Implementation of the Proposed Project would violate an air quality standard and contribute substantially to an existing or projected air quality violation during construction.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.2-35 of the Draft EIR. Construction permitted pursuant to the Project during a typical year may exceed BAAQMD's ROG and NOx thresholds as well as fugitive dust emissions.

(2) Mitigation Measures. The following mitigation measures as discussed in the Draft EIR at page 4.2-39 are hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- 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.
- Mitigation Measure AQ-4: Require Fugitive Dust Best Management Practices.

(3) Finding. Mitigation Measures AQ-1 and AQ-2 will reduce NOx and other criteria pollutants from off-road equipment, whereas Mitigation Measures AQ-3 and AQ-4 will reduce fugitive ROG and dust emissions, respectively. Each of these mitigation measures have been required of the Project to reduce the potential air quality effects to the extent currently technically feasible. Although implementation of Mitigation Measures AQ-1, AQ-2, AQ-3, and AQ-4 would reduce the maximum daily emissions of ROG, PM10 and PM2.5 each to a less-than-significant level, buildout of the General Plan and the BVSP would still exceed BAAQMD's NOx threshold. Therefore, air quality impacts related to construction permitted under the Project would remain ***significant and unavoidable***.

ii. Impact 4.2-3. Implementation of the Proposed Project would violate an air quality standard and contribute substantially to an existing or projected air quality violation during operation.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.2-40 of the Draft EIR. Buildout of the Project has the potential to result in air quality impacts from mobile, area, and energy sources from long-term operations of the uses permitted pursuant to the Project.

(2) Mitigation Measures. The following mitigation measure as discussed in the Draft EIR at page 4.2-44 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- Mitigation Measure AQ-5: Promote Green Consumer Products.

(3) Finding. Mitigation Measure AQ-5 requires developers to provide education regarding consumer products that generate lower than typical VOC emissions, however, the effect of this Mitigation Measure cannot be quantified because consumers cannot be required to use such products. In addition, the Project include numerous policies to promote a reduction in daily mobile, area, and energy source emissions generated by Project operations; however, even with all feasible reductions, the Project will still result in a net increase in criteria pollutant emissions that exceeds BAAQMD's project-level thresholds. Therefore, air quality impacts related to the operation of development permitted under the Project would remain ***significant and unavoidable***.

iii. Impact 4.2-4. Implementation of the Proposed Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).

(1) Significant Environmental Effect. This impact is further described beginning at page 4.2-44 of the Draft EIR. ROG, NOx, PM10, and PM2.5 emissions associated with development under the General Plan and BVSP would exceed BAAQMD's project level thresholds. The Project's cumulatively considerable contribution to this impact is further described beginning at page 6-7 of the Draft EIR.

(2) Mitigation Measures. The following mitigation measures as discussed in the Draft EIR at page 4.2-46 are hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- 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.
- Mitigation Measure AQ-4: Require Fugitive Dust Best Management Practices.

- Mitigation Measure AQ-5: Promote Green Consumer Products.

(3) Finding. The comprehensive suite of proposed General Plan and BVSP policies would ultimately reduce the severity of growth-oriented criteria pollutants, relative to conditions without the plans, for individual development projects; however, individual projects may still generate construction and operational emissions in excess of BAAQMD's project-level thresholds, even with implementation of Mitigation Measures AQ-1 through AQ-5. Therefore, air quality impacts related to criteria pollutant emissions under the Project would remain ***significant and unavoidable*** and would have a ***cumulatively considerable contribution*** to a significant cumulative impact.

iv. Impact 4.2-5. Implementation of the Proposed Project would expose sensitive receptors to substantial pollutant concentrations from new sources of toxic air containments.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.2-47 of the Draft EIR. Individual projects developed pursuant to the General Plan or the BVSP may prevent the reduction of health risks from TAC exposure below adopted thresholds. The Project's cumulatively considerable contribution to this impact is further described beginning at page 6-8 of the Draft EIR.

(2) Mitigation Measures. The following mitigation measure as discussed in the Draft EIR at page 4.2-50 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- Mitigation Measure AQ-6: Require Future Projects Located within 1,000 Feet of Receptors Perform a Construction Health Risk Assessment.

(3) Finding. Mitigation Measures AQ-1 and AQ-2 would reduce DPM exhaust from construction equipment and associated health risks. Mitigation Measure AQ-6 is also identified to provide a project-level evaluation of construction-related health risks from future projects within 1,000 feet of sensitive receptors. Although this would reduce operational health risks to current and future receptors, without specific details on the locations of building footprints or their construction schedules, a quantitative evaluation of potential health risk impacts is not possible, and it cannot conclusively be determined that health impacts from TAC exposure can be reduced below adopted thresholds. Therefore, this impact would remain ***significant and unavoidable*** and would have a ***cumulatively considerable contribution*** to a significant cumulative impact.

b. *Cultural Resources.*

i. Impact 4.4-1. Implementation of the Proposed Project would not cause a substantial change to the significance of a historical resource, defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.4-19 of the Draft EIR. The City includes multiple historical resources. Of the resources identified, the Project anticipates the redevelopment of the historic Firehouse Square building, which may result in the impairment of the resource's historical significance.

(2) Mitigation Measures. The following mitigation measures as discussed in the Draft EIR at page 4.4-21 are hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- Mitigation Measure CULT-1: Require façade maintenance of the Firehouse Building.

- Mitigation Measure CULT-2: Require historical signage at Firehouse Square.

(3) Finding. Mitigation Measure CULT-1 requires any project applicant proposing physical changes to the Firehouse Building to maintain the existing structure's historic Spanish façade, while Mitigation Measure CULT-2 requires such a project to include detailed signage with historical information about the site, consistent with the recommendations of the historical evaluation prepared for the resource. In addition, the BVSP requires any development proposal at Firehouse Square to be reviewed and evaluated by a qualified architectural historian, and any site reuse must be done in accordance with the Municipal Code's standards for buildings on the Historical Resources Inventory. By maintaining the physical characteristics of the historical resource that convey the building's historical significance and documenting the factors that give the resource cultural significance, Mitigation Measures CULT-1 and CULT-2 reduce the impact to a ***less than significant*** level.

c. *Energy, Greenhouse Gases, and Climate Change.*

i. Impact 4.6-3. Implementation of the Proposed Project would generate GHG emissions, either directly or indirectly, during construction that may have a significant impact on the environment.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.6-27 of the Draft EIR. Development in Belmont permitted under the Project has the potential to produce GHG emissions that conflict with statewide emission goals.

