CITY OF BELMONT
CITY COUNCIL AND BELMONT FIRE PROTECTION DISTRICT BOARD OF DIRECTORS

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CITY COUNCIL REGULAR MEETING AGENDA
Tuesday, May 10, 2022
7:00 PM
City Council Chambers
City Hall, One Twin Pines Lane, Belmont, California

TELECONFERENCE PARTICIPANTS

Some Members may Participate Virtually

Being held under Gov. Code 54953(e) and
Belmont City Council Resolution 2022-034

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. The public may also attend the meeting in the City Council Chambers and address the council from the chambers. Social distancing must be practiced, and seating will be limited.

PUBLIC COMMENT:
To maximize time for live public comment, we encourage members of the public to provide comments by joining the City Council meeting via Zoom: For web, visit https://belmont-gov.zoom.us/ select "Join" and enter Meeting ID: 95745673035. Use the **Raise Hand** feature to request to speak. 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: 95745673035, and press *9 to request to speak. All public comments are subject to a 3-minute time limit unless otherwise determined by the Mayor.

If you wish to submit written public comment, you may send an email to cclerk@belmont.gov before the council 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 Council meeting.

1. ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. REPORT FROM CLOSED SESSION

4. SPECIAL PRESENTATIONS

A. Asian American and Pacific Islander Heritage Month Proclamation
B. Jewish American Heritage Month Proclamation
C. National Public Works Week Proclamation
D. Teacher Appreciation Week Proclamation
E. National Mental health Awareness Month Proclamation

5. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

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

6. COUNCILMEMBER ANNOUNCEMENTS

7. CONSENT BUSINESS

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

A. Approval of Minutes

Recommendation: Approve Minutes as Presented

Attachment(s):

11-23-2021 Special and Regular Meeting Minutes
12-13-2021 Special Meeting Minutes
12-14-2021 Special and Regular Meeting Minutes

B. Sanitary Sewer Root Abatement Service Agreement

Recommendation: Adopt a resolution authorizing the City Manager to execute an agreement with Duke's Root Control, Inc., for root foaming of sanitary sewer lines for an amount not to exceed $73,000

Attachment(s):

Staff Report
Resolution

C. 815 Old County Road Sanitary Sewer Main Upgrade Project Construction Inspection Services

Recommendation:

Adopt a resolution authorizing the City Manager to negotiation and execute a Task Order with MNS Engineers, Inc. to provide construction inspection and constructability review services for the 815 Old County Road Sanitary Sewer Main Upgrade Project for an amount not to exceed $197,314

Attachment(s):

Staff Report
Resolution

D. Firehouse Square Phase 2 - Permanent Encroachment Into Storm Drain Easement
Recommendation:

Adopt a resolution approving a Permanent Encroachment Agreement to allow building encroachment above the public storm drain easement at Firehouse Square Phase 2 Townhomes Development

Attachment(s):
Staff Report
Resolution
Exhibit A - Building Encroachment Onto Storm Drain Easement

E. Firehouse Square Phase 2 Townhomes - Final Subdivision Map
Recommendation:

Adopt Resolution approving final subdivision map, subdivision improvement agreement and maintenance agreement for the Firehouse Square Phase 2 Townhomes Development

Attachment(s):
Staff Report
Resolution
Exhibit A - For Reference Final Map.pdf

F. Property Listing Agreement with Abe Matar for Real Estate Broker Services for Sale of Three City-owned Housing Properties, and a Budget Appropriation Request for $90,000
Recommendation: Adopt a resolution authorizing the City Manager to execute an agreement with Abe Matar ("Broker") for real estate broker services for marketing and sale of three City-owned housing properties, and approving a budget appropriation of $90,000 for commission fees and necessary repair and maintenance work

Attachment(s):
Resolution
Staff Report
Scope of Services
Draft Agreement

8. PUBLIC HEARINGS

A. 800-803 Belmont Avenue Residential Project
Recommendation:
1. Consider Planning Commission recommendations in support of the Project.
2. Adopt a Resolution certifying the 800-803 Belmont Avenue Residential Project Final Environmental Impact Report, adopting a statement of overriding considerations and a mitigation monitoring and reporting program.
3. Adopt Resolutions approving: a Vesting Tentative Parcel Map, Design Review, Conditional Use Permit, Grading Plan, Affordable Housing Plan, Density Bonus, and Tree Removal Permit, as described in this report and its attachments.

Attachment(s):
Staff Report.pdf
B - Reso CEQA

C - Reso Tentative Map
D - Reso - CUP DR Tree Grading
E - EXHIBIT A DRAFT COAs
F - PC Resolutions
G - Final EIR
H - Affordable Housing Evaluation
I - GP Consistency Analysis
J - Development Standard Analysis
K - Neighborhood Outreach Strategy
L - Arborist Report
M - Recology Letter Signed
N - Updated Geotechnical Evaluation
O - Will Serve Letters
P - Letters - ROEM - January 2022
Q - Project Plans

9. GENERAL BUSINESS

General Business items are considered separately, typically in the order listed. The chair will call for public comment on each item when the body considers the item.

A. Ralston Corridor Improvement Project - Segment 3 Pavement Rehabilitation

Recommendation:

Adopt a resolution 1) authorizing a budget appropriation of $350,000 in available Measure I funds to the Ralston Avenue Corridor Improvement Project Segment 3 #3223 (234-3-730-3223-9030), 2) authorizing the City Manager to execute Change Order Number 9 for $512,000 for the Ralston Corridor Improvements Project - Segment 3, City Contract Number 2020-589, and 3) authorizing the City Manager to execute a Task Order Amendment with MNS Engineers for additional Construction Management services not to exceed $300,000

Attachment(s):
Staff Report
Resolution
PCO #48 Final - Asphalt Roadway Design Changes.pdf

B. Establishing a City Historian

Recommendation: Adopt a resolution establishing a volunteer position of City Historian and posthumously appointing Denny Lawhern as Belmont's first Historian and appointing Karl Mittelstadt to serve as the second City Historian for Belmont for a 3-year term

Attachment(s):
Staff Report
Resolution
Belmont Historian Responsibilities & Application Process

10. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF

Verbal report from Councilmembers on Intergovernmental (IGR) and Subcommittee Assignments
Verbal report from City Manager

11. MATTERS OF INTEREST/CLARIFICATION

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

12. ADJOURNMENT

If you need assistance to participate in this meeting, please contact the City Clerk at (650) 595-7413. The speech and hearing-impaired may call (650) 637-2999 for TDD services. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Meeting information can also be accessed via the internet at: www.belmont.gov. All staff reports will be posted to the web in advance of the meeting, and any writings or documents provided to a majority of the City Council/District Board or Commission regarding any item on this agenda will be made available for public inspection in the City Clerk's Office, One Twin Pines Lane, during normal business hours and at the Council Chambers at City Hall, Second Floor, during the meeting.

Meeting Minutes of Special and Regular Meetings of November 23, 2021
City Hall, One Twin Pines Lane, Belmont, California

CALL TO ORDER 5:30 P.M

CLOSED SESSION

1. **Conference with Conference with Labor Negotiators (Govt Code Section 54957.6)**
   Agency designated representatives: Afshin Oskoui, City Manager Employee organization: Mid-Management Confidential Employees Association (MMCEA) and American Federation of state County and Municipal Employees (AFSCME)

ATTENDED BY
COUNCILMEMBERS McCune, Lieberman, Hurt, Mates, Stone (all via ZOOM)

ADJOURNMENT at this time being 6:27 p.m.

Jozi Plut
City Clerk

STUDY SESSION

CALL TO ORDER 6:32 PM

ATTENDED BY
COUNCILMEMBERS: McCune, Lieberman, Hurt, Mates, Stone (all via ZOOM)

Parks, Recreation, and Open Space Master Plan Presentation – Draft Park Improvements
City Consultant Gates, Gates and Associates, described the efforts of the Belmont's Parks, Recreation, and Open Space Master Plan committee. She noted that draft recommendations are posted to the City's website for comment. She focused the presentation on the parks system portion of the master plan and outlined the draft recommendation spectrum for the parks and next steps.

Review of Belmont General Plan Housing Element Update and Housing Development Projects (continued to a subsequent meeting)

Mayor Stone recessed the meeting to call the regular meeting to order.

Recess 7:00 PM

REGULAR MEETING

CALL TO ORDER 7:08 PM by Skye Leinbach Mayor for a day.

ROLL CALL
COUNCILMEMBERS PRESENT: McCune, Lieberman, Hurt, Mates, Stone (all via ZOOM)

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PLEDGE OF ALLEGIANCE
Led by Skye Leinbach

REPORT FROM CLOSED SESSION
City Attorney Rennie stated that there are no reportable actions from the earlier held closed session.

SPECIAL PRESENTATIONS
Proclamation Honoring Avelina Burris for 36 Years of Service to the Belmont Aging Community
Mayor Stone read the proclamation.
Ms. Burris was unable to attend the meeting.

Proclamation in Appreciation for Outstanding Public Service by Thaddeus Block Parks and Recreation Commissioner
Mayor Stone read the proclamation.

Councilmembers thanked Commissioner Block for his service on the Parks and Recreation Commission.

Mr. Block thanked the Council for the recognition.

Proclamation in Appreciation for Outstanding Public Service by David Gomez, Carlmont High School Teacher
Mayor Stone Read the proclamation.

Mr. Gomez's former students offered words of congratulations.

Mr. Gomez thank the Council for the recognition.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA (None)

CONTINUED ITEM FROM PREVIOUSLY HELD STUDY SESSION
Parks, Recreation, and Open Space Master Plan Presentation – Draft Park Improvements
Mayor Stone Recessed the Regular Meeting and resumed the PROS Study Session item.

Public comments
Thaddeus Block commented on ways to support pedestrian and cycling options around the City using an interconnected parks approach.
Henry Lin spoke in support of Oak Knoll Park upgrades.
Yogesh Kulkavinicommented on support of the draft recommendations.
Isaac Braunstein commented on the preservation of open space.
Jakki Gyger commented on the keeping Belmont open space fee from development.
Carol Rossi commented on Ralston Ranch park development.
Noah Braunstein commented on preserving the open space in Belmont.
Oliver Colic spoke in support of a park the Oak Knoll neighborhood.
Jack commented in support of preserving open space.

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Discussion concluded
Mayor Stone adjourned the special meeting at this time by 7:35 PM

COUNCILMEMBER ANNOUNCEMENTS
Councilmember Mates reminded the community that nominations for service awards are due to close.

Mayor Stone announced an upcoming community poetry night.

CONSENT BUSINESS
Approved Minutes of Special and Regular Council Meeting of September 28, 2021
Resolution 2021- 097 (1) Finding That as A Result of The COVID-19 Statewide Emergency, Meeting In Person Would Present Imminent Risks To The Health or Safety of Attendees of Council And Citizen Advisory Body Meetings, And That Local Officials Continue to Recommend Measures To Promote Social Distancing, And (2) Directing The Council's Citizen Advisory Bodies To Make Consistent Findings.
Resolution 2021-99 Approving A New Job Classification, Benefits Plan and Pay Scale for Community Edgemont Specialist in The City Manager's Office

ACTION: On a motion made by Councilmember Hurt and seconded by Councilmember Mates the Consent Business was unanimously approved by a roll call vote. (5-0)

ITEMS REMOVED FROM THE CONSENT BUSINESS FOR SEPARATE CONSIDERATION

Resolution in Support of Renewal of The License Between San Francisco Public Utilities Commission and San Mateo County Community College District for Continued Operation of The Crystal Springs Cross Country Course
Councilmember McCune recused himself from discussion due to his residence being in the 500-foot radius of the course (by leaving the ZOOM meeting).

Mayor Stone provided a brief history on the establishment of the course he noted that residents in the area of the course raised concern over the use of the course and the traffic it creates in the neighborhood. He noted that the course is owned by the San Francisco Public Utilities Commission and the San Mateo Community College District holds the permit under which the races and meets are held. He explained that the permit would be revoked if all parties were not in agreement with proposed use of the course. He noted that the item the agenda was to show support for continued use of the course.

Public Comments in support of the resolution
Davis Turner
Paul Sheng
Brian Matthews
Mateo Fessilmeier
Clarissa Clark

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Len Rosenduff

ACTION: on a motion made by Councilmember Hurt and seconded by Councilmember Lieberman **Resolution 2021-098** Support of Renewal of The License Between San Francisco Public Utilities Commission and San Mateo County Community College District for Continued Operation of The Crystal Springs Cross Country Course was approved by roll call vote (4-0 Councilmember McCune recused).

At this time Councilmember McCune returned to the meeting.

PUBLIC HEARINGS

Wireless Telecommunications Regulation

Belmont Principal Planner DiDonato stated that the amendment to the ordinance was reviewed by the Planning Commission and recommended the Council adopt the ordinance as presented. He noted that the regulations amendment is consistent with the Belmont General Plan as well as state and federal law. He noted that the overwriting goal of the ordinance is to provide a robust wireless telecommunications facility to meet the needs of the community while minimizing project impacts.

Mayor Stone opened the public hearing no member of the public came forward.
Mayor Stone closed the public hearing.
City Attorney Rennie read the title of the ordinance.

ACTION: On a motion made by Councilmember Hurt and Seconded by Councilmember McCune **Ordinance 2021-1159** Amending the Belmont City Code and The Belmont Zoning Ordinance to Comprehensively Update Wireless Facility Regulations or Alternatively Direct Amendments and **Resolution 2021-100** Finding the Project Is Exempt from Environmental Review Per Section 15061 (B)(3) of the California Environmental Quality Act (CEQA) were unanimously approved by a roll call vote (5-0).

800 Laurel Avenue - Multi-Family Residential (Townhome) Development

Belmont Senior Planner Gill provided an overview of the proposed development at 800 Hill Avenue. He noted that the undeveloped area and the project will consist of merging nine contiguous parcels. He explained the project residential design details and off-site improvements surrounding the project area. He noted that proposed project design is in line with the Belmont General Plan. He also noted the details of the project qualification for CEQA exemption.

Council Discussion ensued regarding neighborhood outreach and tree planting conditions to shield the project from the existing neighborhood.

In response to Councilmember McCune, Planner Gill noted stated that the HOA will hold responsibility for the private street maintenance. He also explained that the proposed park on the site will be for residents and guest use.

In response to Mayor Stone, Planner Gill stated that much neighborhood feedback was received at the Planning Commission stage mainly concerning traffic and circulation and neighboring road

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conditions (at Laurel and Hill Streets), height of the development and privacy views. He explained that the issues are mitigated with conditions of approval on the project.

Planner Gill explained that the total of 40 parking spaces are all private and no vehicle charges spaces are proposed.

Mayor Stone opened the public hearing.
Public Comments
Joel Klein commented on the proposed tree planting between his home and the development.
Planner Gill explained the trees will be replaced along the Antique Forest property line.

Mayor Stone closed the public hearing.
City Attorney read the title of the rezoning ordinance.

ACTION: On a motion made Councilmember McCune and seconded by Councilmember Hurt an Ordinance Rezoning the property from Multi-Family Residential (R-3) to Planned Unit Development (PD) and adopting a Conceptual Development Plan (CDP) and **Resolution2021-101** Approving A Rezone For A Conceptual Development Plan (CDP), Conditional Use Permit (CUP), Detailed Development Plan (DDP), Design Review, Grading Permit, Tree Removal Permit And Vesting Tentative Map (VTM) At 800 Laurel Avenue (Appl. No. 2019-0025) and **Resolution 2021-102** Determining That The 800 Laurel Avenue Multi-Family Residential project Is Exempt From Environmental Review Pursuant To CEQA Guidelines Section 15332 (In-Fill Development) (Appl. No. 2019-0025) wee unanimously introduced and approved by a roll call vote. (5-0)

Revise Maximum Rates for Collection Services for Calendar Year 2022
City Consultant Koorn, HDR, provided a summary of the franchise agreement and rate study process and provided a summary of the proposed residential and additional services 2022 proposed rates. Mr. Koorn recommended adoption of the proposed rates absent a majority Prop 218 protest, noting the maximum rate adjustment multiplier of 7.29% for residential services and 3.81% for additional services. He stated that the rates will be effective January 2022.

In response to Council questions Mr. Koorn clarified that disposal costs are the relevant driver of the increasing rates.

City Manager Oskoui further clarified that organic diversion is also impacting the increasing rates.

Discussion ensued on the impacts of trash to the environment and increasing rates.

Mayor Stone opened the public hearing no members of the public came forward.
City Clerk Plut stated that a total of five letters were received.
Mayor Stone closed the public hearing.

ACTION: On a motion made by Councilmember Lieberman and seconded by Councilmember McCune **Resolution 2021-103** revising the maximum rates that may be charged for solid waste, recyclable materials. and organic materials collection services effective January 1, 2022, was unanimously approved by a roll call vote. (5-0)

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ITEM MOVED TO PUBLIC HEARING FROM GENERAL BUSINESS

Update of Residential and Non-Residential Housing Mitigation Fees

Housing, Economic Development Manager Rose provided a on overview of Belmont's Housing Mitigation Fees she noted that the impact fees are updated every five years and the last study was in 2017, she further explained that the Council at a September 2021 Study Session reviewed current housing mitigation fees and comparisons to other Peninsula cities and recommended a fee increase. She reviewed current and proposed fees and provided staff recommendations for increase in hotel, office and industrial spaces, minimal increase single family and multifamily residences to reflect a median range in comparison to other peninsula cities. She noted that retail and restaurant fees are not recommended for an increase due to the City already receiving other revenue including sales tax from the establishments.

Mayor Stone opened the public hearing no member of the public came forward.
Mayor Stone Closed the hearing.

Recess 9:10 pm (due to technical difficulties)
Reconvene 9:17 pm

Council concurred on the information presented and increases fees.

Housing, Economic Development Manager Rose stated that the item will return to Council at a subsequent meeting for adoption of the resolution approving the fees after a supplemental public hearing notice is issued.

GENERAL BUSINESS

Report from Audit Committee Regarding Annual Financial Report for Fiscal Year Ending June 30, 2021

At this time being 9:26 pm Councilmember Lieberman left the virtual meeting.

Finance Director Castaneda presented the annual financial report for fiscal year 2021. She noted that FY 2021 ended with a $13.4 million general fund balance a drop from 13.6 million in FY2020. She explained that the transient occupancy tax was impacted due to the COVID Pandemic. She further explained that the property tax shortfalls in lieu of VLF continue to cause an impact. She also noted that the City reduced the impact by $2.2 million dollars by cutting operating expenditures and freezing positions. She explained that in July 2021 the City received American Rescue funds to help recover some of the fund loss. Ms. Castaneda outlined the City's debt obligations including sewer collections bonds and pensions. She reported that the City received the Certificate of Achievement for Excellence in Financial Reporting for the 31st consecutive year as well as an unmodified audit opinion.

Council concurred to accept the report.

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BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF

Verbal report from Councilmembers on Intergovernmental (IGR) and Subcommittee

Councilmembers reported on their IGR assignments and wished a Happy Thanksgiving to the community.

Assignments Verbal report from City Manager

City Manager Oskoui invited the public to visit the City's website for upcoming Community Holiday events.

MATTERS OF INTEREST/CLARIFICATION (none)

ADJOURNMENT at this time being 9:35 pm in memory of Belmont resident George Kranin.

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Meeting Minutes of Special and Regular Meetings of December 13, 2021
City Hall, One Twin Pines Lane, Belmont, California

CALL TO ORDER 5:00 P.M

ATTENDED BY
COUNCILMEMBERS McCune, Lieberman, Hurt, Mates, Stone (all via ZOOM)

CLOSED SESSION

Conference with Legal Counsel – Existing Litigation (Gov't Code Section 54956.9(d)(1)), Two cases:

(1) City participation in proposed settlement of Nationwide Prescription Opioid Litigation against distributors McKesson, Cardinal Health, and AmerisourceBergen, and manufacturer Janssen Pharmaceuticals, Inc. and Johnson & Johnson; U.S. District Court N.D. Ohio, MDL No. 1:17-MD-2804

(2) City participation in proposed class action settlement of City of Long Beach v. Monsanto Company, et al. (2:16-cv-03493-FMO-AS)

REPORT FROM CLOSED SESSION
City Attorney Rennie stated that the City will participate in the in proposed settlement of Nationwide Prescription Opioid Litigation against distributors McKesson, Cardinal Health, and AmerisourceBergen, and manufacturer Janssen Pharmaceuticals, Inc. and Johnson & Johnson; U.S. District Court N.D. Ohio, MDL No. 1:17-MD-2804

He noted that the City could receive 326,000 over an 18 year period and the actual amount of the settlement will be determined by the number of cities participating.

ADJOURNMENT at this time being 5:05 pm.

Jozi Plut
City Clerk

DRAFT

Meeting Minutes of Special and Regular Meetings of December 14, 2021
City Hall, One Twin Pines Lane, Belmont, California

SPECIAL MEETING

CALL TO ORDER 6:00 P.M

ROLL CALL
COUNCILMEMBERS PRESENT: McCune, Lieberman, Hurt, Mates, Stone (all via ZOOM)

PLEDGE OF ALLEGIANCE
Led by Mayor stone

REPORT FROM CLOSED SESSION (None)

SPECIAL PRESENTATIONS

Beautiful Belmont Awards
Mayor Stone introduced the winners in the residential category (no commercial category candidates received):
Ying Hu & Mercury Liu, 1148 Villa Avenue
Rob and Karen Silfvast, 1341 Sunnyslope Avenue
Anthony Intinoli, 1707 Pine Knoll Drive
Demetrios and Tina Kanakis (Homeowner and Architect) 2503 Cipriani Boulevard

The recipients thanked the Council and Belmont residents for the recognition.

Community Service Award
Mayor Stone introduced the Community Service Award recipients.

Ulla Foehr for her numerous contributions to the Belmont community, including her work with the Carlmont Academic Foundation and City of Belmont Parks and Recreation Commission member.

David Baker for his efforts to beautify the community and his efforts during the COVID Pandemic to bring joy to his neighborhood safely distributing Halloween candy.

Councilmembers and members of the public expressed their congratulations to the award recipients.

Ms. Foehr and Mr. Baker thanked the Council and Community for the recognition.

Proclamation for Ralph Crame Outgoing Carlmont Principal
Mr. Crame was unable to attend. Mayor Stone read remarks from former Belmont Police Chief DeSmidt in recognition of his tenure as Carlmont Principal.

RECESS: 6:00 pm
RECONVENE: 6:35 pm

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CALL TO ORDER by the Belmont Police Honor Guard

COUNCILMEMBERS PRESENT: McCune, Lieberman, Hurt, Mates, Stone (all via ZOOM)

RECESS 6:40 pm To Joint Powers Financing Authority (JPFA) Meeting
REVONVENE 6:42 pm to Regular Council Meeting

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA
Victor Garza commented on property zoning changes and certificates of compliance.

Lauren Boro, presented the HIP Housing annual calendar and provided a brief update on the HIP Housing programs.

COUNCILMEMBER ANNOUNCEMENTS
Mayor Stone thanked the Parks and Recreation and San Mateo Consolidate Fire Department for return of Santa at firehouse event.

City Manager Oskoui announced the City Hall holiday closure dates and times and emergency contact information during the closure.

CONSENT BUSINESS
Resolution 2021-104 (1) finding that as a result of the COVID-19 statewide emergency, meeting in person would present imminent risks to the health or safety of attendees of council and citizen advisory body meetings, and that local officials continue to recommend measures to promote social distancing, and (2) directing the Council's Citizen Advisory Bodies to make consistent findings
Ordinance 1160 Mandatory Organic Waste Disposal Reduction Regulations Ordinance (SB 1383) Recommendation: Adopt ordinance as introduced
Received Annual Measure I Advisory Committee Report for the fiscal year ended June 30, 2021
Resolution 2021 -105 authorizing the City Manager to execute a Memorandum of Understanding (MOU) between the City of Belmont and the South Bayside Waste Management Authority (SBWMA) for implementation of SB 1383
Resolution 2021-106 authorizing the City Manager to negotiate and execute a Services Agreement with WRA, Inc. to provide an Open Space Management Plan for an amount not to exceed $116,200, plus a contingency of $11,620 for a total of $127,820
Approved October 2021 Financial Reports
Resolution 2021-107 Approving plans and specifications, authorizing advertisement for sealed bids, authorizing the City Manager to execute a contract with the lowest responsible bidder for an amount not to exceed $2,175,000 plus a ten percent construction contingency for the 2022 Pavement Project, City Contract Number 2022-607
Ordinance 2021-1161 Rezoning 800 Laurel Avenue and Adopting a Conceptual Development Plan
Resolution 2021-108 to make certain findings and accept the annual report on receipt and use of development impact fees, in-lieu fees, and linkage fees for the fiscal year ended June 30, 2021
Resolution 2021—109 Certifying The San Mateo County Local Hazard Mitigation Plan Of 2021 And Adopting The Belmont Annex Of The Plan
Resolution 2021-110 of the City Council Approving a Memorandum of Understanding Between the City of Belmont and the Belmont Police Officers Association (BPOA) for the Term of July 1, 2021 Through June 30, 2025

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City Attorney recited ordinance titles on Consent Business.

ACTION: On a motion Made by Councilmember Mates and seconded by Councilmember Hurt the Consent Business was unanimously approved by a roll call vote. (5-0)

PUBLIC HEARINGS

Housing and Economic Development Manager Rose provided a brief update of residential and non- residential housing mitigation fees, noting that the item was before the Council in November and required a supplemental hearing for adoption of the fees. She noted that the residential and non-residential fee increases are nominal and inline with the median of neighboring jurisdictions. She noted that the fees will be effective 60 days after the adoption of the resolution.

Mayor Stone opened the public hearing no member of the public came forward.
Mayor Stone closed the public hearing.

Council concurred with the fee increase.

ACTION: On a motion by Councilmember McCune and Seconded by Councilmember Lieberman **Resolution 2021- 111** amending housing mitigation fees for new residential and non-residential development projects, including both the inclusionary housing in-lieu fee and the commercial linkage fee was unanimously approved by a roll call vote. (5-0)

GENERAL BUSINESS

Council Reorganization

Vice Mayor Mates and Councilmembers recognized Mayor Stone's service as Belmont Mayor for the year 2021and thanked him for his leadership during an unforeseen challenging time.

Councilmember Lieberman commented that Mayor Stone is the first mayor to not have any in person meetings.

Local Dignitaries present thanked Mayor Stone for his service:
CA State Senator Josh Becker
Joe Goethals San Mateo Councilmember
Mary Morrissey Parden, Belmont Chamber of Commerce
Julie Lind, San Mateo Central Labor Council
Sara McDowell, San Carlos Mayor

CM Oskoui thank Mayor Stone for his service and especially during the unprecedented time of the pandemic. Mr. Oskoui thanked Mayor Stone's daughters.

Mayor Stone shared his remarks as outgoing Mayor. He reiterated his State of the City theme "*2021 Onward*. *Thank you to our essential workers. You kept us going. It is not business as usual. Council's focus is on pandemic recovery efforts and a forward view of 2021"*.

Mayor Stone provided a brief 2021 Year in Review. He thanked department staff and his fellow Councilmembers for their support.

Selection of Mayor for 2022

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Councilmember Lieberman nominated Vice Mayor Mates for Mayor.
Mayor Stone called for a vote for Vice Mayor Mates and noted that Vice Mayor Mates would become the first Chines American woman to hold the title.

ACTION: on a motion made by Councilmember Lieberman **Resolution 2021-112** Appointing Julia Mates as Mayor for 2022 was unanimously approved by a roll call vote. (5-0)

The Oath of Office was administered by Mayor Mates' husband and children.

Selection of Vice Mayor for 2021
Councilmember Hurt nominated Councilmember McCune to be Vice Mayor.

ACTION: on a motion made by Councilmember Hurt **Resolution 2021-113** Appointing Tom McCune as Mayor for 2022 was unanimously approved by a roll call vote. (5-0)

Remarks by Incoming Mayor 2022
Mayor Mates thanked City Staff, her family and the Belmont Community for the honor of serving as Mayor. She remarked on the diverse and inclusive Belmont Community. She noted that selecting a Chinese America Jewish woman speaks volumes. She stated that looking forward along with the management of City operations, other challenges will arise. She urged the community to reaffirm and reconnect with Belmont's diversity, shared rich history, parks open spaces, sports fields, neighborhood spaces to gather, all aspects of Belmont that are considered home.

BRIEF VERBAL REPORTS FROM COUNCILMEMBERS AND STAFF
Verbal report from Councilmembers on Intergovernmental (IGR) and Subcommittee Assignments
Lieberman offered congratulation to newly appointed Mayor Mates.

Verbal report from City Manager
Congratulated Mayor Mates on her appointment.

MATTERS OF COUNCIL INTEREST/CLARIFICATION

ADJOURNMENT: at this time being 8:03 pm in memory of Belmont resident and community leader George Burgess.

Jozi Plut
City Clerk

DRAFT

STAFF REPORT

Meeting Date: May 10, 2022

Agency: City of Belmont

Staff Contact: Tim Murray, Public Works, 650-637-2932, tmurray@belmont.gov

Agenda Title: Sanitary Sewer Root Abatement Service Agreement

Agenda Action: Resolution

Recommendation

Adopt a resolution authorizing the City Manager to execute an agreement with Duke's Root Control, Inc., for root foaming of sanitary sewer lines for an amount not to exceed $73,000.

Strategic Focus Area

Infrastructure and Mobility

Background

The City has approximately 430,000 feet of sewer mains. Intrusion of roots into sewers is one of the most destructive problems encountered in a wastewater collection system. Root-related problems include:

- Structural damage caused by growing roots
- Formation of septic pools behind root masses
- Sewer stoppages and overflows

In urban locations such as the City of Belmont, good sources of nutrients and moisture from tree roots can be scarce, directing root systems toward the collection system pipes where it finds every opportunity to penetrate the pipe system. Even microscopic openings permit hair-like root systems to penetrate the pipe wall damaging the pipe structure and causing maintenance problems such as blockages and overflows.

Root control treatments help to address sanitary sewer overflows in the City's sewer system. Root foaming is a standard maintenance method of applying a chemical root control agent to the sewer pipe interior to control growth of roots in sewers. The chemical root foaming agent is approved by the U.S. Environmental Protection Agency for this use and is accepted by the Silicon Valley Clean Water. The foam is pumped through the sewer main from manhole to manhole to compress it against all pipe surfaces. Roots in the sewer stop growing and eventually die upon contact with the herbicide foam; trees are not otherwise harmed with this method. The treatment generally inhibits re-growth for three to five years.

Analysis

The city annually plans to treat approximately 10% of the sewer mains citywide and has averaged

approximately $75,000 in root foaming services for the last three fiscal years.

In an ongoing effort to conduct preventative maintenance on the sanitary sewer mains, staff is proposing to engage Duke's Root Foaming (Duke) to treat sewer mains city-wide. Duke will be performing root foaming treatment of a select group of our sanitary sewer main lines with heavy root intrusion. This root foaming treatment will help kill current root growth in the sewer system and prevent future growth for up to three years per Duke's warranty terms. The select group of sewer main lines include 8,336 feet of 10-inch pipe, 3,264 feet of 8-inch pipe and 32,953 feet of 6-inch pipe. The City has satisfactory experience using Duke on previous contracts and is using a cooperative procurement process described below to contract with Duke for the upcoming preventative maintenance work.

In 2016, the City Council authorized the City to enter into a cooperative purchasing contract through HGACBuy in lieu of following the City's competitive procurement process. HGACBuy is a "Government-to-Government" procurement service available nationwide. Using this service makes the governmental procurement process more efficient by establishing competitively priced contracts at larger scales for goods and services and providing the customer service necessary to help its members achieve their procurement goals. All contracts available to members of HGACBuy have been awarded by virtue of a public competitive procurement process compliant with state statutes. All units of local government, including non-profits providing governmental services, are eligible to join HGACBuy provided the governing body (City Council) authorizes the contract.

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Alternatives

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

Attachments

A. Resolution.

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed:	$73,000 is anticipated for root foaming service for the remainder of the current fiscal year and the funding has been allocated in the current year's operating budget, Account Number 501-3-710-8351.

Source:	**Purpose:**	**Public Outreach:**
Staff	Discretionary Action	Posting of Agenda

*Insert additional information, or delete if not used

RESOLUTION NO. 2022 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AUTHORIZING THE CITY MANAGER TO SIGN A TASK ORDER WITH DUKE'S ROOT CONTROL, INC., FOR ROOT FOAMING OF SANITARY SEWER LINES FOR $73,000

WHEREAS, in 2016, the City Council authorized the City to enter into a cooperative purchasing contract through (Houston-Galveston Area Council Buy) in lieu of following the City's competitive procurement process; and,

WHEREAS, HGACBuy is a "Government-to-Government" procurement service available nationwide, and using this service makes the governmental procurement process more efficient by establishing competitively priced contracts at larger scales for goods and services; and,

WHEREAS, $73,000 is currently budgeted in Fiscal Year 2022 in Account Number 501-3-710-8351/Other Professional Technical.

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

SECTION 1. The City Manager is authorized to negotiate and execute an agreement purchasing sanitary sewer line root foaming service from Duke's Root Control, Inc. for an amount not to exceed $73,000.

* * *

ADOPTED May 10, 2022 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

STAFF REPORT

Meeting Date:	May 10, 2022
Agency:	City of Belmont
Staff Contact:	Bozhena Palatnik, Public Works, (650) 595-7463, bpalatnik@belmont.gov
Agenda Title:	815 Old County Road Sanitary Sewer Main Upgrade Project Construction Inspection Services
Agenda Action:	Resolution

Recommendation

Adopt a resolution authorizing the City Manager to negotiation and execute a Task Order with MNS Engineers, Inc. to provide construction inspection and constructability review services for the 815 Old County Road Sanitary Sewer Main Upgrade Project for an amount not to exceed $197,314.

Deleted: approving

Strategic Focus Area

Infrastructure and Mobility

Background

The development at 815 Old County Road will consist of a 5-story 177-unit apartment building. The project was entitled in 2021 and is currently under review for building permit issuance. As part of the conditions of approval the Developer is required to design offsite improvements to upgrade the Hiller Sanitary Sewer Lift Station, and subsequently the City will bid and construct the pump station improvements. Additionally, the Developer is required to replace the existing undersized sanitary sewer gravity main along Hiller Street from Wessex Way to the Hiller lift station located between 604 and 606 Hiller Street. The project scope involves replacing approximately 1,870 feet of the undersized and defective sewer main on Hiller Street, reconnecting 37 service laterals along the alignment, rehabilitating existing manholes, and construct new manholes to provide for a more efficient project completion. The new sewer main is sized to handle flows from the tributary area in a fully developed condition.

Analysis

On April 26, 2022, Council authorizing the City Manager to enter into a cost sharing agreement with CP VII 815 BELMONT LLC (Developer) for the replacement of the sewer main along Hiller Street in the amount of $1,671,279. This amount includes $197,314 allocated for the construction inspection and constructability review services to be conducted by the City's representative MNS Engineers, Inc. This action authorizes issuing a Task Order with MNS Engineers to conduct above mentioned services.

Alternatives

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

Attachments

A. Resolution

Deleted: Staff Report

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed: $197,314 from Basin Rehabilitation Account 503-3-730-7073-9030.

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

Deleted: Staff Report

RESOLUTION NO. 2022 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AUTHORIZING THE CITY MANAGER TO EXECUTE A TASK ORDER WITH MNS ENGINEERS, INC. TO PROVIDE CONSTRUCTION INSPECTION AND CONSTRUCTABILITY REVIEW SERVICES FOR THE 815 OLD COUNTY ROAD SANITARY SEWER MAIN UPGRADE PROJECT FOR AN AMOUNT NOT TO EXCEED $197,314.

WHEREAS, the conditions of approval of the development at 815 Old County Road required Developer to design and replace the existing sanitary sewer gravity main line along Hiller Street from Wessex Way to the Hiller lift station located between 604 and 606 Hiller Street; and,

WHEREAS, the City has agreed to assist Developer in fulfilling the sewer condition by sharing in the cost to replace approximately 1,870 feet of the undersized and defective sewer main, reconnect 37 service laterals along the alignment, rehabilitate existing manholes, and construct new manholes to provide for a more efficient project completion; and,

WHEREAS, on April 26, 2022, Council authorizing the City Manager to enter into a cost sharing agreement with CP VII 815 BELMONT LLC (Developer) for the replacement of the sewer main along Hiller Street in the amount of $1,671,279; and,

WHEREAS, this amount includes $197,314 reserved for the construction inspection and constructability review services to be conducted by the MNS Engineers, Inc; and,

WHEREAS, funds are available in account 503-3-730-7073-9030 for the work.

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

SECTION 1. The City Manager is authorized to negotiate and execute a Task Order with MNS Engineers, Inc. to provide construction inspection and constructability review services for the 815 Old County Road Sanitary Sewer Main Upgrade Project for an amount not to exceed $197,314.

* * *

ADOPTED May 10, 2022 by the City of Belmont City Council by the following vote:

Ayes:
Noes:
Absent:
Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

STAFF REPORT

Meeting Date:	May 10, 2022
Agency:	City of Belmont
Staff Contact:	Jared Barrilleaux, Public Works Department, (650) 595-7469, jbarrilleaux@belmont.gov
Agenda Title:	Firehouse Square Phase 2 Townhomes - Permanent Encroachment Agreement
Agenda Action:	Resolution

Recommendation

Adopt a resolution approving a Permanent Encroachment Agreement to allow building encroachment above the public storm drain easement at Firehouse Square Phase 2 Townhomes Development.

Strategic Focus Area

Economic Development and Housing

Background

On October 22, 2019, the Council adopted a resolution approving a Tentative Map, Design Review, Conditional Use Permit, Grading Plan, and Tree Permit and exemptions for the Firehouse Square Project (Resolution 2019-106, 107, 108). The project is to be developed in two phases. On June, 23, 2020, the Council approved the final map for the first phase development, which is currently under construction by MP Firehouse Square Associates, L.P.

The developer for the Phase2 of the Development is Belmont Firehouse Square, LLC. On October 15, 2021, the developer submitted a final map and building permit application to construct the 15 unit townhomes at the corner of Broadway and 5th Ave. Initial plans proposed construction of a corner of a building atop the storm drain easement. Staff has worked with the applicant to revise plans to meet City's requirements which currently proposes a portion of the building structure to overhang and encroach vertically into the Storm Drain Easement along Civic Lane. The overhang will be over 8 feet above grade and will allow access if needed.

Analysis

The Major Encroachment Permit (via an Agreement) is called for in Belmont City Code (BCC) section 22-6 and will clearly define the maintenance of the structure as the developer's responsibility. BCC Section 22-6 regulates encroachments into the public right-of-way. The Code gives the City Council the sole authority to issue permits for "major or unusual encroachments" that include above-ground structures such as retaining walls, fences, poles, and awnings. This class of encroachment is commonly known as "permanent encroachment". However, the City retains the right to revoke the permit and require removal if the structure is not being used or if it interferes with planned public improvements. Section 22-6(b) requires the Director of Public Works to review all permanent encroachment applications. If the Director finds the application is in compliance with the BCC, the Director will recommend approval with conditions necessary to protect the health and safety of the public and the City.

The developer of Phase 2 has submitted a permanent encroachment agreement application to allow encroachment into the storm drain easement as shown in Exhibit A. Staff has reviewed the application and found it in compliance with the City Code. The City Council may choose to approve or to conditionally approve the request only if it considers that there is some public benefit for the encroachment. Section 22-7(e)(1) provides examples of acceptable public benefits, such as added off-street parking, or sidewalk, safer sight distance, reduced amount of grading, and replacement or improvement of an existing undesirable physical condition.

The proposed encroachment will allow access within the easement for maintenance and will also allow the construction of the 15 townhomes which were part of the overall entitlements of 81 units of which over 80% of the units were dedicated for affordable housing. This is five times higher than the city's inclusionary ordinance. In accordance with BCC 22-6(d), notices were sent to all affected properties within 300 feet of the project location that the City Council would be considering the item.

Alternatives

1. Reject the application
2. Refer back to staff for more information

Attachments

A. Resolution
B. Exhibit A – Building encroachment onto storm drain easement

Fiscal Impact

☐ No Fiscal Impact
☒ Funding Source Confirmed: Applicant has paid the appropriate permit fee.

Source:	**Purpose:**	**Public Outreach:**
Staff	Statutory/Contractual Requirement	Other*

Notices sent to all affected properties within 300 feet of the project location

RESOLUTION NO. 2022 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT APPROVING A PERMANENT ENCROACHMENT AGREEMENT TO ALLOW A BUILDING ENROACHMENT WITHIN THE PUBLIC STORM DRAIN EASEMENT AT THE FIREHOUSE SQUARE PHASE 2 TOWNHOMES DEVELOPMENT

WHEREAS, the City of Belmont is authorized by BCC 22-6 to issue encroachment permits for construction of structures in the public right-of-way; and,

WHEREAS, the developer of Firehouse Square Phase 2 Townhomes has applied for a Permanent Encroachment Agreement to allow part of a building to encroach onto a storm drain easement along Civic Lane indicated in Exhibit A; and,

WHEREAS, the developer indicates that the encroachment will allow the construction of the 15 townhomes which were part of the overall entitlements of 81 units of which over 80% of the units were dedicated for affordable housing; and,

WHEREAS, the Public Works Director has reviewed the application and determined that the application is in accordance with the requirements of BCC Chapter 22, Section 6(e); and,

WHEREAS, the encroached building in connection with this agreement shall be constructed in accordance with City standards with the location as shown in Exhibit A.

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

SECTION 1. The City Council finds:

(a) There is a public benefit to the encroachments as the encroachment will allow the construction of more affordable housing units; and,

(b) The encroachment will not unduly restrict the public right of way or public water course for other typical uses; and,

(c) The City will be duly protected from liability for injury to persons and property; and,

(d) The required bonds will guarantee the faithful performance of all conditions and requirements specified in the encroachment agreement.

SECTION 2. The Permanent Encroachment Permit is approved subject to following conditions of approval which must be strictly complied with:

(a) The encroached building shall be constructed according to the approved plans unless otherwise approved by the Director of Public Works and be included as part of the project; and,

(b) The property owners shall be responsible and bear all costs necessary to remove the encroachment in the event as determined by the Director of Public Works; and,

(c) The property owners shall be responsible for any restoration required as a consequence of work authorized by the City of Belmont within the public right-of-way; and,

(d) The applicant agrees to begin and complete said improvements to the City's satisfaction within 180 calendar days (or as extended by the Public Works Director) from and after the passage date of this Council Resolution approving this agreement.

SECTION 3. The City Council authorizes the City Manager to execute the Permanent Encroachment Agreement on behalf of the City of Belmont.

SECTION 4. Authorizes the City Clerk to file said Agreement with the County Recorder.

* * *

ADOPTED May 10, 2022 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

_____ _____

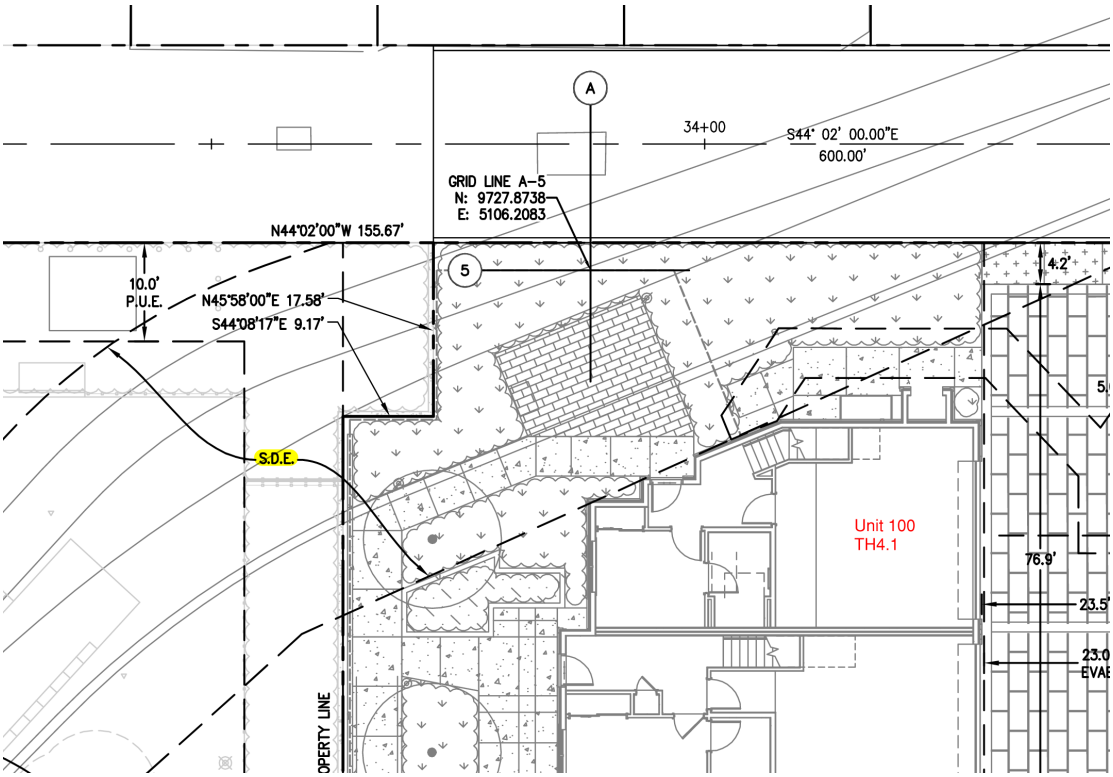
City Clerk Mayor

APPROVED AS TO FORM:

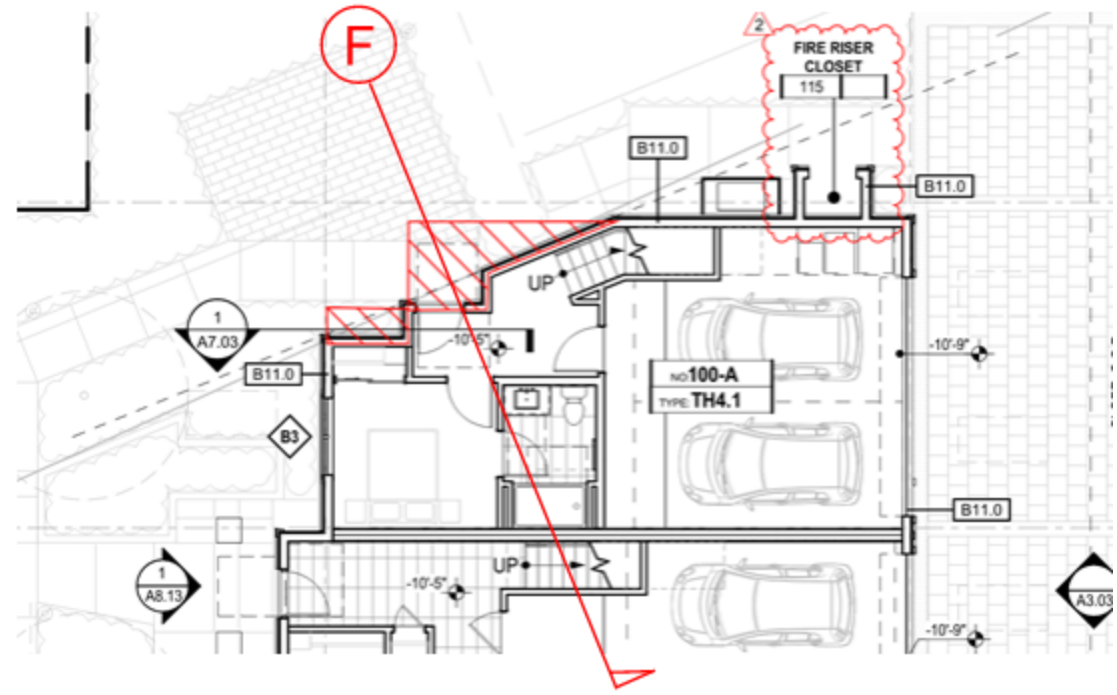
_____

City Attorney

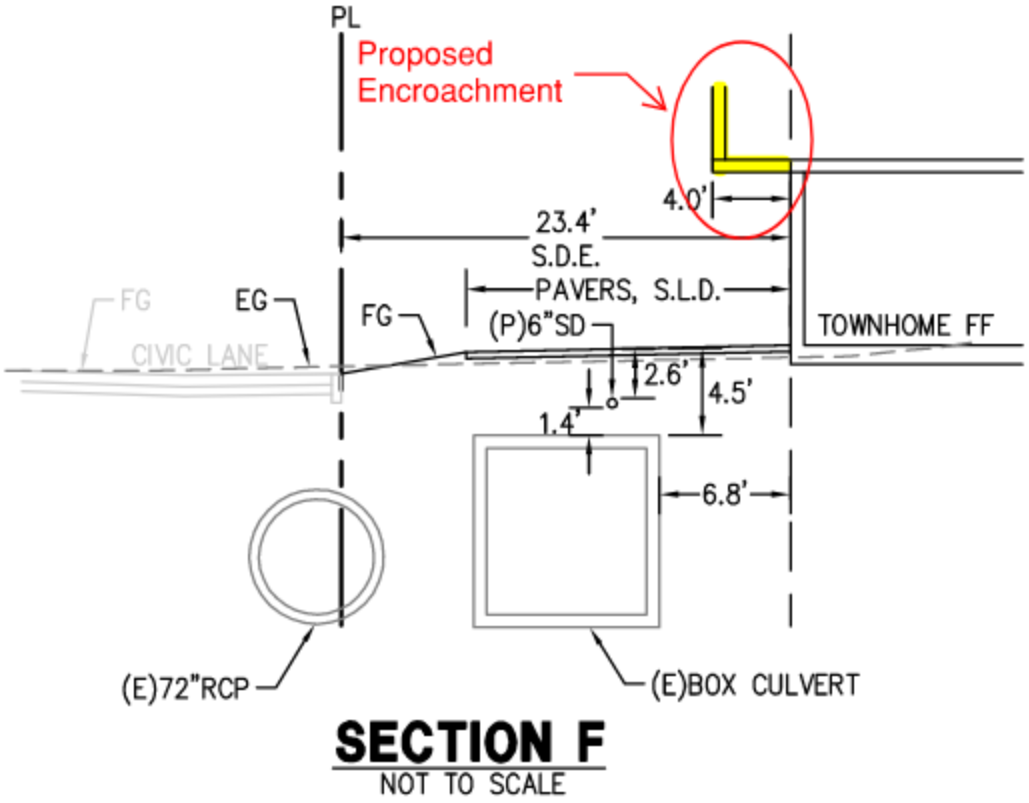
Exhibit A



Plan View: Storm Drain Easement near unit 100.



Unit 100 - First Floor with Encroachment Area Above Hatched in Red



Unit 100 – Section View with Encroachment Highlighted at Second Level

STAFF REPORT

Meeting Date:	May 10, 2022
Agency:	City of Belmont
Staff Contact:	Jared Barrilleaux, Public Works Department, (650) 595-7469, jbarrilleaux@belmont.gov
Agenda Title:	Firehouse Square Phase 2 Townhomes - Final Subdivision Map
Agenda Action:	Resolution

Recommendation

Adopt Resolution approving final subdivision map, subdivision improvement agreement and maintenance agreement for the Firehouse Square Phase 2 Townhomes Development.

Strategic Focus Area

Economic Development and Housing

Background

On October 22, 2019, the City Council adopted Resolution No. 2019-106, approving the tentative map for the Firehouse Square Project. The subdivision project is comprised of two components: a mixed-use project consisting of 65 affordable rental apartment units, a manager's unit, and 3,748 square feet (SF) of commercial space; and a second for-sale market-rate 15-unit townhome component. The project is in the Belmont Village Specific Plan (BVSP) and is subject to its requirements.

The project is developed by two different developers: MP Firehouse Square Associates, L.P. for the affordable housing apartments, and Belmont Firehouse Square LLC for the townhouse units. The Firehouse Square property has been subdivided into two parcels with each developer filing for their own subdivision application separately.

On June 23, 2020, the Council adopted a resolution approving final subdivision map for Phase 1 of the development. The project is currently under construction by MP Firehouse Square Associates, L.P. On October 15, 2021, Belmont Firehouse Square LLC submitted a final map and building permit application to construct Phase 2 of the 15-unit townhomes

Analysis

The City Engineer and Land Surveyor consultant have examined the submitted final map and find it substantially in conformance with the approved Vesting Tentative Map, the State Subdivision Map Act, and the City of Belmont Subdivision Ordinance, and are satisfied that it is technically correct. The developer is required to enter into a subdivision improvement agreement with bonds to guarantee the completion of all public improvements related to the project. Belmont Firehouse Square LLC is responsible for the construction of all off-site improvements fronting their parcel including joint trench utilities on Civic Lane and sewer line upsizing along El Camino Real and Broadway.

The developer will also enter into a maintenance agreement with the City to maintain improvements along the frontage and within the development. The agreement provides for the adequate maintenance of the exterior portions of the property that are visible from the public street and require the common areas to be always maintained in good condition and repair. Additional features to be privately maintained include, but are not limited to stormwater treatment areas, landscaping, parking areas, lighting, retaining walls, private walkways, building exteriors, street trees, sidewalk, curbs and gutter, streetlights and driveways along the property frontage to ensure that the property remains in clean and superior condition in accordance with approved plans, rules and regulations and applicable laws.

The development will require the dedication of public utility easements to the City. The easements will allow the installation of electrical, gas, storm, and other utilities as required and related to this development. The locations and descriptions of these easements are shown on the final map. A copy of the said final map is on file with the Public Works Department.

Per Belmont Subdivision Ordinance Section 4.14, a subdivision shall dedicate 5' public utility easements (PUE's) along the boundaries of the property for the installation of future public utilities as determined by the City Engineer. The developer has proposed waiving this requirement because of the required building footprints. The City Engineer has reviewed the request and determine that the waiving of this requirement will not impact future utility installations.

Alternatives

1. There are no alternative actions as approval of a final map is ministerial once all conditions of the Vesting Tentative Map are satisfied.

Attachments

A. Resolution

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed: The applicant will pay all fees required for the final map

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

RESOLUTION NO. 2022 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT APPROVING THE FINAL SUBDIVISION MAP, SUBDIVISION IMPROVEMENT AGREEMENT AND MAINTENANCE AGREEMENT FOR THE FIREHOUSE SQUARE PHASE 2 TOWNHOMES DEVELOPMENT

WHEREAS, on October 22, 2019, the City Council adopted Resolution No. 2019-106, approving the tentative map for the Firehouse Square Subdivision; and,

WHEREAS, the subdivision project is comprised of two components: a mixed-use project consisting of 66 affordable rental apartment units, and 3,748 square feet (SF) of commercial space (Phase 1); and a second for-sale market-rate 15-unit townhome component (Phase 2); and,

WHEREAS, the developer of the 15-unit townhome project, Belmont Firehouse Square LLC, has filed the final map application to subdivide the Firehouse Square Phase 2 property for the construction of their project; and,

WHEREAS, the City Engineer and Land Surveyor consultant have examined the map titled "FIREHOUSE SQUARE FINAL MAP-PHASE 2" shown in Exhibit A to this resolution, and determine that it is substantially in conformance with the approved Vesting Tentative Map, the State Subdivision Map Act, and the City of Belmont Subdivision Ordinance, and are satisfied that it is technically correct; and,

WHEREAS, Belmont Firehouse Square, LLC has agreed to enter into a Continuing Maintenance Agreement with the City of Belmont for improvements within and along the frontage of the development, and adequate maintenance of the exterior portions of the property that are visible from the public street and shall maintain in good condition and repair at all times the common areas; and,

WHEREAS, Belmont Firehouse Square, LLC is required to enter into a subdivision improvement agreement with bonds to guarantee the completion of all public improvements related to the project.

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

SECTION 1. The map titled "FIREHOUSE SQUARE FINAL MAP-PHASE 2" is approved. Recordation of the Final Subdivision Map is subject to the condition that all requirements of law and the Subdivision Ordinance of the City of Belmont be fully complied with in connection with said Final Subdivision Map and the following conditions:

(a) Subdivision Improvement Agreement between the City of Belmont and the applicant is executed; and,

(b) Applicant to post all bonds, pay all fees, and satisfy all conditions required for recordation of the final map.

SECTION 2. The Subdivision Improvement Agreement and Maintenance Agreement are approved for execution by the City Manager.

SECTION 3. The City Clerk is hereby authorized and directed to endorse thereon her signature an order of the City Council approving said Map, accepting the offered public utility easements, and to affix thereto the corporate seal of the City of Belmont.

* * *

ADOPTED May 10, 2022 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

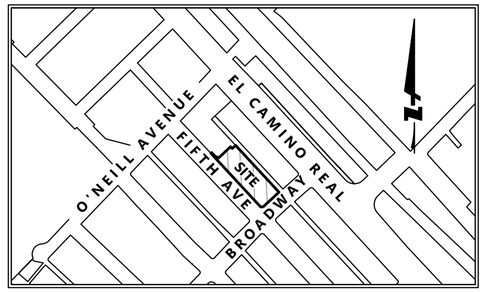
ATTEST:

_____
City Clerk

_____
Mayor

APPROVED AS TO FORM:

_____
City Attorney



VICINITY MAP
NOT TO SCALE

OWNER'S STATEMENT

WE HEREBY STATE THAT IN ACCORDANCE WITH HEALTH & SAFETY CODE SECTION 34176, THE CITY OF BELMONT IS THE SUCCESSOR IN INTEREST TO HOUSING ASSETS (AS DEFINED IN HEALTH & SAFETY SECTION 34176) OF THE FORMER BELMONT REDEVELOPMENT AGENCY (THE "FORMER AGENCY"). THE FORMER AGENCY ACQUIRED THE PROPERTY USING THE FORMER AGENCY'S LOW AND MODERATE HOUSING FUND, WHICH WAS ESTABLISHED UNDER HEALTH AND SAFETY CODE SECTION 33334.2. AS THE HOUSING SUCCESSOR TO THE FORMER AGENCY, THE CITY IS THE OWNER OF THE PROPERTY.

WE HEREBY STATE THAT WE ARE THE OWNERS OF, OR HAVE SOME RIGHT, TITLE, OR INTEREST IN AND TO THE REAL PROPERTY INCLUDED WITHIN THE SUBDIVISION AS SHOWN UPON THE HEREIN FINAL MAP; THAT WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS CLEAR TITLE TO SAID REAL PROPERTY; AND THAT WE HEREBY CONSENT TO THE MAKING AND RECORDING OF SAID MAP AND SUBDIVISION AS SHOWN WITHIN THE DISTINCTIVE BORDER.

THE REAL PROPERTY DESCRIBED BELOW ARE DEDICATED AS EASEMENTS FOR PUBLIC PURPOSES:

WE HEREBY IRREVOCABLY OFFER TO DEDICATE TO PUBLIC USE A NON-EXCLUSIVE PUBLIC UTILITY EASEMENT, TOGETHER WITH THE RIGHTS OF INGRESS AND EGRESS, FOR ANY AND ALL PUBLIC UTILITY FACILITIES INCLUDING STORM SEWERS, SANITARY SEWERS, GAS, WATER, POLES, WIRES, CONDUITS, OR ANY OTHER PUBLIC UTILITY AND ALL APPURTENANCES TO THE ABOVE, UNDER, UPON, OR OVER THOSE CERTAIN PORTIONS OF LAND DELINEATED ON THE MAP AND DESIGNATED AS "5.00' PUBLIC UTILITY EASEMENT" (P.U.E.). SAID PUBLIC UTILITY EASEMENT IS TO BE KEPT OPEN AND FREE FROM BUILDINGS AND STRUCTURES OF ANY KIND EXCEPT PUBLIC SERVICE STRUCTURES, IRRIGATION SYSTEMS AND APPURTENANCES THERETO, LAWFUL FENCES AND ALL LAWFUL UNSUPPORTED ROOF OVERHANGS.

WE HEREBY IRREVOCABLY OFFER TO DEDICATE TO PUBLIC USE THOSE EMERGENCY VEHICLE ACCESS EASEMENTS, UNDER, UPON, OR OVER THOSE CERTAIN PORTIONS OF LAND DELINEATED ON THE MAP AND DESIGNATED AS "20.00' EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.E.). SAID EMERGENCY VEHICLE ACCESS EASEMENTS ARE TO BE KEPT OPEN AND FREE FROM BUILDINGS AND STRUCTURES OF ANY KIND EXCEPT PUBLIC SERVICE STRUCTURES, IRRIGATION SYSTEMS AND APPURTENANCES THERETO, LAWFUL FENCES AND ALL LAWFUL UNSUPPORTED ROOF OVERHANGS.

AS OWNER:

CITY OF BELMONT, HOUSING SUCCESSOR TO THE FORMER BELMONT REDEVELOPMENT AGENCY, A MUNICIPAL CORPORATION

BY: _____

NAME: _____

TITLE: AUTHORIZED INDIVIDUAL

OWNER'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT

STATE OF CALIFORNIA

COUNTY OF _____)SS

ON _____ 2022, BEFORE ME, _____,

A NOTARY PUBLIC, PERSONALLY APPEARED,_____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE EXECUTED THE SAME IN HIS/HER AUTHORIZED CAPACITY, AND THAT BY HIS/HER SIGNATURE ON THE INSTRUMENT THE PERSON, OR THE ENTITY UPON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

NOTARY'S SIGNATURE: _____

PRINTED NAME: _____

PRINCIPAL PLACE OF BUSINESS: _____

COMMISSION No.: _____

COMMISSION EXPIRATION DATE: _____

CITY CLERK'S STATEMENT

I, JOZI PLUT, CMC, CITY CLERK OF THE CITY OF BELMONT, STATE OF CALIFORNIA, HEREBY STATE THAT THE CITY COUNCIL BY ITS RESOLUTION NO. _____, ADOPTED _____, 2022 ADOPTED AND APPROVED THIS FINAL MAP ENTITLED, "FIREHOUSE SQUARE FINAL MAP - PHASE 2" AND DID HEREBY ACCEPT ON BEHALF OF THE PUBLIC, THOSE OFFERS OF DEDICATION FOR PUBLIC UTILITY EASEMENT AND EMERGENCY VEHICLE ACCESS EASEMENTS, AS SHOWN ON THIS MAP.

DATE: _____
JOZI PLUT, CMC, CITY CLERK OF THE CITY OF BELMONT
STATE OF CALIFORNIA

SOILS AND GEOLOGICAL REPORT

A SOILS REPORT AND/OR GEOLOGICAL REPORT ON THIS PROPERTY HAS BEEN PREPARED BY ROCKRIDGE GEOTECHNICAL, DATED FEBRUARY 13, 2020, A COPY OF WHICH HAS BEEN FILED WITH THE CITY OF BELMONT.

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS MAP; THAT THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF; THAT ALL PROVISIONS OF THE CALIFORNIA SUBDIVISION MAP ACT AND ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP, HAVE BEEN COMPLIED WITH.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND THIS _____ DAY OF _____, 2022.

BY: _____
JARED BARRILLEAUX, R.C.E. 78418
ASSISTANT PUBLIC WORKS DIRECTOR / CITY ENGINEER

DATE: _____

CITY SURVEYOR'S STATEMENT

I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

BY: _____
ANNE-SOPHIE TRUONG, LS 8998

DATE: _____

PROFESSIONAL LAND SURVEYOR
ANNE-SOPHIE TRUONG
No. 8998
STATE OF CALIFORNIA

SURVEYOR'S STATEMENT

THIS FINAL MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF THE CITY OF BELMONT IN APRIL 2022. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY. I HEREBY STATE THAT THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN THOSE POSITIONS BEFORE APRIL 2024, AND THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

BY: _____
DAVID C. JUNGMANN, PLS 9267
BKF ENGINEERS

DATE: _____

PROFESSIONAL LAND SURVEYOR
DAVID C. JUNGMANN
No. 9267
STATE OF CALIFORNIA
PRELIMINARY

COUNTY RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2022 AT _____ M. IN BOOK _____ OF MAPS, AT PAGE _____, AT THE REQUEST OF BKF ENGINEERS.

FEE: _____

SERIES: _____

MARK CHURCH
COUNTY RECORDER IN AND FOR THE
COUNTY OF SAN MATEO, CALIFORNIA

BY: _____
DEPUTY COUNTY RECORDER

FIREHOUSE SQUARE FINAL MAP - PHASE 2

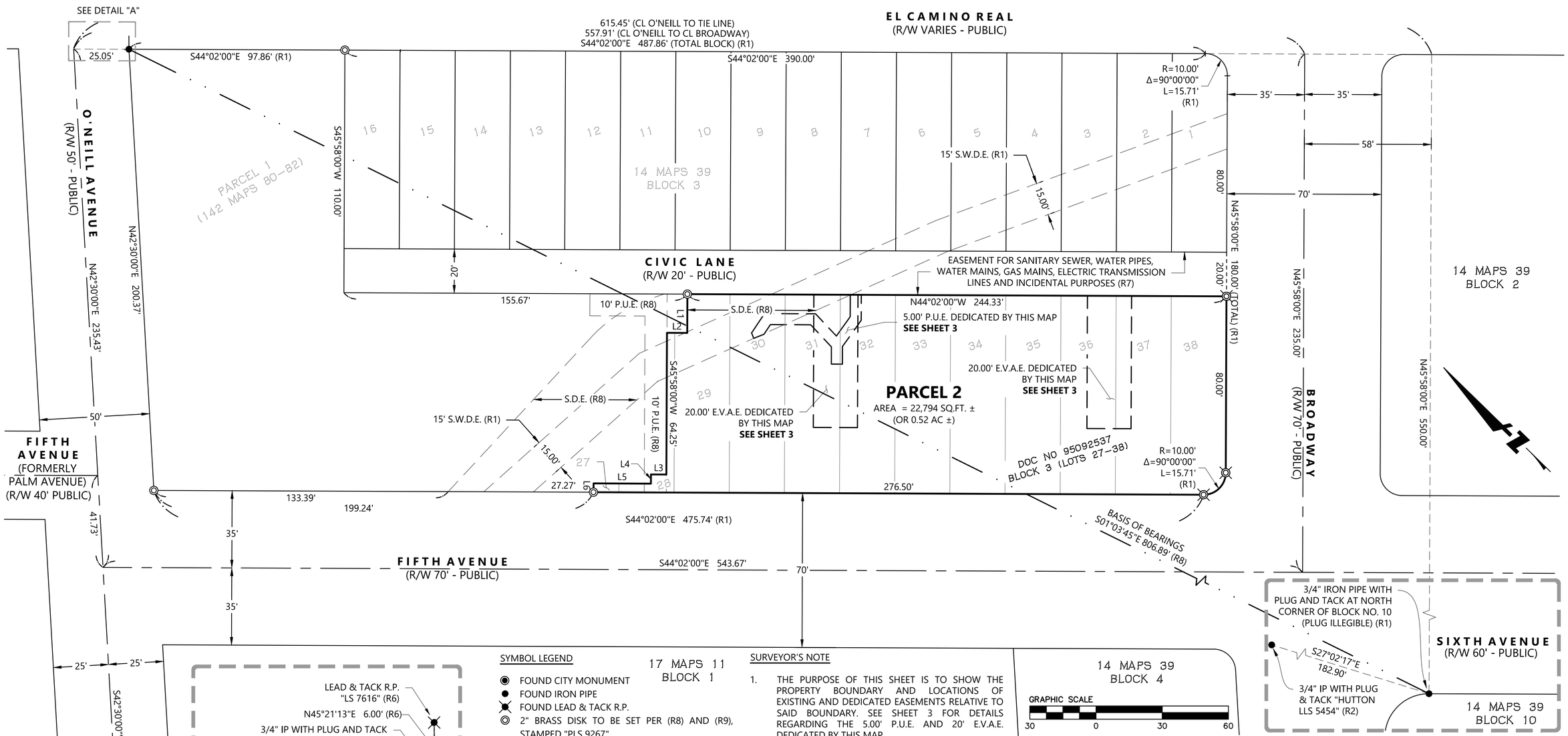
BEING A MERGER OF A PORTION OF THE LANDS DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED ON SEPTEMBER 5, 1995, AS DOCUMENT NUMBER 1995-092537, OFFICIAL RECORDS OF SAN MATEO COUNTY, SAID PORTION BEING THE SAME LANDS SHOWN AS "FUTURE PARCEL 2" ON THAT CERTAIN MAP ENTITLED "FIREHOUSE SQUARE FINAL MAP - PHASE 1" FILED FOR RECORD ON JULY 2, 2020 IN BOOK 142 OF MAPS, AT PAGES 80 THROUGH 82, RECORDS OF SAN MATEO COUNTY

AND A SUBDIVISION CREATING 15 RESIDENTIAL CONDOMINIUM UNITS

CITY OF BELMONT SAN MATEO COUNTY CALIFORNIA

APRIL 2022

BKF
255 SHORELINE DR.,
SUITE 200
REDWOOD CITY, CA 94065
(650) 482-6300
www.bkf.com



LINE TABLE		
LINE NO.	DIRECTION	LENGTH
L1	S45°58'00"W	17.58'
L2	N44°02'00"W	9.17'
L3	N44°02'00"W	7.00'
L4	S45°58'00"W	4.17'
L5	N44°02'00"W	26.00'
L6	S45°58'00"W	4.00'

SYMBOL LEGEND

- FOUND CITY MONUMENT
- FOUND IRON PIPE
- FOUND LEAD & TACK R.P.
- 2" BRASS DISK TO BE SET PER (R8) AND (R9), STAMPED "PLS 9267"
- 2" BRASS DISK TO BE SET, STAMPED "PLS 9267"

ABBREVIATIONS

AC	ACRE
CR	CORNER RECORD
DN	DOCUMENT NUMBER
E.V.A.E	EMERGENCY VEHICLE ACCESS EASEMENT
IP	IRON PIPE
OR	OFFICIAL RECORD
P.U.E.	PUBLIC UTILITY EASEMENT
R.P.	REFERENCE POINT
R/W	RIGHT OF WAY WIDTH
S.D.E.	STORM DRAINAGE EASEMENT
SQ FT	SQUARE FEET
S.W.D.E.	STORM WATER DRAINAGE EASEMENT

LINETYPE LEGEND

- ADJACENT LOT LINE
- SUBJECT BOUNDARY LINE
- EXISTING EASEMENT LINE
- NEW EASEMENT LINE
- ROAD CENTERLINE
- BASIS OF BEARING LINE
- LOT LINES TO BE REMOVED
- TIE/RADIAL LINES

SURVEYOR'S NOTE

1. THE PURPOSE OF THIS SHEET IS TO SHOW THE PROPERTY BOUNDARY AND LOCATIONS OF EXISTING AND DEDICATED EASEMENTS RELATIVE TO SAID BOUNDARY. SEE SHEET 3 FOR DETAILS REGARDING THE 5.00' P.U.E. AND 20' E.V.A.E. DEDICATED BY THIS MAP.
2. ALL BEARINGS AND DISTANCES SHOWN ARE PER REFERENCE (1) UNLESS OTHERWISE NOTED.

BASIS OF BEARINGS

THE CALCULATED BEARING SOUTH 01°03'45" EAST BETWEEN FOUND MONUMENTS AT THE NORTH CORNERS OF BLOCK NO. 3 AND BLOCK NO. 10 AS SAID MONUMENTS ARE SHOWN ON THE MAP ENTITLED "BAY VIEW HEIGHTS" RECORDED ON OCTOBER 18, 1926 IN BOOK 14 OF MAPS AT PAGES 39 AND 40, SAN MATEO COUNTY RECORDS.

REFERENCES

R1	14 MAPS 39
R2	17 MAPS 11
R3	121 MAPS 63
R4	DN. 2011-029726 "GRANT DEED"
R5	DN. 95092537 "GRANT DEED"
R6	CR 2189 "CORNER RECORD"
R7	249 OR 343
R8	142 MAPS 80-82
R9	DN. _____ "CERTIFICATE OF CORRECTION - FIREHOUSE SQUARE FINAL MAP - PHASE 1"

FIREHOUSE SQUARE FINAL MAP - PHASE 2

BEING A MERGER OF A PORTION OF THE LANDS DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED ON SEPTEMBER 5, 1995, AS DOCUMENT NUMBER 1995-092537, OFFICIAL RECORDS OF SAN MATEO COUNTY, SAID PORTION BEING THE SAME LANDS SHOWN AS "FUTURE PARCEL 2" ON THAT CERTAIN MAP ENTITLED "FIREHOUSE SQUARE FINAL MAP - PHASE 1" FILED FOR RECORD ON JULY 2, 2020 IN BOOK 142 OF MAPS, AT PAGES 80 THROUGH 82, RECORDS OF SAN MATEO COUNTY

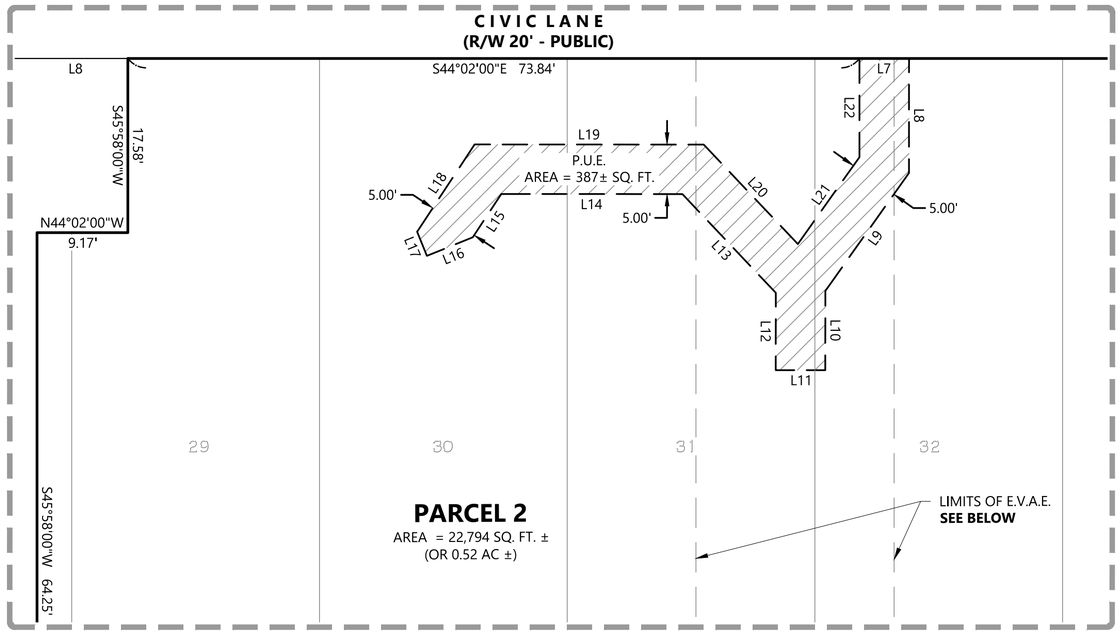
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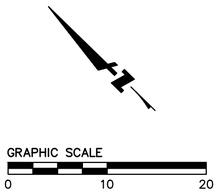
SCALE 1" = 30' APRIL 2022

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(650) 482-6300
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5.00' PUBLIC UTILITY EASEMENT AS DEDICATED BY THIS MAP
SCALE: 1" = 10'



LINE TABLE		
LINE NO.	DIRECTION	LENGTH
L7	S44°02'00"E	5.00'
L8	S46°00'03"W	11.56'
L9	S81°18'08"W	14.59'
L10	S46°00'00"W	8.00'
L11	N44°02'00"W	5.00'
L12	N46°00'00"E	7.80'
L13	N02°34'03"E	13.72'
L14	N43°59'58"W	18.28'
L15	S79°20'54"W	5.23'
L16	N66°06'17"W	5.00'
L17	N23°53'43"E	2.63'
L18	N79°20'54"E	10.55'
L19	S43°59'58"E	23.12'
L20	S02°34'03"W	13.82'
L21	N81°18'08"E	10.75'
L22	N46°00'03"E	9.96'



SURVEYOR'S NOTE

THE PURPOSE OF THIS SHEET IS TO DEFINE THE PUBLIC UTILITY EASEMENT DEDICATED BY THIS MAP.

LINETYPE LEGEND

- SUBJECT BOUNDARY LINE
- LOT LINES TO BE REMOVED
- EASEMENT LINE (AS NOTED)

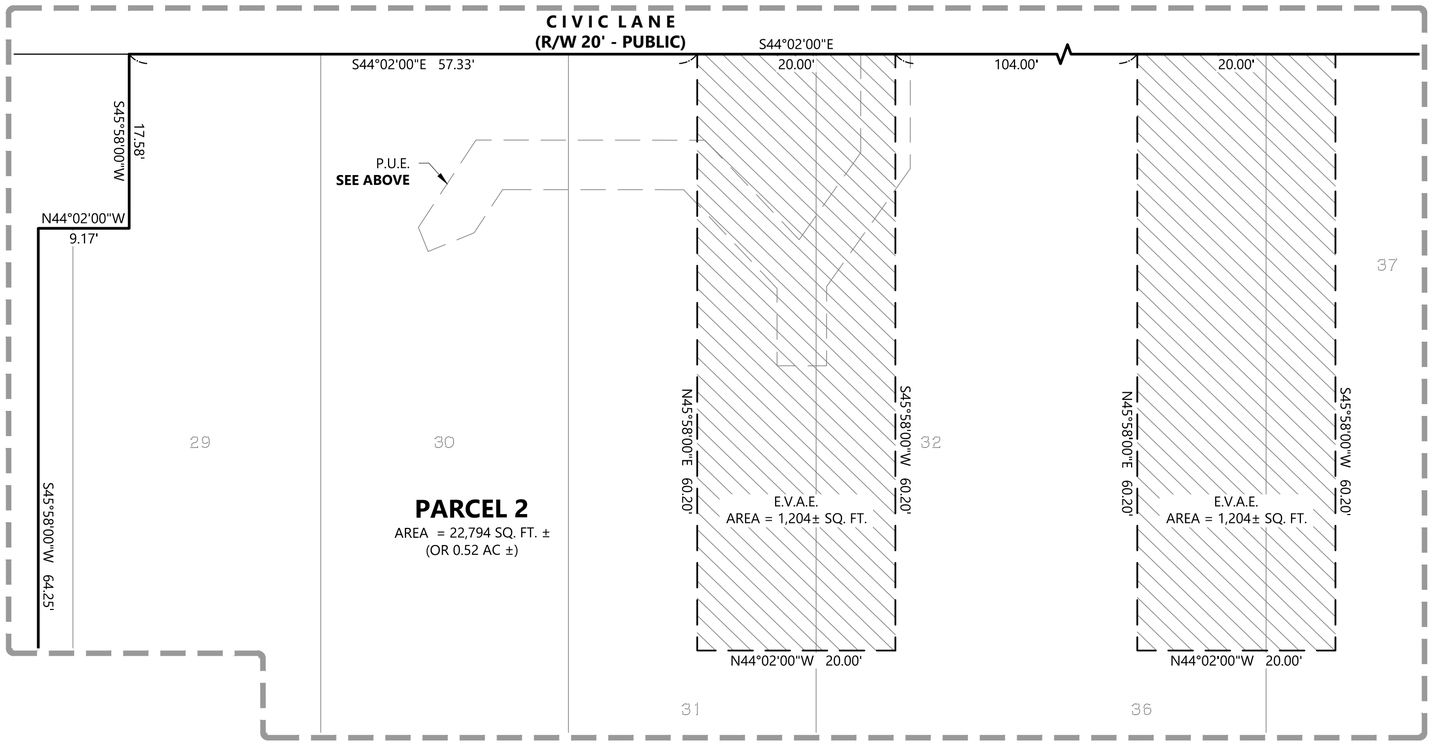
ABBREVIATIONS

AC	ACRE
E.V.A.E	EMERGENCY VEHICLE ACCESS EASEMENT
R/W	RIGHT OF WAY WIDTH
P.U.E.	PUBLIC UTILITY EASEMENT
SQ. FT.	SQUARE FEET

HATCH LEGEND

- 5.00' P.U.E. DEDICATED BY THIS MAP
- 20.00' E.V.A.E. DEDICATED BY THIS MAP

20.00' EMERGENCY VEHICLE ACCESS EASEMENTS AS DEDICATED BY THIS MAP
SCALE: 1" = 10'



FIREHOUSE SQUARE FINAL MAP - PHASE 2

BEING A MERGER OF A PORTION OF THE LANDS DESCRIBED IN THAT CERTAIN GRANT DEED RECORDED ON SEPTEMBER 5, 1995, AS DOCUMENT NUMBER 1995-092537, OFFICIAL RECORDS OF SAN MATEO COUNTY, SAID PORTION BEING THE SAME LANDS SHOWN AS "FUTURE PARCEL 2" ON THAT CERTAIN MAP ENTITLED "FIREHOUSE SQUARE FINAL MAP - PHASE 1" FILED FOR RECORD ON JULY 2, 2020 IN BOOK 142 OF MAPS, AT PAGES 80 THROUGH 82, RECORDS OF SAN MATEO COUNTY

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SCALE 1" = 10' APRIL 2022

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SUITE 200
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(650) 482-6300
www.bkf.com

RESOLUTION NO. 2022 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AUTHORIZING THE CITY MANAGER TO EXECUTE A LISTING AGREEMENT WITH ABE MATAR FOR REAL ESTATE BROKER SERVICES FOR SALE OF THREE CITY OWNED HOUSING PROPERTIES, AND APPROVING A BUDGET APPROPRIATION OF $90,000

WHEREAS, on January 24, 2012, the Belmont City Council approved Resolution No. 2012-0013 authorizing the City to become the Housing Successor Agency of the now dissolved Belmont Redevelopment Agency (the "Agency"), thereby assuming all rights, powers, assets, liabilities, duties, and obligations previously associated with the housing activities of the Agency in accordance with Health and Safety Code Section 34176; and,

WHEREAS, on August 30, 2012, the California Department of Finance (DOF) approved the transfer of all housing assets listed on the Belmont Housing Asset Transfer Form from the Agency to the City pf Belmont acting in its capacity as the Belmont Housing Successor Agency; and,

WHEREAS, the properties subject to this listing agreement are included on the Housing Asset Transfer Form approved by DOF and are now owned by the City. The properties subject to this Agreement include one single family home (30 Oxford Place) and two condominium units (300 Davey Glen Road #3507 and 400 Davey Glen Road #4606), all of which are shown in Exhibit A attached hereto and incorporated herein by this reference (the "Properties"); and,

WHEREAS, on May 28, 2019, the Belmont City Council approved a Tenant Relocation Plan and Replacement Housing Plan pursuant to California Health and Safety Code Section 33413, and directed staff to proceed with sale of the Properties consistent with the Belmont General Plan Housing Element Program 2.1 which directs sale of real property assets and reinvestment of assets towards development of new affordable housing units; and,

WHEREAS, the City now desires to pursue the sale of these properties to market rate buyers pursuant to Health and Safety Code Section 33433, which requires that before any property which was acquired in whole or in part, directly or indirectly, with redevelopment tax increment moneys is sold or leased for development pursuant to the redevelopment plan, the sale or lease must be approved by the legislative body after a public hearing; and,

WHEREAS, in January 2022 the City issued a Request for Proposals for residential real estate broker services to market and sell the Properties and received one proposal. After reviewing the submitted proposal, the City selected Abe Matar ("Broker") to market and sell the Properties..

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

SECTION 1. The City Manager is authorized to negotiate and execute a Property Listing Agreement with Abe Matar for Real Estate Broker Services related to marketing and sale of three City owned Housing Successor Properties with compensation for the services to be performed by the Broker not to exceed a listing commission equal to 5% of the sales prices of each of the three Properties.

SECTION 2. The City Manager is authorized to reimburse the broker for expenses related to repair and preparation of the Properties for marketing and sale, in an amount not to exceed five thousand dollars ($5,000).

SECTION 3. The Council authorizes an FY 2022 Budget appropriation of ninety thousand dollars ($90,000) from the Affordable Housing Fund, account number 275-5-902-8352, to pay for the listing commission and property maintenance and preparation costs.

* * *

ADOPTED May 10, 2022 by the City of Belmont City Council by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

_____
City Clerk

_____
Mayor

APPROVED AS TO FORM:

_____
City Attorney

STAFF REPORT

Meeting Date:	May 10, 2022
Agency:	City of Belmont
Staff Contact:	Jennifer Rose, Housing & Economic Development Director, jrose@belmont.gov
Agenda Title:	Property Listing Agreement with Abe Matar for Real Estate Broker Services for Sale of Three City-owned Housing Properties, and a Budget Appropriation Request for $90,000
Agenda Action:	Resolution

Recommendation

Adopt a resolution authorizing the City Manager to execute an agreement with Abe Matar ("Broker") for real estate broker services for marketing and sale of three City-owned housing properties, and approving a budget appropriation of $90,000 for commission fees and necessary repair and maintenance work.

Strategic Focus Area

Economic Development and Housing

Background

In January 2012, the Belmont City Council approved Resolution No. 2012-0013 authorizing the City to serve as the Housing Successor Agency of the now dissolved Belmont Redevelopment Agency (the "Agency"), thereby assuming all rights, powers, assets, liabilities, duties, and obligations previously associated with the housing activities of the Agency in accordance with Health and Safety Code Section 34176.

The California Department of Finance approved the transfer of housing assets from the former Agency to the City of Belmont acting in its capacity as the Belmont Housing Successor Agency. Assets included residential real property assets, land held for redevelopment, and loans receivable. Among the three real property assets were three occupied residential units that the former Agency has been renting for below market rate—one single family residential home, and two condominium units (the "Properties").

At the direction of Council, the City has been working to leverage these real estate housing assets to help fund development of more affordable housing in Belmont. The General Fund Housing Element Program 2.1 directs sale of real estate assets and reinvestment of assets towards development of new affordable units. In 2019, the City Council approved a Tenant Relocation Plan and Replacement Housing Plan, and directed staff to proceed with sale of the three properties.

The City now desires to pursue sale of these three properties to market rate buyers pursuant to Health & Safety Code Section 33433. In January 2022, the City issued a Request for Proposals for residential real estate services and received one response. After reviewing the submitted proposal, the City selected Abe Matar to market and sell the Properties.

Analysis

Sale of the Properties to market-rate buyers will generate proceeds that the City is required by law to spend on construction of new lower-income affordable housing units. Belmont is currently processing two multi-family residential 100% affordable housing projects that have requested some form of financial assistance from the City. As was detailed in the Housing Replacement Plan approved by the City Council in April 2019, the market rate sale of these three Properties is expected to help support construction of 162 new affordable housing units—a sizeable net increase of affordable units. This transaction is consistent with the General Plan Housing Element and with the City Council Strategic Plan which prioritizes affordable housing development in the City of Belmont.