(2) Mitigation Measures. The following mitigation measure as discussed in the Draft EIR at page 4.6-29 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- Mitigation Measure AQ-2: Require Construction Fleet to Use Renewable Diesel.

(3) Finding. Development projects within Belmont under the Project would be required to use renewable diesel for all off-road diesel-powered equipment, pursuant to Mitigation Measure AQ-2. Implementation of this measure would reduce lifecycle GHG emissions (i.e., those produced by the extraction, refining, processing, and combustion of diesel) by 67 percent, relative to traditional diesel. This requirement is consistent with BAAQMD's recommended Best Management Practices for GHG emissions related to construction and would reduce emissions consistent with statewide goals. Therefore, Mitigation Measure AQ-2 reduces the impact to a ***less than significant*** level.

d. *Noise.*

i. Impact 4.10-1. Implementation of the Proposed Project would generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies during construction.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.10-22 of the Draft EIR. The Project would permit higher-intensity development and redevelopment in Belmont, which would require construction activities using heavy-duty machinery and equipment. Temporary increases in noise levels have the potential to exceed the noise standards defined in both the existing and the proposed General Plan. In addition, traffic increases associated with Project implementation have the potential to increase noise levels above the normally acceptable range for some uses. The Project's cumulatively considerable contribution to this impact is further described beginning at page 6-19 of the Draft EIR.

(2) Mitigation Measures. No feasible mitigation measures have been identified that would be able to reduce, with a reasonable degree of certainty, construction-related noise impacts on existing sensitive receptors. As discussed below, all feasible mitigation measures that would reduce traffic have been incorporated into the Project.

(3) Finding. The Project includes comprehensive policies to limit the exposure of sensitive land uses to noise generating uses, and individual projects developed in accordance with the General Plan and the BVSP would be required to incorporate noise-reducing components. However, because of the uncertainty involved in evaluating the impact on all potential future users of new development, it is assumed that the Project's impact regarding noise-generating uses would remain ***significant and unavoidable*** and that the Project would have a ***cumulatively considerable contribution*** to a significant cumulative impact.

ii. Impact 4.10-2. Implementation of the Proposed Project would generate excessive groundborne vibration or groundborne noise levels during construction.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.10-39 of the Draft EIR. The Project would permit higher-intensity development and redevelopment in Belmont, which would require construction activities using heavy-duty machinery and equipment. As a result, groundborne vibration levels could temporarily exceed the threshold of significance for future and existing sensitive land uses. The Project's cumulatively considerable contribution to this impact is further described beginning at page 6-19 of the Draft EIR.

(2) Mitigation Measures. No mitigation measures have been identified that would be able to reduce, with a reasonable degree of certainty, vibration impacts on existing sensitive receptors from construction activities.

(3) Finding. The Project includes comprehensive policies to limit the exposure of sensitive land uses to groundborne vibration caused by construction activities, and individual projects developed in accordance with the General Plan would be required to incorporate vibration-reducing components. However, because of the uncertainty involved in evaluating the impact on all potential future users of new development, it is assumed that the Project's impact regarding temporary impacts from construction activities causing groundborne vibrations would remain ***significant and unavoidable*** and that the Project would have a ***cumulatively considerable contribution*** to a significant cumulative impact.

iii. Impact 4.10-4. Implementation of the Proposed Project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.10-43 of the Draft EIR. The Project would permit higher-intensity development and redevelopment in Belmont, which would require construction activities using heavy-duty machinery and equipment. As a result, ambient noise levels could temporarily increase by above the City's thresholds.

(2) Mitigation Measures. No mitigation measures have been identified that would be able to reduce, with a reasonable degree of certainty, reductions in ambient noise caused by construction for all future development in the City.

(3) Finding. The Project would impose time-of-day restrictions on construction activities along with noise reducing requirements for new construction, however, it is not possible to conclude that all future development will be able to reduce its temporary contribution to ambient noise levels to necessary levels, therefore it is assumed that the Project's impact regarding temporary impacts from construction activities increasing ambient noise levels would remain ***significant and unavoidable***.

e. *Transportation.*

i. Impact 4.12-1. Buildout of the Proposed Project would cause intersections to fall below the established significance criteria for the City of Belmont and C/CAG for intersection operation.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.12-126 of the Draft EIR. With projected traffic volumes associated with development permitted under the Project, the delay at the intersection of El Camino Real and Ralston Avenue would exceed the threshold for significance for CMP intersections. Twenty-one intersections identified on page 4.12-145 of the Draft EIR would warrant turn lane additions, and 27 intersections identified on page 4.12-157 of the Draft EIR would exceed the City's threshold for turn lane queue lengths. In addition, the following twelve intersections would potentially have significant impacts during operations in 2035:

- Ralston Ave/SR-92 WB Ramps (Signalized), expected to operate at LOS D during the a.m. peak hour;
- Ralston Ave/ Alameda de las Pulgas (Signalized), expected to operate at LOSE during the a.m. and p.m. peak hours;
- Ralston Avenue/Chula Vista Drive (TWSC), northbound approach expected to operate at LOS F during the a.m. peak hour and at LOS D during the p.m. peak hour;
- Ralston Avenue/Notre Dame University Road (Roundabout), expected to operate at LOS E during the a.m. peak hour;
- Ralston Avenue/Sixth Avenue (Signalized, expected to operate at LOS C during the a.m. peak hour;
- Ralston Avenue/El Camino Real (Signalized), expected to operate at LOS F during the a.m. and p.m. peak hours;
- Ralston Avenue/Old County Road (Signalized), expected to operate at LOS D during the a.m. peak hour and at LOSE during the p.m. peak hour;
- Alameda de las Pulgas/Chula Vista Drive (Roundabout), expected to operate at LOS F during the a.m. peak hour and at LOS F during the p.m. peak hour;
- El Camino Real/Flashner Lane (TWSC), northbound approach expected to operate at LOS D during the p.m. peak hour;
- El Camino Real/O'Neill Avenue (Signalized), expected to operate at LOS C during the p.m. peak hour;
- El Camino Real/Harbor Boulevard (North) (Signalized), expected to operate at LOS D during the p.m. peak hour;

- El Camino Real/Waltermire Street would cause the Peak Hour traffic signal warrant to be met;

- Old County Road/O'Neill Avenue (TWSC), westbound approach expected to operate at LOS C during the a.m. peak hour and at LOS D during the a.m. peak hour; and

- Old County Road/Harbor Boulevard (Signalized), expected to operate at LOS D during the a.m. peak hour and at LOS E during the p.m. peak hour.