The Property Listing Agreement ("Agreement"), included as attachment A, outlines the services and terms for real estate broker services, and identifies tentative listing prices for the Properties based on the March 2020 appraisal reports:

1. The single-family residential property located at 30 Oxford Place shall be listed at One Million Six Hundred Ninety Thousand Dollars ($1,690,000);
2. The condominium located at 300 Davey Glen Road #3507 shall be listed at Six Hundred Fifteen Thousand Dollars ($615,000); and,
3. The condominium located at 400 Davey Glen Road #4606 shall be listed at Five Hundred Fifty-Five Thousand Dollars ($555,000);

The Agreement also obligates the City and Broker to ensure compliance with Health and Safety Code Section 33433, which requires that the City publish a financial summary analysis of the property sale and hold a duly noticed public meeting to consider public input before approving the sale. That action is scheduled to be before the City Council on May 24, 2022.

The City and Broker have worked together to develop a property improvement plan in order to prepare the units for market-rate sale. Work to be completed includes replacement of flooring, interior painting, replacement of light fixtures and smoke detectors, exterior touch up work, minor landscaping, and house cleaning. Sale of the properties also required appraisal reports, pest and home inspection, and staging (staging only for the single-family residential property).

Financial Considerations

As compensation for the services performed under the attached Property Listing Agreement, the City will agree to pay the Broker a listing commission equal to 5% of the sales price of each property upon close of escrow. The Agreement also provides for a reimbursement to the broker of up to $5,000 for supplies and materials required to prepare the units for sale. The property improvement work described above is also anticipated to exceed the FY 2022 budgeted funds for repair and maintenance of housing properties.

Staff is requesting an FY 2022 budget appropriation of $90,000 to account #275-5-902-8351 to cover for the commission fees and necessary repair and maintenance work.

Alternatives

1. Provide alternative direction on disposition of Housing Successor assets.
2. Take No Action, discontinue sale of Properties.

Attachments

A. Resolution
B. Property Listing Agreement
C. Scope of Services

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed: The request includes a budget appropriation of $90,000 in housing fund account number 275-5-902-8351 Other Professional and Technical. Sale of the Properties is anticipated to generate approximately $2.7 million in affordable housing funds. As required by law, those funds will be leveraged by the City to support larger multi-family affordable housing projects.

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



January 19, 2022

PROPOSAL REGARDING
RESIDENTIAL REAL ESTATE BROKER SERVICES
City of Belmont Finance Department
One Twin Pines Lane, Suite 320, Belmont, CA 94002
www.belmont.gov

Attn: Karen Q. Clark, CPRP
Administrative Assistant
650.595.7470
kclark@belmont.gov

By: Abe Matar, Realtor®
DRE #: 01417693
Broker, Managing Partner
Landmark Real Estate Services
800 South B Street, Suite 100
San Mateo, CA 94401
650.670.0890 - www.abematar.com

Introduction:

I am pleased to present the City of Belmont with this proposal for Residential Real Estate Brokerage Services.

My name is Abe Matar, and I am the managing broker for Landmark Real Estate Services in Downtown San Mateo. I have lived in Northern California since 1987 and in the peninsula since 2000, residing in Belmont from 2000 to 2007 at 2609 Carlmont Drive.

I have a Masters degree in Electrical Engineering from San Jose State University. I began my career working for Silicon Valley companies such as Apple, EO, an AT&T subsidiary, Compression Labs, Intuitive Surgical and Imaginon, an Internet Start-up that I helped take public. During that period, I developed extensive experience negotiating deals, managing relationships and running multiple simultaneous projects. Since 2001, I have been involved in Real Estate Development, Management and Sales, and since 2005 as Managing Partner and Broker for Landmark Real Estate Services in San Mateo.

Over the past 16 years, I have built a referral-based foundation creating long lasting and trusting relationships with my clients, driven by Experience, Knowledge, Compassion and Integrity.

"Abe Matar is a name you can trust. His in-depth market knowledge and strategic guidance, combined with his infectious enthusiasm, has helped to create long-lasting and trusting relationships with his clients."

With over 550 real estate transactions and nearly $700 million in sales, Abe is your trusted partner in real estate with over 70 “5 Star” Reviews on Zillow: https://www.zillow.com/profile/abematar/#reviews

1. Legal Name:
AMID Investments, Inc. (C-Corp)
DBA: **Landmark Real Estate Services**
800 South B Street, Suite 100
San Mateo, CA 94401
DRE License ID: 01519470
650.995.9300

2. References:
Antoine Abinader, City of Belmont Police
650.339.5825
abinaderantoine@yahoo.com

Nicole Menache
650.867.4276
engteach912@yahoo.com

Jennifer Rose
Housing, Economic Development, & Finance Manager
City of Belmont Finance Department
650.595.7453
jrose@belmont.gov

3. Years of Experience:
16 years.

4. Experience:
Over the past 16 years, I have been involved with many developers planning new projects on the peninsula that require a percentage of the units to be designated for low/medium income housing (BMR).

I have also sold and rented BMR units over the years. The latest was in September 2021 for 935 Old County Rd # 21 in Belmont. This was a transaction where I helped both the Seller and the Buyer, and had constant communication with Jennifer Rose with the City of Belmont to ensure that all the city requirements were met and all documents signed.

As a full-service brokerage, we've closed in excess of 550 transactions and will handle the sale of your properties from start to finish, listing the property, marketing it, and handling closing. We prepare detailed Comparative Market Analysis (CMA) with very similar homes or condominiums that take into consideration current market and economic conditions. Our goal to is maximize the return for each and every client.

5. Scope and Fees:

I am enclosing few pages on the scope of work, how we market and a sample marketing report. Our Listing commission fee is **5%**, which will be split 50/50 between the listing and selling agents on any transaction. This includes all consultation and meetings. We do not charge any additional hourly fees.

6. Staff:

Although my office has a number of staff to assist me, I will be the main contact person for the city of Belmont. I prefer to be the point of contact to ensure that all requests are handled in a timely manner.

7. Disclosures:

I do **NOT** have any professional or personal financial interest which could be a possible conflict of interest.

8. Acknowledgement of Agreement Terms:

I have reviewed the City of Belmont Services Agreement (Attachment A) and it is acceptable to my firm with no proposed changes.

I really appreciate the opportunity to with you and the City of Belmont! looking forward to meeting with you to address any questions you many have.

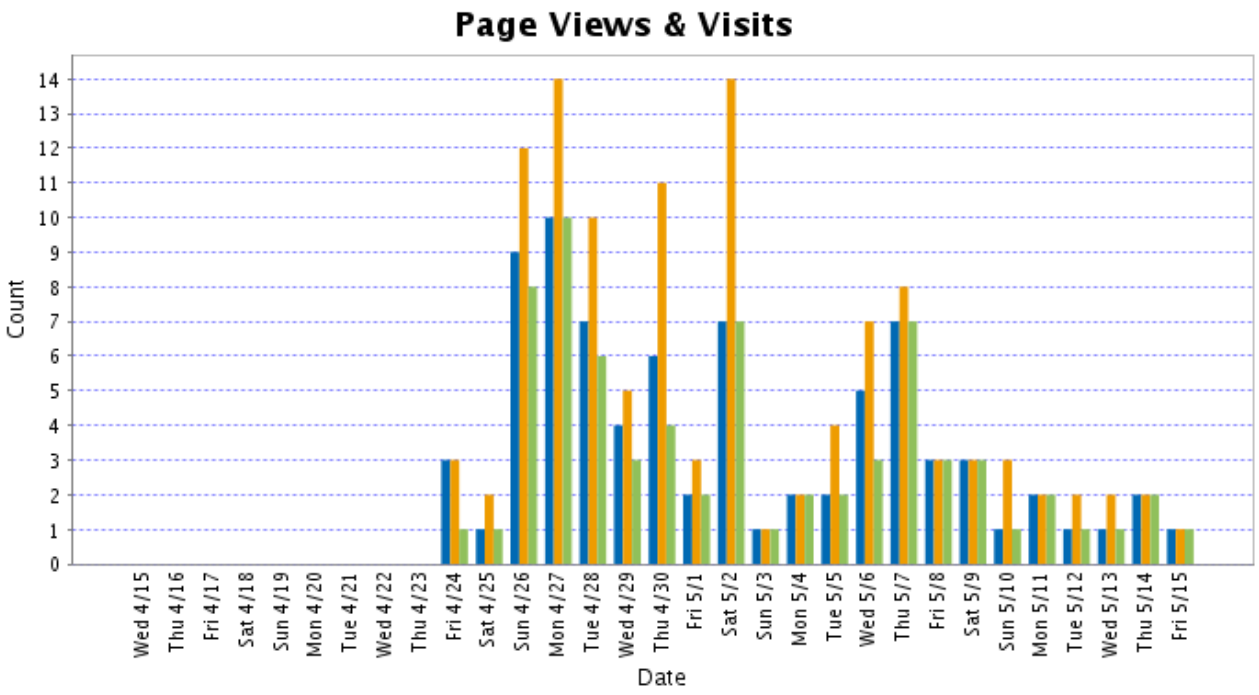
Sincerely,

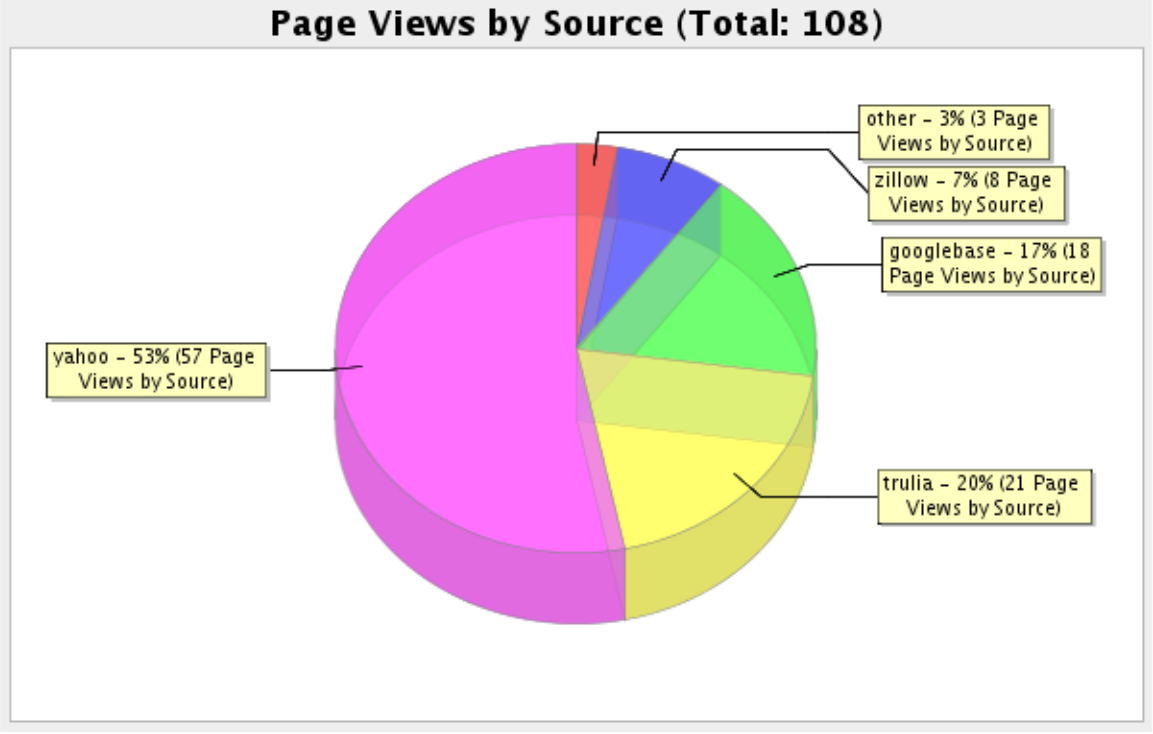


_____

Abe Matar, Realtor® - DRE #: 01417693
Zillow.com® Premier Agent
Broker, Managing Partner
Landmark Real Estate Services
800 South B Street, Suite 100
San Mateo, CA 94401
650.670.0890 - www.abematar.com

SAMPLE MARKETING REPORT





Advertizing

ONLINE

WE GET YOUR OWN DOMAIN NAME:
WWW.123STREET.COM

Realtor.com MLSlistings.com LandmarkRS.com

PAPER





Member of TAN (Top Agent Netwrok)

Zillow Premier Agent

Direct Emailing to 4000+ Agents

Broker Tours

Open Homes

What We Do – Advertising

A. Paper Advertising Examples

1. Weekly 1/4 Color Advertising in Examiner Newspaper / Daily News, when necessary
2. ¼ Page Color Advertising in Homes & Land Magazine, when necessary
3. Weekly 1/4 Page adverting in SAMCAR Broker Tour Sheet
4. Weekly advertising in SF Chronicle, when necessary
5. Professionally designed full color brochure
6. For Sale Sign and brochures outside property

B. Online Advertising

1. Custom Professional Virtual Tour
2. www.emailflyerads.com
3. www.landmarkrs.com
4. mlslistings.com
5. Realtor.com
6. MLSAlliance.com
7. Craigslist.org
8. Examiner.com
9. SFgate.com
10. Paloaltodailynews.com
11. SanMateoDailyNews.com
12. Oodle.com
13. GoogleBase.com
14. YahooClassifies.com
15. Vast.com
16. HotPads.com
17. Trulia.com
18. Zillow.com
19. Geebo.com
20. OLX.com

21. DotHomes.com
22. FrontDoor.com
23. Online Disclosure Package

Direct Advertising

1. Use of TAN (Top Agent network) to promote your listing.
2. Direct Contact with senior and most active agents in the area.
3. Direct Emailing with property flyer to over 4,500 Agents in San Francisco, San Mateo & Santa Clara Counties

Open Homes

1. Open Home for broker tour Tuesdays 10AM - 1PM.
2. Open Home Saturday &/or Sunday 1 - 4PM.
3. Human directional Signs, when necessary.
4. Street Signs.

The Listing Plan of Action

My Objectives Are the Following:

1. To assist in getting as many qualified buyers as possible into your home until it is sold.

2. To communicate to you weekly the results of our activities.

3. To assist you in negotiating the highest dollar value … between you and the buyer.

The Following Are the Steps I Take to Get a Home Sold … the "Pro-Active Approach":

1. Submit your home to our local Multiple Listing Service.

2. Price your home competitively … to open the market vs. narrowing the market.

3. Promote your home online and through email campaigns.

4. Develop a list of features of your home for the Brokers to use with their potential buyers.

5. Email features sheet to the top 10 agents in the marketplace for their potential buyers.

6. Suggest & advise as to any changes you may want to make in your property to make it more saleable.

7. Constantly update you as to any changes in the marketplace.

800 South B Street, Suite 100
San Mateo, CA 94401

650.995.9300 Tel
650.429.2136 Fax
www.landmarkrs.com

8. Prospect with top agents looking for their potential buyers.

9. Contact my buyer leads, sphere of influence and past clients for their referrals and prospective buyers.

10. Add additional exposure through a professional sign and lock-box.

11. Whenever possible pre-qualify the prospective buyers.

12. Keep you aware of the various methods of financing that a buyer might want to use.

13. When possible have the cooperating Broker in the area tour your home.

14. Follow-up on the salespeople who have shown your home for their feedback and response.

15. Represent you on all offer presentations … to assure you in negotiating the best possible price and terms.

16. Handle all the follow-up upon a contract being accepted - all mortgage, title and other closing procedures.

17. Deliver all closing statements at closing.

800 South B Street, Suite 100
San Mateo, CA 94401

650.995.9300 Tel
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www.landmarkrs.com

Tips on Improving the Value of Your Home

Follow these guidelines to maximize the sales price of your home. All may not apply but you may find something in this list that you might otherwise overlook.

Exterior

- Trim all trees and shrubs that block the view of the house.
- Remove any dead plants, flowers, and shrubs.
- Keep walkways, paths, sidewalks, and gutters free of weeds and debris.
- Mow the lawn weekly during the spring, summer, and fall. Mow as necessary during the winter. Spot seed or patch brown spots with sod.
- Plant flowers and shrubs that add color and brighten your lawn and landscaping.
- Use redwood compost, decorative bark, etc. as dressing around the base of plants, shrubs and trees.

- Keep tools, garbage cans, hoses, toys, and other items stored neatly in the garage or shed when not in use.
- Repair any cracks/corrosion present in gutters and touch up with matching paint.
- Check for broken or cracked shingles or roofing tiles. A pre-emptive roof inspection with repairs can save a lot of headaches later.
- Check for worn, corroded, or rusted flashing around vents and chimneys. Spot clean and use protective paint on all areas to match.
- Watch for worn or missing tape around pipe vents on roof. Reseal with Cal-Pico tape as necessary.

- Clear patios and decks of barbecues, charcoal, utensils, etc.
- Check for rotted boards and posts in decking and fencing. Add support for weak fenceposts by adding 'sister posts' or consider replacing posts.
- Use outdoor stain, sealants, and protectants to brighten up bleached decking and fence.
- Add low voltage outdoor lighting in the front and backyard to enhance landscaping and prevent accidents on dark walkways.

Interior

- Increase the wattage of bulbs in light fixtures to the maximum that is safe.
- Keep entryway flooring spotless and have a mat outside for wiping feet.

- Check tack stripping in corners of carpeted rooms for gaps. Consider stretching carpet where it's loose.
- Vacuum often. Dirty carpets wear out faster and unevenly.
- Keep all windows and sills clean. Use razor blades to remove paint, decals, etc.
- Keep all woodwork spotless. Use 'Liquid Gold' or a similar wood restorative to make cabinets and trim look new.
- Dust regularly and watch for cobwebs in corners and on light fixtures.
- Paint any room that needs more than a little touch up. If you aren't sure, take down a picture from the wall and look at the room again.
- Preferable colors of interior paint are: antique white, bone, frost. Stay away from pure white or eggshell as well as darker colors.

Furnishings

- Replace worn or dated furniture and keep traffic areas clear. Too much furniture will visually reduce the size of the room. Too many pictures on the wall will do the same.
- Keep bookshelves neat and organized. Try to eliminate clutter. Don't hesitate to box up excess magazines, videotapes, CD's, albums, personal collections, etc.
- Visit model homes, designer showcases, and furniture showrooms for more ideas.
- Upgrade old or worn curtains with new. Mini-blinds and vertical blinds are preferable to heavy drapes.
- Display fresh flowers from the garden, florist, or supermarket in several rooms. Avoid strong potpourri and other air fresheners.

Kitchen

- Professionally clean all appliances, counters, backsplashes, cabinets, and floors.
- Replace broken, worn or outdated knobs and hinges on cabinets.
- Make sure all cabinets close properly and all drawers operate smoothly.
- Replace or reface if practical; stovetops, ovens, fan hoods, and other appliances that are avocado, pink, blue, yellow, or brown. White, almond, or beige are the preferable colors.
- Keep counters clean and clear. Anything not used daily in the kitchen should be stored out of sight. The more space you have available on the counter, the larger and more inviting the kitchen appears.
- If linoleum is cut, pitted, worn, or a loud and a busy pattern; consider replacing it with a neutral and subtle-patterned sheet. Do not install linoleum squares.
- Consider upgrading linoleum to new parquet, random plank, pergo, etc.

Bathrooms

- Always keep counters clear. Put away bath toys, shampoo bottles, etc. Keep daily toiletries in a basket that can be stored underneath the sink or in a cabinet.
- Strip out and replace old grouting and caulking at the slightest hint of discoloration.
- Make sure faucets don't leak and replace any fixtures that have lost their finish.
- Strip old wallpaper and paint. Three-dimensional or foil wallpaper must go.
- Keep bathrooms spotless and smelling slightly of cleaning products. Tilex, Lysol, Bathroom Duck, etc., work great.

- Consider replacing tiling around tubs and showers if the colors are dated.
- Consider replacing old shower enclosures, curtains, etc.

Bedrooms

- Keep curtains open to let in more light (unless they face a busy street, freeway, etc.)
- Keep extra furniture to a minimum.
- Limit pictures, paintings, photographs, and wall hangings to a minimum.
- Fill the closets with toys, clothes, and anything else that might be left out. Anything extra reduces the size of the room.

Garage

- Keep as many items as possible neatly stored in rafters, cabinets, or boxes.
- Try to make the garage - one, two, or three car - appear to accommodate that many vehicles, even if it's full of stored items and boxes.
- Remove unwanted or seldom used items often through garage sales and donations.

Miscellaneous

- Keep fireplaces clean. Replace old grates and screens that are worn or unattractive.
- Make sure window screens and vent screens are in good repair. If screens are not necessary for certain windows, remove and store them in the garage.
- Make sure doorknobs aren't loose and all doors latch properly.
- Replace yellowed, worn, cracked, broken, or missing faceplates for switches and outlets.
- Patch and paint settlement cracks on a regular basis.
- Repair lifted or severely cracked walkways and driveways.
- Don't use the front yard, side yard, or backyard to store cars, boats, and other large items. Get a storage unit for this and anything else that affects the visual impression of the property.
- Have pets out of the way as much as possible. Even iguanas, parakeets, and aquariums distract a buyer from focusing on the house. Also keep in mind that many buyers may have allergies to your pets. Try to keep the property as hypoallergenic as possible (i.e. remove excess cat hair, dog hair regularly, visible catboxes and pet bedding, should be placed discretely during the sale, etc.)

Conclusion

Common sense should dictate what *must* be done and what *may* be done. Keep this thought in mind, "What if I were considering buying the house?" Walk across the street and look at your home as if you were looking at it for the first time. And don't forget to call me about any tough decisions in updating your home.

PROPERTY LISTING AGREEMENT

30 Oxford Place, Belmont, CA (Single Family Residential)
300 Davey Glen Road #3507, Belmont, CA (Condo Unit)
400 Davey Glen Road #4606, Belmont, CA (Condo Unit)

This Property Listing Agreement ("Agreement") is entered into as of this ____ day of May, 2022, by and between Abe Matar, Realtor, a California Broker ("Broker"), and the City of Belmont, a municipal corporation ("City" or "Owner").

A. On January 24, 2012, the Belmont City Council approved Resolution No. 2012-0013 authorizing the City to become the Housing Successor Agency of the now dissolved Belmont Redevelopment Agency (the "Agency"), thereby assuming all rights, powers, assets, liabilities, duties, and obligations previously associated with the housing activities of the Agency in accordance with Health and Safety Code Section 34176.

B. On August 30, 2012, the California Department of Finance (DOF) approved the transfer of all housing assets listed on the Belmont Housing Asset Transfer Form from the Agency to the City pf Belmont acting in its capacity as the Belmont Housing Successor Agency.

C. The properties subject to this listing agreement are included on the Housing Asset Transfer Form approved by DOF and are now owned by the City. The properties subject to this Agreement include one single family home (30 Oxford Place) and two condominium units (300 Davey Glen Road #3507 and 400 Davey Glen Road #4606), all of which are shown in Exhibit A attached hereto and incorporated herein by this reference (the “Properties”).

D. On May 28, 2019, the Belmont City Council approved a Tenant Relocation Plan and Replacement Housing Plan pursuant to California Health and Safety Code Section 33413, and directed staff to proceed with sale of the Properties consistent with the Belmont General Plan Housing Element Program 2.1 which directs sale of real property assets and reinvestment of assets towards development of new affordable housing units.

E. The City now desires to pursue the sale of these properties to market rate buyers pursuant to Health and Safety Code Section 33433, which requires that before any property which was acquired in whole or in part, directly or indirectly, with redevelopment tax increment moneys is sold or leased for development pursuant to the redevelopment plan, the sale or lease must be approved by the legislative body after a public hearing.

F. In January 2022 the City issued a Request for Proposals for residential real estate broker services to market and sell the Properties and received one proposal. After reviewing the submitted proposal, the City selected Broker to market and sell the Properties.

Now, therefore, in consideration of the above recitals and of the mutual promises and conditions in this Agreement, the City and Broker agree as follows:

AGREEMENT

The foregoing recitals are hereby incorporated by reference and made part of this Agreement.

ARTICLE 1.
REPRESENTATION

Section 1.1 Representation. Owner hereby engages Broker as its exclusive and sole agent to arrange a sale of the Property to a buyer (the "Purchaser").

Section 1.2 Terms of Sale. Broker acknowledges that Owner's objective is to obtain the best terms suitable for Owner in connection with the sale of the Property.

Section 1.3 Listing Price. The Properties shall be listed at their appraised values as follows:

(a) The single-family residential property located at 30 Oxford Place shall be listed at One Million Six Hundred Ninety Thousand Dollars ($1,690,000);

(b) The condominium located at 300 Davey Glen Road #3507 shall be listed at Six Hundred Fifteen Thousand Dollars ($615,000); and,

(c) The condominium located at 400 Davey Glen Road #4606 shall be listed at Five Hundred Fifty-Five Thousand Dollars ($555,000);

Section 1.4 Offers to City. Broker shall solicit offers from prospective purchasers in a form that describes the offer's compliance with the terms of sale contained in Section 1.2.

ARTICLE 2.
SCOPE OF SERVICES

Section 2.1 General. Broker shall perform all of the services contained in Broker's proposal entitled "Proposal Regarding Residential Real Estate Broker Services," dated January 19, 2022 (Exhibit B, attached hereto and incorporated herein by this reference).

Section 2.2 Multiple Listing Service. The listing price and all terms of sale contained in Section 1.2 shall be provided by the Broker to the applicable Multiple Listing Service ("MLS") within seven (7) days of the date of this Agreement. Owner authorizes Broker to comply with all applicable MLS rules.

Section 2.3 Preparation of Due Diligence Information and Required Disclosures. Broker shall coordinate the preparation of appropriate back-up material, which will be provided to qualified potential purchasers in addition to the Offering Memorandum in their detailed investigation of the Property. This information may include, but not be limited to, such items as document summaries, applicable City policies and ordinances, physical property descriptions, and site plans to the extent deemed reasonably appropriate by Broker. Broker shall also provide Owner with all legally required disclosure forms, and Owner shall provide Broker with the required disclosures.

Section 2.4 Contract Negotiations. Broker shall systematically communicate to and discuss with Owner the status of the marketing efforts, discussions, and terms and conditions of any and all offers. Owner shall refer all inquiries regarding the sale of the Property to Broker, and Broker will assist Owner in conducting all negotiations; provided, however, in no event shall Broker have the authority to make any commitments or representations, enter into any agreements or sign any documents on behalf of Owner. All final terms and conditions of the sale of the Property will be subject to approval by the Belmont City Council in its sole discretion, and the Belmont City Council shall have the sole and absolute discretion to accept or reject any offer or to withdraw the Property from the market.

Section 2.5 Transaction Closing. Broker shall assist Owner in the coordination of activities required to consummate the sale of the Property. To the extent requested by Owner, this will include assistance in the resolution of due diligence and business issues and assistance in the satisfaction of closing requirements.

ARTICLE 3.
COMPENSATION TO BROKER

Section 3.1 Commission. As compensation for the services to be performed by Broker under this Agreement, Owner shall pay Broker a listing commission (the "Commission") equal to five percent (5%) of the sales price of each of the Properties upon the close of escrow for the sale of the Properties, to be split evenly between the listing and selling agents, provided that, during the Term of this Agreement, the Purchaser has submitted to Owner a signed, written offer to purchase the Property.

Section 3.2 Dual Agency. Neither Broker nor any broker or salesperson employed by or an agent for Broker shall act as agent for Purchaser or any prospective purchaser of the Property. Dual agency is not permitted.

Section 3.3 Expenses. Broker has represented to Owner that Broker's entire scope of services as described in Article 2 will be completed at Broker's sole expense. In addition to the Compensation contained in Section 3.1, the Broker shall be authorized to request reimbursement for expenses related to preparation and maintenance of the Properties required for sale, in an amount not to exceed Five Thousand Dollars ($5,000). The Broker shall obtain authorization from the City in advance of any expenditures for which reimbursement will be requested.

ARTICLE 4.
TERM OF AGREEMENT

Section 4.1 The term of this Agreement shall commence as of the date of this Agreement and shall end on the earlier of: (a) close of escrow on the sale of the Property; or (b) six months after the Property is placed on the Multiple Listing Service (the "Term"). The Term may be extended by mutual agreement of the City and Broker.

ARTICLE 5.
REPRESENTATION AND WARRANTIES

Section 5.1 Broker Representations and Warranties. In addition to the other representations and warranties set forth in this Agreement, Broker represents and warrants:

(a) As of the date of this Agreement, Broker is currently a licensed Broker in California in good standing. Broker's license number is: #01417693. Broker and all salespersons performing services in connection with this Agreement shall maintain the appropriate real estate licenses throughout the Term of this Agreement.

(b) Broker has the corporate authority to enter into this Agreement.

(c) Broker is not subject to any litigation that will affect its ability to carry out the obligations set forth in this Agreement.

(d) Broker is not subject to any bankruptcy, insolvency, receivership, or similar proceeding.

(e) Broker shall promptly notify Owner of any changes in the above representations during the term of this Agreement.

Section 5.2 Owner Representations and Warranties. In addition to the other representations and warranties set forth in this Agreement, Owner represents and warrants:

(a) Owner has the corporate authority to enter into this Agreement and to transfer the Property.

(b) Owner has not previously entered into a listing agreement with another broker regarding the Property.

(c) Owner has no obligation to pay compensation to any other broker regarding the Property.

(d) Owner is the fee owner of the Property.

ARTICLE 6.
ADDITIONAL PROVISIONS

Section 6.1 Indemnification.

(a) Broker agrees to indemnify, defend and hold harmless the City, its elected officials, officers, agents, employees, and successors and assigns, with counsel reasonably acceptable to them, from and against all claims, causes of action, demands, judgments, damages, liabilities, costs and expenses, including, without limitation, reasonable attorneys' fees (collectively called herein "Claims"), arising out of the acts or omissions of Broker, its employees, agents or consultants under this Agreement. The provisions of this paragraph shall survive the expiration or termination of this Agreement.

(b) Owner agrees to indemnify, defend and hold harmless Broker, its affiliates, subsidiaries, partners, board members, officers, agents, employees, and successors and assigns, with counsel reasonably acceptable to them, from and against all claims, causes of action, demands, judgments, damages, liabilities, costs and expenses, including, without limitation,

reasonable attorneys' fees (collectively called herein "Claims"), arising from any material facts that Owner's representative knows but fails to disclose. Notwithstanding anything to the contrary in this Agreement, Owner shall have no liability for any lost revenues, profits, or special or consequential damages of Broker arising out of, or relating to, this Agreement. The provisions of this paragraph shall survive the expiration or termination of this Agreement.

Section 6.2 Insurance. Broker must, throughout the duration of this Agreement, maintain insurance to cover Broker (including its affiliates, subsidiaries, partners, board members, officers, agents, employees, and successors and assigns) in connection with the performance of work under this Agreement, including against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work. This Agreement identifies the minimum insurance levels with which Broker must comply; however, the minimum insurance levels do not relieve Broker of any other performance responsibilities under this Agreement (including the indemnity requirements). City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other circumstances.

(a) Coverage. Consultant must maintain insurance in the following minimum levels:

i. *Workers' Compensation*. Workers' compensation coverage as required by the State of California, with statutory limits.

ii. *Commercial General Liability (CGL).* Commercial general liability with coverage at least as broad as ISO form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than $2,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

iii. *Employer's Liability*. Employer's liability in an amount not less than $1,000,000 per accident for bodily injury or disease.

iv. *Automobile Liability*. Automobile liability with coverage at least as broad as ISO Form Number CA 00 01 covering any auto (Code 1), or if Consultant has no owned autos, hired, (Code 8) and non-owned autos (Code 9) in an amount not less than $1,000,000 per accident for bodily injury and property damage (coverage required to the extent applicable to Consultant's vehicle usage in performing services hereunder).

v. *Professional Liability*. For design-build projects, or if the Work requires Consultant to provide professional services related to environmental hazards, professional liability in an amount not less than $1,000,000 per occurrence or claim, and $2,000,000 policy aggregate.

vi. *Additional Coverage*. Consultant may carry, at its own expense, any additional insurance it deems necessary or prudent. If Consultant maintains higher levels than the minimums shown above, City requires and shall be entitled to coverage for the higher limits maintained by Consultant. Any available insurance proceeds in excess of the specified minimum levels of insurance and coverage shall be available to the City.

vii. *Insurer Qualifications.* Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the Entity. Exception may be made for the State Compensation Insurance Fund when not specifically rated.

viii. *Deductibles*. Any deductibles or self-insured retentions must be declared to and approved by City. At the option of City, either:

A. Consultant must reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or,

B. Consultant must provide a financial guarantee satisfactory to City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

ix. *Subrogation Waiver*. Consultant hereby grants to City a waiver of any right to subrogation which any insurer of Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers' Compensation policy must be endorsed with a waiver of subrogation in favor of City for all work performed by Consultant, its employees, agents and subcontractors. This provision applies regardless of whether or not the City has requested or received a waiver of subrogation endorsement from the insurer.

ARTICLE 7.
EVIDENCE OF COVERAGE

Section 7.1 Concurrently with the execution of this Agreement, Consultant must furnish City with original certificates and amendatory endorsements, or copies of information or declaration page listing all policy endorsements of the insurance required hereunder. However, failure to obtain the required documents before the work beginning shall not waive Consultant's obligation to provide them. City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

ARTICLE 8.
ENDORSEMENTS

Section 8.1 The insurance policies must be endorsed as follows:

a. For commercial general liability and automobile liability insurance, the City (including its elected officials, employees, and agents) must be named as an additional "insured". The endorsement must include liability arising out of work or operations performed by or on behalf of Consultant including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired or borrowed by or on behalf of Consultant. For commercial general liability, the policy must be endorsed with a form at least as broad as ISO form CG 20 10, GC 11 85 or both CG 20 10 and CG 20 37 forms if later revisions used.

b. Consultant's insurance is primary to any other insurance (including self-insurance) available to the City (including its elected officials, employees, and agents) with respect to any claim arising out of this Agreement. Any insurance maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

c. No policy shall be canceled, limited, or allowed to expire without renewal until after 30 days written notice has been given to the City by first class mail.

ARTICLE 9.
CLAIMS MADE POLICIES

Section 9.1 If any required coverage is made on a claims-made form:

a. The "Retro Date" must be shown and must be before the date of the contract or the beginning of contract work.

b. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

c. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a "Retro Date" prior to the contract effective date, Consultant must purchase "extended reporting" coverage for a minimum of five (5) years after completion of contract work.

d. A copy of the claims reporting requirements must be submitted to City for review.

e. If the services involve lead-based paint or asbestos identification/remediation, Consultant's Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, Consultant's Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

ARTICLE 10.
SUBCONTRACTORS

Consultant must require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Consultant must ensure that City is an additional insured on insurance required from subcontractors. For CGL coverage subcontractors must provide coverage with a format least as broad as CG 20 38 04 13.

Section 10.1 Compliance With Laws. Broker shall comply with all laws, ordinances, codes, rules, regulations, licensing, permitting or certification requirements that are applicable to the conduct of Owner' or Broker's business and its performance under this Agreement, including those of federal, state, and local agencies having jurisdiction and/or authority, and all fair housing laws, including but not limited to the Fair Housing Act and California Fair Employment and Housing Act. In addition, because the disposition of the Property to market rate buyers will remove an affordable housing unit from the community, pursuant to California's Health and Safety Code Section 33433, City Council must hold a public hearing and consider a summary report on disposition of the Properties.

Section 10.2 Conflict of Interest. Broker (including its employees, agents, and subconsultants) shall not maintain or acquire any direct or indirect interest that conflicts with the performance of this Agreement. Broker shall comply with all requirements of the Political Reform Act (California Government Code Sections 81000, et seq.) and other laws relating to conflicts of interest, including: (a) Broker shall not make or participate in a decision made by the City if it is reasonably foreseeable that the decision may have a material effect on Broker's economic interest, and (b) if required by law, Broker shall file financial disclosure forms with the City Clerk. If Broker maintains or acquires a conflicting interest, any contract with the City (including this Agreement) involving Broker's conflicting interest may be terminated by the City.

Section 10.3 Discrimination. Broker shall not discriminate against any person related to the performance under this Agreement (including any employee, applicant, Purchaser, or prospective purchaser) because of race, color, religious creed, national origin, physical disability, mental disability, medical condition, marital status, sexual orientation, or sex.

Section 10.4 Business License. Broker shall apply for and pay the business tax and registration tax for a business license, in accordance with the Belmont City Code.

Section 10.5 Notices. All written notices and demands which either party may give the other may be given by hand delivery with a delivery receipt, United States Postal Service certified mail, return receipt requested, or by Federal Express or other delivery service with a delivery receipt guaranteeing overnight delivery to a party at the address set forth below or as may be changed upon written notice to the other party in accordance with the procedures of this Section.

To Owner:	Afshin Oskoui City Manager City of Belmont One Twin Pines Lane Belmont, CA 94002
To Broker:	Abe Matar Landmark Real Estate Services 800 South B Street, Suite 100 San Mateo, CA 94401

Notices shall be deemed received as follows: if given by hand delivery or delivery service with a delivery receipt, on the date shown on the delivery receipt as the date of delivery, the date delivery was refused, or the date the item was returned as undeliverable.

Section 10.6 Mediation. Owner and Broker agree to mediate any dispute or claim arising between them out of this Agreement, or any resulting transaction, before resorting to court action. Mediation fees, if any, shall be divided equally among the parties involved. If, for any dispute or claim to which this paragraph applies, any party (i) commences an action without first attempting to resolve the matter through mediation, or (ii) before commencement of an action, refuses to mediate after a request has been made, then that party shall not be entitled to recover attorney fees, even if they would otherwise be available to that party in any action.

Section 10.7 Other Brokers or Agents. Broker shall obtain Owner's written approval prior to engaging other real estate brokers, subagents, or third parties in connection with this Agreement. In the event Owner permits Broker to engage other real estate brokers or third parties in connection with this Agreement, Broker shall be responsible for the compensation of such brokers or third parties and shall indemnify and hold harmless Owner, its affiliates, subsidiaries, partners, board members, officers, agents, employees, and successors and assigns, to the extent such brokers or third parties look to Owner for compensation.

Section 10.8 Assignment and Delegation. City is entering into this Agreement based on the experience, skill, and ability to perform of Broker. This Agreement, and any portion thereof, shall not be assigned or transferred, nor shall any of the Broker's duties be delegated, without the

written consent of the City. Any attempt to assign or delegate this Agreement without the written consent of the City shall be void and of no force or effect. A consent by the City to one assignment shall not be deemed to be a consent to any subsequent assignment.

Section 10.9 Severability. If any term or provision of this Agreement is found by a court of competent jurisdiction to be invalid or unenforceable, then such provision shall be severed from this Agreement and all other terms and provisions of this Agreement shall nevertheless remain in full force and effect.

Section 10.10 Entire Agreement. This Agreement (which includes any exhibits attached hereto) constitutes the entire understanding and agreement between the parties relating to this Agreement. If any provision of any exhibit conflicts or is inconsistent with, or is different from, any provision of this Agreement, the provisions of this Agreement shall prevail.

Section 10.11 Agreement Coordination. The City Manager is the City's representative for all purposes under this Agreement. The City Manager or designee is authorized to confer any consents or approvals required by City or Owner under this Agreement, except where this Agreement specifies that approval by the Belmont City Council is required.

Section 10.12 Amendment. This Agreement may not be amended, changed, or modified, in whole or in part, except in writing, signed by both parties. The City Manager is authorized to execute amendments to this Agreement that are consistent with the adopted City Council Resolution authorizing the Agreement.

Section 10.13 Rights of Third Parties. Nothing expressed or implied in this Agreement is intended or shall be construed to confer upon or give any person or entity, other than the parties hereto, any right or remedies under or by reason of this Agreement.

Section 10.14 No Partnership or Joint Venture. Nothing contained in this Agreement shall be construed in a manner to create any relationship between Broker and Owner other than the relationship between a client and consultant, principal and broker, or a client and a service provider, and Broker and Owner shall not be considered partners or joint venturers for any purpose on account of this Agreement. Broker acknowledges that it is acting as an independent contractor in providing the services provided for under this Agreement, is not and shall not be regarded as an employee of Owner and shall be solely responsible for determining the means and methods for performing the services provided for under this Agreement.

Section 10.15 No Waiver. No waiver of any provision or breach of this Agreement shall constitute a waiver of any other provision or breach of this Agreement.

Section 10.16 Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original, but all of which together shall constitute but one and the same instrument.

Section 10.17 Captions. The headings or captions to the sections of this Agreement are not a part of this Agreement and shall have no effect upon the construction or interpretation of any part thereof.

Section 10.18 Governing Law. This Agreement shall be construed and enforced in accordance with the internal laws, and not the law of conflicts, of the State of California.

IN WITNESS WHEREOF, Owner and Broker have executed this Agreement as of the date first above written.

Abe Matar, Realtor, Landmark Real Estate Services

By: _____

Its: _____

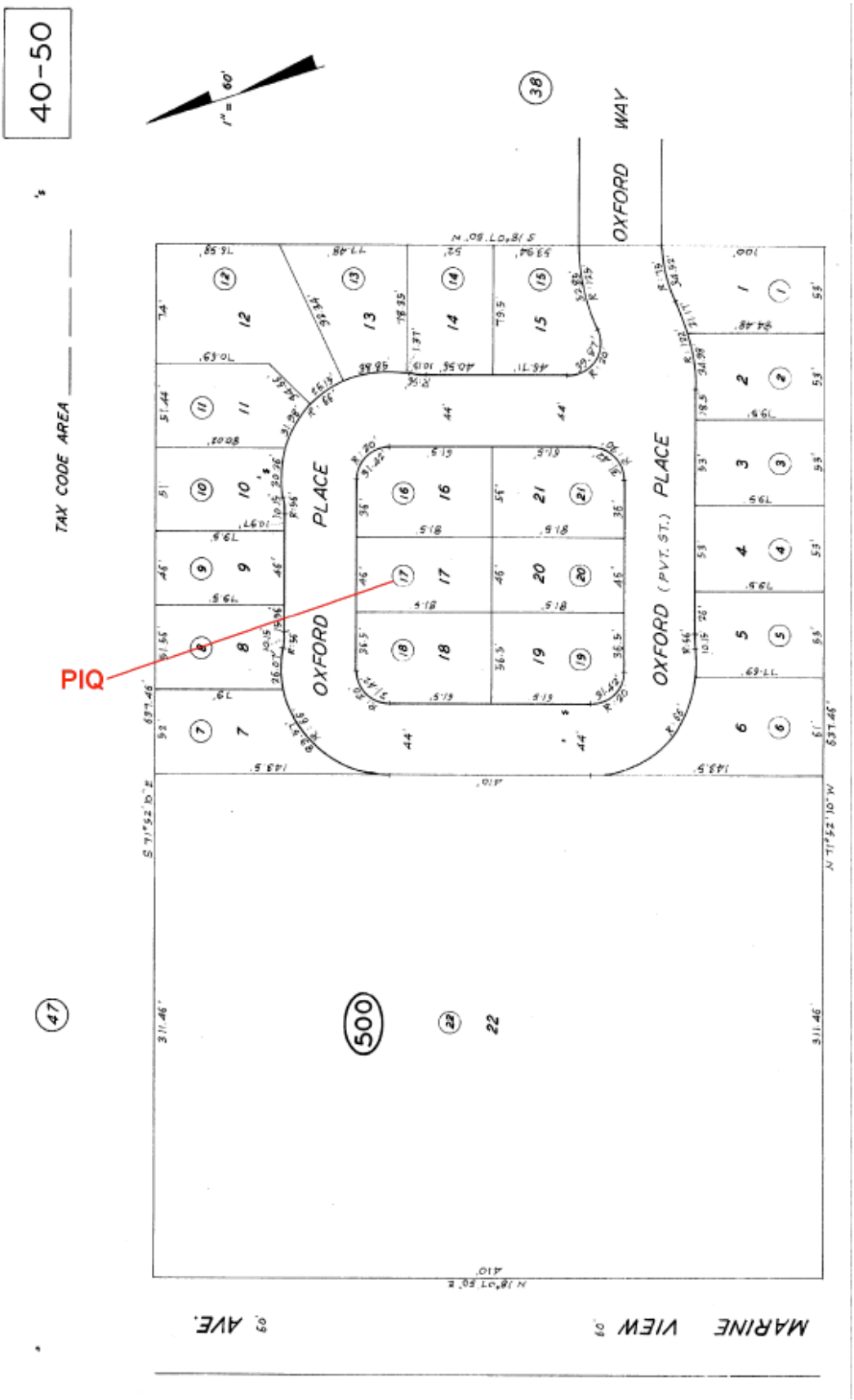
City of Belmont, a municipal corporation

_____

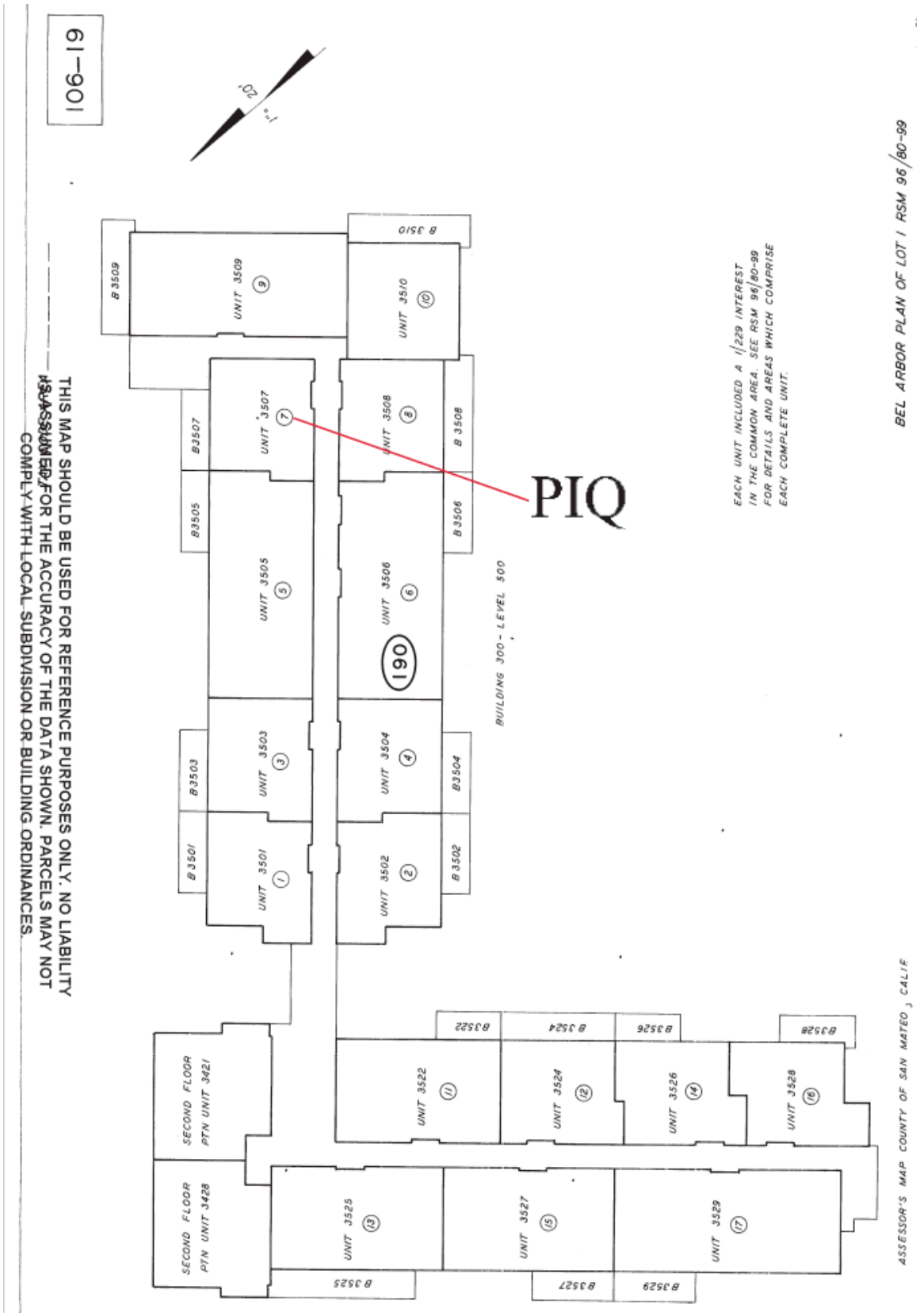
By: Afshin Oskoui, Belmont City Manager

EXHIBIT A

APN Map, 30 Oxford Place, Belmont, CA (Single Family Residential)



APN Map, 300 Davey Glen Road #3507, Belmont, CA (Condo Unit)



APN Map, 400 Davey Glen Road #4606, Belmont, CA (Condo Unit)

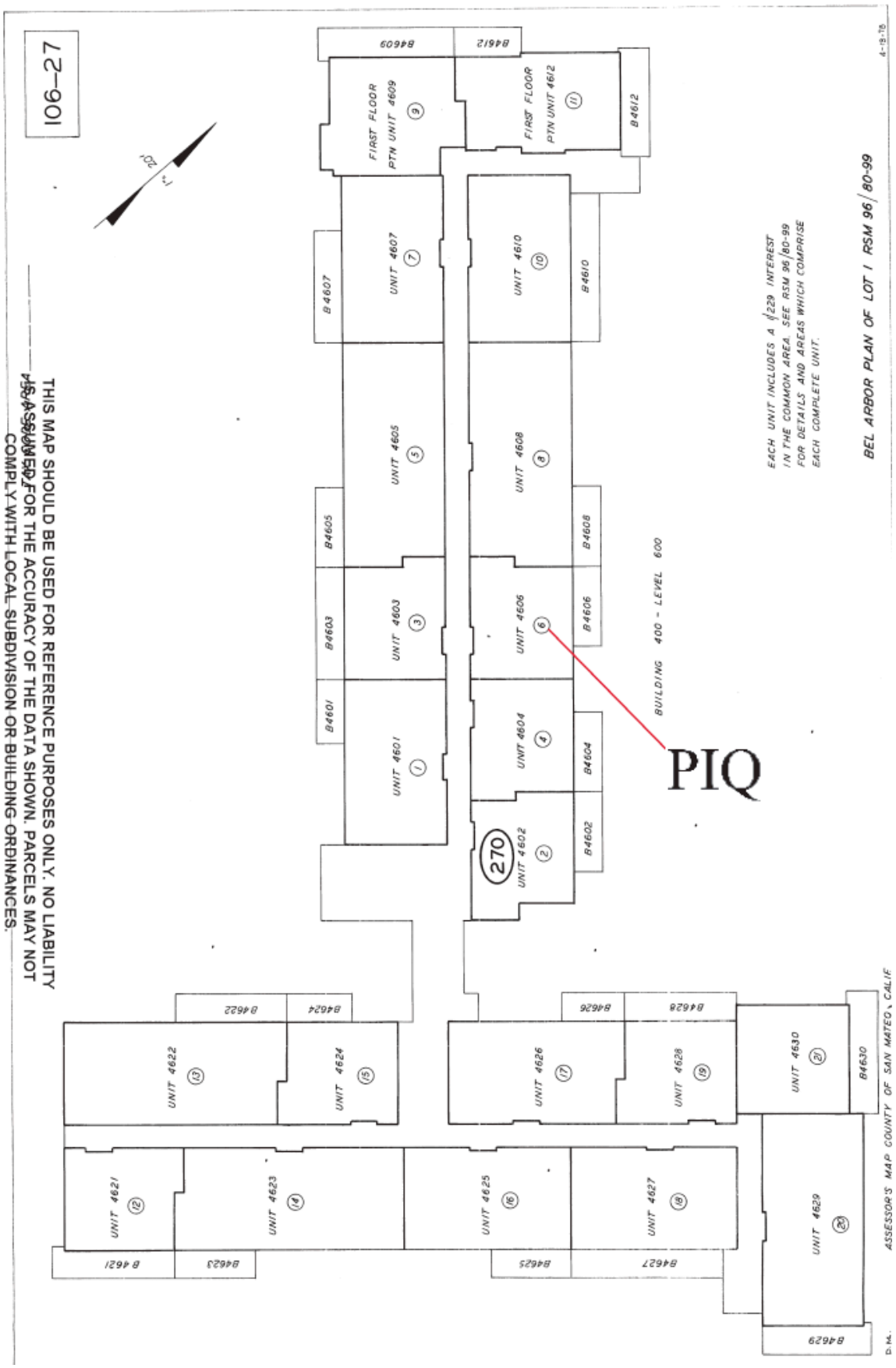


EXHIBIT B

Proposal from Abe Matar, Realtor

STAFF REPORT

Meeting Date:	May 10, 2022
Agency:	City of Belmont
Staff Contact:	Adam Petersen, Contract City Planner, apetersen@m-group.us Carlos de Melo, Community Development Director, cdemelo@belmont.gov
Agenda Title:	800-803 Belmont Avenue Residential Project
Agenda Action:	Resolution

Recommendation

1) Consider Planning Commission recommendations in support of the Project.
2) Adopt a Resolution certifying the 800-803 Belmont Avenue Residential Project Final Environmental Impact Report, adopting a statement of overriding considerations and a mitigation monitoring and reporting program.
3) Adopt Resolutions approving: a Vesting Tentative Parcel Map, Design Review, Conditional Use Permit, Grading Plan, Affordable Housing Plan, Density Bonus, and Tree Removal Permit, as described in this report and its attachments.

Strategic Focus Area

Economic Development and Housing

Background

The proposed 800-803 Belmont Avenue Residential project is comprised of a 125 unit, 100-percent affordable multifamily structure. The project would be affordable at the low income and below levels. The project proposes the demolition of the existing Bel-Mateo Motel, considered to be an eligible historic resource for listing on the California Register of Historical Resources, and the construction of a multi-family structure eight stories in height. However, the structure would be terraced as it extends up the site from El Camino Real to the west, with each terraced level not exceeding six stories. The structure would generally follow the natural topography of the site. The site is situated on two parcels with a resultant combined size of approximately 1.46-acres, with the 19-room motel occupying approximately 1.25 acres while an undeveloped quarter-acre parcel fronts El Camino Real. The site is approximately less than one-half (0.5) mile from the Belmont Caltrain station. Onsite amenities will include but are not limited to the following: outdoor recreation area of approximately 6,500 square feet, fitness center; resident club room; homework/computer room; resident services office; and a children's play structure. There are approximately 152 parking spaces proposed within three levels of at grade parking in an enclosed garage.

Project Location/Setting

The subject project is located at 800-803 Belmont Avenue (APN Nos. 044-172-190 and 044-172-200), in the northern portion of the City of Belmont, San Mateo County. The project is in an urban area of the City of Belmont, surrounded by existing commercial, office, and multi-family residential uses (see *Figure 1: Local Vicinity Map*). The project site contains the existing Bel Mateo Motel, which occupies the rear portion of the site and comprises single- and two-story buildings, along with signage at the corner of El

Camino Real and Belmont Avenue and a sign at the motel entrance on Belmont Avenue. The front portion of the site is primarily undeveloped, comprised of disturbed urban grasses.

Figure 1: Local Vicinity Map



Source: San Mateo County GIS

FIGURE 1
Local Vicinity Map

The surrounding General Plan land use designations, zoning, and physical land uses are summarized in the table below:

Table 1: Project and Surrounding Land Uses Summary

	General Plan Designation	Zoning	Property Use
Project	Corridor Mixed Use (COR-MU)	Corridor Mixed Use	Bel Mateo Motel
North	Corridor Mixed Use (COR-MU)	Corridor Mixed Use	Office Buildings
South	Residential High Density (RES-H)	R-1B, Single Family Residential and R4, Multi-Family Residential	Multi-Family Residences
East	Corridor Mixed Use (COR-MU)	Corridor Mixed Use	Commercial center
West	Corridor Mixed Use (COR-MU), and Residential Low Density (RES-L)	Corridor Mixed Use, and R1B, Single Family Residential	Van's Restaurant and Single family residences

Planning Commission Review

The Belmont Planning Commission considered the project on April 19, 2022 and recommended 6-0 to approve all resolutions in support of the project. The Commission asked staff about impacts to views from the now vacant Van's Restaurant and abutting property. Staff clarified that the project would reduce views to the southeast, but would otherwise not impede viewsheds to the north, northeast, and northwest. The Commission also asked staff the reasons the Bel Mateo Motel was deemed an eligible historic resource, and mitigation proposed for traffic safety. Staff clarified that the Bel Mateo Motel was determined to be an eligible resource because of its association with post World War II automobile travel and mid-century architecture; the project includes installation of a traffic median in El Camino Real to limit left turns from Belmont Avenue, which would reduce delays and improve safety. Approximately nine (9) members of the public spoke at the public hearing, the majority of which indicated concerns about parking, traffic congestion, and safety from increased traffic. During deliberation, the Commission expressed support for the project. The Commission acknowledged that the project would intensify development in the City. However, the Commission stated that the provision of a 100% affordable housing project, at the identified income levels, is a benefit for residents and recommended approval of the project to the City Council.

Analysis

Table 2: Entitlement Requests

Entitlement	Reason for Entitlement
Conditional Use Permit	Ground Floor Residential in Multi-Family Building
Design Review	Multi-Family Development
Density Bonus	Increase density pursuant to Government Code Section 65915 to increase the density from 45 dwelling units per acre (du/ac) to 85 du/ac, with the provision of community benefits
Affordable Housing Plan	To permit 125 affordable housing units
Tree Removal Permit	The project proposes to remove 25 protected trees
Vesting Tentative Parcel Map	Merge two lots into one
Grading Permit	Net export of grading material would 27,301 cubic yards

As previously described, the project includes 125 units, with the unit breakdown below. There are approximately 152 parking spaces proposed within three levels of garage parking.

The project is comprised of the following unit allocation:

- 1 Bedroom: 52 units (540 square feet)
- 2 Bedroom: 40 units (815 square feet)
- 3 Bedroom: 33 units (935 square feet) (1 designated manager's unit)

Table 3: Floor Areas in Square Feet

	Residential / Amenity	**Circulation**	**Mechanical / Garage**
First Floor	4,875	2,200	25,385
Second Floor	6,025	1,000	25,270
Third Floor	10,595	2,585	14,080
Fourth Floor	20,120	3,535	1,515
Fifth Floor	20,120	3,535	1,515
Sixth Floor	19,250	3,535	1,515
Seventh Floor	14,095	2,700	1,120
Eighth Floor	9,525	1,560	815
Total	**104,605 s.f.**	**20,650 s.f.**	**71,215 s.f.**

Affordable Housing

BZO Section 29.3(a)(3) requires that large residential rental projects of 25 units or more provide 15% affordable units for low-income households; however, the project is entitled to a density bonus pursuant to Government Code Section 65915(b)(1), which indicates that local jurisdictions are required to grant one density bonus, when an applicant for a housing development project agrees to construct a certain type and percentage of affordable units.

The project will be designated as a family community, with the following projected breakdown (the breakdown is subject to change based on funding requirements): 29 percent of the project (36 units) being targeted to extremely low-income (ELI) households earning 30-percent Area Median Income (AMI) or less. Of the 36 ELI units, 19 units (15-percent of total project) are projected to be designated as 'supportive housing' units for formerly homeless veteran tenants. The remaining 71 percent of the units (89 units) will be restricted to low-income households earning between 50 percent to 80 percent AMI. The average affordability for the project will be 59 percent AMI. Table 4 presents the income limits by income category as specified by the State of California Department of Housing and Community Development.

Table 4: San Mateo County Income Limits

	Income Limits by Family Size ($)							
Income Category	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Extremely Low (30% AMI) *	$38,400	$43,850	$49,350	$54,800	$59,200	$63,600	$68,000	$72,350
Very Low	$63,950	$73,100	$82,250	$91,350	$98,700	$106,000	$113,300	$120,600

(50% AMI) *								
Low (80% AMI) *	$102,450	$117,100	$131,750	$146,350	$158,100	$169,800	$181,500	$193,200
Median (100% AMI)	$104,700	$119,700	$134,650	$149,600	$161,550	$173,550	$185,500	$197,450
Moderate (120% AMI)	$125,650	$143,600	$161,550	$179,500	$193,850	$208,200	$222,600	$236,950

* 2021 State Income limits provided by State of California Department of Housing and Community Development

Table 5: Affordability Proposal

Proposed Unit Mix	**30% AMI**	**50% AMI**	**80% AMI**	**Subtotal**	**Percent**
One-Bedroom	36	16		52	42%
Two-Bedroom		6	34	40	32%
Three-Bedroom		5	27	32	26%
Manager's Unit (Three-Bedroom)				1	(included in 3-bd units)
Total	**36**	**27**	**61**	**125**	
Percent	29%	22%	49%		**100%**

Density Bonus

The location of the project (within a one-half mile of an accessible major transit stop) and the project type (a rental project that is 100% affordable to lower income households) qualifies the project for a State Density Bonus. The project seeks to increase the density of the site from 45 du/ac to 85 du/ac, with the provision of community benefits.

Landscaping

The project proposes removing 25 protected trees as defined by Chapter 25 of the Belmont Municipal Code per the project plans and arborist report (Biological Resources Report, Appendix D). These trees include one coast redwood and 24 eucalyptus trees. The project would retain two trees located towards the now vacant existing restaurant at the rear of the site.

The project proposes 23,050 sf of landscaping. A majority of the landscaping is located at the rear of the site, opposite El Camino Real. The project includes the planting of 60 trees on the property, ranging from London plane to Chinese pastiche. The edge of the site along Belmont Avenue, the property line opposite El Camino Real, and the internal property line is landscaped with trees. The plant palette is comprised of appropriate tree, shrub, and ground cover species that are California native or adapted, non-invasive, drought tolerant, and deer resistant.

Access and Parking

The project site would maintain the access from Belmont Avenue with one access driveway to the project site. Parking is contained in the building on the first three levels, with access from Belmont Avenue. The project includes tandem parking that would be assigned to the tenants.

Architecture

The architecture consists of a modern design with a balanced symmetrical design, blending rectilinear lines on upper floors with arched windows. The building embodies a classical organization along its street

frontages, with a defined base, mid, and upper sections, with the two lower stories are designed to read as the base. This organization brings cohesiveness throughout the design, despite the change in elevation and shifts in building mass. The building form follows the change in elevation of the site, with a terraced design, and setback upper stories. The building is articulated with the first two floors defining the street edge and the upper floors providing a contrast as the materials change from a stone veneer and precast stone base wall and cap to a cement plaster.

Site Preparation and Construction
The project consists of the demolition of the existing structures, grading, excavation, and other earthwork to excavate the parking garage and to achieve desired elevations. The project would require the removal of approximately 28,302 cubic yards of soil. Grading would consist of excavation up to 40-feet deep within the building footprint to create a new full-depth basement level parking garage. Soil will be disposed off-site at a location determined by the contractor during construction. Fill on the site would include utility trench backfill, retaining wall backfill, slab sub-grade materials and finished drainage and landscaping grading. Approximately 330 cubic yards of fill would be used but there would be no import of fill to the site. Accordingly, the net export of grading material would 27,301 cubic yards.

Construction Access
Since El Camino Real is a State Highway, any construction traffic, lane closures, or street staging would require approved traffic control plans and an encroachment permit from Caltrans. Any other construction traffic, lane closures, or street staging would require approved traffic control plans and an encroachment permit from the City.

Staging
Project construction would be staged on-site. The staging areas would be used for construction equipment set up. An encroachment permit would be obtained from Caltrans for any staging/construction-vehicle parking on El Camino Real, if necessary. Notices regarding closure to the public of street parking would be posted in compliance with Caltrans regulations in advance of utilization. Staging areas would be returned to pre-construction condition upon project completion.

The staging areas would be used for construction equipment set up. An encroachment permit would be obtained from the City for any staging/construction-vehicle parking on any City street, if necessary. Notices regarding closure to the public of street parking would be posted in compliance with City regulations in advance of utilization. Staging areas would be returned to pre-construction condition upon project completion.

Construction Schedule
In accordance with the Belmont Municipal Code, construction is limited between 8 a.m. to 5 p.m. during weekdays and 10 a.m. to 5 p.m. on Saturdays. No construction would occur on Sundays or holidays. Construction hauling would be limited to between the hours of 9:00 a.m. and 3:00 p.m. to avoid impacts to traffic from haul trucks and would be within the construction hours allowed by City Ordinance. Construction, comprised of site preparation, utility installation, and building construction is estimated to comprise of 510 construction workdays of 23 months.

Construction Equipment
Project construction would require the use of heavy equipment at various stages of construction such as demolition, excavation, and concrete installation. Equipment anticipated on site would include concrete saws, excavators, dump trucks and rubber-tired dozers during demolition; excavators, rubber-tired dozers, dump trucks and scrapers during grading; forklift, rough terrain forklifts, skid steer loaders, concrete pump and screeds for concrete installation and tractors/loaders/backhoes during construction. A water tank and dewatering pumps would also be utilized, if necessary.

Utilities
The project included connections to existing utilities. The project would connect to existing water and sewer lines in Belmont Avenue through the extension of utility laterals. Water and sewage disposal are provided by Mid-Peninsula Water District and the City of Belmont, respectively. The project would connect to existing telephone and cable lines, with service provided from Comcast and gas and electric lines in El Camino Real. Additionally, the project would connect to and then extend a storm drainage line approximately 400 feet westward along El Camino Real to a catch basin at Anita Avenue and El Camino Real.

Project Analysis
City staff reviewed the proposed Project for its compliance with the City's General Plan, the development standards of the Belmont Zoning Ordinance (BZO), and State Density Bonus law. Staff has determined that the Project is consistent with these standards as detailed in the analysis below.

General Plan Conformance
The project is in conformance with the Belmont General Plan. The General Plan designation for the site is "Corridor Mixed Use," which is intended to provide community and visitor-serving retail and services, lodging, office, and high density residential in a horizontal and/or vertical mixed-use setting. The project is consistent with this objective because it provides a mixture of housing types ranging from one- to three-bedroom apartment units in a high density vertically oriented residential development. Attachment provides the project's consistency with key goals and policies of the Belmont General Plan.

Housing Element – Housing Development Opportunity Site 6
The Housing Element identified the subject site as a Housing Opportunity Site as one of 50 underutilized parcels intended for residential development. The City re-zoned the El Camino Real corridor to facilitate higher density redevelopment and infill development appropriate for the major transportation corridor, and anticipated higher densities as viable along the transit corridor.

The Housing Element identified the Project site as Opportunity Site 6, and recognized the parcel as a critical component of meeting the City's Regional Housing Needs Allocation. As shown in the Table 6, the project would assist the City in achieving the City's regional housing needs per income category. The Housing Element anticipated 50 units on this site. However, the Project's 125 units would not conflict with this because the Housing Element does not place a maximum development capacity on the Development Opportunity Sites. Accordingly, the project is critical component towards meeting the City's regional housing needs.

Table 6: El Camino Real Corridor Summary of Site with Residential Capacity

Sites	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
El Camino Real Sites without Consolidation	30	31	33	34	115	243
Project	36	27	62	0	0	125
Remaining	Surplus of 6	4	29	34	115	118
El Camino Real Sites with Consolidation	33	33	35	37	124	262
Project	**36**	**27**	**62**	**0**	**0**	**125**
Remaining	Surplus of 3	6	27	37	124	137

Belmont Zoning Ordinance Conformance

The proposed project is consistent with the development standards in the Belmont Zoning Ordinance (BZO) as demonstrated in Attachment J, subject to use permit and design review findings, and conditions of approval.

Design Review and Conditional Use Permit

The requisite Design Review Principles Section 13.5.2 and 13.6, and Conditional Use Permit Findings Section 10.7.3(a)(1-4) are provided in the attached resolution (see Attachment D). The findings address all elements for the project related to the conditional use permit and design review requests which are included in Attachment D.

Pursuant to Belmont Zoning Ordinance Section 5A.1.3(m), multi-family dwellings on the ground floor are conditionally permitted, with a determination by the Planning Commission that a single use building is appropriate for the site and is setback at least 10 feet from the front and street side lot lines.

Analysis: The project is setback 11 feet from Belmont Avenue and El Camino Real.

In determining whether a single use building is appropriate for the site, the Commission shall consider whether:

1) *The layout and street orientation of the project site, parking and circulation traffic pattern for the project are conducive for the operation of ground floor commercial, retail or restaurant uses.*

Analysis: Compliant. The layout, street orientation, parking and circulation traffic patterns for the project site are not conducive to the operation of ground floor commercial, retail, or restaurant uses. Ground floor commercial, retail, or restaurant uses are associated with a high level of vehicle trips which would be located an unimproved private street. Neighboring properties may restrict access to the site from this street. Installation of an entry to the site from El Camino Real, instead of Belmont Avenue, may not be feasible and may introduce traffic conflicts given intersection

proximities to each other. Access to the site from El Camino Real would introduce conflicts between pedestrians and vehicles accessing the site. Therefore, the layout, orientation, parking and circulation traffic patterns are not conducive for the operation of ground floor commercial, retail, or restaurant uses.

2) *The project would be replacing an existing retail or restaurant use on site.*

Analysis: Compliant. The project would not replace an existing retail or restaurant use on the site. The project would replace the existing Bel Mateo Motel and develop an underutilized portion of the site with residential uses available for low-income households.

3) *There are existing commercial, retail, or restaurant uses within ¼ mile of the project site that would meet the needs of the building occupants.*

Analysis: Compliant. The Belmont Plaza Shopping Center is located tangential to the project site along El Camino Real, while restaurant and office uses are located 26 feet west of the western property line of the property along El Camino Real. These uses, as well as additional commercial, retail, and restaurant uses located along El Camino Real within ¼ mile of the project site would meet the needs of the building occupants.

4) *The project would provide 30% or more units of affordable housing.*

Analysis: Compliant. The project provides 100 percent affordable housing to households at the low-income and below levels.

Additional Density and Height Subject to Density Bonus Law and Public Benefit
The project qualifies for certain provisions under state and local density bonus law, the first of which is an increase in density above the maximum amount of 45 du/ac. Cities and counties are required to grant a density bonus to housing projects which contain 100 percent of the housing units (other than manager's units) are restricted to very low, lower and moderate-income residents (with a maximum of 20 percent moderate). The project provides 100 percent of units available to low-income households. Accordingly, the project is afforded an 80 percent bonus in density.

Table 7: Summary of Density Bonus and Community Benefit Units

Density and Bonus	**Units (1.46 acres)**
Density Permitted Per BZO: Base Project Density (45 du/ac)	66 units
Density Bonus of 80 Percent Pursuant to § 65915(f):	118 units
Project Density	125 units
Density Bonus Subject to Community Benefit	7 units

As demonstrated in Table 7, the Project would require the provision of a density bonus of approximately seven units pursuant to the City's community benefits provisions in BZO Section 5A.1.1. The provision of this community benefit represents approximately five percent (5%) of the units of the project. BZO Section 5A.1.1 states that "a community benefits program allows additional height, density and intensity

to be granted in exchange for the provision of specified community benefits." Projects seeking a greater density over the maximum allowed from California Density Bonus Law must provide specific community benefits, consistent with City Council findings (to be reviewed/determined) in the affirmative concerning the following three items:

1) *Making such an award is in the City's interest and will help implement the General Plan.*

   Analysis: Compliant. Allowing the 800-803 Belmont Avenue Residential Project seven units in excess of the maximum density enables the City to provide for and almost meet the entirety of its affordable housing requirement as established in the Housing Element of the General Plan. Making the award is in the City's interest because it achieves compliance with the City's RHNA and catalyzes growth in proximity to transit.

2) *These benefits cannot be realized without granting an increased density.*

   Analysis: Compliant. Providing the affordable housing levels proposed by the project would not be possible without the increased density. To comply with the 45 du/ac or 60 du/ac requirement, the project would have to be reduced by 59 units and 37 units, respectively. With a reduction of 59 or 37 units, the project would require additional financing which may result in the project not being constructed.

3) *That the increase granted is the minimum necessary to realize these benefits and that no adverse impacts or land use incompatibilities will be created that are judged unacceptable.*

   Analysis: Compliant. The increase in density of seven additional units is the minimum to provide the required needed number of units for the project.

   The project will not result in adverse impacts or land use incompatibilities as a result of the increased density. As discussed in the environmental review section of this staff report, the project would result in the demolition of a resource that is eligible for listing on the local register. However, this impact would occur regardless of the density of the project. All other impacts have been mitigated to less than significant levels. The project, as conditioned, will be required to implement the recommendations of the Phase I environmental site assessment, ensuring the safety of construction workers and future residents. Traffic analysis for the project includes a mitigation measure to install a raised median in El Camino Real for safety. With installation of this median, the project would not have adverse impacts or land use compatibilities that are unacceptable.

Pursuant to State Density Bonus Law, if a 100 percent affordable project is located within a half mile of a major transit stop, the project is entitled to receive a maximum height increase of up to three additional stories or 33 feet. The BZO height limit is 45 feet. However, the maximum height of the project along El Camino Real is 65 feet. The height of the building at the rear of the site, closest to adjacent residences is 60 feet, five feet above the maximum permitted under the City's community benefit allowance. However, State Density Bonus takes precedence. The height in excess of 45 feet is comprised of the top two stories of the building and roof structure. Accordingly, this excess height comprised of the top two stories of the building is permitted pursuant to State Density Bonus Law.

Public Benefit
Section 31.4.1(f)(2) of the Belmont Zoning Ordinance specifies acceptable community benefits for an increase in density above the prescribed amounts. The primary community benefit provided by the project is the provision of affordable housing well in excess of the City's requirement. The provision of a 100 percent affordable housing project at the low-income level satisfies the requirements of community benefits identified under BZO Section 31.4.1(f)(2).

Affordable Housing Plan
Applicants for residential rental projects of 25 units or more must submit an Affordable Housing Plan (AHP) concurrently with the application for the first approval of the project. As the City does not have a particular format for the AHP, the applicant incorporated it into the project plans. A detailed review of the AHP is provided in Attachment H.

BZO 29.85(a)(5) indicates that an AHP must be processed concurrently with all other permits required for the development project. Before approving the AHP, the decision-making body shall find that the affordable housing plan conforms to BZO Section 29.6 (b) (1-3).

BZO 29.6 - Provision of Affordable Units; (b) Standards for Affordable Units

1) *Affordable units must be comparable in exterior appearance and overall quality of construction to market-rate units in the same housing development. Interior finishes and amenities must equal those provided in the base model market-rate units.*

   Analysis: Compliant. The project is a 100 percent affordable project to households' low income and below, with a design theme applied consistently throughout all units and elevations. Accordingly, all exterior finishes and amenities are applied equally across all of the units. To ensure that interior finishes are consistent, a project condition of approval will require verification of interior finishes after construction of the project, and before issuance of a certificate of occupancy.

2) *The number of bedrooms in the affordable units must be comparable to the average number of bedrooms in the market-rate units, and the affordable units must be reasonably dispersed within the residential project, with unit locations comparable to those of the market-rate units, or, subject to the approval of the community development director, may be clustered within the residential project when this furthers affordable housing opportunities.*

   Analysis: Compliant. The project is generally consistent with the number of bedrooms for affordable units. The project is a 100 percent affordable project to households' low income and below. The project provides 42 percent of units in the one-bedroom category, 32 percent in the two-bedroom category, and 26 percent as three-bedroom units. One-bedroom units are available to extremely and very low-income households while the majority of three-bedroom units are available to low-income households. The project does not include bedrooms in market rate units. Therefore the project's allocation of bedroom units by income category is acceptable. Further, given that the project is a 100 percent affordable project, units are dispersed throughout the building.

3) *The affordable units must have the same amenities as the market rate units, including the same access to and enjoyment of common open space, parking, storage, and other facilities in the residential project.*

Analysis: Compliant. The project is a 100 percent affordable project. Accordingly, units have the same access to and enjoyment of common open spaces, parking, storage, and other facilities in the residential project.

Parking and Loading Analysis

As part of California Density Bonus Law, the project is entitled to reduced parking requirements because it provides 100 percent of the units as affordable to lower income households and is located within one-half (0.5) mile of the Caltrain Belmont property. Accordingly, the project is entitled to a requirement of one-half space per unit. The project includes a proposal that would assign parking spaces to specific units, overseen by management. Table 8 below demonstrates the project's satisfaction of the vehicle, bicycle, and loading space parking requirements.

Table 8: Parking Analysis

Vehicle Parking Analysis		**Consistent?**
Units	125	Yes
Parking Requirement	0.5 spaces/unit	
Parking Required	63 spaces	
Total Parking Provided	152 spaces	
Excess or Deficit	89 spaces excess	
EV Charging	5% of parking spaces minimum: 8 spaces required 16 spaces provided	
Accessible Parking	Garage parking: 5 required 9 spaces provided	
Loading Space	One 10' x 25' space required Provided 10' x 25' space	
Bicycle Parking Analysis		
Parking Requirement	2 short term spaces Per Transportation Demand Management : 1 per 5 dwelling units Class 1 Spaces	Yes
Parking Required	2 short term 25 Class 1 spaces	
Parking Provided	2 short term 84 Class 1 spaces	

Excess	0 short term 59 Class 1 spaces	
Loading Requirement Analysis		
One small space, no less than 10 ft. wide and 25 ft. in length, with vertical clearance of eight ft.	10 ft. by 25 ft. loading space provided in entry driveway to project	Yes

Transportation and Transportation Demand Management (TDM)
A comprehensive traffic impact study (TIS) was prepared for the project by Elite Transportation Group and peer reviewed by Advanced Mobility Group. The TIS evaluates the potential traffic impacts from the project and evaluates TDM measures.

Traffic Metrics
Senate Bill 743 required changes to how the significance of transportation impacts are determined under CEQA, specifying that Vehicle Miles Traveled (VMT)[1] is the most appropriate metric to evaluate a project's transportation impacts. Thus, the CEQA Guidelines no longer include automobile delay, as measured by "level of service" (LOS)[2] and other similar metrics, as significant impact criteria for evaluation of environmental impacts under CEQA. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's Office of Planning and Research includes the following discussion pertaining to affordable housing project.

> *Less Than Significant Impact Near Transit Stations:*
> *Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT.*

The project would have a less than significant impact on VMT. The project satisfied the distance requirements under CEQA Guidelines Section 15064(b)(1) for proximity to high quality transit. The project is two-tenths (0.2) of a mile away from the existing high-quality transit stops for major regional transit services (SamTrans ECR, 397, and 398). Additionally, it is approximately one-half (0.5) mile from the Caltrain Belmont Station (near the intersection at El Camino Real and Middle Road). The development

[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.

proposes two (2) short-term (Class 2) and 86 long term (Class 1) bicycle parking spaces to promote biking. Lastly, the project is required to pay traffic impact fees to offset less than significant traffic impacts. Compliance with regulatory provisions, being located along a high-quality transit corridor, and exceeding bicycle parking requirements indicates the project will have less than significant VMT impact.

Belmont's TDM Program Report and Guidebook provide special considerations where TDM measures may not be required. These provisions apply to 100 percent affordable housing projects of any size, except that projects must provide on-site, secure bicycle parking at a rate of one (1) bicycle parking spot per five (5) dwelling units, and applicants are encouraged to coordinate with Belmont City staff to include as many TDM measures as are feasible. The project satisfies these requirements. The project includes safe and convenient pedestrian connections by improving the crosswalk at El Camino Real and Belmont Avenue, and includes a bicycle storage room in the building that exceeds the long-term Class 1 bicycle parking requirement by 59 spaces. Accordingly, the project satisfies the City of Belmont's TDM Program Report and Guidebook for not requiring TDM measures.

Tree Removal Permit:

The project includes an arborist report (Attachment L) which evaluated the trees located onsite, of which 25 are considered as "Protected Trees" based on the City's Ordinance. The project proposes removing 25 protected trees as defined by Chapter 25 of the Belmont Municipal Code per the project plans and arborist report. These trees include one coast redwood and 24 eucalyptus trees. The project would retain two trees located towards the now vacant restaurant at the rear of the site. The removal of the 25 trees is necessary to construct the project at the proposed scale. The arborist report notes that only the one redwood tree proposed for removal, located at adjacent to Belmont Avenue, near the former Vans Restaurant is in good condition. All other trees are in fair to poor condition. Most of the eucalyptus trees proposed to be removed are located offsite. The project owner has obtained authorization from Davey-Glen, LLC to remove these trees.

The project includes the planting of a variety of tree types throughout the project site. The project includes, but is not limited to, 13 redbud and dogwood trees, 11 maidenhair trees, seven crape myrtles, and five London planes that are primarily planted around the perimeter of site and at the rear of the site in the landscape and open space area. The redbud is proposed to be 15-gallon tree while all others are 24-inch box trees. In total, the project includes 60 trees to be planted onsite. Other groundcover, shrubs and low plantings are proposed for the project site.

Adherence to conditions of approval attached to permits will ensure compliance with the City's Tree Ordinance and the City's Municipal Code. Conditions of approval for the project require the applicant to implement all tree protection measures, payment of tree removal fees, and mitigation plantings or payment of in-lieu fees. The proposed improvements to the site are reasonable and conform to the intended use. There are a number of existing trees on site, and additional trees will be installed and/or in-lieu fees will be paid in accordance with City requirements. Thus, staff and the Planning Commission is recommending that the City Council grant the Tree Removal Permit for the project.

Tentative Map:

The merger of the underlying lots conforms with the City of Belmont's requirements for lot size and dimensions.

Site Access
Access to the site is provided from Belmont Avenue, which is a private street. Staff has confirmed that access is unencumbered, and has received written agreements from adjacent property owners, included as Attachment P, that access to the property is also granted and not restricted.

Sewer Improvements
The proposed design consists of one 6-inch sewer lateral that will serve the site and will connect to the existing 6-inch main in Belmont Avenue. The existing 6-inch main in Belmont Avenue will meet the City's requirements for maximum depth of flow during the proposed conditions. Conditions of approval are included for the provision of sewer connection fees, and fair share costs for sewer impacts on the pump station.

Storm Drainage
There is no storm drain system along Belmont Avenue frontage of the project. The existing drainage sheet flows from the project site via the face of curb, to Belmont Avenue, and then mingles that with public water in El Camino Real. The project would collect drainage onsite and convey it down El Camino Real to a catch basin at Anita Avenue via a new 18-inch storm drainage line.

Drainage conditions will be improved by adding catch basins on north side and south side of Belmont Avenue to collect the upstream runoff, the roadway surfaces and onsite water. On-site storm water flowing into the San Mateo County storm drain system will be treated per C3 requirements. The systems would use low-impact-development bio retention basins and flow through planters. Accordingly, the project will not increase post-development flows of storm drainage compared to pre-development amounts. Based on the current stormwater control plan, the 10-year flow is captured in pipes or infiltrated through the soil. The 100-year flow is collected via the curb and then to the catch basins on Belmont Avenue and then El Camino Real at the Anita Avenue intersection.

Water, Electric, and Gas
The applicant has received will-serve letters from Mid-Peninsula Water District and Pacific Gas and Electric that they will serve the project with water, gas, and/or electric services.

Solid Waste and Recycling
The project has received approval from Recology for the design of solid waste collection (Attachment 12). The project would conform to the City's requirements for solid waste and recycling for residential projects. Collection of waste would occur separately for each component of the project. A final waste collection plan will be required prior to permitting/construction of the project.

The findings for approval of a tentative parcel map include consistency with the General Plan, physical suitability of the project site for the type and density of proposed development, the potential for environmental and public health impacts, and the potential for conflicts with public easements.

Merger of the lots and the proposed location of the building complies with all required setbacks. In addition, the site and adjacent public right-of-way would be of sufficient size to accommodate all required frontage and streetscape improvements. The potential environmental and public health effects of the project have been addressed in the environmental impact report, and the project proposes a public access

easement along the project frontage. Subject to City Council approval of the increase in density in exchange for the specified community benefits, the project would not exceed the maximum residential development intensity permitted under the General Plan. A General Plan (GP) Consistency analysis for the parcel map is provided Attachment I.

The findings for approval of a parcel map are negative, in that if they can be made in the affirmative, the project must be denied. Staff recommends, and the Planning Commission concurred, that none of the required findings can be made in the affirmative. Therefore, staff recommends that the City Council adopt a Resolution approving the parcel map for the project.

Grading Permit:

Development projects that exceed 500 cubic yards of grading require Grading Plan or Permit approval by the Planning Commission. Key considerations for the Grading Plan identified in the required findings for approval (City Code Section 9-27 (a)–(h)) include review of the grading for site stability, and erosion control/flooding/water quality impacts. The grading must also be necessary for "reasonable" use of the site, which has generally been interpreted to include uses that conform to the project site's zoning district, and are constructed in accordance with established development criteria. The visual compatibility impacts of grading are assessed as well. This review entails an evaluation of the potential condition of the property as a result of the proposed grading (including tree preservation). For example, depositing large quantities of fill and clearcutting trees on a project site solely to gain a view over surrounding properties, may be considered visually incompatible grading (it also may be considered unnecessary). Conformance with the technical aspects of grading (site stability, erosion control, dust control, and the methods of cut, fill, compaction, etc.) are reviewed by engineers in the Public Works Department and consultants working for the City.

The grading plan has been reviewed by the Public Works Department and found not to be excessive, as there is no grading unnecessary for the project, which would conform with the permitted/conditionally permitted uses and the development criteria of its zoning district. The project grading would be visually compatible with the surrounding area, as it mostly entails excavation of an underground parking garage, and construction of a multi-family residential building on a generally flat pad, surrounded by landscaping, and parking areas.

A final grading plan will be reviewed and approved by the Public Works Department, prior to building permit issuance. The City's consulting geologist has provided several recommendations that have been included in the conditions of approval. There are no known geological hazards on site or in the immediate neighborhood of the subject property. Unless an exception is granted, grading is limited to the drier season (April 15- November 14), which also serves to prevent erosion; however, the Department of Public Works will require that applicant to adhere to specific best management practices (BMPs) to avoid air and water quality impacts. In addition, General Plan EIR Mitigation Measures, and conditions of project approval would require the applicant address potential noise, vibration, cultural, biological, and hazardous materials impacts, prior to and during grading operations.

To prevent traffic impacts, the applicant will be required to submit a construction management plan for review and approval by the Department of Public Works. A primary consideration of this plan would be to ensure that project construction does not adversely impact traffic operations within the surrounding

neighborhoods. Given the large size of the project site and its close proximity to Highway 101, it is anticipated that all construction could be staged on site, and larger hauling vehicles could be used to reduce truck trips.

The City's Building Division and Public Works Department have reviewed the grading plans for the project, and have determined that the plan is in conformity with the Building Code and the City of Belmont Grading Ordinance (Chapter 9 of the City Code). Based on the foregoing discussion, the findings for approval of the Grading Permit can be made in the affirmative. Therefore, staff and the Planning Commission recommends that the City Council adopt a resolution for approval of the Grading Plan.

Geotechnical
The applicant submitted geotechnical investigations for the project which were peer-reviewed by the City's consulting geologist, Geosphere. The geotechnical investigation concluded that the proposed residential development is suitable for the site from a geotechnical perspective, provided that the recommendations contained in the investigation are implemented in the design and construction. The City's consulting geologist concurs with the recommendations with the investigation, and recommends approval of the project subject to standard conditions (i.e., geotechnical review of final building and grading plans and field inspections during construction). Consistent with the City's geotechnical requirements, all consulting geologist recommendations have been included as conditions of project approval.