(2) Mitigation Measures. The following mitigation measures as discussed in the Draft EIR at page 4.12-132 are hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- Mitigation Measure 4.12-1c, 4.12-1n, 4.12-1o

(3) Finding. Mitigation is not feasible at the intersections of Ralston Ave/SR-92 WB Ramps, Ralston Ave/ Alameda de las Pulgas, Ralston Avenue/Notre Dame University Road, Ralston Avenue/Sixth Avenue, Ralston Avenue/El Camino Real, Ralston Avenue/Old County Road, Alameda de las Pulgas/Chula Vista Drive, El Camino Real/O'Neill Avenue, El Camino Real/Harbor Boulevard, or Old County Road/Harbor Boulevard due to right-of-way constraints and would conflict with policies within the Ralston Avenue Corridor Study and Improvement Plan, the City's Complete Streets initiatives, the General Plan vision and policy directives for safe and efficient active transportation. In addition, mitigation is not feasible at the intersection of El Camino Real/Flashner Lane because the installation of a traffic signal would require removal of a medial island along El Camino Real and approval from Caltrans. Mitigation is not feasible at Old County Road/O'Neill Avenue because the additional of new turn lanes would increase the pedestrian crossing distance adjacent to the planned Caltrain undercrossing at O'Neill Avenue. In addition, the installation of turn lanes or additional through lanes is not feasible because it would require the acquisition of substantial new rights-of-way and widen streets in conflict with other Project policies.

The installation of a traffic signal and conversion of the existing left-most lane west of the intersection to a pedestrian island would cause the intersection of Ralston Avenue/Chula Vista Drive to operate at acceptable levels. The installation of a traffic signal would cause the intersection of El Camino Real/Waltermire Street to operate at acceptable levels. The incorporation of all feasible mitigation would reduce impacts at some intersections to a less than significant level, however, it is not possible to mitigate impacts at all the identified intersections. Therefore, the Project's impact would remain ***significant and unavoidable.***

ii. Impact 4.12-2. Buildout of the proposed Project would cause roadway segment operations to fall below C/CAG's established level of service standards.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.12-164 of the Draft EIR. With projected traffic volumes associated with development permitted under the Project, traffic volumes along El Camino Real's roadway segments north and south of Ralston Avenue exceed the threshold for significance for CMP arterial roadway segments.

(2) Mitigation Measure. Mitigation Measure 4.12-2 would require the addition of additional travel lanes along the El Camino Real corridor.

(3) Finding. Mitigation Measure 4.12-2 is not feasible because it would require the acquisition of substantial new rights-of-way and widen streets in conflict with policies within the Ralston Avenue Corridor Study and Improvement Plan, the City's Complete Streets initiatives, the General Plan vision and policy directives for safe and efficient active transportation. Therefore, the impact would remain ***significant and unavoidable.***

iii. Impact 4.12-3. The proposed Project would cause freeway segment operations to fall below C/CAG's established levels.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.12-167 of the Draft EIR. With projected traffic volumes associated with development permitted under the Project, traffic volumes on freeway segments in the Project area would exceed C/CAG's threshold for significance for freeway operations.

(2) Mitigation Measure. Mitigation Measure 4.12-3 would require the addition of additional travel lanes on freeways in the Project area.

(3) Finding. Mitigation Measure 4.12-3 is not feasible because it would require the acquisition of substantial new rights-of-way and widen freeways in conflict with policies within the Ralston Avenue Corridor Study and Improvement Plan, the City's Complete Streets initiatives, the General Plan vision and policy directives for safe and efficient active transportation. Therefore, the impact would remain ***significant and unavoidable.***

iv. Impact 4.12-9. Adoption and implementation of the policies in the proposed Project would not result in inadequate emergency access.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.12-175 of the Draft EIR. With projected traffic volumes associated with development permitted under the Project, increased congestion on roadways in the Project area could affect emergency vehicle response times, particularly during AM and PM peak hours.

(2) Mitigation Measure. The following mitigation measure as discussed in the Draft EIR at page 4.12-175 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- Mitigation Measure 12-9: Signal Priority and Passing Priority.

(3) Finding.

Under Mitigation Measure 12-9 and state law, the use of the emergency vehicles' sirens to give such vehicles passing priority and the use of the emergency vehicles' signal priority preemption equipment to turn traffic signals red to stop traffic to allow the emergency vehicles to pass through the intersection would reduce the severity of this impact; however, the precise effect of Mitigation Measure 12-9 cannot be accurately quantified due to the unknown frequency of emergency calls and the varying nature of drivers' compliance with siren priority laws. Therefore, the impact is assumed to remain ***significant and unavoidable.***

f. *Utilities.*

i. Impact 4.13-2. Development under the Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.13-32 of the Draft EIR. Implementation of the Project would result in future residential, commercial, and industrial land uses in the City, resulting in additional population that would generate additional demand for water and wastewater services, and therefore, an increased demand for water provision and wastewater collection, conveyance, and treatment services over currently established levels.