Environmental Review:
The City of Belmont, as the lead agency for the proposed project, prepared a Draft Environmental Impact Report (DEIR) for the proposed 800-803 Belmont Avenue Residential Project. The City exceeded California Environmental Quality Act (CEQA) circulation requirements, by providing a 50-day public review of the DEIR, instead of a 45-day public review, from November 17, 2021 to January 6, 2022. Further, copies of the DEIR were made available online, at City Hall, and were also available at the library, which exceeds CEQA mandates for DEIR availability.

The DEIR provides environmental clearance under CEQA for the project. The DEIR analyzed project-level environmental impacts and discussed alternatives to the proposed project. During public circulation, City staff did not receive public comments on the EIR. A First Amendment to the DEIR has been prepared. The First Amendment together with the DEIR constitute the Final Environmental Impact Report (FEIR) for the proposed project. These entire documents can be viewed on the City's website at:
https://www.belmont.gov/Home/Components/FacilityDirectory/FacilityDirectory/431/333

The DEIR found that the project would result in significant and unavoidable impacts related to cultural resources. The project would result in the demolition the Bel-Mateo Motel, which, based on the conclusions of the Historic Resource Evaluation (HRE) for the project, is eligible for listing on the California Register of Historic Resources. It is important to note that the Bel Mateo Motel is not listed on a City register of historical resources, nor a state a federal list. The HRE is available in Appendix E. While the DEIR identifies feasible mitigation measures, no feasible mitigation would reduce impacts to the eligible resource to a less than significant level. Furthermore, the DEIR identified the following less than significant impacts with mitigations for noise, transportation, and tribal resources. The following table summarizes the identified impacts and mitigation measures.

Table 9: Impacts and Mitigation Measures

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
CULTURAL RESOURCES		
Impact 4.1-1: The proposed project would adversely impact the integrity of an individual historic resource. This would be a significant and unavoidable impact.	Significant and Unavoidable	**MM CUL-4.1-1a:** Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall prepare and submit, to the satisfaction of the Director of Community Development, or Director's designee, evidence that the following actions have been satisfied. a. The applicant or successor shall prepare a Historic American Building Survey ("HABS") Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs (Sign 1 and Sign 2 as described in the Historic Resource Evaluation), and the associated landscape as follows: 1. Drawings: select existing drawings, where available, should be photographed with large-format negatives or photographically reproduced on Mylar of the site plan and floor plans for the motel. 2. Photographs: Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo Policy Fact Sheet. Photos must have a permanency rating of approximately 75 years. 3. Written data: HABS written documentation in short form An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs and written data. The required documentation shall be filed with the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the Director of Community Development, or Director's Designee. Additional copies shall be made available to other local research institutions, as requested, and a copy with the City's Planning Division. **MM CUL-4.1-1b:** Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall conduct and prepare 3D laser scanning, providing digital documentation of the resource by a qualified professional. This documentation shall be donated to the Belmont Historical Society and the City of Belmont Community Development Department. **MM CUL-4.1-1c:** Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the project applicant shall donate the ca. 1952 signs to the Belmont Historical Society. Following completion of the action, the Project applicant shall submit a memo report documenting the donation to the Director of Community Development or Director's designee.

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
Impact 4.1-2: The proposed project would not adversely impact the integrity an historic district, which is recognized as an identified historic resource. This would be less than significant.	Less than Significant	Not applicable
Impact 4.1-3: Demolition of Bel Mateo Motel would not contribute to cumulative impacts to historic resources (i.e. buildings, structures, object, districts, sites). This impact would be less than significant.	Less than Significant	Not applicable
Impact 5.13-1: Construction noise levels would typically range from 70 to 81 dBA Leq at commercial uses to the north, from 68 to 79 dBA Leq at commercial uses to the south, from 63 to 74 dBA Leq at residences to the southwest, and from 61 to 72 dBA Leq at residences to the south. These levels would exceed the ambient noise environment by 5 dBA Leq or more at various times throughout construction for a period of over one year. This would be a significant impact without mitigation, and the project is subject to the following mitigation measure.	Less than Significant with Mitigation	**MM NOI-5.13-1:** Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a noise disturbance coordinator. The noise disturbance coordinator shall respond to neighborhood complaints and shall be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The noise logistic plan shall be submitted to the Director of Community Development or Director's designee prior to the issuance of any grading or demolition permits. As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but is not limited to, the following best management practices: • Pursuant to the Municipal Code, restrict noise-generating construction activities to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and Holidays. • Construct temporary noise barriers, where feasible, to screen mobile and stationary construction equipment. Temporary noise barrier fences would provide noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps. • 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. • Unnecessary idling of internal combustion engines should be strictly prohibited. • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
		sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise- sensitive receptors nearest the project site during all project construction. • A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • The contractor shall prepare a detailed construction schedule for major noise- generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.
Impact 5.17-1: The proposed would result in a traffic hazard because of an additional 16.6-second control delay to the intersection of Belmont Avenue and El Camino Real.	Less than Significant with Mitigation	**MM TRAN-5.17-1:** Prior to issuance of building permit, the project proponent shall provide evidence of an encroachment permit from the California Department of Transportation for the installation of a raised median at the El Camino Real/Belmont Avenue intersection. Improvement plans shall demonstrate to the satisfaction of Belmont Public Works and Planning Departments that left-turn movement on the eastbound approach at the intersection of El Camino Real/Belmont Avenue are restricted through the installation of a raised median to prohibit eastbound to northbound left-turns from Belmont Avenue and installation of the "No Left Turn," or "Right Only" signage on the project site at the intersection of El Camino Real and Belmont Avenue to the satisfaction of Belmont Public Works and Planning Departments.
Impact 5.18-1: The proposed project would result in an impact in listed or eligible for listing the California Register of Historic Resources or in a local register of historical resources as defined in Public	Less than Significant with Mitigation	**MM TRIBAL-5.18-1:** Prior to issuance of grading permit, the project proponent shall take boring samples of soil to examine for tribal or archaeological resources to qualified archaeological or tribal professional for examination. Results of the sample shall be provided to the City. If samples are determined to have eligible resources, the applicant shall employ a qualified tribal monitor that is traditionally and culturally affiliated with

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
Resources Code section 5020.1(k)		the geographic area as described in Public Resources Code section 21080.3 to monitor the site during grading activities.

Summary of Alternatives
The EIR identified the following alternatives:

- No Project Alternative
  CEQA Guidelines section 15126.6 (e) requires the "No Project" alternative be evaluated along with its impacts. Implementation of the "No Project Alternative" would not meet the Project Objectives. Under the "No Project Alternative" the motel would remain on the site, requiring continued maintenance and upkeep and may ultimately deteriorate. The "No Project Alternative" would also not meet the City's Objective of establishing a 100% affordable multi-family project on the site that meets the City's standards for a high-quality design and use consistent with the General Plan and Municipal Code.

  Under the "No Project Alternative" reasonably foreseeable future condition, the Bel Mateo Motel would remain as is. Under the No Project Alternative, the motel may deteriorate, losing its potential historic significance. The No Project Alternative, like the proposed project would ultimately result in the loss of an eligible structure.

- Alternative 2: Full Preservation in Place
  To fully preserve the historic resources in place, the project would have to be reduced in size such that it would be infeasible. The undeveloped parcel fronting El Camino Real (APN No. 044-172-200) is approximately 0.22 acres in size and would constitute the remaining gross developable area for the full preservation alternative. When considering setbacks, access, and open space requirements for the project, the approximately 0.22-acre parcel would be too small to accommodate a multi-family development. Further, consideration was afforded to conversion of the 19-room motel to a residential use. A one-story addition on the 0.22-acre parcel, horizontal expansions in areas level or graded areas that could accommodate these additions, and alterations adapt the hotel to a residential use while preserving the motel consistent with the Secretary of Interior Standards could afford the construction of residential units on the site. However, given the scale of the existing hotel, site topography, and development standards, preservation in place would not achieve project objectives.

- Alternative 3: Relocation Alternative
  Under this alternative, the project would relocate the motel and signage from the project site to a single receiver site that would maintain their historic character. Following relocation of the structures to a receiver site, the Project site would be developed with the same development as the proposed Project. As such, all impacts of the project, apart from the impact to a historical resource, would be the same as the project.

  Potential receiver sites were considered with the following criteria: (1) undeveloped property located along El Camino Real or a freeway to retain the auto-oriented nature of the motel in the

City of Belmont; and (2) the receiver parcel would have to be large enough to accommodate the motel in a placement that would allow for the retention of orientation, setbacks, and historic characteristics of the motel. Accordingly, a receiver site would have to be approximately one-acre in size. Parcels that fit these criteria were not identified. Further, the relocation of the motel would be cost prohibitive because acquiring the property and relocating the motel would exceed the cost of the project. As such, this alternative would be economically infeasible.

EIR Recirculation Unnecessary
As no comments were received during public circulation of the DEIR, there were no substantive inadequacies in the Draft EIR nor new previously unidentified significant impacts that require recirculation. Recirculation of an EIR is required when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review but before certification. Information can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not significant unless the EIR is changed in a way that deprives the public of meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (CEQA Guidelines Section 15088.5).

In accordance with CEQA Guidelines Section 15088, the First Amendment to the Draft EIR for the project identifies that no written responses were required because there were no comments received during the public review period for the Draft EIR. No significant new information has been added to the EIR since publication of the Draft EIR; therefore, the EIR does not need to be recirculated.

Statement of Overriding Considerations
A Statement of Overriding Considerations will need to be adopted by City Council for this project for these identified significant and unavoidable impacts. The CEQA resolution includes a Statement of Overriding Considerations and sets forth how the benefits of the project outweigh its significant adverse environmental impact.

Neighborhood Outreach & Correspondence:
The applicant reports conducting meetings in December 2020 and again on August 24, 2021. The applicant mailed letters (in English & Spanish) to all registered businesses and residential addresses within 300 feet of the site with an invitation detailing the time and location of the meeting. The meetings were held online and lasted over one hour where the applicant received feedback from the community.

Community concerns at the outreach meetings generally consisted of:
- Circulation and parking
- Overall project massing
- Affordability and services
- Street frontage and appearance
- Architecture design and materials color
- Availability of services like water, sewer, electric, schools, and internet

After the applicant's initial community outreach meeting, the applicant considered questions and concerns of the community and attempted to incorporate solutions in a feasible manner. The applicant provided massing drawings, renderings of the project, and identified measures to address community concerns

during construction. The applicant proposes that at the commencement of construction, the applicant would display a contact number that neighbors and community members can call in the event they have any complaints or concerns regarding the construction process. A summary of the neighborhood meetings, correspondence received as of the writing of this report, and the applicant's response to the correspondence are provided as Attachment K. It appears the applicant has achieved the neighborhood outreach strategy tasks required by the City.

Conclusion And Recommendation:
The Planning Commission recommended that the City Council of the City of Belmont:

1. Adopt a Resolution certifying the Project EIR, with a statement of overriding considerations.
2. Adopt a Resolution approving of the Vesting Tentative Map (VTM).
3. Adopt a Resolution approving the Conditional Use Permit (CUP), Grading Permit, Tree Removal Permit and Design Review, subject to the City Council's approval of the Tentative Map (TM) for the project and conditions of approval.

Alternatives

1. Continue the matter to another date in order to address any issues that have not been resolved.
2. Deny the requested entitlements.

Attachments

A. Project Location Map – Noted on Page 2 of Staff Report
B. Resolution certifying the Final Environmental Impact Report and adopting a statement of overriding considerations
C. Resolution approving the Tentative Map (TM)
D. Resolution approving the Conditional Use Permit (CUP), Design Review, Grading Permit, Affordable Housing Plan, and Tree Removal Permit, subject to approval of the TM
E. Conditions of Approval
F. Planning Commission Resolutions
G. Final EIR and Mitigation Monitoring and Reporting Program – This attachment is accessed via the ***Major Projects*** link on the City of Belmont Website
H. Affordable Housing Plan
I. General Plan Consistency Analysis
J. Belmont Development and Design Standards Evaluation
K. Neighborhood Outreach
L. Arborist Report
M. Recology Approval Letter
N. Geotechnical Studies
O. Will Serve Letters
P. Neighboring Property Owner Letters
Q. Project Plans – This attachment is accessed via the ***Major Projects*** link on the City of Belmont Website

Fiscal Impact

☒ No Fiscal Impact

☐ Funding Source Confirmed: Insert Acct # and additional information

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

** 1) Posting of Agenda, 2) Notice published in newspaper of general circulation, and mailed to property owners within 300 foot radius of project site.

RESOLUTION NO. 2022

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT 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 IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE 800-803 BELMONT AVENUE RESIDENTIAL PROJECT (APPL. NO. 2020-0020)

WHEREAS, ROEM Development Corporation, applicant (or designee), on behalf of the property owner, DeMartini, Lloyd J. Trust, LLC; Winfield Development LLC, requests approval of entitlements for construction of a 125 affordable unit project in a multifamily building, site improvements, and associated landscape and frontage improvements at 800-803 Belmont Avenue (Assessor's Parcel Numbers 044-172-190 and 044-172-200); 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, the Project qualifies as a project under the California Environmental Quality Act (CEQA), Public Resource Code §§21000-21178; and,

WHEREAS, the existing motel proposed for demolition (the "Bel Mateo Motel") has been determined to be an eligible historic resource (Historic Resource Evaluation of the property Located at 803 Belmont Avenue, Evans & De Shazo, Inc., November 10, 2021); and

WHEREAS, as an eligible historic resource, the Bel Mateo Motel is considered a historic resource pursuant to the California Environmental Quality Act (CEQA) and therefore an Environmental Impact Report (EIR) was prepared for the Project; and,

WHEREAS, on July 16, 2021, the City of Belmont distributed a Notice of Preparation ("NOP") of an EIR requesting that all interested parties provide comments on the scope of the EIR no later than August 16, 2021; and,

WHEREAS, all comments received on the NOP were addressed in the 800-803 Belmont Avenue Residential Project DEIR; and,

WHEREAS, on November 16, 2021, a Notice of Availability of the 800-803 Belmont Avenue Residential Project DEIR was provided to all property owners within 300' of the property, and posted to the City's website providing notice that the DEIR was available for public review and comment; and,

WHEREAS, the DEIR for the Project was circulated for a 50-day public review and comment period between November 17, 2021 and January 6, 2022; and,

WHEREAS**,** the City of Belmont did not receive written and oral comments to the DEIR; and,

WHEREAS, on March 24, 2022, in accordance with CEQA, the FEIR was made available, at least ten days prior to the Planning Commission's hearing of the EIR; and,

WHEREAS**,** the Project does not have the potential to result in a significant adverse impact on wildlife resources as defined in the State Fish and Game Code, either individually or cumulatively, though it is not exempt from Fish and Game filing fees; and,

WHEREAS, the Project is not located on a site listed on any Hazardous Waste Site List compiled by the State pursuant to Section 65962.5 of the California Government Code; and,

WHEREAS, it is recognized that demolition of the Bel Mateo Motel will constitute a significant and unavoidable impact to an eligible historic resource; and,

WHEREAS, although the EIR identifies Mitigation Measures and a Mitigation Monitoring and Reporting Program has been prepared and set forth within the FEIR (Chapter 6.0 therein), because impacts remain significant and unavoidable a statement of overriding considerations, has been prepared in accordance with CEQA Guidelines Section 15093; and,

WHEREAS, pursuant to CEQA, a Mitigation Monitoring and Reporting Program (Exhibit B hereto) has been prepared, to ensure that all mitigation measures are fully implemented; and,

WHEREAS, on April 19, 2022, the Planning Commission following notification in the prescribed manner, conducted a public hearing at which hearing the Commission considered the Project, received public testimony and evidence, and adopted a resolution recommending City Council certify the FEIR, including a statement of overriding considerations, and adopt an MMRP for the subject project; and,

WHEREAS, on April 19, 2022, the Planning Commission recommended that the Belmont City Council find that specific economic, legal, social, technological or other consideration outweigh any significant environmental effects of the Project which cannot be fully mitigated; and,

WHEREAS, the "Findings of Fact Regarding Environmental Impacts, Mitigation Measures, Alternatives and Overriding Considerations for the 800-803 Belmont Avenue Residential Project," (the "CEQA Findings and Statement of Overriding Considerations") contained in Exhibit A hereto, which is incorporated herein by reference, has been prepared in order to satisfy the requirements of Public Resources Code § 21081, subdivision (a);

NOW, THEREFORE BE IT RESOLVED that:

1. The above recitals are true and correct, incorporated herein by reference and adopted as findings of the City Council.

2. The City Council of the City of Belmont certify the 800-803 Belmont Avenue Residential Project Environmental Impact Report as an adequate description of the impacts of the Project in compliance with CEQA, and the State CEQA Guidelines.

3. The City Council of the City of Belmont certify that the 800-803 Belmont Avenue Residential project Environmental Impact Report was presented to and considered by the decision-making body prior to making a decision on the Project.

4. The City Council of the City of Belmont certify that the 800-803 Belmont Avenue Residential Project Environmental Impact Report reflects the independent judgment and analysis of the City.

5. The documents and other materials that constitute the record of proceedings on which this decision is based are located at One Twin Pines Lane, Suite 310, Belmont, California, 94002. The custodian for these documents is Belmont Community Development Department, Planning Division. This information is provided in compliance with Public Resources Code §21081.6(a)(2) and 14 Cal Code Regs §15091(e).

BE IT FURTHER RESOLVED that the City Council of the City of Belmont certifies the Environmental Impact Report, adopts the Mitigation Monitoring and Reporting Program, and adopts the CEQA Findings and Statement of Overriding Considerations for the 800-803 Belmont Avenue Residential Project, Application No. 2020-0020, based upon the whole of the record.

* * *

Certified and adopted May 10, 2022 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 2022-_____

CITY OF BELMONT

FINDINGS OF FACT
AND STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE:

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

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 800-803 Belmont Avenue Residential Project (together, the "Project"). The EIR is a project-level EIR prepared pursuant to CEQA Guidelines Section 15168 and consists of the Draft Environmental Impact Report released on November 16, 2021 (the "Draft EIR"), Appendices A through K of the Draft EIR, and the Final Environmental Impact Report released on March 24, 2022 (the "Final EIR"). The EIR addresses the potential environmental effects associated with the Project.

a. Project Description

The proposed 800-803 Belmont Avenue Residential project is comprised of a 125 unit, 100-percent affordable multifamily structure. The project would be affordable at the low income and below levels. The project proposes the demolition of the existing Bel Mateo Motel, considered to be an eligible historic resource for listing on the California Register of Historical Resources, and the construction of a multi-family structure eight stories in height. However, the structure would be terraced as it extends up the site from El Camino Real to the west, with each terraced level not exceeding six stories. The structure would generally follow the natural topography of the site. The project site is known as the Bel-Mateo Motel and a vacant parcel with frontage on El Camino Real. The site is situated on two parcels with a combined size of approximately 1.46-acres, with the 19-room motel occupying approximately 1.25 acres while an undeveloped quarter-acre parcel fronts El Camino Real. The site is approximately less than one-half (0.5) mile from the Belmont Caltrain station. The project includes onsite amenities, recreation and landscaped areas, and parking. Onsite amenities will include but are not limited to the following: outdoor recreation area of approximately 6,500 square feet, fitness center; resident club room; homework/computer room; resident services office; and a children's play structure. The project will have 125 units. There are approximately 152 parking spaces proposed within three levels of at grade parking in an enclosed garage.

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

The following are the Applicant's Objectives:

- Construction of a 125-unit, 100-percent affordable, multi-family building.
  - Establish a high-quality architectural design for an affordable housing project.
  - Enhance the nearby Belmont Village Specific Plan Area by offering a vibrant community activity and services for new residents within one-half mile of public transit.
  - Maximize use of an infill site by providing multi-family development served by various modes of public transportation.
  - Target affordable housing to those earning between 30% to 80% AMI of San Mateo County.

The following are the City's Objectives:

- Establish a 100-percent affordable housing project that is consistent with the Belmont General Plan and Zoning Code.
- Ensure that the City's values of historic and cultural heritage are considered.

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 July 16, 2021. The City accepted written comments on the scope of the EIR until August 16, 2021, and concerns raised in response to the NOP 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 November 16, 2021, 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 800-803 Belmont Avenue Residential Project were made available through the follow website maintained by the City:

https://www.belmont.gov/Home/Components/FacilityDirectory/FacilityDirectory/431/333

- 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 November 16, 2021 and January 6, 2022.

- On March 24, 2022, 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 April 19, 2022, the Planning Commission conducted a duly and properly noticed public hearing on certain components of the Project. The Planning Commission recommended that the City Council approve the proposed 800-803 Belmont Avenue Residential Project.

- On _____, the City Council certified the EIR following a duly and properly noticed public hearing.

- The 800-803 Belmont Avenue Residential Project and the EIR came before the City Council on ____ 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 March 24, 2022 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.

Issues With No Impact Or Less Than Significant Impacts
The Initial Study/Notice of Preparation determined that, with the exception of Historic Resources, the following environmental categories do not have the potential to be significantly impacted by the proposed 80-803 Belmont Avenue project. Environmental categories under which there would be no impacts or less than significant impacts include the following:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Energy
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

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.) Cultural Resources

i. Impact 4.1-1: The proposed project would adversely impact the integrity of an individual historic resource. This would be a significant and unavoidable impact.

(1) Significant Environmental Effect. This impact is further described beginning on page 4-17 of the Draft. EIR. The proposed project would demolish a structure that is individually eligible for listing on a historic register.

(2) Mitigation Measures. The following mitigation measures as discussed in the Draft EIR at pages 4-22 and 23 are hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

> Mitigation Measure CUL-4.1-1a: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall prepare and submit, to the satisfaction of the Director of Community Development, or Director's designee, evidence that the following actions have been satisfied.
>
> The applicant or successor shall prepare a Historic American Building Survey ("HABS") Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs (Sign 1 and Sign 2 as described in the Historic Resource Evaluation), and the associated landscape as follows:
>
> a. Drawings: select existing drawings, where available, should be photographed with large-format negatives or photographically reproduced on Mylar of the site plan and floor plans for the motel.
> b. Photographs: Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo Policy Fact Sheet. Photos must have a permanency rating of approximately 75 years.
> c. Written data: HABS written documentation in short form
>
> An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs and written data. The required documentation shall be filed with the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the Director of Community Development, or Director's Designee. Additional copies shall be made available to other local research institutions, as requested, and a copy with the City's Planning Division.
>
> Mitigation Measure CUL-4.1-1b: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the

Project site, the Project applicant shall conduct and prepare 3D laser scanning, providing digital documentation of the resource by a qualified professional. This documentation shall be donated to the Belmont Historical Society and the City of Belmont Community Development Department.

Mitigation Measure CUL-4.1-1c: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the project applicant shall donate the ca. 1952 signs to the Belmont Historical Society. Following completion of the action, the Project applicant shall submit a memo report documenting the donation to the Director of Community Development or Director's designee.

(3) Finding. Mitigation Measures CUL-4.1-1a through CUL-4.1.c have been identified that lessen the significant environmental effects. Per California Code of Regulations Title 14, Section 15126.4(b), the demolition or destruction of an eligible historical resource cannot typically be fully mitigated. As such, the proposed demolition of an eligible historic, even with the proposed mitigation, would be considerable and impacts would be **significant and unavoidable.**

b) Noise

i. Impact 5.13-1: Construction noise levels would typically range from 70 to 81 dBA Leq at commercial uses to the north, from 68 to 79 dBA Leq at commercial uses to the south, from 63 to 74 dBA Leq at residences to the southwest, and from 61 to 72 dBA Leq at residences to the south. These levels would exceed the ambient noise environment by 5 dBA Leq or more at various times throughout construction for a period of over one year. This would be a significant impact without mitigation.

(1) Significant Environmental Effect. This impact is further described beginning on page 74 of Appendix B of the Draft EIR. The proposed project would exceed ambient noise levels by 5 dBA Leq for over one year during construction.

(2) Mitigation Measure. The following mitigation measure as discussed in Appendix B of the Draft EIR at pages 74 and 74 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

Mitigation Measure NOI-5.13-1: Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a noise disturbance coordinator. The noise disturbance coordinator shall respond to neighborhood complaints and shall be in place prior to the start of

construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The noise logistic plan shall be submitted to the Director of Community Development or Director's designee prior to the issuance of any grading or demolition permits. As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but is not limited to, the following best management practices:

- Pursuant to the Municipal Code, restrict noise-generating construction activities to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and Holidays.
- Construct temporary noise barriers, where feasible, to screen mobile and stationary construction equipment. Temporary noise barrier fences would provide noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- 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.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise- sensitive receptors nearest the project site during all project construction.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- The contractor shall prepare a detailed construction schedule for major noise- generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

(3) Finding. Implementation of Mitigation Measure NOI-1 would reduce construction noise levels during construction by five to 10 dBA. These mitigated construction noise levels would not exceed the ambient noise environment by more than five (5) dBA Leq. With the implementation of these controls, as well as the Municipal Code limits on allowable construction hours impacts would be reduced to **less than significant** with mitigation.

c) *Transportation*

i. Impact 5.17-1: The proposed would result in a traffic hazard because of an additional 16.6-second control delay to the intersection of Belmont Avenue and El Camino Real.

(1) Significant Environmental Effect. This impact is further described beginning on page 91 of Appendix B of the Draft EIR. The proposed project would result in a delay that may adversely impact traffic safety due to cars waiting for turning movements. Although the project only adds two (2) vehicle trips to the left-turn movement and four (4) vehicle trips to the right-turn movement on the minor approach, the control delay on this approach would increase because of the limited acceptable gaps caused by traffic on the major approach.

(2) Mitigation Measure. The following mitigation measure as discussed in Appendix B of the Draft EIR at page 91 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

Mitigation Measure TRAN-5.17-1: Prior to issuance of building permit, the project proponent shall provide evidence of an encroachment permit from the California Department of Transportation for the installation of a raised median at the El Camino Real/Belmont Avenue intersection. Improvement

plans shall demonstrate to the satisfaction of Belmont Public Works and Planning Departments that left-turn movement on the eastbound approach at the intersection of El Camino Real/Belmont Avenue are restricted through the installation of a raised median to prohibit eastbound to northbound left-turns from Belmont Avenue and installation of the "No Left Turn," or "Right Only" signage on the project site at the intersection of El Camino Real and Belmont Avenue to the satisfaction of Belmont Public Works and Planning Departments.

(3) Finding. Installing a raised median to prohibit left turn movements from Belmont Avenue to El Camino Real would reduce conflicting traffic patterns. Eliminating the conflicting traffic pattern would in turn reduce delays thereby increasing safety at the intersection. Accordingly, with implementation of the mitigation measure, impacts are **less than significant**.

d) *Tribal*

i. Impact 5.18-1: The proposed project would result in an impact in listed or eligible for listing the California Register of Historic Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

(1) Significant Environmental Effect. This impact is further described beginning on page 94 of Appendix B of the Draft EIR. The proposed project would result in an impact in listed or eligible for listing the California Register of Historic Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

(2) Mitigation Measure. The following mitigation measure as discussed in Appendix B of the Draft EIR at pages 94 and 95 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

Mitigation Measure Tribal-5.18-1: Prior to issuance of grading permit, the project proponent shall take boring samples of soil to examine for tribal or archaeological resources to qualified archaeological or tribal professional for examination. Results of the sample shall be provided to the City. If samples are determined to have eligible resources, the applicant shall employ a qualified tribal monitor that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code section 21080.3 to monitor the site during grading activities.

(3) Finding. A traditionally and culturally affiliated tribal monitor would reduce impacts to known and unknow tribal resources to a **less than significant** level.

VI. Summary of Unavoidable Significant Adverse Effects

The following significant adverse effects of the Project with respect to Cultural Resources are found to be unavoidable despite the adoption by the City Council of all feasible mitigation measures identified in the Final EIR:

- The project would result in the demolition of an individually eligible historic resource.

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 Cultural Resources. 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.

Three alternatives were analyzed in the EIR, each of which are summarized below and described in more detail in Chapter 6 of the Draft EIR.

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.

The EIR identified the following alternatives:

- Alternative No. 1: No Project Alternative

  CEQA Guidelines section 15126.6 (e) requires the “No Project” alternative be evaluated along with its impacts.

  Finding: Implementation of the “No Project Alternative” would not meet the Project Objectives. Under the “No Project Alternative” the motel would remain on the site, requiring continued maintenance and upkeep and may ultimately deteriorate. The “No Project Alternative” would also not meet the City’s Objective of establishing a 100% affordable multi-family project on the site that meets the City’s standards for a high-quality design and use consistent with the General Plan and Municipal Code.

  Under the “No Project Alternative” reasonably foreseeable future condition, the Bel Mateo Motel would remain as is. Under the No Project Alternative, the motel may deteriorate, losing its potential historic significance. The No Project Alternative, like the proposed project would ultimately result in the loss of an eligible structure.

- Alternative 2: Full Preservation in Place

  To fully preserve the historic resources in place, the project would have to be reduced in size.

  Finding: To reduce the project in size such that it would preserve the existing Bel Mateo Motel would render the proposed project infeasible. The undeveloped parcel fronting El Camino Real (APN No. 044172200) is approximately 0.22 acres in size and would constitute the remaining gross developable area for the full preservation alternative. When considering setbacks, access, and open space requirements for the project, the approximately 0.22-acre parcel would be too small to accommodate a multi-family development. Further, consideration was afforded to conversion of the 19-room motel to a residential use. A one-story addition on the 0.22-acre parcel, horizontal expansions in areas level or graded areas that could accommodate these additions, and alterations adapt the hotel to a residential use while preserving the motel consistent with the Secretary of Interior Standards could afford the construction of residential units on the site. However, given the scale of the existing hotel, site topography, and development standards, preservation in place would not achieve project objectives.

- Alternative 3: Relocation Alternative

  Under this alternative, the project would relocate the motel and signage from the project site to a single receiver site that would maintain their historic character. Following relocation of the structures to a receiver site, the Project site would be developed with the same development as the proposed Project. As such, all impacts of the project, apart from the impact to a historical resource, would be the same as the project.

  Finding. Potential receiver sites were considered with the following criteria: (1) undeveloped property located along El Camino Real or a freeway to retain the auto-oriented nature of the motel in the City of Belmont; and (2) the receiver parcel would have to be large enough to accommodate the motel in a placement that would allow for the retention of orientation, setbacks, and historic characteristics of the motel. Accordingly, a receiver site would have to be approximately one-acre in size. Parcels that fit these criteria were not identified. Further, the relocation of the motel would be cost prohibitive because acquiring the property and relocating the motel would exceed the cost of the project. As such, this alternative would be economically infeasible.

VIII. Statement of Overriding Considerations

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 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 would enhance an undeveloped property along El Camino Real while mitigating all other environmental impacts to less than significant levels throughout project construction and operation. This development would enhance the visual appearance of the property without inflicting economic hardship.
- The project would locate 125 residential units between existing commercial and professional uses, which would enhance the economic vitality and tax revenue from these businesses.
- The project establishes 125 units at the low-income and below level in the City, thereby meeting the City's regional housing needs.
- The project enhances infrastructure in the vicinity of the site through installation of storm drain lines, sewer upgrades, and pedestrian improvements to Belmont Avenue.

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. 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.

XI. 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.

XII. 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 MMRP

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
CULTURAL RESOURCES					
MM 4.1-1a: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall prepare and submit, to the satisfaction of the Director of Community Development, or Director's designee, evidence that the following actions have been satisfied. a. The applicant or successor shall prepare a Historic American Building Survey ("HABS") Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs (Sign 1 and Sign 2 as described in the Historic Resource Evaluation), and the associated landscape as follows: 1. Drawings: select existing drawings, where available, should be photographed with large-format negatives or photographically reproduced on Mylar of the site plan and floor plans for the motel.	Proof of completion to be provided to Community Development Department, Planning Division	Prior to any grading, demolition, or building permits or any other approval	Applicant Community Development Department, Planning Division		

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Party	Completion of Implementation	
				Date	Initial
2. Photographs: Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo Policy Fact Sheet. Photos must have a permanency rating of approximately 75 years. 3. Written data: HABS written documentation in short form An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs and written data. The required documentation shall be filed with the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the Director of Community Development, or Director's Designee. Additional copies shall be made available to other local research institutions, as requested, and a copy with the City's Planning Division.					
MM 4.1-1b: Prior to issuance of any grading, demolition,	Review and approval by	Prior to any grading,	Applicant		

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall conduct and prepare 3D laser scanning, providing digital documentation of the resource by a qualified professional. This documentation shall be donated to the Belmont Historical Society and the City of Belmont Community Development Department.	Community Development Department, Planning Division	demolition, or building permits or any other approval	Community Development Department, Planning Division		
MM 4.1-1c: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the project applicant shall donate the ca. 1952 signs to the Belmont Historical Society. Following completion of the action, the Project applicant shall submit a memo report documenting the donation to the Director of Community Development or Director's designee.	Review and approval by Community Development Department, Planning Division	Prior to any grading, demolition, or building permits or any other approval	Applicant Community Development Department, Planning Division		
Noise					
MM 5.13-1: Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a	Review and approval by Community Development Department, Planning Division	Prior to any grading, demolition, or building permits or any other approval	Community Development Department, Planning Division		

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
noise disturbance coordinator. The noise disturbance coordinator shall respond to neighborhood complaints and shall be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The noise logistic plan shall be submitted to the Director of Community Development or Director's designee prior to the issuance of any grading or demolition permits. As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but is not limited to, the following best management practices: • Pursuant to the Municipal Code, restrict noise-generating construction activities to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and Holidays. • Construct temporary noise barriers, where feasible, to screen mobile and stationary construction equipment. Temporary noise barrier fences would provide noise reduction if the noise barrier interrupts the line-of-sight between the noise source and					

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps. • 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. • Unnecessary idling of internal combustion engines should be strictly prohibited. • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise- sensitive receptors nearest the project site					

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Party	Completion of Implementation	
				Date	Initial
during all project construction. • A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • The contractor shall prepare a detailed construction schedule for major noise- generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require					

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.					
Transportation					
MM 5.17-1: Prior to issuance of building permit, the project proponent shall provide evidence of an encroachment permit from the California Department of Transportation for the installation of a raised median at the El Camino Real/Belmont Avenue intersection. Improvement plans shall demonstrate that left-turn movement on the eastbound approach at the intersection of El Camino Real/Belmont Avenue are restricted through the installation of a raised median to prohibit eastbound to northbound left-turns from Belmont Avenue and installation of the "No Left Turn," or "Right Only" signage on the project site at the intersection of El Camino Real and Belmont Avenue to the satisfaction of Belmont	Review and approval by Community Development Department, Planning Division and Caltrans	Prior to issuance of Building Permit	Community Development Department, Planning Division		

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
Public Works and Community Development Departments.					
Tribal					
MM 5.18-1: Prior to issuance of grading permit, the project proponent shall take boring samples of soil to examine for tribal or archaeological resources to qualified archaeological or tribal professionals for examination. Results of the sample shall be provided to the City. If samples are determined to have eligible resources, the applicant shall employ a qualified tribal monitor that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code section 21080.3 to monitor the site during grading activities.	Review and approval by Community Development Department, Planning Division	Prior to issuance of grading permit	Community Development Department, Planning Division		

RESOLUTION NO. 2022

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT ADOPTING A VESTING TENTATIVE MAP (VTM) FOR THE 800-803 BELMONT AVENUE RESIDENTIAL PROJECT; ASSESSOR'S PARCEL NUMBERS: 044-172-190 AND 044-172-200 (APPL. NO. 2020-0020)

WHEREAS, ROEM Development Corporation, applicant (or designee), on behalf of the property owner, DeMartini, Lloyd J. Trust, LLC; Winfield Development LLC, requests approval of entitlements for construction of a 125 affordable unit project in a multifamily building, site improvements, and associated landscape and frontage improvements at 800-803 Belmont Avenue Assessor's Parcel Numbers 044-172-190 and 044-172-200; and,

WHEREAS, the City Council of the City of Belmont finds the project is subject to environmental review under provisions of the California Environmental Quality Act (CEQA); and,

WHEREAS, the City Council considered the potential environmental impacts of the project, and in a separate action, certified a Final Environmental Impact Report prepared for the project; and,

WHEREAS, on April 19, 2022, the Planning Commission, following notification in the prescribed manner, conducted a public hearing at which hearing the Commission considered the Project, received public testimony and evidence, and adopted a resolution recommending approval of the Vesting Tentative Map; and,

WHEREAS, on May 10, 2022, the City Council, following notification in the prescribed manner, conducted a public hearing, at which hearing the City Council considered public testimony, the Planning Commission recommendation, and a staff report on the requested project entitlements.

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

SECTION 1. FINDINGS

The City Council after reviewing all the relevant evidence before the City Council, including the information provided in the staff report and enclosures to the City Council, the public meeting, public correspondence and testimony received, the City Council incorporates herein by reference and adopts the analysis and findings in the staff report to the City Council dated May 10, 2022; and,

The City Council determined that none of the findings in Section 11.4 (A-G) of the Subdivision Ordinance can be made in the affirmative, requiring denial of the proposed Vesting Tentative Map (VTM):

Vesting Tentative Map

A. The proposed map is not consistent with the applicable general and specific plans.

The project is in compliance with the Corridor Mixed Use General Plan designation for the site as demonstrated in Attachment 8. The proposed project consisting of 125 residential units is consistent with the land use designation which is intended to provide community and visitor-serving retail and services, lodging, office, and high density residential in a horizontal and/or vertical mixed-use setting. The project is consistent with this objective because it provides a mixture of housing types ranging from one- to three-bedroom apartment units in a high density vertically oriented residential development.

B. The design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

The project would be consistent with all applicable General Plan infrastructure, streetscape, and development goals and policies. The project site fronts upon a fully improved roadway with access to all required utilities. All new service lines and utilities serving the project would be provided underground. In addition, street frontage and streetscape improvements would be made in accordance with all General Plan policies that encourage providing for complete streets improvements (i.e., sidewalks, curb enhancements etc.). As conditioned, the applicant will complete all public improvements to the City's satisfaction prior to the issuance of occupancy. Therefore, the design or improvement of the proposed subdivision is not inconsistent with applicable infrastructure goals and policies of the General Plan.

C. The site is not physically suitable for the type of development.

The project site fronts upon a fully improved roadway with access to all required utilities, and is within walking distance of major public transit, offices, and commercial uses. The site contains moderate to steep slopes within the rear portion of the property. Total grading required to construct the proposed residential building and other associated improvements is not excessive in consideration of the site conditions. The project site has received conditional geotechnical clearance, and contains no environmental constraints with the exception of the 25 trees that would be removed, to make it suitable for residential development.

In addition, the site and adjacent public right-of-way would be of sufficient size to accommodate all required frontage and streetscape improvements. The project site is not in a seismically active region, and a geotechnical investigation has been submitted that evaluates the geotechnical feasibility of the project. The City's geotechnical consultant has peer reviewed the geotechnical investigation and found that it adequately addresses the conditions on the site. Finally, the TM will be required to comply with all Conditions of Approval, and mitigation measures outlined in the General Plan EIR, Project EIR, and the applicant's geotechnical report. Thus, the site is physically suitable for the type of development.

D. The site is not physically suitable for the proposed density of the development.

The project site is designated Corridor Mixed Use in the General Plan and Zoning Ordinance. The density prescribed in that zone is 45 dwelling units per acre. Consistent with the provisions of Government Code Section 65915, the applicant has requested approval of a density bonus for the project. The project qualifies for the increased density because it satisfies the provisions of Government Code Section 95615. Subject to City Council approval of the increase in dwelling units per acre per State Density Bonus Law, and in exchange for the specified community benefits, the site/project would not exceed the maximum residential density permitted under the General Plan.

E. The design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat.

In accordance with the provisions of the California Environmental Quality Act (CEQA), the project would not cause environmental damage and avoid fish and wildlife and their habitat. However, the project would cause a significant and unavoidable impact to an eligible historic resource, requiring the certification of a statement of overriding considerations for environmental clearance. All other environmental impacts are mitigated to less than significant levels. The subdivision is required to comply with all mitigations outlined in the General Plan EIR and project level EIR. The applicant's geotechnical report, Phase I ESA, noise report, biological assessments, and traffic assessment evaluated potential adverse impacts and identified no substantial adverse impacts as part of the environmental assessment for the project.

F. The design of the subdivision or the type of improvements is likely to cause serious public health problems.

All public utilities can serve the proposed project, and the design will not cause serious public health problems. The project will be required to comply with all mitigation measures in the General Plan EIR and Project EIR as well as the conditions of project approval, and appropriate Building and Fire Codes.

G. The design of the subdivision or type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. In this connection, the City Council may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to one previously acquired by the public.

The proposed project is self-contained in the building to be maintained by the property owners through the enforcement of Codes, Covenants, and Restrictions (CC&R's). The Public Works, Building and Fire Departments have reviewed and approved the subdivision, circulation, access and improvements by conditions of approval for this project. The subdivision and type of improvements do not conflict with easements. Title reports have been submitted and reviewed for all of the lots that are part of the VTM (consolidation). There are no existing easements acquired for the public at large for access through or use of property within the proposed subdivision.

Therefore, the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property.

SECTION 2. VESTING TENTATIVE MAP APPROVED

The City Council approves the proposed Vesting Tentative Map to consolidate two lots into one building site for the 800-803 Belmont Avenue Residential Project, as described in the City Council staff report and Attachment Q (Project Plans), dated May 10, 2022.

* * *

ADOPTED May 10, 2022 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

RESOLUTION NO. 2022

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT APPROVING A CONDITIONAL USE PERMIT, DESIGN REVIEW, GRADING PLAN, TREE PERMIT, AFFORDABLE HOUSING PLAN, DENSITY BONUS AND HEIGHT INCREASE IN EXCHANGE FOR SPECIFIED PUBLIC BENEFITS UNDER BELMONT ZONING ORDINANCE (BZO) SECTION 31.4.1(F), SUBJECT TO CITY COUNCIL APPROVAL OF A VESTING TENTATIVE MAP, TO ALLOW FOR CONSTRUCTION OF A 125-UNIT AFFORDABLE RESIDENTIAL PROJECT ON PROPERTY LOCATED AT 800 – 803 BELMONT AVENUE; ASSESSOR'S PARCEL NUMBERS: 044-172-190 AND 044-172-200 (APPL. NO. 2020-0020)

WHEREAS, ROEM Development Corporation, applicant (or designee), on behalf of the property owner, DeMartini, Lloyd J. Trust, LLC; Winfield Development LLC, requests approval of entitlements for construction of a 125 affordable unit project in a multifamily building, site improvements, and associated landscape and frontage improvements at 800-803 Belmont Avenue; Assessor's Parcel Numbers 044-172-190 and 044-172-200; and,

WHEREAS, on May 10, 2022, the City Council, following notification in the prescribed manner, conducted a public hearing, at which hearing the Commission considered public testimony and a staff report on the aforementioned requested entitlements; and,

WHEREAS, the City Council of the City of Belmont finds the project is subject to environmental review under provisions of the California Environmental Quality Act (CEQA); and,

WHEREAS, the City Council of the City of Belmont considered the potential environmental impacts of the project, and in a separate action, certified a Final Environmental Impact Report prepared for the project; and,

WHEREAS, the project includes a request for a density bonus and additional height pursuant California Government Code Sections 65915 – 65918; and,

WHEREAS, the project satisfies the requirements of Government Code Section 65915 for the provision of affordable housing and additional height; and,

WHEREAS, the City Council hereby adopts the staff report dated May 10, 2022, and the facts contained therein as its own findings of facts; and,

WHEREAS, on April 19, 2022, the Planning Commission following notification in the prescribed manner, conducted a public hearing at which hearing the Commission considered the Project, received public testimony and evidence, and adopted a resolution recommending City Council approve the requested Design Review, Conditional Use Permit, Grading Permit, Tree Removal Permit, Affordable Housing Plan, and Density Bonus and Height Increase subject to specific community benefits; and,

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Belmont approves the project Conditional Use Permit, Design Review, Grading Permit, Tree Permit, Affordable Housing Plan, Density Bonus and Height Increase subject to specific community benefits, findings below and the City Council's approval of the Tentative Map, and the conditions of approval contained in Attachment E, attached hereto.

DESIGN REVIEW

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

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

The project has been subject to technical review related to grading, storm water runoff, drainage, sanitary sewer impacts, transportation and traffic impacts including vehicular and pedestrian access, site circulation, and geotechnical analysis. Conditions of approval are included for the provision of sewer connection fees, and fair share costs for sewer impacts on the pump station. The project has been peer reviewed by geotechnical consultants and conditions of approval are included for final geotechnical clearance prior to issuance of building permit. The project is exempt from the City's VMT and has satisfied provisions for exemption from the City's TDM program because it is a 100 percent affordable housing project along high-quality transit within one-half mile of Belmont Caltrain. The project is also conditioned to pay traffic impact fees. Accordingly, this finding is affirmed.

b) The project is consistent with the landscape standards under Sections 13.3.1 as applicable.

As identified in Table 2 of Attachment 9, the proposed project is consistent with Section 13.3.1 of the Belmont Zoning Ordinance. The project satisfies the City's requirements for landscape area, tree planting, compliance with the City's Water Efficient Landscape Ordinance, and planting requirements. The project exceeds the site landscaping requirements by landscaping 35 percent of the site, including 60 trees where 58 are required, and uses California native, non-invasive, drought tolerant, and deer resistant plantings. This finding is affirmed.

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

As identified in Table 1 of Attachment 9, the project is consistent with the development standards of the Corridor Mixed-Use zoning district, as conditioned and pursuant to State Density Bonus Law and with community benefits. The project meets setback requirements, transitional yard setbacks, ground floor height requirements, and outdoor living requirements.

The height of the project is consistent with the height permitted under California Density Bonus Law. Further, with the provision of 100 percent affordable housing at the low-income level the project is consistent with density requirements pursuant to State Density Bonus Law with the provision of the community benefit of a 100 percent affordable housing project. This finding is affirmed.

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

As shown in Table 5 in Attachment 9, the project is consistent with the Objective Design Standards of BZO Section 13.6, as conditioned. The project applies a consistent design theme to all elevations, and uses materials consistently across all of the units. The project includes building articulation, use of materials, window surrounds, roof articulation, trash enclosures, and building colors consistent with the Objective Design Standards in BZO Section 13.6. This finding is affirmed.

CONDITIONAL USE PERMIT

The City Council has considered the applicant's request for a Conditional Use Permit required to allow for residential uses on the ground floor of the project and finds that it meets required findings as set forth in Section 10.7.3 of the Belmont Zoning Ordinance, as follows:

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

Land Use Compatibility

The project site is adjacent to commercial uses to the west and south and multi-family uses located to the south as well. Key considerations for review of land use compatibility with these surrounding land uses include operation of the project with respect to significant adverse and/or unusual noise and vibration, odors, light/glare, use of hazardous materials, conflicts related to project pedestrian/vehicle circulation, parking and traffic, and incompatibility of project aesthetics.

Noise & Vibration

The Project would not include the use of heavy equipment after construction of the residential building and, thus there would be no operational vibration impacts. Further, environmental review concluded that noise from construction would be mitigated to less than significant levels on adjacent properties during construction. Operational use would result in noise from vehicles arriving and departing the project site, trash pickup, and occasional gatherings in the open space areas serving the project site, and the entry colonnade to the building along El Camino Real; however, there is no plan to have amplified music in these open space areas, and the operational noise for residential development would not be expected to exceed noise ordinance standards. Further, the project is located along a high-quality transit corridor with access to multiple bus and train routes. This access would minimize automobile trips and noise generated from those trips. Therefore, operational noise from the residential use would be similar to existing uses and would not adversely affect the public health and general welfare.

Odors

The project would remove waste (trash, compost and recycling) on a regular schedule in accordance with the specifications of the waste hauler, and the trash area would be enclosed and covered, located in the courtyard of the project. As such, no adverse odors are expected from the operation of the project.

Light & Glare

A condition of project approval would require that exterior lighting conform to the requirements of BZO Section 2.72.1, which requires full cutoff lighting fixtures meeting adopted criteria of the Illuminating Society of North America (i.e., exterior lighting that would be downcast to prevent light spill to adjacent properties). Further, the project employs non-reflective surfaces in the form of stucco siding, stone veneer, and pre-cast concrete which reduces the likelihood of glare from reflections. Thus, as proposed and conditioned, the project would not result in any significant adverse light or glare impacts.

Hazardous Materials

No storage or transport of toxic, explosive or other hazardous materials is proposed for the project. Residential uses typically do not lend themselves to environmental hazards associated with transport, upset or emissions of hazardous materials or wastes. Hazardous materials impacts are largely associated with industrial, heavy commercial and some light commercial land uses.

Pedestrian & Vehicle Circulation

Vehicular and pedestrian access to the site would be provided from surrounding streets and sidewalks; access to the internal garage, encompassed by the building, is from Belmont Avenue. While Belmont Avenue is a private street, the project proponent has received consenting letters from neighboring property owners for access to the site. The project would include a decorative concrete walkway across Belmont Avenue at El Camino Real, consistent with Caltrans standards, removal and replacement of the curb, gutter, and sidewalk along El Camino Real, and installation of a five-foot (5') wide sidewalk along Belmont Avenue. Direct pedestrian access from El Camino Real and Belmont Avenue to the building is facilitated from these connections.

A transportation impact study was submitted for the project and peer reviewed by a consultant working for the City, in consultation with the Department of Public Works. The peer review confirmed the conclusions of the transportation assessment that the transportation and traffic impacts would be less than significant with mitigation for safety through the installation of an island in El Camino Real to restrict left turn's out of the facility. Pedestrian and vehicle incompatibilities would be minimized as a result of the separation between pedestrian access to the building located along El Camino Real and at Belmont Avenue close to El Camino Real, and vehicle access to the building at the rear of the site. Further, vehicle circulation would not place undue burden on vehicle circulation onsite because of the project's consistency with site circulation provisions in the Belmont Zoning Ordinance.

Parking

The applicant would provide 152 vehicle spaces within a parking garage where a total of 63 parking spaces would be required for the project. The project includes an excess of Class 1 bicycle parking, and a vehicle loading space, satisfying the requirements of the Belmont Zoning Ordinance. The project also satisfies the requirements of the Belmont Zoning Ordinance for electric vehicle, accessible parking, and parking layout and dimensional requirements. Thus, adequate on-site parking would be provided for the project.

Traffic

The transportation impact study includes an evaluation of potential traffic impacts, which are based upon CEQA significance criteria (what constitutes a significant traffic impact). Senate Bill 743 required changes to how the significance of transportation impacts are determined under CEQA, specifying that Vehicle Miles Traveled (VMT) is the most appropriate metric to evaluate a project's transportation impacts. Thus, the CEQA Guidelines no longer include automobile delay, as measured by "level of service" (LOS) and other similar metrics, as significant impact criteria for evaluation of environmental impacts under CEQA.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's Office of Planning and Research includes the following discussion pertaining to affordable housing project.

> *Less Than Significant Impact Near Transit Stations:*
>
> *Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT.*

The project would have a less than significant impact on VMT. The project satisfied the distance requirements under CEQA Guidelines Section 15064(b)(1) for proximity to high quality transit. The project is two-tenths (0.2) of a mile away from the existing high-quality transit stops for major regional transit services (SamTrans ECR, 397, and 398). Additionally, it is approximately one-half (0.5) mile from the Caltrain Belmont Station (near the intersection at El Camino Real and Middle Road). The development proposes two (2) short-term (Class 2) and 86 long term (Class 1) bicycle parking spaces to promote biking. Lastly, the project is required to pay traffic impact fees to offset less than significant traffic impacts. Compliance with regulatory provisions, being located along a high-quality transit corridor, and exceeding bicycle parking requirements indicates the project will have less than significant VMT impact.

Belmont's TDM Program Report and Guidebook provide special considerations where TDM measures may not be required. These provisions apply to 100 percent affordable housing projects of any size, except that projects must provide on-site, secure bicycle parking at a rate

of one (1) bicycle parking spot per five (5) dwelling units, and applicants are encouraged to coordinate with Belmont City staff to include as many TDM measures as are feasible. The satisfies these requirements. The project includes safe and convenient pedestrian connections by improving the crosswalk at El Camino Real and Belmont Avenue, and includes a bicycle storage room in the building that exceeds the long-term Class 1 bicycle parking requirement by 59 spaces. Accordingly, the project satisfies the City of Belmont's TDM Program Report and Guidebook for not requiring TDM measures.

The City adopted mitigation measures as part of the adoption of the environmental review for the updated of the General Plan (General Plan EIR). These mitigation measures require applicants to pay a proportionate share of the cost for the improvement of street intersections that are impacted by their project, and that new development and redevelopment projects construct or pay their fair share toward improvements for all travel modes. The City of Belmont collects these fees through a Traffic Impact Fee or TIF. As such, the City has conditioned the applicant to pay the fee as a condition of approval. The collection of fees in this way is consistent with the intent of the mitigation measures in the MMRP, and achieves the same purpose: a proportionate share payment towards improvements. The deposited fees would be held in an account dedicated towards improvements towards the impacted intersections. This account would be managed by the Department of Public Works. As such, subject to payment of the traffic mitigation fees, the applicant will have addressed the traffic impacts of the project.

Project Aesthetics

The basic visual character of the planning area generally consists of the residential, commercial, and office uses. Surrounding buildings are generally one to three stories in height comprised of a variety of materials like wood, stucco, and shingled exteriors and with a flat or sloping roofs. Colors are muted earth tones, comprised of light browns, beiges, and off-whites with decorative accent colors.

The proposed project would develop an underutilized portion of the property along El Camino Real. The proposed project is comprised of classical design with a front entry colonnade and symmetry along El Camino Real, while modeling the curve of Belmont Avenue as the project extends up the site. This design approach results in articulation of the façade and the roofline along the project frontages, which reduces the massing and bulk of the building. The materials used comprised of stucco, pre-cast concrete, and stone veneer are authentic with the architectural theme of the building. The colors are muted earth tones, and are consistently applied across the building. Accordingly, the project is consistent with the Objective Design Standards in the Belmont Zoning Ordinance.

The proposed street frontage and landscape plan includes sidewalks, short term bicycle parking, screening shrubs along the building frontages, open spaces, and street trees along the perimeter of the site. The proposed changes to the site and street frontages would result in a more urban appearance that would be compatible with the surrounding commercial, and office uses. Therefore, the site layout considers the location of buildings and open spaces in relation to the physical characteristics of the site, the character of the neighborhood, the appearance and harmony of the buildings with adjacent development, and the surrounding landscape.

Transportation, Utilities & Services

The proposed use will not place an undue burden on existing transportation, utilities and service facilities in the vicinity.

Transportation

No new roads would be extended to any contiguous undeveloped areas and no residents would be displaced by the project. The proposed project would not conflict with any adopted policies, plans or programs supporting alternative transportation given that the subject property is located within one half mile of public transit (there are existing bus stops on El Camino Real as well as the Belmont Caltrain station). Given the limited number of residents, the project would not be expected to overburden the local public transportation system.

As previously discussed, the Project would have impacts to the roadway system, which are fully mitigated pursuant to the technical requirements of the California Environmental Quality Act (CEQA). Further, the applicant would pay fair share costs for traffic improvements (benefiting other properties in the area), and improve pedestrian and bicycle access to the site and surrounding area.

Utilities & Service

The proposed use will not place an undue burden on existing utilities and service facilities in the vicinity. The project site is served for water supply by the Mid-Peninsula Water District (MPWD), which has provided a will serve letter for the project. The proposed design consists of one 6-inch sewer lateral that will serve the site and will connect to the existing 6-inch main in Belmont Avenue. The existing 6-inch main in Belmont Avenue will meet the City's requirements for maximum depth of flow during the proposed conditions. Conditions of approval are included for the provision of sewer connection fees, and fair share costs for sewer impacts on the pump station. The project will not increase post-development storm drainage flows compared to pre-development amounts, and will install storm drain lines in El Camino Real. The project will not burden park and recreational facilities, as the applicant will be required to pay park impact fees. Lastly, the Project has been reviewed by all appropriate departments (Fire, Police, Public Works, Building, Parks and Recreation) to ensure that all service levels can be maintained to protect the public health, safety and welfare. Therefore, the project will not place an undue burden on utilities or services in the area. This finding is affirmed.

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

Based on review of the submitted plans, sufficient room exists to accommodate the proposed project in conformance with all required development standards. In addition, subject to the City Council approval of an increase density in exchange for public benefits and height

consistent with California Density Bonus Law, the project would conform to mandated density and height requirements. Therefore, the subject property is of sufficient size to accommodate the Project. This finding is affirmed.

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

A project transportation impact study has been prepared, which has been peer reviewed by a consulting Traffic Engineer working for the City, in consultation with the Department of Public Works. The transportation impact study concluded that the project would result in a less than significant impact to vehicle miles traveled and would be exempt from transportation demand management measures due to compliance with provisions in the City of Belmont's TDM Program Report and Guidebook. The project fronts a private street along Belmont Avenue, and has obtained the necessary rights to access the property as conditioned. The project would be required to install a traffic median in El Camino Real that would eliminate left turns from Belmont Avenue as a project safety mitigation measures. Based upon the review of the project and implementation of the mitigation measures it was concluded that the site will be served by streets of capacity sufficient to carry the traffic generated by the proposed use. This finding is affirmed.

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

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

Further, the City Council has considered the applicant's request for a Conditional Use Permit for multi-family dwellings on the ground floor, and finds that it satisfied the findings as set forth in Section 5A.1.3(m) of the Belmont Zoning Ordinance.

Pursuant to Belmont Zoning Ordinance Section 5A.1.3(m), multi-family dwellings on the ground floor are conditionally permitted, with a determination by the Planning Commission that a single use building is appropriate for the site and is setback at least 10 feet from the front and street side lot lines.

The project is setback 11 feet from Belmont Avenue and El Camino Real. This finding is affirmed.

In determining whether a single use building is appropriate for the site, the Commission shall consider whether:

1) *The layout and street orientation of the project site, parking and circulation traffic pattern for the project are conducive for the operation of ground floor commercial, retail or restaurant uses.*

The layout, street orientation, parking and circulation traffic patterns for the project site are not conducive to the operation of ground floor commercial, retail, or restaurant uses. Ground floor commercial, retail, or restaurant uses are associated with a high level of vehicle trips which be located an unimproved private street. Neighboring properties may restrict access to the site from this street. Installation of an entry to the site from El Camino Real, instead of Belmont Avenue, may not be feasible and may introduce traffic conflicts given intersection proximities to each other. Access to the site from El Camino Real would introduce conflicts between pedestrians and vehicles accessing the site. Therefore, the layout, orientation, parking and circulation traffic patterns are not conducive for the operation of ground floor commercial, retail, or restaurant uses. This finding is affirmed.

2) *The project would be replacing an existing retail or restaurant use on site.*

The project would not replace an existing retail or restaurant use on the site. The project would replace the existing Bel Mateo Motel and develop an underutilized portion of the site with residential uses available for low-income households. This finding is affirmed.

3) *There are existing commercial, retail, or restaurant uses within ¼ mile of the project site that would meet the needs of the building occupants.*

The Belmont Plaza Shopping Center is located tangential to the project site along El Camino Real, while restaurant and office uses are located 26 feet west of the western property line of the property along El Camino Real. These uses, as well as additional commercial, retail, and restaurant uses located along El Camino Real within ¼ mile of the project site would meet the needs of the building occupants. This finding is affirmed.

4) *The project would provide 30% or more units of affordable housing.*

The project provides 100% affordable housing to households at the low-income and below levels. This finding is affirmed.

GRADING PERMIT

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

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

Atlas Consultants prepared an independent peer review of the geotechnical investigations proposed as part of the project and concurs the report prepared by Earth Systems as a

feasibility geotechnical investigation adequately identifies the geotechnical considerations guiding development of the project. Atlas Consultants adds that the project geotechnical consultant shall:

1. The geotechnical consultant should review the geotechnical aspects of the completed project civil and architectural drawings and provide a professional certification letter to the City. In addition, the consultant should review the completed structural plans and calculations for the new residential buildings for conformance to his geotechnical recommendations, provide supplemental recommendations as necessary, and also provide a professional certification letter to the City to that effect.

2. Following the approval of the project, the Geotechnical Engineer of Record (GEOR) should be retained to observe the geotechnical and foundation aspects of the construction. The consultant's Certified Engineering Geologist should observe rock cut excavations and shoring (if applicable) during construction to confirm that excavation and slope conditions are as anticipated per their geotechnical report. The GEOR should also observe foundation excavations and based on their observations, confirm that adequate embedment has been achieved in materials judged to be competent supporting material consistent with that anticipated from the geotechnical study. The consultant should provide written documentation in a final construction report to the City for the following activities:

    a. Earthwork and excavation operations, including cut excavations and shoring, (e.g., soil nailing), subgrade preparation, earthwork construction, and site drainage and subdrainage installations, as applicable;
    b. Recording of test locations and results of field and laboratory compaction tests where testing is determined to be appropriate by the project geotechnical engineer;
    c. Building foundations, including observation of foundation supporting materials, and confirmation of individual foundation embedment and/or supporting materials with respect to the geotechnical engineer's recommendations; and
    d. Site drainage, including finish grading around the new buildings and other site improvements, and discharge of collected surface and subsurface water to appropriate discharge facilities.

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

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

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

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

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

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

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

A grading and drainage plan has been prepared by the project civil engineer, and grading estimates have been provided by the applicant for the project. Approximately 28,302 cubic yards of cut and of fill would be necessary for the construction of the project. The amount of grading proposed would allow for demolition, creating building pads, installation of required landscaping, storm water treatment measures, removal of any contaminated soils, and construction of proposed site improvements.

Lastly, the project grading and drainage plans have been reviewed by the Department of Public Works to ensure site stability, and a standard condition of project approval would require submittal of a construction management plan for review and approval by the Community Development Department in consultation with the Fire Department, Police Department, and Department of Public Works. Said plan would, at a minimum, establish a dust control and noise control coordinator, identification of a staging area on site, and approval of a haul route. Therefore, the amount of grading proposed is necessary to allow reasonable use of the site. This finding is affirmed.

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

The proposed grading is not excessive, and it does not appear that the project would be visually incompatible with the surrounding area, which is similarly developed with a mixture of commercial and residential uses. The grading would provide for the construction of site improvements, and off-street parking consistent with the parking requirements for this development project. This finding is affirmed.

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

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

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

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

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

A Hauling Permit is required as a condition of approval for this project. This finding is affirmed.

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

The project includes an arborist report which evaluated the trees located onsite, of which 25 are considered as "Protected Trees" based on the City's Ordinance. The project proposes removing 25 protected trees as defined by Chapter 25 of the Belmont Municipal Code per the project plans and arborist report. These trees include one coast redwood and 24 eucalyptus trees. The project would retain two trees located towards the restaurant at the rear of the site. The removal of the 25 trees is necessary to construct the project at the proposed scale. The arborist report notes that only the one redwood tree proposed for removal, located at adjacent to Belmont Avenue, near the Vans Restaurant is in good condition. All other trees are in fair to poor condition. Most of the eucalyptus trees proposed to be removed are located offsite. The project owner has obtained authorization from Davey-Glen, LLC to remove these trees.

The project includes the planting of a variety of tree types throughout the project site. The project includes, but is not limited to, 13 redbud and dogwood trees, 11 maidenhair trees, seven crape myrtles, and five London planes that are primarily planted around the perimeter of site and at the rear of the site in the landscape and open space area. The redbud is proposed to be 15-gallon tree while all others are 24-inch box trees. In total, the project includes 60 trees to be planted onsite. Other groundcover, shrubs and low plantings are proposed for the project site. Other groundcover, shrubs and low plantings are proposed for the project site. This finding is affirmed.

TREE REMOVAL PERMIT

The City Council evaluated a Tree Removal Permit proposal for the project, and recommends conditionally approving the Permit based on the balancing of the Criteria for Permit Determination set forth in Section 25-7 (c) (1-2) of the City Code, as follows

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

Criteria Supporting Removals & Retention

The project includes the removal of 25 protected trees. The arborist report and the landscape plans submitted as part of the project indicate that the trees proposed for removal are either directly impacted by project construction or have low suitability for preservation. These trees include one coast redwood and 24 eucalyptus trees. The project would retain two trees located towards the former restaurant at the rear of the site. The removal of the 25 trees is necessary to construct the project at the proposed scale. The arborist report notes that only the one redwood tree proposed for removal, located at adjacent to Belmont Avenue, near the former and now vacant Vans Restaurant is in good condition. All other trees are in fair to poor condition. These positions would substantially interfere with the construction of both buildings and other improvements required for the project.

Based upon review of the arborist report, and the site and grading plans, the City Council finds that the proposed tree removal is necessary for the construction of the project. In addition, the Commission finds that adequate arrangements would be made for the protection of trees to be retained. Specifically, a condition of approval would require the project arborist to prepare an updated evaluation of tree protection measures (for trees to be retained), based on final approved plans, prior to issuance of permits.

Conditions of Permit

The project would exceed the replanting requirements set forth in Section 25-7 (d) (1) of the City Code, which require protected trees to be replaced at a 1:1 ratio. The applicant proposes to replant 60 trees. Thus, total protected tree replacement to removal would occur at more than a 2.4:1ratio.

Preferred Tree Species

The proposed replacement tree plantings would include preferred species trees (redbud, dogwood, Crape Myrtle, London Plane Trees) in conformance with Section 25-10 (a) of the City Code.

AFFORDABLE HOUSING PLAN

The City Council finds that the project's Affordable Housing Plan (AHP) meets the required findings in Belmont Zoning Ordinance Section 29.6 (b) (1-3) as follows:

1) *Affordable units must be comparable in exterior appearance and overall quality of construction to market-rate units in the same housing development. Interior finishes and amenities must equal those provided in the base model market-rate units.*

   The project is a 100 percent affordable project to households' low income and below, with a design theme applied consistently throughout all units and elevations. Accordingly, all exterior finishes and amenities are applied equally across all of the units. To ensure that interior finishes are consistent, a project condition of approval will require verification of interior finishes after construction of the project, and before issuance of a certificate of occupancy. This finding is affirmed.

2) *The number of bedrooms in the affordable units must be comparable to the average number of bedrooms in the market-rate units, and the affordable units must be reasonably dispersed within the residential project, with unit locations comparable to those of the market-rate units, or, subject to the approval of the community development director, may be clustered within the residential project when this furthers affordable housing opportunities.*

   The project is a 100 percent affordable project to households' low income and below. The project provides 42 percent of units in the one-bedroom category, 32 percent in the two-bedroom category, and 26 percent as three-bedroom units. Because the project is a 100 percent affordable project, units are dispersed throughout the building. This finding is affirmed.

3) *The affordable units must have the same amenities as the market rate units, including the same access to and enjoyment of common open space, parking, storage, and other facilities in the residential project.*

The project is a 100 percent affordable project. Accordingly, units have the same access to and enjoyment of common open spaces, parking, storage, and other facilities in the residential project. This finding is affirmed.

DENSITY BONUS AND COMMUNITY BENEFIT

The City Council finds that the applicant is entitled to a Density Bonus, in accordance with the Government Code Section Government Code Section 65915 (f), as follows:

> *The amount of density increase to which an applicant is entitled varies according to the amount by which the percentage of affordable housing units exceed the specified percentage for the income group; this amount is specified in Government Code Section 65915 (f). Legislation requires local governments to grant an 80 percent density bonus to housing projects in which all of the units (other than manager's units) are restricted to very low-, low- and moderate-income residents, with a maximum of 20 percent restricted to moderate income units. If a 100 percent affordable project is located within a half mile of a major transit stop, the local government may not impose any maximum density limits at all, and the project is further entitled to receive a maximum height increase of up to three additional stories or 33 feet.*

The applicant has submitted a complete application proposing a base project that included 100 percent of units affordable for low-income households and is located within one-half mile of a major transit stop, the Belmont Caltrain station. Thus, the City Council finds that the applicant is entitled to an 80 percent density bonus which equates to 56 additional dwelling units. The remaining seven units are covered under the City's Community Benefits provisions.

The BZO height limit is 45 feet. However, the maximum height of the project along El Camino Real is 65 feet. The height in excess of 45 feet is comprised of the top two stories of the building and roof structure. Accordingly, this excess height comprised of the top two stories of the building is permitted pursuant to State Density Bonus Law.

The City Council further finds that the applicant is entitled to a Density Bonus, in accordance with the City's Community Benefits provisions in Belmont Zoning Ordinance Section 5A.1.1 as follows:

1) *Making such an award is in the City's interest and will help implement the General Plan.*

Allowing the 800-803 Belmont Avenue Residential Project seven units in excess of the maximum density permitted on the site enables the City to provide for and addresses its affordable housing requirements as established in the Housing Element of the General Plan. Making the award is in the City's interest because it achieves compliance with the City's RHNA and catalyzes growth in proximity to transit. This finding is affirmed.

2) *These benefits cannot be realized without granting an increased density.*

Providing the affordable housing levels proposed by the project would not be possible without the increased density. To comply with the 45 du/ac or 60 du/ac requirement, the project would have to be reduced by 59 units and 37 units, respectively. With a reduction of 59 or 37 units, the project would require additional financing which may result in the project not being constructed. This finding is affirmed.

3) *That the increase granted is the minimum necessary to realize these benefits and that no adverse impacts or land use incompatibilities will be created that are judged unacceptable.*

The increase in density of seven additional units is the minimum to provide the required needed number of units for the project.

The project will not result in adverse impacts or land use incompatibilities as a result of the increased density. As discussed in the environmental review section of this staff report, the project would result in the demolition of resource that is eligible for listing on the local register. However, this impact would occur regardless of the density of the project. All other impacts have been mitigated to less than significant levels. The project, as conditioned, will be required to implement the recommendations of the Phase I environmental site assessment, ensuring the safety of construction workers and future residents. Traffic analysis for the project included mitigation measure to install a raised median in El Camino Real for safety. With installation of this median, the project would not have adverse impacts or land use compatibilities that are unacceptable. This finding is affirmed.

Public Benefit

Section 31.4.1(f)(2) of the Belmont Zoning Ordinance specifies acceptable community benefits for an increase in density above the prescribed amounts. The primary community benefit provided by the project is the provision of affordable housing well in excess of the City's requirement. The provision of a 100 percent affordable housing project at the low-income level satisfies the requirements of community benefits identified under BZO Section 31.4.1(f)(2).

* * *

ADOPTED May 10, 2022 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

ATTACHMENT E (EXHIBIT "A")

Conditions of Approval for the 800-803 Belmont Avenue Residential Project (APPL NO. PA2020-0020)

These Conditions of Approval apply to the City approval of the following entitlements requested by ROEM Development Corporation, the Applicant, for the 800-803 Belmont Avenue Residential Project: Parcel Map, Design Review, Conditional Use Permit for residential uses on the ground floor, Density Bonus pursuant to Government Code Section 65915, Affordable Housing Plan, Parcel Map, Grading Permit, and Tree Permit. The Project also includes requests for: 1) Additional density in exchange for Specified Public Benefits under Belmont Zoning Ordinance (BZO) Section 31.4.1(F); for properties at 800-803 Belmont Avenue; APNs: 044-172-190 and 044-172-200; (Appl. No. PA2020-0020: City Approvals).

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

A. The following conditions shall be shown on plans submitted for a building permit and/or site development permit or otherwise met prior to issuance of the first building permit (i.e., foundation permit) and shall be completed and/or installed prior to occupancy and remain in place at all times that the use occupies the premises except as otherwise specified in the conditions:

Planning Division

1. The Land Owner is hereby notified, as required by Government Code §66020, that the approved plans, the conditions of approval, and the adopted City fee schedule found at www.belmont.gov constitute written notice of the description of the dedications, reservations, amount of fees and other exactions related to the project. As of the date of project approval, the 90-day period has begun in which Developer may protest any dedications, reservations, fees or other exactions imposed by the City. Failure to file a protest within the 90-day period in compliance with all of the requirements of Government Code §66020 will result in a legal bar to later challenging the dedications, reservations, fees or other exactions.

2. Indemnification. Land Owner hereby agrees to and shall indemnify, defend, and hold harmless City, any City agencies and their respective elected and appointed councils, boards, commissions, officers, agents, employees, volunteers, and representatives (collectively, for the purposes of this condition, "City") from any and all loss, liability, fines, penalties, forfeitures, costs, and damages (whether in contract, tort, or strict liability, including but not limited to personal injury, death at any time, and property damage) and from any and all third party claims, demands, and actions in law or equity (including attorneys' fees and litigation expenses) directly or indirectly arising or alleged to have arisen out of or in any way related to: (a) the approval of the City Approvals; (b) any development or use of the Property under the City Approvals; and (c) any actions or inactions by the Land Owner or its contractors, subcontractors, agents, or employees in connection with the construction or improvement of the

Property and the Project as defined in the development agreement; excepting to the extent arising from the intentional acts or willful misconduct of City, its elected and appointed representatives, officers, agents, employees, contractors or subcontractors.

This indemnification and hold harmless agreement applies to all damages and claims for damages suffered or alleged to have been suffered by reason of the operations referred to in this condition, regardless of whether or not City prepared, supplied, or approved plans or specifications for the Property, but does not apply to damages and claims for damages caused by City with respect to public improvements and facilities after City has accepted maintenance responsibility for them.

3. A Final Map meeting the requirements of the state Subdivision Map Act, and the City's Subdivision Ordinance shall be approved and recorded, prior to issuance of Grading or Building Permits.

4. The approval or conditional approval of a Tentative Map shall be valid for a period of twenty-four (24) months from the date of approval by the City Council. Such approval or conditional approval may be extended for a period not to exceed two (2) additional years by the City Council upon written request, providing such request is made prior to the expiration of the approval or conditional approval period.

5. Any failure to record a Final Map within two (2) years from the approval or conditional approval of the Vesting Tentative Map, or any extension thereof granted, shall terminate the Vesting Tentative Map, however the applicant may re-apply for the Vesting Tentative Map consistent with and subject to the terms of the project approvals.

6. A Final Map shall be prepared in conformance with the approved Vesting Tentative Map and presented to the City Clerk after a certificate has been executed by the City Engineer, and the registered civil engineer or licensed land surveyor who prepared the map, certifying compliance with all conditions of approval.

7. The Final Map shall meet all requirements of a Vesting Tentative Map, as set out in the California Subdivision Map Act and the City of Belmont Subdivision Ordinance, and when improvements or dedications are required, shall be accompanied by a guaranty of title, any separate instruments of dedication or deeds and improvement agreement.

8. Prior to the recordation of the Final Map, the subdivider shall submit one set of reproducible Mylar drawings and specifications of all "as built" improvements, all engineering calculations, soils report and other information required by the City Engineer and Building Official. The City shall retain the information for the life of the structure.

9. Except as modified by these conditions of approval, or as required by subsequent project review, the Building Permit Plans shall be consistent with the approved Planning Plans, date stamped March 23, 2022 and inclusive of the architectural drawings (Sheets SD-0.1 through SD-5.1); Civil Engineering Plans (Sheets TM-1

through TM-8, and C1.0 through C.5.1 and RW1 through RW4) Landscape Plans (Sheets L1 through 7), and Lighting Plans (Sheets E1.0 through E2.0).

10. The plans submitted for a Building Permit shall include: a) a plan sheet that includes all project conditions of approval; b) boxed-out floor plans demonstrating that the apartment building would not exceed the maximum floor area permitted for the project; c) individual floor plans for each of the unit types and sub types (studio, one-bedroom, and two-bedroom); and d) floor plans for each level of the building that include a numbering and lettering system identifying each of the types of units and a table reflecting the total number of units in each category.

11. Exterior building materials shall be consistent with Elevation Drawing and submitted materials – DSD-5.1, dated March 23, 2022, except for minor modifications approved by the Community Development Department, or as modified via an approved Design Review Amendment.

12. Prior to issuance of building permit, the applicant and/or designee shall demonstrate that stone veneer used in the project is a minimum of two inches in depth.

13. Fees. The applicant/developer agrees to pay all regulatory, connection, and impact fees including plan check, building permit, General Plan Maintenance, Park Impact, and Sewer Connection Fees, as specified by each respective City Ordinance or the City's Master Fee Schedule.

14. Final details for the installation of public streetscape improvements (i.e., specific design of all proposed street furniture, ADA-compliant decorative tree grates, lighting standards, etc.) shall be reviewed and approved by the Community Development Department in consultation with the Public Works and Park and Recreation Departments, prior to their installation.

15. All public improvements (frontage, streetscape, landscaping, lighting, short term bicycle parking, and areas open to the public) shall be installed or constructed, prior to final Building Permit inspection.

16. The applicant shall enter into a regulatory housing agreement with the City, prior to issuance of building permit. The agreement shall be consistent with the City's Inclusionary Housing Ordinance.

17. <u>Affordable Housing</u>

    A. Prior to issuance of grading permit, tree removal permit, or demolition permit, whichever occurs first, the applicant shall record the fully executed Affordable Housing Agreement. Conformed copies of the recorded agreement shall be provided to the City Attorney and Community Development Department, prior to issuance of a building permit.

B. Affordable housing shall be provided in accordance with the approved Affordable Housing Plan, including the number, location, level of affordability, and type of units. Minor amendments to unit location and type may be approved by the Community Development Director.

C. Interior finishes and amenities of the affordable units shall be equal across units. A Planning inspection verifying interior finishes in the affordable units shall occur after construction of the project, and before issuance of a certificate of occupancy.

D. Affordable units shall be provided equal access to project parking, and on-site amenity areas.

18. Prior to issuance of building permit, the applicant or designee shall submit a photometric plan demonstrating the project meets minimum required standards for safety for review and approval by the Belmont Community Development Department and Police Department. Exterior lighting shall conform to the requirements of BZO Section 2.72.1, which requires full cutoff lighting fixtures meeting adopted criteria of the Illuminating Society of North America (i.e., exterior lighting that would be downcast to prevent light spill to adjacent properties).

19. Installation of roof mounted mechanical equipment shall be consistent with Elevation Drawings dated March 23, 2022. Roof mounted equipment shall be placed behind parapets so as not to be visible from surrounding streets.

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

21. Geotechnical Conditions:
    A. 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.

B. 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).

22. The project shall comply with the Mitigation Monitoring and Reporting Program adopted as part of the certified final environmental impact report.

General Plan EIR and Environmental Conditions of Approval

Air Quality:

23. Pursuant to GP EIR Mitigation Measure AQ-1, the applicant shall require their contractors, as a condition of contract, to further reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on an EPA-approved Tier 4 or newer engine. Exemptions can be made for specialized equipment where Tier 4 engines are not commercially available within 200 miles of the project site. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA- approved Tier 3 engine. ARB regulations will result in the percentage of Tier 4 engines increasing over the next several years.

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

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

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

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

27. Air Quality AQ-5: 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.

Biological Resources:

28. 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.

29. The applicant shall implement the Recommendations identified on page eight of the Arborist Report, prepared for the project by Traverso Tree Service, dated March 11, 2020; 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.

    A. 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.
    B. Any approved grading, construction, demolition, or other work within the tree protection zone shall be monitored by the project arborist.
    C. 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.
    D. 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.
    E. 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.

Cultural and Archaeological Resources:

30. 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:
        i. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98; or
        ii. The Native American Heritage Commission was unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

31. 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.

Greenhouse Gases:

32. 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.

33. 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.

34. 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).

Noise:

35. Building sound insulation requirements need to include the provision of forced-air mechanical ventilation for all residential units so that windows could be kept closed at the occupant's discretion to control noise.

36. Assuming wood siding wall construction, windows and doors, units facing El Camino Real shall have the following minimum ratings:
    A. STC 30 or greater for units having direct line-of-sight to El Camino Real along the western building façade.

37. Prior to the issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine specific noise reduction measures necessary to reduce noise to comply with the City's 45 dBA Leq noise limit at any receiving property line. The Project Noise Consultant shall conduct an acoustic analysis of all mechanical and HVAC equipment proposed with the final building permit plans. The results of the analysis and design recommendations to ensure compliance with the City's Noise Ordinance shall be summarized by the Consultant in a letter submitted with the building permit plans. The consultant's recommendations shall be incorporated into the building plans, prior to issuance of a building permit. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

Transportation:

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

    A. Schedule: A project construction schedule shall be provided that includes the approximate date and expected time frame for each stage of construction. At minimum, the schedule shall include:
        - Excavation & Shoring (as applicable)
        - Below Grade & Foundation Construction
        - Above Grade Construction & Framing
        - Exterior & Interior Finish Work
        - Public Frontage Improvements
        - Offsite & Utility Improvements

    B. Site & Logistics Plan: Site and logistics plan(s) shall be provided for each phase of project construction. Said plan(s) shall include:
        - Location of Construction Fencing & Access Control for The Site
        - Proposed Circulation Pattern, including Access & Egress, for Each Phase of Construction
        - Location of Dewatering Tanks, Construction Trailer, Temporary Power Pole, & Restrooms
        - Erosion & Dust Control Plans
        - Security & Lighting Plans
        - Location of Construction Staging Areas for Materials, Equipment, & Vehicles
        - Crane Plane (Location, Height, & Radius), as applicable
        - Construction Worker Parking

    C. Traffic Control Plan: Routes for construction-related traffic (hauling, deliveries, works, etc.) shall be identified in consultation with the Department of Public Works. Grading, hauling, and construction delivery traffic shall be timed to avoid peak hour school and work commute traffic. The CMP shall identify the maximum size of construction equipment /trucks, during construction, expected temporary street closure and the use of flag personnel during construction, and the location of construction worker parking/car-pooling. Comprehensive traffic control measures shall be identified, including: any required detour signage, lane closures, and sidewalk closures. A 24 Hour Written notice must be given to the Public Works and Police Departments prior to lane closures. Trained flag persons shall be positioned at both ends of blocked traffic lanes to ensure safe movement of vehicles, and pedestrians. The proposed traffic control plan may require review by a traffic engineer, to ensure an adequate intersection/driveway turning radius would

be provided for large vehicles, and/or when other large projects are in construction at the same time.

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

E. Road Conditions: Documentation of road pavement conditions shall be provided to the Public Works Department for all routes that will be used by construction vehicles, both before and after project construction. Roads found to have been damaged by construction vehicles shall be repaired to the level at which they existed prior to project construction.

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

Building Division

1. Plans submitted for building permit and all construction shall conform to the approved plans on file in the Planning Division for Appl. No. 2020-00200.

2. The applicant shall obtain all required permits.

3. This project is subject to the School Facilities Fee. Proof of payment must be presented to the City of Belmont before the permit will be issued. Contact the Sequoia Union School District directly for further information.

4. Pursuant to the Belmont Department Ordinance #2011-1, Section 1003.2.9.2(A), the building shall include a fire sprinkler system and the plan will be a deferred submittal.

5. Retaining walls shall be designed by a civil engineer or structural engineer.

6. The Belmont City Code requires a soils and engineering geology report for all new or substantially altered foundations. Provide such a report and a letter from the geotechnical engineer confirming that the foundation plan has been reviewed and that it has been determined that the recommendations in the soils report are properly incorporated into the plans.

7. The building permit plans shall show the location of all transformers, fire standpipes, and back- flow preventers.

8. All construction and related activities which require a City building permit shall be allowed only during the hours of 8:00 am. to 5:00 p.m. Monday through Friday, and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and the following holidays: New Year's Day, President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day. All gasoline powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.

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

10. The applicant shall provide space for recycling containers.

11. The applicant shall provide list of construction and demolition recycling service providers.

12. Contractors and subcontractors shall make a good faith effort to contact construction and demolition recycling providers.

13. The applicant shall notify all contractors and subcontractors of Belmont expectations of maximizing diversion of solid waste.

14. The applicant shall investigate opportunities for salvaging material for reuse.

15. Building plans shall specify that the 2019 California Code of Regulations and all applicable City of Belmont Ordinances will be employed during this project.

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

II. COMPLY WITH THE FOLLOWING CONDITIONS OF THE BELMONT FIRE DEPARTMENT:

THE FOLLOWING IDENTIFIED ITEMS ARE REQUIRED AS CONDITIONS OF APPROVAL AND SHALL BE PRINTED ON ANY PLANS SUBMITTED FOR BUILDING PERMIT

1. New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Said numbers shall be either internally or externally illuminated in all new construction and in all alterations greater than 50% of the original structure. Numbers shall be as follows:

A. Minimum of one-half inch (1/2″) stroke by six inches (6″) high.
B. When the structure is thirty-six (36) to fifty (50) feet from the street or fire department access a minimum of one-half inch (1/2″) stroke by nine inches (9″) high is required.
C. When the structure is more than fifty (50) feet from the street or fire apparatus access, a minimum of one-inch (1”) stroke by twelve inches (12″) high is required.

2. Building plans will clearly show fire control room and adhere to the following:

   A. Minimum 35 square feet in size
   B. Durable signage shall be provided on the exterior side of the access door to identify the fire control room.
   C. Shall be provided at grade with a means to access the room directly from the exterior.

3. Please note a separate Fire Service Underground plan submittal (separate from fire sprinkler permit) will be required. A civil drawing of the underground pipe will not be accepted.

4. Building plans will clearly show location of proposed knox boxes.

5. Building plans will clearly show allowable building area, height, and stories in accordance with Section 504 and 506 of the CBC. Please note the restrictions of using the sprinkler increase multiple times for R occupancies in the footnotes.

6. Building plans will clearly show appropriate fire separation distances in accordance with Section 602 of the CBC. Fire Separation distances will be shown to property lines and middle of public ways.

7. Please thoroughly review Chapter 7 of the CBC and show appropriate details.

8. With submittal of building plans, please include a Fire Safety plan in accordance with Chapter 33 of the CFC. Further details of what the plan should consist of can be found in Chapter 33 of the CFC, Chapter 33 of the CBC, and 2013 NFPA 241. Plan should acknowledge and lay out a proposed timeline for water supply, access, standpipe construction, means of egress construction, debris removal, site security, and other aspects covered in the applicable sections listed.

III. COMPLY WITH THE FOLLOWING CONDITIONS OF THE BELMONT POLICE DEPARTMENT:

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

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

3. Flag person(s) shall be required for closures positioned at both ends of any closure.

4. 24-hour written notice to the Police Department is required before any lane closure.

5. Signage plan required for closures/detours – plan must be approved by PD Traffic Unit.

6. Security lighting should be provided in all pathways, walkways, and underground areas.

7. Any burglar alarm shall be registered with the PD per BCC 18-50 et. seq.

8. The applicant shall provide a security plan to the Police Department plan for the construction period, prior to issuance of a building permit. Said plan shall, at minimum, include: lighting, surveillance, physical security of property, and securing of any tools, equipment and/or materials left on site. The Police Department shall also be provided 24-hour emergency contact information for the contractor and owner. Provide information to Belmont PD – Attn: Sgt. Hussey or chussey@belmont.gov.