(2) Mitigation Measures. The following mitigation measures as discussed in the Draft EIR at page 4.13-35 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- Mitigation Measure UTIL-1: Require water line upsizing
- Mitigation Measure UTIL-2: Require sewer line upsizing
- Mitigation Measure UTIL-3: Require upsizing of Shoreway Pump Station

(3) Finding. As development intensification occurs throughout the BVSP area, upgrades from 6-inch to 8-inch water lines will be required along Old County Road between Masonic Way and Harbor Boulevard, along Ralston Avenue between Old County Road and Elmer Street, along Sixth Avenue between Hill Street and O'Neill Avenue, and along O'Neill Avenue between Sixth Avenue and El Camino Real. In addition, approximately 1,675 feet of sewer lines downstream of the BVSP area and the Shoreway Pump Station will be required to be upsized to accommodate projected growth in the BVSP permitted under the Project. With the incorporation of Mitigation Measures UTIL-1, UTIL-2, and UTIL-3, the Project's impact would be ***less than significant***.

ii. Impact 4.13-5. Development under the Proposed Project would not result in a determination by the wastewater treatment provider which serves or may serve Belmont that it has inadequate capacity to serve the Proposed Project's projected demand in addition to the provider's existing commitments.

(1) Significant Environmental Effect. This impact is further described beginning at page 4.13-41 of the Draft EIR. Implementation of the Project would result in future residential, commercial, and industrial land uses in the City, resulting in additional population that would generate additional demand for wastewater collection, conveyance, and treatment services over currently established levels.

(2) Mitigation Measures. The following mitigation measures as discussed in the Draft EIR at page 4.13-43 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

- Mitigation Measure UTIL-2: Require sewer line upsizing

- Mitigation Measure UTIL-3: Require upsizing of Shoreway Pump Station

(3) Finding. Approximately 1,675 feet of sewer lines downstream of the BVSP area and the Shoreway Pump Station will be required to be upsized to accommodate projected growth in the BVSP permitted under the Project. With the incorporation of Mitigation Measures UTIL-2 and UTIL-3, the Project's impact would be ***less than significant***.

VI. Summary of Unavoidable Significant Adverse Effects

The following significant adverse effects of the Project with respect to Air Quality, Noise, and Transportation are found to be unavoidable despite the adoption by the City Council of all feasible mitigation measures identified in the Final EIR:

- Implementation of the Proposed Project would violate an air quality standard and contribute substantially to an existing or projected air quality violation during construction.

- Implementation of the Proposed Project would violate an air quality standard and contribute substantially to an existing or projected air quality violation during operation.

- Implementation of the Proposed Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).

- Implementation of the Proposed Project would expose sensitive receptors to substantial pollutant concentrations from new sources of toxic air containments.

- Implementation of the Proposed Project would generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies during construction.

- Implementation of the Proposed Project would generate excessive groundborne vibration or groundborne noise levels during construction.

- Implementation of the Proposed Project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

- Buildout of the Proposed Project would cause intersections to fall below the established significance criteria for the City of Belmont and C/CAG for intersection operation.

- Buildout of the proposed Project would cause roadway segment operations to fall below C/CAG's established level of service standards.

- The proposed Project would cause freeway segment operations to fall below C/CAG's established levels.

- Adoption and implementation of the policies in the proposed Project would not result in inadequate emergency access.

VII. Project Alternatives

Section 15126.6(f) of the CEQA Guidelines requires that an EIR include a "reasonable range of alternatives to the project, or to the location of the project, which would avoid or substantially lessen any significant effects of the project." Based on the analysis in the EIR, the Project would be expected to result in significant and unavoidable impacts to Air Quality, Noise, and Transportation. The EIR alternatives were designed to avoid or reduce these significant unavoidable impacts, and to further reduce impacts that were found to be less than significant.

Two alternatives were analyzed in the EIR, each of which are summarized below and described in more detail in Chapter 5 of the Draft EIR. Specifically, the EIR analyzed Alternative 1: Jobs/Housing Balance and Alternative 2: the No Project Alternative.

The City Council has reviewed the significant impacts associated with the reasonable range of alternatives as compared to the Project, and in evaluating the alternatives has also considered each alternative's feasibility, taking into account a range of economic, environmental, social, legal, and other factors. In evaluating the alternatives, the City Council has also considered the important factors listed in the Statement of Overriding Considerations listed in Section VIII of these Findings, below.

a. *Alternative 1: Jobs/Housing Balance.*

This alternative was designed to provide a more balanced jobs/housing ratio, representing a more even balance between commercial and residential development, in Belmont both in total and by neighborhood (where possible), which in turn has the potential to reduce total vehicle miles traveled by allowing more residents to have the opportunity to live closer to retail and commercial destinations. A better match between commercial and residential land uses is achieved relative to the Proposed Project in part through two additional mixed-use nodes (outside of the BVSP Area) along Ralston Avenue, and more housing within close proximity to Notre Dame de Namur

University (NDNU). Within the BVSP Area, more intense mixed use housing opportunities are created throughout the district, and a "live/work" land use designation is also introduced and applied to a cluster of parcels east of the Caltrain tracks and south of Ralston Avenue. These changes in total result in potential for a more even balance of residential to commercial development in the BVSP Area than the Proposed Project.

i. Finding: Specific economic, legal, social, technological, and other considerations make infeasible this alternative, and the Jobs/Housing Balance Alternative is less desirable than the Project and is rejected for the following reasons:

- The Jobs/Housing Balance Alternative would fail to meet some of the City's key Project objectives listed in Section II of these Findings.

- The Jobs/Housing Balance Alternative would not preserve the character and enhance the quality of Belmont's residential neighborhoods to the same extent as the Project, because it would allow new development styles in more locations than under the proposed Project.

- By promoting less centralized growth than under the Project, the Jobs/Housing Balance Alternative may interfere with efforts to enhance the Belmont Village because projects in Belmont Village would have to compete with projects in other areas of the City.

- Although this alternative would result in a General Plan Update that achieves compliance with all applicable state laws and regulations, it would not result in a General Plan that reflects the goals and aspirations of the community through the year 2035 to the same extent as the Project.

- The Jobs/Housing Balance Alternative would result in similar impacts to those in the Proposed Project for aesthetics; biological resources; cultural resources; geology, soils, and seismicity; hazards and hazardous materials; hydrology, flooding, and water quality; and public services and recreation.

- However, the higher population supported by the Jobs/Housing Balance Alternative in comparison to the Proposed Project would produce greater impacts in relation to population-related externalities such as police and fire services, schools, and demand for water supply and wastewater services.

- The longer construction duration of the Jobs/Housing Balance Alternative required to accommodate the additional development it permits would produce greater impacts related to noise as compared to the Project.

- The Jobs/Housing Balance Alternative would not reduce any of the Project's significant and unavoidable impacts to a less than significant level. All impacts that are significant and unavoidable under the Project would remain significant and unavoidable under this alternative.

b. *Alternative 2: the No Project Alternative.*

The No Project scenario represents the continuation of the current General Plan (last updated in 1982) and Downtown Specific Plan (adopted in 1990 and amended in 1995) land use designations, with no Climate Action Plan in effect. It assumes that the existing General Plan, Zoning Ordinance, and Downtown Specific Plan would continue to guide development in the Planning Area until buildout in 2035. In relationship to the Proposed Project, the No Project Alternative: has different land uses; densities/intensities are lower, and mixed-use development and development of centers and walkable communities is not promoted to the level in the Proposed Project; is based on a different set of core values/goals and objectives; has lower residential capacity; and has reduced alternate modes of transportation, connectivity, and street capacity.

i. Finding: Specific economic, legal, social, technological, and other considerations make infeasible this alternative, and the No Project Alternative is less desirable than the Project and is rejected for the following reasons:

- The No Project Alternative would fail to meet most of the City's key Project objectives listed in Section II of these Findings.

- The No Project Alternative would not enhance the Belmont Village or develop a distinct identify for the area as Belmont's vibrant town center for residents and visitors with commercial, residential, dining, civic, cultural, and entertainment activities.

- The No Project Alternative would not promote opportunities for continued economic growth and vitality in Belmont or result in wider shopping and dining opportunities for residents.

- The No Project Alternative would not provide areas for diverse employment and business opportunities to promote diversity in Belmont's economic base.

- The No Project Alternative would not include the transportation and infrastructure improvements that would occur under the proposed Project and it would not ensure adequate provision of community-serving facilities such as recreation facilities, child daycare facilities, places of worship, schools and other educational institutions, and schools to serve current and future residents.

- The No Project Alternative would not pursue annexation of the Harbor Industrial Area (HIA) and bring it into the Belmont city limits.

- The No Project Alternative would not yield an updated General Plan that reflects the community's goals or that complies with current state laws and regulations.

- The No Project Alternative would not yield a specific plan for the Belmont Village to promote and facilitate development of a vibrant downtown that serves as the City's shopping, employment, activity, and community center.

- The No Project Alternative would not yield a Climate Action Plan to increase municipal, residential, and commercial energy efficiency, renewable energy, efficient water use, and green building or reduce emissions from transportation through efficient land use, alternate modes of transportation, and operational innovations.

c. *Environmentally Superior Alternative.* As discussed above and in Section 5.4 of the Draft EIR, Alternative 2: the No Project Alternative was identified as the environmentally superior alternative to the Project that would avoid or substantially lessen, to the greatest extent, the environmental impacts associated with the Project.

The No Project Alternative is environmentally superior to the Project and the Jobs/Housing Balance Alternative because it permits less development overall. Specifically, the No Project Alternative would reduce the Project's significant and avoidable impacts regarding air quality and noise. Despite these benefits, the No Project Alternative would result in greater impacts than the Project with respect to aesthetics; energy, GHGs, and climate change; hazards and hazardous materials; and land use, housing, and population. Most notable is the topical area of land use, housing, and population, which has a less than significant impact in the Proposed Project, but would have a significant impact under the No Project Alternative due to its conflicts with Plan Bay Area 2040. However, reduced development intensity under the No Project Alternative would fail to achieve most of the City's key Project objectives, as discussed in more detail above.

Under CEQA Guidelines Section 15126.6(e)(2), when the "no project" alternative is environmentally superior, another alternative must also be considered. Alternative 1 would support more housing and fewer jobs than the Project, which would contribute to additional VMT reductions at the TAZ level in areas of high density mixed use, which are proposed in greater numbers under Alternative 1 than under the Project. Accordingly, Alternative 1 decreases VMT per service population relative to both the Proposed Project and the No Project Alternative by reducing trip lengths and the number of daily trips per service population, and would result in increased pedestrian/bicycle activity and transit ridership. However, increased development intensity in more dispersed locations under Alternative 1 would fail to achieve some of the City's key Project objectives, as discussed in more detail above.

i. Finding. After consideration of this reasonable range of identified alternatives to the Project, the City Council finds that none can achieve the goals and objectives set forth in the Project, and that because of each alternative's inability to achieve one or more of such goals and objectives, each identified alternative is rejected as being infeasible, as described above. The alternatives to the Project fundamentally fail to achieve the comprehensive goals and objectives for the Project and related City plans and policies, and as such are deemed infeasible.

VIII. Statement of Overriding Considerations

In approving the Project, the City Council makes the following Statement of Overriding Considerations in support of its findings on the EIR. The City Council has considered the information contained in the EIR and all other public comments, responses to comments, and accompanying technical memoranda and staff reports included in the public record.

The City Council has carefully balanced the benefits of the Project against any adverse impacts identified in the EIR that could not be feasibly mitigated to a less than significant level. Notwithstanding the identification and analysis of impacts that are identified in the EIR as being significant and which have not been eliminated, lessened or mitigated to a level of insignificance, the City Council, acting pursuant to CEQA Guidelines Section 15092 and 15093, hereby determines that remaining significant effects on the environment found to be unavoidable in Section VI above, are acceptable due to overriding concerns described below. Specifically, the benefits of the Project outweigh the unmitigated adverse impacts and the Project should be approved.

Based on the objectives identified in the proposed Project, and through extensive public participation, the City Council has determined that the Project should be approved, and any remaining unmitigated environmental impacts attributable to the Project are outweighed by the following specific environmental, economic, fiscal, social, housing and other overriding considerations, each one being a separate and independent basis upon which to approve the Project. Substantial evidence in the record demonstrates the City would derive the following benefits from adoption and implementation of the Project:

The Project is the product of an extensive outreach effort conduct by the City throughout the planning process. The engagement process for the Project was developed to involve as diverse a group of residents and stakeholders as possible, and stakeholders from throughout the community worked together to make recommendations on how to best balance the City's needs, and the Project reflects this community effort.

The Project includes a General Plan and Phase I Zoning scheme that focuses new development in downtown Belmont, leaving the majority of the City unchanged. This plan for the City's future growth will help preserve Belmont's small-town ambiance in the City's built-out and established residential neighborhoods and prevent significant new development from occurring in the hills or other preservation areas within the City.