9. No Trespassing signs, per 602 PC, are required to be posted around the property to discourage unauthorized entry and aid in criminal prosecutions for trespassing/theft.

10. A minimum roadway width of 12 ft. must be maintained at all times for emergency access on all abutting roadways.

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

12. The applicant and/or designees shall ensure the Police Department has access to any secured emergency access easements/gates/pathways.

IV. COMPLY WITH THE FOLLOWING CONDITIONS OF THE PUBLIC WORKS DEPARTMENT:

A. **The following conditions shall be shown on plans submitted for a building permit and/or site development permit or otherwise met prior to issuance of the first building permit (i.e., foundation permit) and shall be completed and/or installed prior to occupancy and remain in place at all times that the use occupies the premises except as otherwise specified in the conditions.**

Public Improvements

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

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

3. The unused driveway shall be removed and replaced with sidewalk, curb and gutter in accordance with Department of Public Works approved standards.

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

5. The parcel map shall be recorded prior to issuance of any building permit.

6. Proposed Belmont Avenue is a privately maintained street and all street improvements, sidewalk, curb & gutter, lighting and related storm drain system within the development and Belmont Avenue frontage would be privately owned and maintained by HOA or project management company. This should be noted on the plan.

7. The developer shall provide a maintenance agreement with neighboring property owners identifying responsibility of future maintenance on Belmont Avenue prior to recordation of parcel map and issuance of building permit. Applicant should consider obtaining consent for the proposed construction of improvements and use from any private property owners with rights of ingress and egress over the affected roadway. This consent may best be done within a section of the maintenance agreement.

8. Applicant shall submit recorded public access easement on the entire Belmont Avenue right of way prior to or concurrent with approval of Parcel Map.

9. At the time of parcel map approval, the developer shall submit a grading plan and a drainage study prepared by a registered Civil Engineer. The drainage study shall analyze the existing and ultimate conditions and facilities. The study shall be reviewed and approved by the City Engineer and the developer shall satisfy the conclusions and recommendations of the approved drainage study prior to any building occupancy permit issuance.

10. Prior to Parcel Map recordation, applicant shall pay for project related fees and submit required bonds for the improvements.

11. Prior to Parcel map recordation, developer shall pay project fair share for storm and sewer downstream improvements impacted by the development flow.

12. Prior to building permit issuance, the developer shall obtain design approval and bond for all necessary public improvements, including but not limited to the following:

    A. Remove and replace all curb, gutter, ADA ramp and sidewalk along project frontage on El Camino Real.

B. Construct a driveway access at Belmont Avenue/El Camino Real intersection.
C. Reconstruct Belmont Avenue frontage with new pavement, curb & gutter on both side of street, and lighting and sidewalk along project frontage.
D. Install a new driveway approach, ADA curb ramp with sidewalk transition at the Belmont Avenue / El Camino Real intersection.
E. Grind and overlay and re-stripe curb to median curb width of El Camino Real frontage per Caltrans standard.
F. Install adequate City streetlights along its frontages on Belmont Avenue and El Camino Real.
G. Relocate the existing joint pole at the northwest corner of the development on Belmont Avenue, remove the service pole along El Camino Real and underground any service line serving the development.
H. Extension of the existing utilities and installation of new utilities, including but not limited to, water, sewer and storm drain main lines, services and related facilities.
I. Construct storm drain main line on Belmont Avenue and El Camino Real frontage connecting to Anita Avenue/El Camino Real intersection.
J. Install a median at El Camino Real/Belmont Avenue intersection restricting left turn movement onto El Camino Real.

Plans for all public improvements shall be prepared on Mylar (24"x 36" sheets) and developer shall submit a digital format of the Record Drawings (AutoCAD format is preferred) upon completion of improvements.

13. The developer shall execute a secured public improvement agreement. The agreement shall be secured for an amount of 100% of the engineer's estimate of the construction cost for faithful performance and 100% of the engineer's estimate of the construction cost for labor & materials. All improvements must be in accordance with the City of Belmont standard detail and specs and built to the City Engineer's satisfaction and accepted by the City prior to issuance of any certificate of occupancy for the project.

14. GENERAL FEE – Project will be required to pay all applicable fees prior to recordation of parcel map including but not limited to the following:

    A. Sewer Connection fee: $1,503,101.25 ($12,025.71/U)
    B. Transportation Impact fee: $682,500.00 ($5,460/U)
    C. Sewer fair share fee: $30,525.00

    Fees will be adjusted to the most current adopted fee schedule at the time of payment.

15. Prior to parcel map approval, developer shall execute an encroachment permit agreement with the City for El Camino Real sidewalk frontage and entire curb to curb width of Belmont Avenue.

16. Prior to building permit issuance, the developer shall dedicate adequate right of way for pedestrian purposes crossing the driveways.

17. Prior to building permit issuance, the applicant shall dedicate 5-foot minimum public utility easement (PUE) along Belmont Avenue and El Camino Real frontages.

18. Prior to building permit issuance, the applicant shall dedicate Public Access Easement (PAE), Emergency Vehicle Access easement (EVAE), and Public Utility Easement (PUE) on the entire width of Belmont Avenue right of way.

19. Prior to issuance of any building permits, developer shall obtain approval from the City Engineer of the sewer and storm drain studies for this development. These studies shall identify the development's effect on the City's present Master Plans and the impact of this development on the trunk lines. If the results of the study indicate that this development contributes to the over-capacity of the trunk line, it is anticipated that the developer will be required to mitigate the overflow or shortage by construction of a parallel line or pay a mitigation charge, if acceptable to the City Engineer.

20. The owner/applicant shall submit a sanitary sewage plan. Flows from the proposed development shall be estimated and their impact on the existing City collection system analyzed. Mitigation measures may be required to upgrade the City system. Using City's Sanitary Master Plan and following City's recently adopted guidelines, submit analysis of the existing sanitary sewer main as to its current capacity whether it is functioning below, at or above capacity and at what percent full, with & without the project:

    A. To reflect the latest sewer model, the developer will be provided an Excel spreadsheet with existing flows and projected future flow estimation. The developer needs to update the existing sewer analysis using existing flow data from this Excel spreadsheet. It is of great importance to include peaking factors for the appropriate sewer basin in the estimation of future flows.
    B. For the existing and proposed flows the following characteristics should apply:
        i. For existing sewer mains 12 inches in diameter and smaller, peak flow d/D shall not exceed 70%.
        ii. For existing sewer mains larger than 12-inch, peak flow d/D shall not exceed 85%.
        iii. For sewer mains 12 inches in diameter and smaller, peak flow d/D shall not exceed 50%.
        iv. For sewer mains larger than 12 inches in diameter, peak flow d/D shall not exceed 75%.

21. Prior to Parcel map recordation, developer shall provide a photometric study for Belmont Avenue and El Camino Real demonstrating adequate lighting is provided. The applicant shall include El Camino Real/Belmont Avenue intersection in the study.

22. Prior to start of any construction, the developer shall submit traffic control and site logistic plans for any impact to the right-of-way for each phase of operation, including pedestrian and bicycle detour plans as applicable. The traffic control plan shall comply with the most recent version of the California Manual of Uniform Traffic Control Devices (CA MUTCD) and the City's Traffic Control Plan requirements. The developer shall also submit a construction schedule and monitoring plan for City Engineer review and approval. The construction schedule and monitoring plan shall include, but not be limited to, construction staging area, parking area for the construction workers, personal parking, temporary construction fencing, construction information signage and establish a neighborhood hotline to record and respond to neighborhood construction related concerns. The developer's contractor is also required to submit updated monthly construction schedules to the City Engineer for the purpose of monitoring construction activities and work progress.

23. Prior to the issuance of a foundation building permit, the applicant must submit evidence to the Public Works Department of approval by the State of California for the performance of any work within the State right-of-way. If the City is required to be a party to the permit application and a fee is required, the applicant shall reimburse the City for its cost.

24. For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck (SU) size or larger as defined by FHWA Standards, the applicant shall submit a truck hauling route that conforms to City of Belmont Truck Route, for the approval of the Director of Public Works or designee. The project sponsor shall require contractors to prohibit trucks from using "compression release engine brakes" on residential streets. The haul route for this project shall be as approved by the Director of Public Works or designee. A letter from the applicant confirming the intention to use this hauling route shall be submitted to the Department of Public Works, and approved, prior to the issuance of any City permits. All material hauling activities including but not limited to, adherence to the approved route, hours of operation, staging of materials, dust control and street maintenance shall be the responsibility of the applicant. All storage and office trailers will be kept off the public right-of-way. Tracking of dirt onto City streets and walks will not be allowed. Entry and exit from the site will use rock or rumble strips to prevent tracking. The applicant must provide an approved method of cleaning tires and trimming loads on-site. Any job-related dirt and/or debris that impacts the public right-of-way shall be removed immediately. No wash down of dirt into storm drains will be allowed. Use of a sweeper is permissible as long as it operates dry (no water used, only vacuum). All material hauling activities shall be done in accordance with applicable City ordinances and conditions of approval. Violation of such may be cause for suspension of work.

Grading and Drainage

25. The owner/applicant shall submit C3 & C6 stormwater Pollution Prevention checklist, impervious calculation checklist, and BMP measures checklist prior to design review approval.

26. The owner/applicant shall obtain required permits and pay applicable fees to the Regional Water Quality Control and the City (including the Silicon Valley Clean Water District if underground water is to be discharged to the sewer) for the discharge of underground water during construction. Testing of the water quality shall be submitted with the permit applications. The drainage plan shall identify how the post-construction underground water is discharged and treated before entering the storm system. Discharge permit may be required by the Regional Water Quality Control Board depending on the daily flow amount. All discharge shall conform to the requirements in Provision C15 of the City's MRP permit.

Utilities

27. The owner/applicant shall submit a sanitary sewage plan. Flows from the proposed development shall be estimated and their impact on the existing City collection system analyzed. Mitigation measures may be required to upgrade the City system.

Subdivisions

28. The owner/applicant shall pay planned drainage fees in accordance with City ordinances.

NPDES Stormwater Controls (General)

29. Commercial/industrial facilities having vehicle/equipment cleaning needs and new residential complexes of 25 units or greater shall either provide a roofed, bermed area for washing activities or discourage vehicle/equipment washing by removing hose bibs (faucets) and installing signs prohibiting such uses. Vehicle/equipment washing areas shall be paved, designed to prevent run- on to or runoff from the area, and plumbed to drain to the sanitary sewer. A sign shall be posted indicating the location and allowed uses in the designated wash area. The applicant shall contact the local permitting authority and/or sanitary district with jurisdiction for specific connection and discharge requirements.

MRP Regulated Project:

30. 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 Program's (SMCWPPP) C.3 Stormwater Technical Guidance Manual for assistance in implementing LID measures at the site. [*Optional:* http://www.flowstobay.org/bs_new_development.php]

31. [*Redevelopment Projects that result in an alteration of 50% or more of the existing impervious surface]* Treatment controls shall be designed and sized to treat run-off from the entire redevelopment project (including all existing, new, and/or replaced impervious areas) using flow or volume based sizing criteria specified in Provision C.3.d of the Municipal Regional Stormwater Permit.

Source Control Conditions [Staff must require all applicable source controls for C.3 Regulated Projects]:

32. *[Select those that apply]* Trash storage areas (including recycling or food compactor areas or similar areas), wash areas, loading docks, repair/maintenance bays, and equipment or material storage areas shall be completely covered and bermed to ensure that no stormwater enters the covered area. Covered areas shall be sloped so that spills and washwater flow to area drains connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

33. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

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

35. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.

36. Swimming pools, hot tubs, spas and fountains shall have a connection to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards. This connection could be a drain in the pool to the sanitary sewer or a cleanout located close enough to the pool so that a hose can readily direct the pool discharge into the sanitary sewer cleanout.

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

38. Projects with architectural copper should, if possible, purchase copper materials that have been pre-patinated at the factory. Whether patination is done offsite or onsite, applicant should consider coating the copper materials with an impervious coating that prevents further corrosion and runoff. If patination is done on-site, implement one or more of the following:

    A. Discharge the rinse water to landscaping. Ensure that the rinse water does not flow to the street or storm drain. Block off storm drain inlet if needed.
    B. Collect rinse water in a tank and pump to the sanitary sewer. Contact your local sanitary sewer agency before discharging to the sanitary sewer.
    C. Collect the rinse water in a tank and haul off-site for proper disposal.

Site Design Conditions [At least one site design measure must be implemented for C.3 Regulated Projects]:

39. Direct roof runoff onto vegetated areas. Stormwater treatment of the roof runoff is not required if the vegetated area is designed as a self-retaining area, as described in Section 4.3 of the C.3 Technical Guidance

40. Maximize permeability by clustering development and preserving open space.

41. Use micro-detention, including distributed landscape-based detention.

Infiltration Measures (Bioinfiltration and Infiltration Basins) or Infiltration Devices (Dry Wells and Infiltration Trenches) *[Apply the following Conditions of Approval if applicant demonstrated during the Planning Phase that it is feasible to infiltrate 80% of the average annual runoff volume]:*

42. In-situ infiltration rate shall be determined or confirmed by means of percolation testing for all infiltration treatment measures and devices.

43. Infiltration treatment measures or devices shall be designed in accordance with the infiltration guidance in Appendix E of the C.3 Technical Guide.

Biotreatment Measures:
[Apply the following Conditions of Approval ONLY when the applicant has demonstrated that it is infeasible to infiltrate or harvest and use 80% of the average annual runoff volume.]

44. Biotreatment measures (including bioretention areas, flow-through planters and non-proprietary tree well filters) shall be sized to treat run-off from 100% of the applicable drainage area (all impervious areas and applicable landscaped areas) using flow or volume based sizing criteria as described in the Provision C.3.d of the MRP, or using the simplified sizing method (4% rule of thumb), described in the C.3 Technical Guidance and based on the flow-based sizing criteria in Provision C.3.d.i.(2)(c). *Alternative biotreatment measure that are not in the C.3 Technical Guidance concept shall be pre-approved by the Planning Department.]*

Installation Conditions:

MRP Non-Regulated Projects (including individual single-family home projects)

Source Control Conditions *[Municipal staff shall consider requiring applicable source controls for non-regulated projects]:*

45. Trash storage areas (including recycling or food compactor areas or similar areas) , wash areas, loading docks, repair/maintenance bays, and equipment or material storage areas shall be completely covered and bermed to ensure that no stormwater enters the covered area. Covered areas shall be sloped to drain to area drains connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

46. Interior level parking garage floor drains, and any other interior floor drains, shall be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards.

47. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance [or comparable local ordinance].

48. On-site storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay," or equivalent using thermoplastic material or a plaque.

49. Swimming pools, hot tubs, spas and fountains shall have a connection to the sanitary sewer, subject to the local sanitary sewer agency's authority and standards. This connection could be a drain in the pool to the sanitary sewer or a cleanout located close enough to the pool so that a hose can readily direct the pool discharge into the sanitary sewer cleanout.

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

51. Provide a designated, indoor area for vehicle and equipment repair.

52. Projects with architectural copper should, if possible, purchase copper materials that have been pre-patinated at the factory. Whether patination is done offsite or onsite, applicant should consider coating the copper materials with an impervious coating that prevents further corrosion and runoff. If patination is done on-site, implement one or more of the following:

    A. Discharge the rinse water to landscaping. Ensure that the rinse water does not flow to the street or storm drain. Block off storm drain inlet if needed.
    B. Collect rinse water in a tank and pump to the sanitary sewer. Contact your local sanitary sewer agency before discharging to the sanitary sewer.
    C. Collect the rinse water in a tank and haul off-site for proper disposal.

B. **The following conditions shall be met prior to the issuance of the first building permit (i.e., foundation permit) and/or site development permits except as otherwise specified in the conditions.**

Public Works Permits

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

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

55. Property owner/applicant shall apply for and obtain a grading permit from the Department of Public Works. The grading permit fee is based on the total amount of earth moved including cut and fill.

Other Agency Permits

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

57. 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.

Public Improvements

Grading and Drainage

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

    A. The applicant should note that if the proposed grading meets one or more of the criteria outlined in Section 9-23 of the City Code, a Planning Commission review will be required. Caution: If the total grading quantity changes after Planning Commission approval, a new grading approval may be required. The applicant may choose to complete the grading plan and calculations early in the planning process to limit delays in scheduling this review. (See Section 9-28 of City Code for review process). The plan shall incorporate the following restrictions:

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

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

A. Water all active construction sites at least twice daily.
B. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
C. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
D. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
E. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
F. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
G. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiled materials.
H. Install sandbags or other erosion-control measures to prevent silt runoff to public roadways.
I. Replant vegetation in disturbed areas as quickly as possible.
J. Watering should be used to control dust generation during the break-up of pavement.
K. Cover all trucks hauling demolition debris from the site.
L. Use dust-proof chutes to load debris into trucks whenever feasible.
M. Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.
N. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be in proper running order prior to operation.

O. Diesel powered equipment shall not be left inactive and idling for more than five minutes, and shall comply with applicable BAAQMD rules.
P. Use alternative fueled construction equipment, if possible.
Q. All vehicle speeds on unpaved roads shall be limited to 15 mph.
R. Post a visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 24 hours. The Air District phone number shall also be visible to ensure compliance with applicable regulations.

60. The proposed development may add or replace the impervious surface area of the property. The applicant shall provide calculations showing the total impervious area of the completed project with the building permit application. Calculations shall be submitted to the Department of Public Works for review and approval.

61. Storm drainage calculations shall be required for all storm drains and overland flows. Drainage shed maps shall be submitted showing all upstream acreage and run-off coefficients for each tributary area. Overland flow paths and site release points shall be clearly identified. Calculations shall be submitted to the Department of Public Works for review and approval.

62. A written report prepared by a Geotechnical Engineer shall be submitted in accordance with Section 9-36 of the City Code.

Utilities

63. 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).

64. Applicant shall install the sanitary sewer connection in accordance with Department of Public Works approved standards and pay the applicable sewer connection fee.

65. If PG&E is requiring the developer to put in the gas and/or electrical connection, then the developer must submit plans for the encroachment to the Department to Public Works.

Subdivisions

66. The subdivision agreement shall provide for payment of all grading permit fees and inspection charges including the reviews by the City's Consultant Geologist in accordance with the City's Grading Ordinance.

67. The subdivision agreement shall provide for payment of all City inspection and plan check charges associated with the installation of public and private improvements including, but not limited to, streets, sanitary sewers, storm drains and street lights. A cash

deposit shall be made in accordance with the fee schedule, against which the City will assess its costs. A refund or additional charge will be made at the conclusion of construction.

68. All utilities to each lot including, but not limited to, electric power, telephone, cable television, and street lights, shall be provided underground.

69. The owner/applicant shall provide a street light plan for subdivision streets that includes an evaluation of the need for the construction of additional street lighting on all adjacent streets.

70. Storm drainage, sanitary sewer, and emergency vehicle access easements shall be provided to the City as necessary.

71. The developer shall provide documentation from Mid-Peninsula Water District, PG&E, Pacific Bell, and AT&T Broadband cable TV that these utilities will provide service to the development.

72. The developer shall post maintenance bonds for all improvements to be dedicated to the City for a period of one year after the date of acceptance by the City.

73. The owner/applicant shall provide field survey data to permit retracing all survey monuments set to establish the street right-of-way both public and private. A copy of the final subdivision map including property liens, final contours, street improvements, parking, sewer and storm drains shall be provided using AutoCad drawing files (scale 1"= 2').

74. The owner/applicant shall provide a traffic control plan for all construction staging and storage areas.

75. The owner/applicant shall analyze the existing storm drain system from the property boundary to the outfall. On-site and off-site drainage facilities such as catch basins and storm drain pipes shall be designed to collect runoff from a storm of 10-year return frequency. Should any deficiency in this system be found that would be affected by increased runoff from the project site, the owner/applicant shall improve the downstream system or contribute a proportionate share of the cost for improvements as determined by the Public Works Department.

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

77. The owner/applicant shall provide an evaluation of the need for the construction of additional street lighting on all streets fronting the property.

78. Applicant shall provide receptacles for recycling. Containers shall segregate glass, plastic and aluminum containers and paper. Property manager shall ensure these materials are

recycled, such as by adding them to the regular recycle stream for on-site pick up by Recology or by returning them for redemption.

79. The owner/applicant shall provide a plan showing all the site improvements and utility trench locations. The plan shall indicate the location of all the protected trees and protection fences on site. No utility trench shall encroach within the protection fence areas.

80. Location of monument signs must be determined by a licensed engineer who will certify that line of sight will not be blocked and there is sufficient sight distance at the intersection. Engineer shall provide analysis to the City for review.

NPDES Stormwater Controls (General)

81. 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.

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

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

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

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

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

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

MRP Regulated Project:

87. Applicant shall prepare a Stormwater Management Plan (SWMP) that includes, at a minimum, exhibit(s) showing drainage areas and location of Low Impact Development (LID) treatment measures; project watershed; total project site area and total area of land disturbed; total new and/or replaced impervious area; treatment measures and hydraulic sizing calculations; a listing of source control and site design measures to be implemented at the site; hydromodification management measures and calculations, if applicable; NRCS soil type; saturated hydraulic conductivity rate(s) at relevant locations or hydrologic soil type (A, B, C or D) and source of information; elevation of high seasonal groundwater table; a brief summary of how the project is complying with Provision C.3 of the MRP; and detailed Maintenance Plans for each site design, source control and treatment measure requiring maintenance.

88. LID treatment measures to be shown on final improvement or grading plans shall not differ materially from the LID treatment measures presented on the project's Tentative Map, approved on 3/20/2017, without written approval from the Planning Department.

Source Control Conditions [Staff must require all applicable source controls for C.3 Regulated Projects]:

89. Project shall incorporate landscaping that minimizes irrigation and runoff, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices such as Bay-Friendly Landscaping.

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

Site Design Conditions [At least one site design measure must be implemented for C.3 Regulated Projects]:

91. Self-treating areas must be designed to store and infiltrate the rainfall that lands on the self-treating area. Refer to Section 4.2 of the C.3 Technical Guidance.

92. Self-retaining areas must be designed to store and infiltrate the rainfall run-off volume described in the MRP Provision C.3.d (80% capture volume), for rainfall that lands on the self-retaining area and the impervious surface that drains to the self-retaining area. Refer to Section 4.3 of the C.3 Technical Guidance.

Infiltration Measures (Bioinfiltration and Infiltration Basins) or Infiltration Devices (Dry Wells and Infiltration Trenches) *[Apply the following Conditions of Approval if applicant demonstrated during the Planning Phase that it is feasible to infiltrate 80% of the average annual runoff volume]:*

93. All infiltration devices shall be located and designed to ensure no damage will occur to surrounding improvements from underground water.

94. Soil media within the bioinfiltration measure shall consist of 18 inches of biotreatment soil consistent with the Attachment L of the MRP.

95. Other parameters of final design shall be consistent with the design guidelines presented in the latest version of the C.3 Technical Guidance.

Biotreatment Measures:

[Apply the following Conditions of Approval ONLY when the applicant has demonstrated that it is infeasible to infiltrate or harvest and use 80% of the average annual runoff volume.

96. Plant species used within the biotreatment measure area shall be consistent with Appendix A of the C.3 Technical Guidance.

97. Biotreatment soil mix for biotreatment measures shall have a minimum percolation rate of 5 inches per hour and a maximum percolation rate of 10 inches per hour, and shall be in conformance with Attachment L of the MRP, which is included in Appendix K of the C.3 Technical Guidance.

98. Design of biotreatment measures shall be consistent with technical guidance for the applicable type of biotreatment measure provided in Chapter 6 of the C.3 Technical Guidance.

Operation & Maintenance (O&M) Conditions:

99. A Maintenance Plan for every stormwater treatment control *[and/or HM]* measure or applicable site design measure, inclusive of maintenance and inspection checklists and Maintenance Inspection Report Forms, shall be submitted to the City for review and approval prior to issuance of a grading permit. A copy of the final, approved Maintenance Plan(s) shall be made a part of the Maintenance Agreement [and the Conditions, Covenants and Restrictions (CC&Rs)] recorded for the property. A copy of the final, approved Maintenance Plan(s) shall also be on file at the municipality's Public Services Department.

C. The following conditions shall be met prior to occupancy except as otherwise specified in the conditions.

Public Works Permits

100. The property owner/applicant shall apply for and obtain an administrative permanent encroachment agreement from the Department of Public Works, for placement of non-standard materials (i.e., brick pavers) within the public right-of-way.

101. After the City permits are approved but before beginning construction, the owner/applicant shall hold a preconstruction conference with Building and Public Works Department staff and other interested parties. The developer shall arrange for the attendance of the construction manager, contractor, and all subcontractors who are responsible for grading and erosion and sedimentation protection controls.

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

103. All construction and related activities which require a City permit shall be allowed only during the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m., Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and the following holidays: New Year's Day, President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day. All gasoline powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.

Other Agency Permits

104. A portion of the proposed work is within the State of California right-of-way. The applicant should contact the California Department of Transportation (Caltrans) to obtain an encroachment permit for this portion of the work.

Public Improvements

105. "As-built" drawings for any public improvement including streets, sewers, etc. shall be submitted to the City in AutoCAD on CD ROM.

Grading and Drainage

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

107. 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.

NPDES Stormwater Controls (General)

108. 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.

109. If construction is not complete by the start of the wet season (November 15 through April 15), prior to November 15 the developer shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, disturbed soils through temporary or permanent seeding,

mulching, matting, tarping or other winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing physical means; rocking unpaved vehicle access to limit dispersion of mud onto public right-of- way; covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions. As site conditions warrant, the Department of Public Works may direct the developer to implement additional winterization requirements.

Source Control Conditions [Staff must require all applicable source controls for C.3 Regulated Projects]:

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

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

Operation & Maintenance (O&M) Conditions:

112. Property Owner shall be responsible for conducting all servicing and maintenance as described and required by the treatment measure(s) [and HM measure] Maintenance Plan(s). Maintenance of all site design and treatment control [*and/or HM*] measures shall be the owner's responsibility *[or HOA's responsibility].*

113. Approved Maintenance Plans shall be kept on-site and made readily available to maintenance crews. Maintenance plans shall be strictly adhered to.

114. By April 1 each year, Maintenance Inspection and Servicing Reports for the stormwater treatment systems *[and HM]* shall be submitted to the municipality for the previous calendar year (January 1 through December 31).

115. Site access shall be granted to representatives of the City, the San Mateo County Mosquito and Vector Control District, and the Water Board, at any time, for the sole purpose of performing operation and maintenance inspections of the installed stormwater treatment systems *[and HM controls]*. A statement to that effect shall be made a part of the Maintenance Agreement and/or CC&Rs recorded for the property.

116. Property Owner shall be required to pay for all municipal inspections of installed stormwater treatment systems as required by the Regional Water Quality Control Board or the municipality.

Installation Conditions:

117. Applicant shall coordinate installation of stormwater treatment measures with the municipality and shall arrange to have a municipal Special Inspector or designated third party inspector present at the time of installation. Applicant shall be responsible for all fees associated with special stormwater inspections during construction.

RESOLUTION NO. 2022-16

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT RECOMMENDING THE CITY COUNCIL MAKE ALL FINDINGS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), INCLUDING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE 800-803 BELMONT AVENUE RESIDENTIAL PROJECT (APPL. NO. 2020-0020)

WHEREAS, ROEM Development Corporation, applicant (or designee), on behalf of the property owner, DeMartini, Lloyd J. Trust, LLC; Winfield Development LLC, requests approval of entitlements for construction of a 125 affordable unit project in a multifamily building, site improvements, and associated landscape and frontage improvements at 800-803 Belmont Avenue (Assessor's Parcel Numbers 044-172-190 and 044-172-200); 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, the Project qualifies as a project under the California Environmental Quality Act (CEQA), Public Resource Code §§21000-21178; and,

WHEREAS, the existing motel proposed for demolition (the "Bel Mateo Motel") has been determined to be an eligible historic resource (Historic Resource Evaluation of the property Located at 803 Belmont Avenue, Evans & De Shazo, Inc., November 10, 2021); and

WHEREAS, as an eligible historic resource, the Bel Mateo Motel is considered a historic resource pursuant to the California Environmental Quality Act (CEQA) and therefore an Environmental Impact Report (EIR) was prepared for the Project; and,

WHEREAS, on July 16, 2021, the City of Belmont distributed a Notice of Preparation ("NOP") of an EIR requesting that all interested parties provide comments on the scope of the EIR no later than August 16, 2021; and,

WHEREAS, all comments received on the NOP were addressed in the 800-803 Belmont Avenue Residential Project DEIR; and,

WHEREAS, on November 16, 2021, a Notice of Availability of the 800-803 Belmont Avenue Residential Project DEIR was provided to all property owners within 300' of the property, and posted to the City's website providing notice that the DEIR was available for public review and comment; and,

WHEREAS, the DEIR for the Project was circulated for a 50-day public review and comment period between November 17, 2021 and January 6, 2022; and,

WHEREAS, the City of Belmont did not receive written and oral comments to the DEIR; and,

WHEREAS, on March 24, 2022, in accordance with CEQA, the FEIR was made available, at least ten days prior to the Planning Commission's hearing of the EIR; and,

WHEREAS, the Project does not have the potential to result in a significant adverse impact on wildlife resources as defined in the State Fish and Game Code, either individually or cumulatively, though it is not exempt from Fish and Game filing fees; and,

WHEREAS, the Project is not located on a site listed on any Hazardous Waste Site List compiled by the State pursuant to Section 65962.5 of the California Government Code; and,

WHEREAS, it is recognized that demolition of the Bel Mateo Motel will constitute a significant and unavoidable impact to an eligible historic resource; and,

WHEREAS, although the EIR identifies Mitigation Measures and a Mitigation Monitoring and Reporting Program has been prepared and set forth within the FEIR (Chapter 6.0 therein), because impacts remain significant and unavoidable a statement of overriding considerations, has been prepared in accordance with CEQA Guidelines Section 15093; and,

WHEREAS, pursuant to CEQA, a Mitigation Monitoring and Reporting Program (Exhibit B hereto) has been prepared, to ensure that all mitigation measures are fully implemented; and,

WHEREAS, the Planning Commission recommends that the Belmont City Council find that specific economic, legal, social, technological or other consideration outweigh any significant environmental effects of the Project which cannot be fully mitigated; and,

WHEREAS, the "Findings of Fact Regarding Environmental Impacts, Mitigation Measures, Alternatives and Overriding Considerations for the 800-803 Belmont Avenue Residential Project," (the "CEQA Findings and Statement of Overriding Considerations") contained in Exhibit A hereto, which is incorporated herein by reference, has been prepared in order to satisfy the requirements of Public Resources Code § 21081, subdivision (a);

NOW, THEREFORE BE IT RESOLVED that:

1. The above recitals are true and correct, incorporated herein by reference and adopted as findings of the Planning Commission.

2. The Planning Commission recommends that the Belmont City Council certify the 800-803 Belmont Avenue Residential Project Environmental Impact Report as an adequate description of the impacts of the Project in compliance with CEQA, and the State CEQA Guidelines.

3. The Planning Commission recommends that the Belmont City Council certify that the 800-803 Belmont Avenue Residential project Environmental Impact Report was presented to and considered by the decision-making body prior to making a decision on the Project.

4. The Planning Commission recommends that the Belmont City Council certify that the 800-803 Belmont Avenue Residential Project Environmental Impact Report reflects the independent judgment and analysis of the City.

5. The documents and other materials that constitute the record of proceedings on which this decision is based are located at One Twin Pines Lane, Suite 310, Belmont, California, 94002. The custodian for these documents is Belmont Community Development Department, Planning Division. This information is provided in compliance with Public Resources Code §21081.6(a)(2) and 14 Cal Code Regs §15091(e).

BE IT FURTHER RESOLVED that the City of Belmont Planning Commission hereby recommends that the City Council of the City of Belmont certify the Environmental Impact Report, adopt the Mitigation Monitoring and Reporting Program, and adopt the CEQA Findings and Statement of Overriding Considerations for the 800-803 Belmont Avenue Residential Project, Application No 2020-0020, based upon the whole of the record.

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

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on April 19, 2022 by the following vote:

AYES,

COMMISSIONERS: Enriquez, Kramer, Kulich, Latimerlo, Majeski, Meier

NOES,

COMMISSIONERS: None

ABSENT,

COMMISSIONERS: Kelley

ABSTAIN,

COMMISSIONERS: None

RECUSED,

COMMISSIONERS: None

Carlos de Melo

Planning Commission Secretary

EXHIBIT A

TO RESOLUTION 2022-_____

CITY OF BELMONT

FINDINGS OF FACT
AND STATEMENT OF OVERRIDING CONSIDERATIONS

FOR THE:

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

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 800-803 Belmont Avenue Residential Project (together, the "Project"). The EIR is a project-level EIR prepared pursuant to CEQA Guidelines Section 15168 and consists of the Draft Environmental Impact Report released on November 16, 2021 (the "Draft EIR"), Appendices A through K of the Draft EIR, and the Final Environmental Impact Report released on March 24, 2022 (the "Final EIR"). The EIR addresses the potential environmental effects associated with the Project.

a. Project Description

The proposed 800-803 Belmont Avenue Residential project is comprised of a 125 unit, 100-percent affordable multifamily structure. The project would be affordable at the low income and below levels. The project proposes the demolition of the existing Bel Mateo Motel, considered to be an eligible historic resource for listing on the California Register of Historical Resources, and the construction of a multi-family structure eight stories in height. However, the structure would be terraced as it extends up the site from El Camino Real to the west, with each terraced level not exceeding six stories. The structure would generally follow the natural topography of the site. The project site is known as the Bel-Mateo Motel and a vacant parcel with frontage on El Camino Real. The site is situated on two parcels with a combined size of approximately 1.46-acres, with the 19-room motel occupying approximately 1.25 acres while an undeveloped quarter-acre parcel fronts El Camino Real. The site is approximately less than one-half (0.5) mile from the Belmont Caltrain station. The project includes onsite amenities, recreation and landscaped areas, and parking. Onsite amenities will include but are not limited to the following: outdoor recreation area of approximately 6,500 square feet, fitness center; resident club room; homework/computer room; resident services office; and a children's play structure. The project will have 125 units. There are approximately 152 parking spaces proposed within three levels of at grade parking in an enclosed garage.

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

The following are the Applicant's Objectives:

- Construction of a 125-unit, 100-percent affordable, multi-family building.
  - Establish a high-quality architectural design for an affordable housing project.
  - Enhance the nearby Belmont Village Specific Plan Area by offering a vibrant community activity and services for new residents within one-half mile of public transit.
  - Maximize use of an infill site by providing multi-family development served by various modes of public transportation.
  - Target affordable housing to those earning between 30% to 80% AMI of San Mateo County.

The following are the City's Objectives:

- Establish a 100-percent affordable housing project that is consistent with the Belmont General Plan and Zoning Code.
- Ensure that the City's values of historic and cultural heritage are considered.

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 July 16, 2021. The City accepted written comments on the scope of the EIR until August 16, 2021, and concerns raised in response to the NOP 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 November 16, 2021, 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 800-803 Belmont Avenue Residential Project were made available through the follow website maintained by the City:

https://www.belmont.gov/Home/Components/FacilityDirectory/FacilityDirectory/431/333

- 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 November 16, 2021 and January 6, 2022.

- On March 24, 2022, 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 April 19, 2022, the Planning Commission conducted a duly and properly noticed public hearing on certain components of the Project. The Planning Commission recommended that the City Council approve the proposed 800-803 Belmont Avenue Residential Project.

- On _____, the City Council certified the EIR following a duly and properly noticed public hearing.

- The 800-803 Belmont Avenue Residential Project and the EIR came before the City Council on ____ 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 March 24, 2022 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.

Issues With No Impact Or Less Than Significant Impacts
The Initial Study/Notice of Preparation determined that, with the exception of Historic Resources, the following environmental categories do not have the potential to be significantly impacted by the proposed 80-803 Belmont Avenue project. Environmental categories under which there would be no impacts or less than significant impacts include the following:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Energy
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

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.) Cultural Resources

i. Impact 4.1-1: The proposed project would adversely impact the integrity of an individual historic resource. This would be a significant and unavoidable impact.

(1) Significant Environmental Effect. This impact is further described beginning on page 4-17 of the Draft. EIR. The proposed project would demolish a structure that is individually eligible for listing on a historic register.

(2) Mitigation Measures. The following mitigation measures as discussed in the Draft EIR at pages 4-22 and 23 are hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

> Mitigation Measure CUL-4.1-1a: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall prepare and submit, to the satisfaction of the Director of Community Development, or Director's designee, evidence that the following actions have been satisfied.
>
> The applicant or successor shall prepare a Historic American Building Survey ("HABS") Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs (Sign 1 and Sign 2 as described in the Historic Resource Evaluation), and the associated landscape as follows:
>
> a. Drawings: select existing drawings, where available, should be photographed with large-format negatives or photographically reproduced on Mylar of the site plan and floor plans for the motel.
> b. Photographs: Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo Policy Fact Sheet. Photos must have a permanency rating of approximately 75 years.
> c. Written data: HABS written documentation in short form
>
> An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs and written data. The required documentation shall be filed with the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the Director of Community Development, or Director's Designee. Additional copies shall be made available to other local research institutions, as requested, and a copy with the City's Planning Division.
>
> Mitigation Measure CUL-4.1-1b: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the

Project site, the Project applicant shall conduct and prepare 3D laser scanning, providing digital documentation of the resource by a qualified professional. This documentation shall be donated to the Belmont Historical Society and the City of Belmont Community Development Department.

Mitigation Measure CUL-4.1-1c: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the project applicant shall donate the ca. 1952 signs to the Belmont Historical Society. Following completion of the action, the Project applicant shall submit a memo report documenting the donation to the Director of Community Development or Director's designee.

(3) Finding. Mitigation Measures CUL-4.1-1a through CUL-4.1.c have been identified that lessen the significant environmental effects. Per California Code of Regulations Title 14, Section 15126.4(b), the demolition or destruction of an eligible historical resource cannot typically be fully mitigated. As such, the proposed demolition of an eligible historic, even with the proposed mitigation, would be considerable and impacts would be **significant and unavoidable.**

b) Noise

i. Impact 5.13-1: Construction noise levels would typically range from 70 to 81 dBA Leq at commercial uses to the north, from 68 to 79 dBA Leq at commercial uses to the south, from 63 to 74 dBA Leq at residences to the southwest, and from 61 to 72 dBA Leq at residences to the south. These levels would exceed the ambient noise environment by 5 dBA Leq or more at various times throughout construction for a period of over one year. This would be a significant impact without mitigation.

(1) Significant Environmental Effect. This impact is further described beginning on page 74 of Appendix B of the Draft EIR. The proposed project would exceed ambient noise levels by 5 dBA Leq for over one year during construction.

(2) Mitigation Measure. The following mitigation measure as discussed in Appendix B of the Draft EIR at pages 74 and 74 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

Mitigation Measure NOI-5.13-1: Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a noise disturbance coordinator. The noise disturbance coordinator shall respond to neighborhood complaints and shall be in place prior to the start of

construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The noise logistic plan shall be submitted to the Director of Community Development or Director's designee prior to the issuance of any grading or demolition permits. As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but is not limited to, the following best management practices:

- Pursuant to the Municipal Code, restrict noise-generating construction activities to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and Holidays.
- Construct temporary noise barriers, where feasible, to screen mobile and stationary construction equipment. Temporary noise barrier fences would provide noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- 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.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise- sensitive receptors nearest the project site during all project construction.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- The contractor shall prepare a detailed construction schedule for major noise- generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

(3) Finding. Implementation of Mitigation Measure NOI-1 would reduce construction noise levels during construction by five to 10 dBA. These mitigated construction noise levels would not exceed the ambient noise environment by more than five (5) dBA Leq. With the implementation of these controls, as well as the Municipal Code limits on allowable construction hours impacts would be reduced to **less than significant** with mitigation.

c) *Transportation*

i. Impact 5.17-1: The proposed would result in a traffic hazard because of an additional 16.6-second control delay to the intersection of Belmont Avenue and El Camino Real.

(1) Significant Environmental Effect. This impact is further described beginning on page 91 of Appendix B of the Draft EIR. The proposed project would result in a delay that may adversely impact traffic safety due to cars waiting for turning movements. Although the project only adds two (2) vehicle trips to the left-turn movement and four (4) vehicle trips to the right-turn movement on the minor approach, the control delay on this approach would increase because of the limited acceptable gaps caused by traffic on the major approach.

(2) Mitigation Measure. The following mitigation measure as discussed in Appendix B of the Draft EIR at page 91 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

Mitigation Measure TRAN-5.17-1: Prior to issuance of building permit, the project proponent shall provide evidence of an encroachment permit from the California Department of Transportation for the installation of a raised median at the El Camino Real/Belmont Avenue intersection. Improvement

plans shall demonstrate to the satisfaction of Belmont Public Works and Planning Departments that left-turn movement on the eastbound approach at the intersection of El Camino Real/Belmont Avenue are restricted through the installation of a raised median to prohibit eastbound to northbound left-turns from Belmont Avenue and installation of the "No Left Turn," or "Right Only" signage on the project site at the intersection of El Camino Real and Belmont Avenue to the satisfaction of Belmont Public Works and Planning Departments.

(3) Finding. Installing a raised median to prohibit left turn movements from Belmont Avenue to El Camino Real would reduce conflicting traffic patterns. Eliminating the conflicting traffic pattern would in turn reduce delays thereby increasing safety at the intersection. Accordingly, with implementation of the mitigation measure, impacts are **less than significant**.

d) *Tribal*

i. Impact 5.18-1: The proposed project would result in an impact in listed or eligible for listing the California Register of Historic Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

(1) Significant Environmental Effect. This impact is further described beginning on page 94 of Appendix B of the Draft EIR. The proposed project would result in an impact in listed or eligible for listing the California Register of Historic Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

(2) Mitigation Measure. The following mitigation measure as discussed in Appendix B of the Draft EIR at pages 94 and 95 is hereby adopted and shall be implemented as provided in the Mitigation and Monitoring Reporting Program:

Mitigation Measure Tribal-5.18-1: Prior to issuance of grading permit, the project proponent shall take boring samples of soil to examine for tribal or archaeological resources to qualified archaeological or tribal professional for examination. Results of the sample shall be provided to the City. If samples are determined to have eligible resources, the applicant shall employ a qualified tribal monitor that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code section 21080.3 to monitor the site during grading activities.

(3) Finding. A traditionally and culturally affiliated tribal monitor would reduce impacts to known and unknow tribal resources to a **less than significant** level.

VI. Summary of Unavoidable Significant Adverse Effects

The following significant adverse effects of the Project with respect to Cultural Resources are found to be unavoidable despite the adoption by the City Council of all feasible mitigation measures identified in the Final EIR:

- The project would result in the demolition of an individually eligible historic resource.

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 Cultural Resources. 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.

Three alternatives were analyzed in the EIR, each of which are summarized below and described in more detail in Chapter 6 of the Draft EIR.

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.

The EIR identified the following alternatives:

- Alternative No. 1: No Project Alternative

  CEQA Guidelines section 15126.6 (e) requires the "No Project" alternative be evaluated along with its impacts.

  Finding: Implementation of the "No Project Alternative" would not meet the Project Objectives. Under the "No Project Alternative" the motel would remain on the site, requiring continued maintenance and upkeep and may ultimately deteriorate. The "No Project Alternative" would also not meet the City's Objective of establishing a 100% affordable multi-family project on the site that meets the City's standards for a high-quality design and use consistent with the General Plan and Municipal Code.