The Project includes policies and programs to promote mobility for bicyclists, walkers, and other non-drivers that will improve safety. In addition, the street designs promoted in the BVSP will help create a lively and attractive public realm in Belmont Village.

The Project permits development that will contribute to fiscal security for Belmont, which will permit the community to maintain its investment in school, library, arts, and other programs that facilitate lifelong learning.

Both the General Plan and the BVSP promote the development of Belmont's town center as the heart of the community's civic and economic life, with land use designations to promote a mix of business and residential opportunities that fit with the community's character.

Critically, the BVSP identifies public capital improvements and public services that will encourage private reinvestment in the area to support and promote infill development that serves Belmont's residential and employment populations.

The Project incorporates all feasible mitigation measures to reduce potential environmental impacts to the greatest extent feasible. No feasible mitigation measures or alternatives have been identified to mitigate the remaining significant and unavoidable adverse effects of the Project.

Based on the detailed findings made above, the City Council hereby finds that economic and social considerations outweigh the remaining environmental effects of approval and implementation of the Project, and the City Council hereby concludes that the Project should be approved.

IX. Mitigation Monitoring and Reporting Program

The MMRP sets forth specific monitoring actions, timing requirements and monitoring/verification entities for each mitigation measure adopted in these Findings, in compliance with Public Resources Code Section 21081.6(a)(1) and CEQA Guidelines Section 15097. The City Council hereby adopts the MMRP and determines that compliance with the MMRP is a condition of approval of the Project.

X. Modifications to Project and EIR

a. *Modifications within the Final EIR*

In the course of responding to comments received during the public review and comment period on the Draft EIR, some modifications have been made and some new information amplifying and clarifying information has been added to the Final EIR. The City has analyzed the modifications in the Final EIR and has assessed whether those modifications trigger the thresholds for recirculation as identified in Public Resources Code Section 21092.1 and in Section 15088.5 of the CEQA Guidelines.

The Project as reviewed in the Final EIR will not result in any significant environmental impacts not identified in the Draft EIR or result in a substantial increase in the severity of a significant environmental impact identified in the Draft EIR, nor will any modifications to the mitigation measures result in new significant impacts. No additional feasible Project alternative or mitigation measure considerably different from others analyzed in the Draft EIR has been identified that would clearly lessen the environmental impacts of the Project. The City Council hereby determines, based on the standards provided in Public Resources Code Section 21092.1 and Section 15088.5 of the CEQA Guidelines, that recirculation of the EIR is not required prior to approval of the Project.

b. *Modifications to the Project Subsequent to Certification of the EIR*

In addition to the changes noted in the Final EIR, the City has incorporated a number of changes into the Project since it certified the EIR on October 24, 2017. The majority of these changes are minor corrections, clarifying edits, or additional background information that amplifies analysis already incorporated into the EIR. None of these minor changes to the Project have the potential to affect the Project's environmental impacts; accordingly, subsequent environmental review is not required under CEQA Guidelines Section 15162 as a result of these minor modifications.

A limited number of Project modifications require minor revisions to the EIR, and the following modifications are made by this reference:

i. Draft EIR page 3-16:

Belmont Village Mixed Use (Floor Area Ratio, or Base FAR, 2.0; Maximum FAR 2.5 with additional community benefits~~45 du/ac~~). The Belmont Village Mixed Use land use designation applies to all parcels in the Belmont Village Priority Development Area (PDA) and is intended to promote a pedestrian-oriented, mixed-use core in Downtown Belmont. The details for the Belmont Village PDA, including the precise mix of uses, are provided in the Belmont Village PDA Specific Plan. The Belmont Village Mixed Use designation allows for residential uses, as well as retail, service, office, and entertainment uses, where appropriate, in a vertical and/or horizontal mixed-use setting. Small- and medium-sized retail uses are encouraged in the Village, focusing on meeting neighborhood and community needs; as well as unique specialty shops that attract locals and visitors alike. The maximum base FAR in the Belmont Village Mixed Use designation is 2.0 ~~and the maximum residential density is 45 du/ac~~. If a public benefits zoning ordinance is adopted that requires greater proportional public benefits than would be required for projects up to a FAR of 2.0 ~~45 du/ac~~, then projects may build to a maximum FAR of 2.5 ~~and a maximum residential density of 60 du/ac~~.

ii. Draft EIR Page 4.12-172

Policy 3.2-2. Look for ways to partner with ride-sharing services as a means to ~~reduce single-occupancy vehicle trips,~~ reduce the need for car ownership and cover service gaps in the public transportation system.

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Policy 3.7-1. Ensure that adequate transit service facilities are provided in Belmont, including ~~bus turn-outs along arterials~~ roadway geometry or traffic operations improvements when needed, and bus stop amenities including, but not limited to, lighted shelters, benches, and route information signs.

iii. Draft EIR Page 4.12-173

Policy 3.7-6. Support improvement and frequency of north-south mass transit service, while minimizing community impacts, by advocating for increased service at the Belmont Caltrain station as systemwide improvements are made, and working with SamTrans to implement service improvements (such as transit signal priority and rapid bus service) on El Camino Real.

Policy 3.7-8. Support the California High Speed Rail Authority in the goal to bring high speed rail to the San Francisco Peninsula, while minimizing the community impacts of any potential railway infrastructure improvements.

c. *Findings*

The City Council finds, based on substantial evidence in the record, that that none of the events described in Section 15162 requiring the preparation of a subsequent EIR or negative declaration have occurred:

- As analyzed above, the Project modifications do not consist of substantial changes and do not require major revisions to the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. This is supported by the fact that the Project modifications consist only of minor changes or amendments; because the Project does not include material changes, there are no changes that would require substantial revisions to the EIR.

- No substantial changes have occurred with respect to the circumstances under which the Project is to be undertaken that will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. This is supported by the fact that the EIR was certified on October 24, 2017, only three weeks before the Project is being considered, and the circumstances surrounding the implementation of the Project are substantially similar to when the EIR was certified.

- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows that:

    - The Project will have one or more significant effects not discussed in the EIR, or

    - Significant effects previously examined will be substantially more severe than shown in the EIR, or

    - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the EIR, but the project proponents decline to adopt the mitigation measures or alternative, or

    - Mitigation measures or alternatives that are considerably different from those analyzed in the EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. This is supported by the fact that no new information, let alone new information of substantial importance, has been added to the record regarding the Project or the EIR.

Based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, the City Council, exercising its independent judgment and analysis, finds that the Project falls within the environmental parameters analyzed in the EIR, and that the Project would not result in any new significant environmental effects or a substantial increase in the severity of any previously identified effects beyond those disclosed and analyzed in the EIR certified by City Council nor would new mitigation be required for the Project.

XI. Filing Notice of Determination

The City Council hereby directs the Planning Division to file a Notice of Determination regarding the approval of the Project within five (5) business days of adoption of this resolution.

XII. Severability

If any term, provision, or portion of these Findings or the application of these Findings to a particular situation is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of these Findings, or their application to other actions related to the project, shall continue in full force and effect unless amended or modified by the City.

XIII. Incorporation by Reference

These findings incorporate the text of the EIR for the project, including the MMRP, City staff reports relating to the project and other documents relating to public hearings on the project, by reference, in their entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, project and cumulative impacts, the basis for determining the significance of impacts, the comparison of the alternatives to the project, the determination of the environmentally superior alternative, and the reasons for approving the project.

EXHIBIT B

Mitigation Monitoring and Reporting Program

for the

FINAL ENVIRONMENTAL IMPACT REPORT
SCH No. 2016082075

Belmont 2035 General Plan

Phase I Zoning

Belmont Village Specific Plan

Belmont Village Zoning

Climate Action Plan

November 2017

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1 Purpose

Section 21081.6 to the State of California Public Resources Code requires a lead or responsible agency that approves or carries out a project where an Environmental Impact Report (EIR) has identified significant environmental effects to adopt a "reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects." The City of Belmont (the "City") is the lead agency for the EIR for the Belmont General Plan, Phase I Zoning Regulations, and Belmont Village Specific Plan, Belmont Village Zoning, and Climate Action Plan (collectively referred to as the Proposed Project), SCH No. 2016082075, and therefore is responsible for implementation of the mitigation monitoring and reporting program. An EIR has been prepared for the Proposed Project that addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts.

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with CEQA Guidelines Section 21081.6. It is the intent of this program to:

1. Verify satisfaction of the required mitigation measures of the EIR;
2. Provide a methodology to document implementation of the required mitigation;
3. Provide a record of the monitoring program;
4. Identify monitoring responsibility;
5. Establish administrative procedures for the clearance of mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize existing review processes wherever feasible.

The MMRP describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Proposed Project and the methods of monitoring such actions. A monitoring program is necessary only for impacts which would be significant if not mitigated.

If, during the course of project implementation, any of the mitigation measures identified cannot be successfully implemented, the City shall immediately inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required, and/or whether alternative mitigation is appropriate.

The following consists of a monitoring program table noting the responsible entity for mitigation monitoring, the timing, and a list of all project-related mitigation measures.

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2 Mitigation Monitoring and Reporting Plan

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
Air Quality					
AQ-1	**Require Tier 4 engines on Construction Equipment.** All applicants proposing development of projects within Belmont 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.	Project applicant shall submit data from contractor	Prior to issuance of grading and construction permits	Construction contractor and City of Belmont Community Development Department	

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
AQ-2	**Require Construction Fleet to Use Renewable Diesel.** All applicants proposing development of projects within Belmont 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.	Project applicant shall submit data from contractor	Prior to issuance of grading and construction permits	Construction contractor and City of Belmont Community Development Department	
AQ-3	**Require Low-VOC Coatings during Construction.** All applicants proposing development of projects within Belmont 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.	Project applicant shall submit data to City of Belmont and BAAQMD	Prior to discretionary project approval	City of Belmont Community Development Department	
AQ-4	**Require Fugitive Dust Best Management Practices.** All applicants proposing development of projects within Belmont shall require their contractors, as a condition of contract, to reduce construction-related fugitive dust by implementing BAAQMD's basic control	Project applicant shall submit data from contractor	Prior to issuance of grading permit	Construction contractor and City of Belmont Community Development Department	

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
	measures at all construction and staging areas. The following measures are based on BAAQMD's current CEQA guidelines. • 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. • All haul trucks transporting soil, sand, or other loose material offsite will be covered. • 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. • All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph. • 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. • 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.				
AQ-5	**Promote Green Consumer Products.** For all projects developed within the Planning Area, developer(s) shall provide education for residential and commercial tenants	Project applicant shall submit planned electronic correspondence	Prior to receipt of certificate of final occupancy	City of Belmont Community Development Department	

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
	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.				
AQ-6	**Require Future Projects Located within 1,000 Feet of Receptors Perform a Construction Health Risk Assessment.** All applicants proposing development of projects within 1,000 feet of existing sensitive receptors, as defined by the Bay Area Air Quality Management District (BAAQMD), shall prepare a site-specific construction health risk assessment (HRA). If the HRA demonstrates, to the satisfaction of the City, that the health risk exposures for adjacent receptors will be less than BAAQMD project-level thresholds, then additional mitigation would be un-necessary. However, if the HRA demonstrates that health risks would exceed BAAQMD project- level thresholds, additional feasible on- and offsite mitigation shall be analyzed by the applicant to help reduce risks to the greatest extent practicable.	Project applicant shall prepare site-specific construction health risk assessment	Prior to discretionary project approval	City of Belmont Community Development Department	

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
Cultural Resources					
CULT-1	**Require façade maintenance of the Firehouse Building.** Any approved project development that involves physical changes to the Firehouse Building will be required to maintain the recognizable portion of the existing structure's Spanish façade and integrate it into the new structure with complementary architecture.	Project applicant shall submit architectural plans and renderings	Prior to discretionary project approval	City of Belmont Community Development Department	
CULT-2	**Require historical signage at Firehouse Square.** Any approved project development that involves physical changes to the Firehouse Building will be required to include detailed signage with historical information for residents, employees, and passers-by about the old Firehouse.	Project applicant shall submit architectural plans and renderings	Prior to discretionary project approval	City of Belmont Community Development Department	
Transportation					
4.12-1c	**Ralston Avenue/Chula Vista Drive**. • Install a traffic signal • Convert the existing westbound merge (left-most) lane west of the intersection to a pedestrian refuge island, as described in the Ralston Avenue Corridor Study and Improvement Plan.	Project applicants shall contribute proportionate share payments towards this improvement, or pay the required traffic impact fee should an impact fee program be established that includes this intersection	Prior to discretionary project approval	City of Belmont Public Works Department	

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
4.12-1d	**Ralston Avenue/Notre Dame University Road**. • Install a traffic signal instead of a roundabout • Convert the existing eastbound merge (left-most) lane west of the intersection to a pedestrian refuge island, as described in the Ralston Avenue Corridor Study and Improvement Plan	Project applicants shall contribute proportionate share payments towards this improvement, or pay the required traffic impact fee should an impact fee program be established that includes this intersection	Prior to discretionary project approval	City of Belmont Public Works Department	
4.12-1f	**Ralston Avenue/El Camino Real.** • Modify the traffic signal to include a westbound right-turn overlap phase.	Project applicants shall contribute proportionate share payments towards this improvement, or pay the required traffic impact fee should an impact fee program be established that includes this intersection	Prior to discretionary project approval	City of Belmont Public Works Department	
4.12-1j	**El Camino Real/O'Neill Avenue**. • Modify the traffic signal to include a northbound right-turn overlap phase.	Project applicants shall contribute proportionate share payments towards this improvement, or pay the required traffic impact fee should an impact fee program be established that	Prior to discretionary project approval	City of Belmont Public Works Department.	

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
		includes this intersection			
4.12-1k	**El Camino Real/Harbor Boulevard (North).** • Modify the traffic signal to include a westbound right-turn overlap phase.	Project applicants shall contribute proportionate share payments towards this improvement, or pay the required traffic impact fee should an impact fee program be established that includes this intersection	Prior to discretionary project approval	City of Belmont Public Works Department.	
4.12-1n	Same as 4.12-1c				
4.12-1o	**Old County Road and Harbor Boulevard.** • Install a traffic signal.	Project applicants shall contribute proportionate share payments towards this improvement, or pay the required traffic impact fee should an impact fee program be established that includes this intersection	Prior to discretionary project approval	City of Belmont Public Works Department.	
Utilities					
UTIL-1	**Require water line upsizing.** As development intensification occurs throughout the BVSP Area, upgrades from 6-inch to 8-inch water lines will be required as necessary. The existing water lines in the	Project applicants shall secure verification that water service can be provided. As	Water system capacity shall be verified prior to issuance of grading permits for	City of Belmont Public Works Department and Community Development	

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
	BVSP Area are displayed in Figure 4.13-2, and planned improvements are displayed in Figure 4.13-3. Lines that are anticipated to need upgrades include the 6-inch lines along Old County Road between Masonic Way and Harbor Boulevard, along Ralston Avenue between Old County Road and Elmer Street, along Sixth Avenue between Hill Street and O'Neill Avenue, and along O'Neill Avenue between Sixth Avenue and El Camino Real. The physical improvements will be subject to project-level environmental review as needed.	projects are built in accordance with the Specific Plan, City of Belmont Public Works in conjunction with Mid-Peninsula Water District shall monitor system capacity and construct necessary upgrades over time.	individual projects. Ongoing study and monitoring of the BVSP Area water infrastructure shall be performed by the Public Works Department and Mid-Peninsula Water District.	Department; Mid-Peninsula Water District	
UTIL-2	**Require sewer line upsizing.** As development intensification occurs throughout the BVSP Area, approximately 1,675 feet of sewer lines downstream of the BVSP Area will be required to be upsized as a direct result of growth in the BVSP Area. The existing sewer lines in the BVSP Area are displayed in Figure 4.13-5, and planned improvements are displayed in Figure 4.13-6. Lines that are anticipated to need upgrades lie along Masonic Way and Hiller Street.	Project applicants shall secure verification that sewer service can be provided. As projects are built in accordance with the Specific Plan, City of Belmont Public Works in conjunction with Silicon Valley Clean Water shall monitor system capacity and construct necessary upgrades over time consistent with the City's Sanitary Sewer System Capacity Analysis	Sewer system capacity shall be verified prior to issuance of grading permits for individual projects. Ongoing study and monitoring of the BVSP Area sewer infrastructure shall be performed by the Public Works Department and Silicon Valley Clean Water	City of Belmont Public Works Department and Community Development Department; Silicon Valley Clean Water	

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
		and the Silicon Valley Clean Water Conveyance System Master Plan.			
UTIL-3	**Require upsizing of Shoreway Pump Station.** As development intensification occurs throughout the BVSP Area, the Shoreway Pump Station will be required to be upsized as a direct result of growth in the BVSP Area.	Project applicants shall secure verification that sewer service can be provided. As projects are built in accordance with the Specific Plan, City of Belmont Public Works in conjunction with Silicon Valley Clean Water shall monitor system capacity and construct necessary upgrades to the Shoreway Pump Station over time consistent with the City's Sanitary Sewer System Capacity Analysis and the Silicon Valley Clean Water Conveyance System Master Plan.	Sewer system capacity shall be verified prior to issuance of grading permits for individual projects. Ongoing study and monitoring of the BVSP Area sewer infrastructure shall be performed by the Public Works Department and Silicon Valley Clean Water	City of Belmont Public Works Department and Community Development Department; Silicon Valley Clean Water	
Policies Incorporated into the Project that Reduce Environmental Impacts					

Number	*Mitigation Measure*	*Responsibility for Implementation*	*Timing of Verification*	*Responsibility for Monitoring*	*Verification Record*
The EIR lists numerous policies contained in the General Plan, Belmont Village Specific Plan, and Climate Action Plan that reduce the environmental impacts of the project, in some cases to a level of insignificance. As permitted by CEQA Guidelines Section 15097(b), the monitoring plan for these policies consists of City implementation and enforcement of those policies.		City of Belmont	1. Annually through the annual report on general plan status. 2. As part of the review of each development project and proposed public work.	City of Belmont Community Development Department	1. Annual report on general plan status. 2. As part of findings of approval for individual projects.