  Under the "No Project Alternative" reasonably foreseeable future condition, the Bel Mateo Motel would remain as is. Under the No Project Alternative, the motel may deteriorate, losing its potential historic significance. The No Project Alternative, like the proposed project would ultimately result in the loss of an eligible structure.

- Alternative 2: Full Preservation in Place

  To fully preserve the historic resources in place, the project would have to be reduced in size.

  Finding: To reduce the project in size such that it would preserve the existing Bel Mateo Motel would render the proposed project infeasible. The undeveloped parcel fronting El Camino Real (APN No. 044172200) is approximately 0.22 acres in size and would constitute the remaining gross developable area for the full preservation alternative. When considering setbacks, access, and open space requirements for the project, the approximately 0.22-acre parcel would be too small to accommodate a multi-family development. Further, consideration was afforded to conversion of the 19-room motel to a residential use. A one-story addition on the 0.22-acre parcel, horizontal expansions in areas level or graded areas that could accommodate these additions, and alterations adapt the hotel to a residential use while preserving the motel consistent with the Secretary of Interior Standards could afford the construction of residential units on the site. However, given the scale of the existing hotel, site topography, and development standards, preservation in place would not achieve project objectives.

- Alternative 3: Relocation Alternative

  Under this alternative, the project would relocate the motel and signage from the project site to a single receiver site that would maintain their historic character. Following relocation of the structures to a receiver site, the Project site would be developed with the same development as the proposed Project. As such, all impacts of the project, apart from the impact to a historical resource, would be the same as the project.

  Finding. Potential receiver sites were considered with the following criteria: (1) undeveloped property located along El Camino Real or a freeway to retain the auto-oriented nature of the motel in the City of Belmont; and (2) the receiver parcel would have to be large enough to accommodate the motel in a placement that would allow for the retention of orientation, setbacks, and historic characteristics of the motel. Accordingly, a receiver site would have to be approximately one-acre in size. Parcels that fit these criteria were not identified. Further, the relocation of the motel would be cost prohibitive because acquiring the property and relocating the motel would exceed the cost of the project. As such, this alternative would be economically infeasible.

VIII. Statement of Overriding Considerations

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 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 would enhance an undeveloped property along El Camino Real while mitigating all other environmental impacts to less than significant levels throughout project construction and operation. This development would enhance the visual appearance of the property without inflicting economic hardship.
- The project would locate 125 residential units between existing commercial and professional uses, which would enhance the economic vitality and tax revenue from these businesses.
- The project establishes 125 units at the low-income and below level in the City, thereby meeting the City's regional housing needs.
- The project enhances infrastructure in the vicinity of the site through installation of storm drain lines, sewer upgrades, and pedestrian improvements to Belmont Avenue.

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. 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.

XI. 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.

XII. 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 MMRP

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Party	Completion of Implementation	
				Date	Initial
CULTURAL RESOURCES					
MM 4.1-1a: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall prepare and submit, to the satisfaction of the Director of Community Development, or Director's designee, evidence that the following actions have been satisfied. a. The applicant or successor shall prepare a Historic American Building Survey ("HABS") Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs (Sign 1 and Sign 2 as described in the Historic Resource Evaluation), and the associated landscape as follows: 1. Drawings: select existing drawings, where available, should be photographed with large-format negatives or photographically reproduced on Mylar of the site plan and floor plans for the motel.	Proof of completion to be provided to Community Development Department, Planning Division	Prior to any grading, demolition, or building permits or any other approval	Applicant Community Development Department, Planning Division		

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Party	Completion of Implementation	
				Date	Initial
2. Photographs: Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo Policy Fact Sheet. Photos must have a permanency rating of approximately 75 years. 3. Written data: HABS written documentation in short form An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs and written data. The required documentation shall be filed with the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the Director of Community Development, or Director's Designee. Additional copies shall be made available to other local research institutions, as requested, and a copy with the City's Planning Division.					
MM 4.1-1b: Prior to issuance of any grading, demolition,	Review and approval by	Prior to any grading,	Applicant		

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall conduct and prepare 3D laser scanning, providing digital documentation of the resource by a qualified professional. This documentation shall be donated to the Belmont Historical Society and the City of Belmont Community Development Department.	Community Development Department, Planning Division	demolition, or building permits or any other approval	Community Development Department, Planning Division		
MM 4.1-1c: Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the project applicant shall donate the ca. 1952 signs to the Belmont Historical Society. Following completion of the action, the Project applicant shall submit a memo report documenting the donation to the Director of Community Development or Director's designee.	Review and approval by Community Development Department, Planning Division	Prior to any grading, demolition, or building permits or any other approval	Applicant Community Development Department, Planning Division		
Noise					
MM 5.13-1: Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a	Review and approval by Community Development Department, Planning Division	Prior to any grading, demolition, or building permits or any other approval	Community Development Department, Planning Division		

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Party	Completion of Implementation	
				Date	Initial
noise disturbance coordinator. The noise disturbance coordinator shall respond to neighborhood complaints and shall be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The noise logistic plan shall be submitted to the Director of Community Development or Director's designee prior to the issuance of any grading or demolition permits. As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but is not limited to, the following best management practices: • Pursuant to the Municipal Code, restrict noise-generating construction activities to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and Holidays. • Construct temporary noise barriers, where feasible, to screen mobile and stationary construction equipment. Temporary noise barrier fences would provide noise reduction if the noise barrier interrupts the line-of-sight between the noise source and					

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps. • 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. • Unnecessary idling of internal combustion engines should be strictly prohibited. • Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise- sensitive receptors nearest the project site					

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	METHOD OF VERIFICATION	TIMING OF VERIFICATION	RESPONSIBLE PARTY	COMPLETION OF IMPLEMENTATION	
				DATE	INITIAL
during all project construction. • A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. • Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • The contractor shall prepare a detailed construction schedule for major noise- generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require					

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Party	Completion of Implementation	
				Date	Initial
that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.					
Transportation					
MM 5.17-1: Prior to issuance of building permit, the project proponent shall provide evidence of an encroachment permit from the California Department of Transportation for the installation of a raised median at the El Camino Real/Belmont Avenue intersection. Improvement plans shall demonstrate that left-turn movement on the eastbound approach at the intersection of El Camino Real/Belmont Avenue are restricted through the installation of a raised median to prohibit eastbound to northbound left-turns from Belmont Avenue and installation of the "No Left Turn," or "Right Only" signage on the project site at the intersection of El Camino Real and Belmont Avenue to the satisfaction of Belmont	Review and approval by Community Development Department, Planning Division and Caltrans	Prior to issuance of Building Permit	Community Development Department, Planning Division		

800-803 BELMONT AVENUE RESIDENTIAL PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Party	Completion of Implementation	
				Date	Initial
Public Works and Community Development Departments.					
Tribal					
MM 5.18-1: Prior to issuance of grading permit, the project proponent shall take boring samples of soil to examine for tribal or archaeological resources to qualified archaeological or tribal professionals for examination. Results of the sample shall be provided to the City. If samples are determined to have eligible resources, the applicant shall employ a qualified tribal monitor that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code section 21080.3 to monitor the site during grading activities.	Review and approval by Community Development Department, Planning Division	Prior to issuance of grading permit	Community Development Department, Planning Division		

RESOLUTION NO. 2022-17

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT RECOMMENDING CITY COUNCIL ADOPTION OF A TENTATIVE MAP (TM) FOR THE 800-803 BELMONT AVENUE RESIDENTIAL PROJECT; ASSESSOR'S PARCEL NUMBERS: 044-172-190 AND 044-172-200 (APPL. NO. PA2020-0020).

WHEREAS, ROEM Development Corporation, applicant (or designee), on behalf of the property owner, DeMartini, Lloyd J. Trust, LLC; Winfield Development LLC, requests approval of entitlements for construction of a 125 affordable unit project in a multifamily building, site improvements, and associated landscape and frontage improvements at 800-803 Belmont Avenue Assessor's Parcel Numbers 044-172-190 and 044-172-200; and,

WHEREAS, on April 19, 2022, the Planning Commission, following notification in the prescribed manner, conducted a public hearing, at which hearing the Commission considered public testimony and a staff report on the aforementioned requested entitlements; and,

WHEREAS, the Planning Commission of the City of Belmont finds the project is subject to environmental review under provisions of the California Environmental Quality Act (CEQA); and,

WHEREAS, the Planning Commission considered the potential environmental impacts of the project, and in a separate action, recommended that the City Council of the City of Belmont certify a Final Environmental Impact Report prepared for the project; and,

WHEREAS, the Planning Commission hereby adopts the staff report dated April 19, 2022, and the facts contained therein as its own findings of facts; and,

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of the Vesting Tentative Map, subject to the attached conditions in Exhibit "A", and based upon the following findings:

Tentative Map

As per Section 11.4 (A-G) of the Subdivision Ordinance, the Planning Commission must recommend denial of the proposed Vesting Tentative Map (VTM), if any of the following findings can be made in the affirmative:

A. The proposed map is not consistent with the applicable general and specific plans.

The project is in compliance with the Corridor Mixed Use General Plan designation for the site as demonstrated in Attachment 8. The proposed project consisting of 125 residential units is consistent with the land use designation which is intended to provide community and visitor-serving retail and services, lodging, office, and high density residential in a horizontal and/or vertical mixed-use setting. The project is consistent with this objective because it provides a mixture of housing types ranging from one- to three-bedroom apartment units in a high density vertically oriented residential development. This finding is affirmed.

B. The design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

The project would be consistent with all applicable General Plan infrastructure, streetscape, and development goals and policies. The project site fronts upon a fully improved roadway with access to all required utilities. All new service lines and utilities serving the project would be provided underground. In addition, street frontage and streetscape improvements would be made in accordance with all General Plan policies that encourage providing for complete streets improvements (i.e., sidewalks, curb enhancements etc.). As conditioned, the applicant will complete all public improvements to the City's satisfaction prior to the issuance of occupancy. Therefore, the design or improvement of the proposed subdivision is not inconsistent with applicable infrastructure goals and policies of the General Plan. This finding is affirmed.

C. The site is not physically suitable for the type of development.

The project site fronts upon a fully improved roadway with access to all required utilities, and is within walking distance of major public transit, offices, and commercial uses. The site contains moderate to steep slopes within the rear portion of the property. Total grading required to construct the proposed residential building and other associated improvements is not excessive in consideration of the site conditions. The project site has received conditional geotechnical clearance, and contains no environmental constraints with the exception of the 25 trees that would be removed, to make it suitable for residential development.

In addition, the site and adjacent public right-of-way would be of sufficient size to accommodate all required frontage and streetscape improvements. The project site is not in a seismically active region, and a geotechnical investigation has been submitted that evaluates the geotechnical feasibility of the project. The City's geotechnical consultant has peer reviewed the geotechnical investigation and found that it adequately addresses the conditions on the site. Finally, the TM will be required to comply with all Conditions of Approval, and mitigation measures outlined in the General Plan EIR, Project EIR, and the applicant's geotechnical report. Thus, the site is physically suitable for the type of development. This finding is affirmed.

D. The site is not physically suitable for the proposed density of the development.

The project site is designated Corridor Mixed Use in the General Plan and Zoning Ordinance. The density prescribed in that zone is 45 dwelling units per acre. Consistent with the provisions of Government Code Section 65915, the applicant has requested approval of a density bonus for the project. The project qualifies for the increased density because it satisfies the provisions of Government Code Section 95615. Subject to City Council approval of the increase in dwelling units per acre per State Density Bonus Law, and in exchange for the specified community benefits, the site/project would not exceed the maximum residential density permitted under the General Plan. This finding is affirmed.

E. The design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat.

In accordance with the provisions of the California Environmental Quality Act (CEQA), the project would not cause environmental damage and avoid fish and wildlife and their habitat. However, the project would cause a significant and unavoidable impact to an eligible historic resource, requiring the certification of a statement of overriding considerations for environmental clearance. All other environmental impacts are mitigated to less than significant levels. The subdivision is required to comply with all mitigations outlined in the General Plan EIR and project level EIR. The applicant's geotechnical report, Phase I ESA, noise report, biological assessments, and traffic assessment evaluated potential adverse impacts and identified no substantial adverse impacts as part of the environmental assessment for the project. This finding is affirmed.

F. The design of the subdivision or the type of improvements is likely to cause serious public health problems.

All public utilities can serve the proposed project, and the design will not cause serious public health problems. The project will be required to comply with all mitigation measures in the General Plan EIR and Project EIR as well as the conditions of project approval, and appropriate Building and Fire Codes. This finding is affirmed.

G. The design of the subdivision or type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the City Council may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to one previously acquired by the public.

The proposed project is self-contained in the building to be maintained by the property owners through the enforcement of Codes, Covenants, and Restrictions (CC&R's). The Public Works, Building and Fire Departments have reviewed and approved the subdivision, circulation, access and improvements by conditions of approval for this project. The subdivision and type of improvements do not conflict with easements. Therefore, the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of the property. This finding is affirmed.

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

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on April 19, 2022 by the following vote:

AYES,

COMMISSIONERS: Enriquez, Kramer, Kulich, Latimerlo, Majeski, Meier

NOES,

COMMISSIONERS: None

ABSENT,

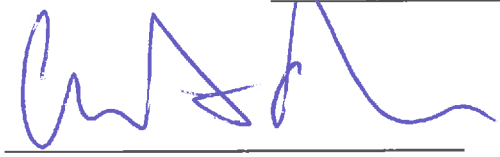
COMMISSIONERS: Kelley

ABSTAIN,

COMMISSIONERS: None

RECUSED,

COMMISSIONERS: None



Carlos de Melo

Planning Commission Secretary

RESOLUTION NO. 2022-18

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT RECOMMENDING CITY COUNCIL APPROVAL OF A CONDITIONAL USE PERMIT, DESIGN REVIEW, GRADING PLAN, TREE PERMIT, AFFORDABLE HOUSING PLAN, DENSITY BONUS AND HEIGHT INCREASE IN EXCHANGE FOR SPECIFIED PUBLIC BENEFITS UNDER BELMONT ZONING ORDINANCE (BZO) SECTION 31.4.1(F), SUBJECT TO CITY COUNCIL APPROVAL OF A TENTATIVE MAP, TO ALLOW FOR CONSTRUCTION OF A 125-UNIT AFFORDABLE RESIDENTIAL PROJECT ON PROPERTY LOCATED AT 800–803 BELMONT AVENUE; ASSESSOR'S PARCEL NUMBERS: 044-172-190 AND 044-172-200 (APPL. NO. PA2020-0020).

WHEREAS, ROEM Development Corporation, applicant (or designee), on behalf of the property owner, DeMartini, Lloyd J. Trust, LLC; Winfield Development LLC, requests approval of entitlements for construction of a 125 affordable unit project in a multifamily building, site improvements, and associated landscape and frontage improvements at 800-803 Belmont Avenue; Assessor's Parcel Numbers 044-172-190 and 044-172-200; and,

WHEREAS, on April 19, 2022, the Planning Commission, following notification in the prescribed manner, conducted a public hearing, at which hearing the Commission considered public testimony and a staff report on the aforementioned requested entitlements; and,

WHEREAS, the Planning Commission of the City of Belmont finds the project is subject to environmental review under provisions of the California Environmental Quality Act (CEQA); and,

WHEREAS, the Planning Commission considered the potential environmental impacts of the project, and in a separate action, recommended that City Council of the City of Belmont certify a Final Environmental Impact Report prepared for the project; and,

WHEREAS, the project includes a request for a density bonus and additional height pursuant California Government Code Sections 65915 – 65918; and,

WHEREAS, the project satisfies the requirements of Government Code Section 65915 for the provision of affordable housing and additional height; and,

WHEREAS, the Planning Commission hereby adopts the staff report dated April 19, 2022, and the facts contained therein as its own findings of facts; and,

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends City Council approval of the project Conditional Use Permit, Design Review, Grading Permit, Tree Permit, Affordable Housing Plan, Density Bonus and Height Increase subject to community benefits, findings below and the City Council's approval of the Tentative Map, and the conditions of approval contained in Attachment 5, Exhibit A attached hereto.

DESIGN REVIEW

The Planning Commission has considered the request for a Design Review Permit for the proposed project and finds that it meets required findings as set forth in Section 13.5.2 of the Zoning Ordinance as follows:

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

The project has been subject to technical review related to grading, storm water runoff, drainage, sanitary sewer impacts, transportation and traffic impacts including vehicular and pedestrian access, site circulation, and geotechnical analysis. Conditions of approval are included for the provision of sewer connection fees, and fair share costs for sewer impacts on the pump station. The project has been peer reviewed by geotechnical consultants and conditions of approval are included for final geotechnical clearance prior to issuance of building permit. The project is exempt from the City's VMT and has satisfied provisions for exemption from the City's TDM program because it is a 100 percent affordable housing project along high-quality transit within one-half mile of Belmont Caltrain. The project is also conditioned to pay traffic impact fees. Accordingly, this finding is satisfied.

b) *The project is consistent with the landscape standards under Sections 13.3.1 as applicable.*

As identified in Table 2 of Attachment 9, the proposed project is consistent with Section 13.3.1 of the Belmont Zoning Ordinance. The project satisfies the City's requirements for landscape area, tree planting, compliance with the City's Water Efficient Landscape Ordinance, and planting requirements. The project exceeds the site landscaping requirements by landscaping 35 percent of the site, including 60 trees where 58 are required, and uses California native, non-invasive, drought tolerant, and deer resistant plantings. Accordingly, this finding is satisfied.

c) *The project is consistent with the development standards in the underlying zoning district.*

As identified in Table 1 of Attachment 9, the project is consistent with the development standards of the Corridor Mixed-Use zoning district, as conditioned and pursuant to State Density Bonus Law and with community benefits. The project meets setback requirements, transitional yard setbacks, ground floor height requirements, and outdoor living requirements. The height of the project is consistent with the height permitted under California Density Bonus Law. Further, with the provision of 100 percent affordable housing at the low-income

level the project is consistent with density requirements pursuant to State Density Bonus Law with the provision of the community benefit of a 100 percent affordable housing project. Accordingly, this finding is satisfied.

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

As shown in Table 5 in Attachment 9, the project is consistent with the Objective Design Standards of BZO Section 13.6, as conditioned. The project applies a consistent design theme to all elevations, and uses materials consistently across all of the units. The project includes building articulation, use of materials, window surrounds, roof articulation, trash enclosures, and building colors consistent with the Objective Design Standards in BZO Section 13.6. Accordingly, this finding is satisfied.

CONDITIONAL USE PERMIT

The Planning Commission has considered the applicant's request for a Conditional Use Permit required to allow for residential uses on the ground floor of the project and finds that it meets required findings as set forth in Section 10.7.3 of the Belmont Zoning Ordinance, as follows:

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

Land Use Compatibility

The project site is adjacent to commercial uses to the west and south and multi-family uses located to the south as well. Key considerations for review of land use compatibility with these surrounding land uses include operation of the project with respect to significant adverse and/or unusual noise and vibration, odors, light/glare, use of hazardous materials, conflicts related to project pedestrian/vehicle circulation, parking and traffic, and incompatibility of project aesthetics.

Noise & Vibration

The Project would not include the use of heavy equipment after construction of the residential building and, thus there would be no operational vibration impacts. Further, environmental review concluded that noise from construction would be mitigated to less than significant levels on adjacent properties during construction. Operational use would result in noise from vehicles arriving and departing the project site, trash pickup, and occasional gatherings in the open space areas serving the project site, and the entry colonnade to the building along El Camino Real; however, there is no plan to have amplified music in these open space areas, and the operational noise for residential development would not be expected to exceed noise ordinance standards. Further, the project is located along a high-quality transit corridor with access to multiple bus and train routes. This access would minimize automobile trips and noise generated from those trips. Therefore, operational noise from the residential use would be similar to existing uses and would not adversely affect the public health and general welfare.

Odors

The project would remove waste (trash, compost and recycling) on a regular schedule in accordance with the specifications of the waste hauler, and the trash area would be enclosed and covered, located in the courtyard of the project. As such, no adverse odors are expected from the operation of the project.

Light & Glare

A condition of project approval would require that exterior lighting conform to the requirements of BZO Section 2.72.1, which requires full cutoff lighting fixtures meeting adopted criteria of the Illuminating Society of North America (i.e., exterior lighting that would be downcast to prevent light spill to adjacent properties). Further, the project employs non-reflective surfaces in the form of stucco siding, stone veneer, and pre-cast concrete which reduces the likelihood of glare from reflections. Thus, as proposed and conditioned, the project would not result in any significant adverse light or glare impacts.

Hazardous Materials

No storage or transport of toxic, explosive or other hazardous materials is proposed for the project. Residential uses typically do not lend themselves to environmental hazards associated with transport, upset or emissions of hazardous materials or wastes. Hazardous materials impacts are largely associated with industrial, heavy commercial and some light commercial land uses.

Pedestrian & Vehicle Circulation

Vehicular and pedestrian access to the site would be provided from surrounding streets and sidewalks; access to the internal garage, encompassed by the building, is from Belmont Avenue. While Belmont Avenue is a private street, the project proponent has received consenting letters from neighboring property owners for access to the site. The project would include a decorative concrete walkway across Belmont Avenue at El Camino Real, consistent with Caltrans standards, removal and replacement of the curb, gutter, and sidewalk along El Camino Real, and installation of a five-foot (5') wide sidewalk along Belmont Avenue. Direct pedestrian access from El Camino Real and Belmont Avenue to the building is facilitated from these connections.

A transportation impact study was submitted for the project and peer reviewed by a consultant working for the City, in consultation with the Department of Public Works. The peer review confirmed the conclusions of the transportation assessment that the transportation and traffic impacts would be less than significant with mitigation for safety through the installation of an island in El Camino Real to restrict left turn's out of the facility. Pedestrian and vehicle incompatibilities would be minimized as a result of the separation between pedestrian access to the building located along El Camino Real and at Belmont Avenue close to El Camino Real, and vehicle access to the building at the rear of the site. Further, vehicle circulation would not place undue burden on vehicle circulation onsite because of the project's consistency with site circulation provisions in the Belmont Zoning Ordinance.

Parking

The applicant would provide 152 vehicle spaces within a parking garage where a total of 63 parking spaces would be required for the project. The project includes an excess of Class 1 bicycle parking, and a vehicle loading space, satisfying the requirements of the Belmont Zoning Ordinance. The project also satisfies the requirements of the Belmont Zoning Ordinance for electric vehicle, accessible parking, and parking layout and dimensional requirements. Thus, adequate on-site parking would be provided for the project.

Traffic

The transportation impact study includes an evaluation of potential traffic impacts, which are based upon CEQA significance criteria (what constitutes a significant traffic impact). Senate Bill 743 required changes to how the significance of transportation impacts are determined under CEQA, specifying that Vehicle Miles Traveled (VMT) is the most appropriate metric to evaluate a project's transportation impacts. Thus, the CEQA Guidelines no longer include automobile delay, as measured by "level of service" (LOS) and other similar metrics, as significant impact criteria for evaluation of environmental impacts under CEQA.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's Office of Planning and Research includes the following discussion pertaining to affordable housing project.

> *Less Than Significant Impact Near Transit Stations:*
>
> *Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT.*

The project would have a less than significant impact on VMT. The project satisfied the distance requirements under CEQA Guidelines Section 15064(b)(1) for proximity to high quality transit. The project is two-tenths (0.2) of a mile away from the existing high-quality transit stops for major regional transit services (SamTrans ECR, 397, and 398). Additionally, it is approximately one-half (0.5) mile from the Caltrain Belmont Station (near the intersection at El Camino Real and Middle Road). The development proposes two (2) short-term (Class 2) and 86 long term (Class 1) bicycle parking spaces to promote biking. Lastly, the project is required to pay traffic impact fees to offset less than significant traffic impacts. Compliance with regulatory provisions, being located along a high-quality transit corridor, and exceeding bicycle parking requirements indicates the project will have less than significant VMT impact.

Belmont's TDM Program Report and Guidebook provide special considerations where TDM measures may not be required. These provisions apply to 100 percent affordable housing projects of any size, except that projects must provide on-site, secure bicycle parking at a rate of one (1) bicycle parking spot per five (5) dwelling units, and applicants are encouraged to

coordinate with Belmont City staff to include as many TDM measures as are feasible. The satisfies these requirements. The project includes safe and convenient pedestrian connections by improving the crosswalk at El Camino Real and Belmont Avenue, and includes a bicycle storage room in the building that exceeds the long-term Class 1 bicycle parking requirement by 59 spaces. Accordingly, the project satisfies the City of Belmont's TDM Program Report and Guidebook for not requiring TDM measures.

The City adopted mitigation measures as part of the adoption of the environmental review for the updated of the General Plan (General Plan EIR). These mitigation measures require applicants to pay a proportionate share of the cost for the improvement of street intersections that are impacted by their project, and that new development and redevelopment projects construct or pay their fair share toward improvements for all travel modes. The City of Belmont collects these fees through a Traffic Impact Fee or TIF. As such, the City has conditioned the applicant to pay the fee as a condition of approval. The collection of fees in this way is consistent with the intent of the mitigation measures in the MMRP, and achieves the same purpose: a proportionate share payment towards improvements. The deposited fees would be held in an account dedicated towards improvements towards the impacted intersections. This account would be managed by the Department of Public Works. As such, subject to payment of the traffic mitigation fees, the applicant will have addressed the traffic impacts of the project.

Project Aesthetics

The basic visual character of the planning area generally consists of the residential, commercial, and office uses. Surrounding buildings are generally one to three stories in height comprised of a variety of materials like wood, stucco, and shingled exteriors and with a flat or sloping roofs. Colors are muted earth tones, comprised of light browns, beiges, and off-whites with decorative accent colors.

The proposed project would develop an underutilized portion of the property along El Camino Real. The proposed project is comprised of classical design with a front entry colonnade and symmetry along El Camino Real, while modeling the curve of Belmont Avenue as the project extends up the site. This design approach results in articulation of the façade and the roofline along the project frontages, which reduces the massing and bulk of the building. The materials used comprised of stucco, pre-cast concrete, and stone veneer are authentic with the architectural theme of the building. The colors are muted earth tones, and are consistently applied across the building. Accordingly, the project is consistent with the Objective Design Standards in the Belmont Zoning Ordinance

The proposed street frontage and landscape plan includes sidewalks, short term bicycle parking, screening shrubs along the building frontages, open spaces, and street trees along the perimeter of the site. The proposed changes to the site and street frontages would result in a more urban appearance that would be compatible with the surrounding commercial, and office uses. Therefore, the site layout considers the location of buildings and open spaces in relation to the physical characteristics of the site, the character of the neighborhood, the appearance and harmony of the buildings with adjacent development, and the surrounding landscape.

Transportation, Utilities & Services

The proposed use will not place an undue burden on existing transportation, utilities and service facilities in the vicinity.

Transportation

No new roads would be extended to any contiguous undeveloped areas and no residents would be displaced by the project. The proposed project would not conflict with any adopted policies, plans or programs supporting alternative transportation given that the subject property is located within one half mile of public transit (there are existing bus stops on El Camino Real as well as the Belmont Caltrain station). Given the limited number of residents, the project would not be expected to overburden the local public transportation system.

As previously discussed, the Project would have impacts to the roadway system, which are fully mitigated pursuant to the technical requirements of the California Environmental Quality Act (CEQA). Further, the applicant would pay fair share costs for traffic improvements (benefiting other properties in the area), and improve pedestrian and bicycle access to the site and surrounding area.

Utilities & Service

The proposed use will not place an undue burden on existing utilities and service facilities in the vicinity. The project site is served for water supply by the Mid-Peninsula Water District (MPWD), which has provided a will serve letter for the project. The proposed design consists of one 6-inch sewer lateral that will serve the site and will connect to the existing 6-inch main in Belmont Avenue. The existing 6-inch main in Belmont Avenue will meet the City's requirements for maximum depth of flow during the proposed conditions. Conditions of approval are included for the provision of sewer connection fees, and fair share costs for sewer impacts on the pump station. The project will not increase post-development storm drainage flows compared to pre-development amounts, and will install storm drain lines in El Camino Real. The project will not burden park and recreational facilities, as the applicant will be required to pay park impact fees. Lastly, the Project has been reviewed by all appropriate departments (Fire, Police, Public Works, Building, Parks and Recreation) to ensure that all service levels can be maintained to protect the public health, safety and welfare. Therefore, the project will not place an undue burden on utilities or services in the area. This finding is affirmed.

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

Based on review of the submitted plans, sufficient room exists to accommodate the proposed project in conformance with all required development standards. In addition, subject to the City Council approval of an increase density in exchange for public benefits and height consistent with California Density Bonus Law, the project would conform to mandated density

and height requirements. Therefore, the subject property is of sufficient size to accommodate the Project. This finding is affirmed.

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

A project transportation impact study has been prepared, which has been peer reviewed by a consulting Traffic Engineer working for the City, in consultation with the Department of Public Works. The transportation impact study concluded that the project would result in a less than significant impact to vehicle miles traveled and would be exempt from transportation demand management measures due to compliance with provisions in the City of Belmont's TDM Program Report and Guidebook. The project fronts a private street along Belmont Avenue, and has obtained the necessary rights to access the property as conditioned. The project would be required to install a traffic median in El Camino Real that would eliminate left turns from Belmont Avenue as a project safety mitigation measures. Based upon the review of the project and implementation of the mitigation measures it was concluded that the site will be served by streets of capacity sufficient to carry the traffic generated by the proposed use. This finding is affirmed.

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

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

Further, the Planning Commission has considered the applicant's request for a Conditional Use Permit for multi-family dwellings on the ground floor, and finds that it satisfied the findings as set forth in Section 5A.1.3(m) of the Belmont Zoning Ordinance.

Pursuant to Belmont Zoning Ordinance Section 5A.1.3(m), multi-family dwellings on the ground floor are conditionally permitted, with a determination by the Planning Commission that a single use building is appropriate for the site and is setback at least 10 feet from the front and street side lot lines.

The project is setback 11 feet from Belmont Avenue and El Camino Real. This finding is affirmed.

In determining whether a single use building is appropriate for the site, the Commission shall consider whether:

1) *The layout and street orientation of the project site, parking and circulation traffic pattern for the project are conducive for the operation of ground floor commercial, retail or restaurant uses.*

The layout, street orientation, parking and circulation traffic patterns for the project site are not conducive to the operation of ground floor commercial, retail, or restaurant uses. Ground floor commercial, retail, or restaurant uses are associated with a high level of vehicle trips which be located an unimproved private street. Neighboring properties may restrict access to the site from this street. Installation of an entry to the site from El Camino Real, instead of Belmont Avenue, may not be feasible and may introduce traffic conflicts given intersection proximities to each other. Access to the site from El Camino Real would introduce conflicts between pedestrians and vehicles accessing the site. Therefore, the layout, orientation, parking and circulation traffic patterns are not conducive for the operation of ground floor commercial, retail, or restaurant uses. This finding is affirmed.

2) *The project would be replacing an existing retail or restaurant use on site.*

The project would not replace an existing retail or restaurant use on the site. The project would replace the existing Bel Mateo Motel and develop an underutilized portion of the site with residential uses available for low-income households. This finding is affirmed.

3) *There are existing commercial, retail, or restaurant uses within ¼ mile of the project site that would meet the needs of the building occupants.*

The Belmont Plaza Shopping Center is located tangential to the project site along El Camino Real, while restaurant and office uses are located 26 feet west of the western property line of the property along El Camino Real. These uses, as well as additional commercial, retail, and restaurant uses located along El Camino Real within ¼ mile of the project site would meet the needs of the building occupants. This finding is affirmed.

4) *The project would provide 30% or more units of affordable housing.*

The project provides 100% affordable housing to households at the low-income and below levels. This finding is affirmed.

GRADING PERMIT

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

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

Atlas Consultants prepared an independent peer review of the geotechnical investigations proposed as part of the project and concurs the report prepared by Earth Systems as a

feasibility geotechnical investigation adequately identifies the geotechnical considerations guiding development of the project. Atlas Consultants adds that the project geotechnical consultant shall:

1. The geotechnical consultant should review the geotechnical aspects of the completed project civil and architectural drawings and provide a professional certification letter to the City. In addition, the consultant should review the completed structural plans and calculations for the new residential buildings for conformance to his geotechnical recommendations, provide supplemental recommendations as necessary, and also provide a professional certification letter to the City to that effect.

2. Following the approval of the project, the Geotechnical Engineer of Record (GEOR) should be retained to observe the geotechnical and foundation aspects of the construction. The consultant's Certified Engineering Geologist should observe rock cut excavations and shoring (if applicable) during construction to confirm that excavation and slope conditions are as anticipated per their geotechnical report. The GEOR should also observe foundation excavations and based on their observations, confirm that adequate embedment has been achieved in materials judged to be competent supporting material consistent with that anticipated from the geotechnical study. The consultant should provide written documentation in a final construction report to the City for the following activities:

    a. Earthwork and excavation operations, including cut excavations and shoring, (e.g., soil nailing), subgrade preparation, earthwork construction, and site drainage and subdrainage installations, as applicable;
    b. Recording of test locations and results of field and laboratory compaction tests where testing is determined to be appropriate by the project geotechnical engineer;
    c. Building foundations, including observation of foundation supporting materials, and confirmation of individual foundation embedment and/or supporting materials with respect to the geotechnical engineer's recommendations; and
    d. Site drainage, including finish grading around the new buildings and other site improvements, and discharge of collected surface and subsurface water to appropriate discharge facilities.

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

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

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

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

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

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

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

A grading and drainage plan has been prepared by the project civil engineer, and grading estimates have been provided by the applicant for the project. Approximately 28,302 cubic yards of cut and of fill would be necessary for the construction of the project. The amount of grading proposed would allow for demolition, creating building pads, installation of required landscaping, storm water treatment measures, removal of any contaminated soils, and construction of proposed site improvements.

Lastly, the project grading and drainage plans have been reviewed by the Department of Public Works to ensure site stability, and a standard condition of project approval would require submittal of a construction management plan for review and approval by the Community Development Department in consultation with the Fire Department, Police Department, and Department of Public Works. Said plan would, at a minimum, establish a dust control and noise control coordinator, identification of a staging area on site, and approval of a haul route. Therefore, the amount of grading proposed is necessary to allow reasonable use of the site. This finding is affirmed.

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

The proposed grading is not excessive, and it does not appear that the project would be visually incompatible with the surrounding area, which is similarly developed with a mixture of commercial and residential uses. The grading would provide for the construction of site improvements, and off-street parking consistent with the parking requirements for this development project. This finding is affirmed.

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

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

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

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

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

A Hauling Permit is required as a condition of approval for this project. This finding is affirmed.

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

The project includes an arborist report which evaluated the trees located onsite, of which 25 are considered as "Protected Trees" based on the City's Ordinance. The project proposes removing 25 protected trees as defined by Chapter 25 of the Belmont Municipal Code per the project plans and arborist report. These trees include one coast redwood and 24 eucalyptus trees. The project would retain two trees located towards the restaurant at the rear of the site. The removal of the 25 trees is necessary to construct the project at the proposed scale. The arborist report notes that only the one redwood tree proposed for removal, located at adjacent to Belmont Avenue, near the Vans Restaurant is in good condition. All other trees are in fair to poor condition. Most of the eucalyptus trees proposed to be removed are located offsite. The project owner has obtained authorization from Davey-Glen, LLC to remove these trees.

The project includes the planting of a variety of tree types throughout the project site. The project includes, but is not limited to, 13 redbud and dogwood trees, 11 maidenhair trees, seven crape myrtles, and five London planes that are primarily planted around the perimeter of site and at the rear of the site in the landscape and open space area. The redbud is proposed to be 15-gallon tree while all others are 24-inch box trees. In total, the project includes 60 trees to be planted onsite. Other groundcover, shrubs and low plantings are proposed for the project site. Other groundcover, shrubs and low plantings are proposed for the project site. This finding is affirmed.

TREE REMOVAL PERMIT

The Planning Commission evaluated a Tree Removal Permit proposal for the project, and recommends conditionally approving the Permit based on the balancing of the Criteria for Permit Determination set forth in Section 25-7 (c) (1-2) of the City Code, as follows

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

Criteria Supporting Removals & Retention

The project includes the removal of 25 protected trees. The arborist report and the landscape plans submitted as part of the project indicate that the trees proposed for removal are either directly impacted by project construction or have low suitability for preservation. These trees include one coast redwood and 24 eucalyptus trees. The project would retain two trees located towards the former restaurant at the rear of the site. The removal of the 25 trees is necessary to construct the project at the proposed scale. The arborist report notes that only the one redwood tree proposed for removal, located at adjacent to Belmont Avenue, near the former and now vacant Vans Restaurant is in good condition. All other trees are in fair to poor condition. These positions would substantially interfere with the construction of both buildings and other improvements required for the project.

Based upon review of the arborist report, and the site and grading plans, the Planning Commission finds that the proposed tree removal is necessary for the construction of the project. In addition, the Commission finds that adequate arrangements would be made for the protection of trees to be retained. Specifically, a condition of approval would require the project arborist to prepare an updated evaluation of tree protection measures (for trees to be retained), based on final approved plans, prior to issuance of permits.

Conditions of Permit

The project would exceed the replanting requirements set forth in Section 25-7 (d) (1) of the City Code, which require protected trees to be replaced at a 1:1 ratio. The applicant proposes to replant 60 trees. Thus, total protected tree replacement to removal would occur at more than a 2.4:1ratio.

Preferred Tree Species

The proposed replacement tree plantings would include preferred species trees (redbud, dogwood, Crape Myrtle, London Plane Trees) in conformance with Section 25-10 (a) of the City Code.

AFFORDABLE HOUSING PLAN

The Planning Commission finds that the project's Affordable Housing Plan (AHP) meets the required findings in Belmont Zoning Ordinance Section 29.6 (b) (1-3) as follows:

1) *Affordable units must be comparable in exterior appearance and overall quality of construction to market-rate units in the same housing development. Interior finishes and amenities must equal those provided in the base model market-rate units.*

   The project is a 100 percent affordable project to households' low income and below, with a design theme applied consistently throughout all units and elevations. Accordingly, all exterior finishes and amenities are applied equally across all of the units. To ensure that interior finishes are consistent, a project condition of approval will require verification of interior finishes after construction of the project, and before issuance of a certificate of occupancy. This finding is affirmed.

2) *The number of bedrooms in the affordable units must be comparable to the average number of bedrooms in the market-rate units, and the affordable units must be reasonably dispersed within the residential project, with unit locations comparable to those of the market-rate units, or, subject to the approval of the community development director, may be clustered within the residential project when this furthers affordable housing opportunities.*

   The project is a 100 percent affordable project to households' low income and below. The project provides 42 percent of units in the one-bedroom category, 32 percent in the two-bedroom category, and 26 percent as three-bedroom units. Because the project is a 100 percent affordable project, units are dispersed throughout the building. This finding is affirmed.

3) *The affordable units must have the same amenities as the market rate units, including the same access to and enjoyment of common open space, parking, storage, and other facilities in the residential project.*

The project is a 100 percent affordable project. Accordingly, units have the same access to and enjoyment of common open spaces, parking, storage, and other facilities in the residential project. This finding is affirmed.

DENSITY BONUS AND COMMUNITY BENEFIT

The Planning Commission finds that the applicant is entitled to a Density Bonus, in accordance with the Government Code Section Government Code Section 65915 (f), as follows:

> The amount of density increase to which an applicant is entitled varies according to the amount by which the percentage of affordable housing units exceed the specified percentage for the income group; this amount is specified in Government Code Section 65915 (f). Legislation requires local governments to grant an 80 percent density bonus to housing projects in which all of the units (other than manager's units) are restricted to very low-, low- and moderate-income residents, with a maximum of 20 percent restricted to moderate income units. If a 100 percent affordable project is located within a half mile of a major transit stop, the local government may not impose any maximum density limits at all, and the project is further entitled to receive a maximum height increase of up to three additional stories or 33 feet.

The applicant has submitted a complete application proposing a base project that included 100 percent of units affordable for low-income households and is located within one-half mile of a major transit stop, the Belmont Caltrain station. Thus, the Planning Commission finds that the applicant is entitled to an 80 percent density bonus which equates to 56 additional dwelling units. The remaining seven units are covered under the City's Community Benefits provisions.

The BZO height limit is 45 feet. However, the maximum height of the project along El Camino Real is 65 feet. The height in excess of 45 feet is comprised of the top two stories of the building and roof structure. Accordingly, this excess height comprised of the top two stories of the building is permitted pursuant to State Density Bonus Law.

The Planning Commission further finds that the applicant is entitled to a Density Bonus, in accordance with the City's Community Benefits provisions in Belmont Zoning Ordinance Section 5A.1.1 as follows:

1) *Making such an award is in the City's interest and will help implement the General Plan.*

Allowing the 800-803 Belmont Avenue Residential Project seven units in excess of the maximum density permitted on the site enables the City to provide for and address its affordable housing requirements as established in the Housing Element of the General Plan. Making the award is in the City's interest because it assists in achieving compliance with the City's RHNA and catalyzes growth in proximity to transit. This finding is affirmed.

2) These benefits cannot be realized without granting an increased density.

Providing the affordable housing levels proposed by the project would not be possible without the increased density. To comply with the 45 du/ac or 60 du/ac requirement, the project would have to be reduced by 59 units and 37 units, respectively. With a reduction of 59 or 37 units, the project would require additional financing which may result in the project not being constructed. This finding is affirmed.

3) That the increase granted is the minimum necessary to realize these benefits and that no adverse impacts or land use incompatibilities will be created that are judged unacceptable.

The increase in density of seven additional units is the minimum to provide the needed number of units for the project.

The project will not result in adverse impacts or land use incompatibilities as a result of the increased density. As discussed in the environmental review section of this staff report, the project would result in the demolition of resource that is eligible for listing on the local register. However, this impact would occur regardless of the density of the project. All other impacts have been mitigated to less than significant levels. The project, as conditioned, will be required to implement the recommendations of the Phase I environmental site assessment, ensuring the safety of construction workers and future residents. Traffic analysis for the project included mitigation measure to install a raised median in El Camino Real for safety. With installation of this median, the project would not have adverse impacts or land use compatibilities that are unacceptable. This finding is affirmed.

Public Benefit

Section 31.4.1(f)(2) of the Belmont Zoning Ordinance specifies acceptable community benefits for an increase in density above the prescribed amounts. The primary community benefit provided by the project is the provision of affordable housing well in excess of the City's requirement. The provision of a 100 percent affordable housing project at the low-income level satisfies the requirements of community benefits identified under BZO Section 31.4.1(f)(2).

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

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on April 19, 2022 by the following vote:

AYES,

COMMISSIONERS: Enriquez, Kramer, Kulich, Latimerlo, Majeski, Meier

NOES,

COMMISSIONERS: None

ABSENT,

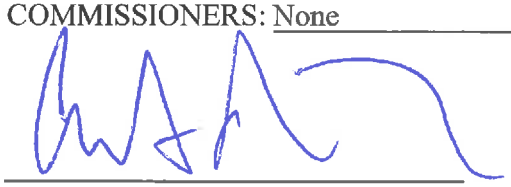
COMMISSIONERS: Kelley

ABSTAIN,

COMMISSIONERS: None

RECUSED,

COMMISSIONERS: None



Carlos de Melo

Planning Commission Secretary

Attachment F – FEIR and MMRP

The 800-803 Belmont Avenue Residential Project Final Environmental Impact Report (FEIR), comprised of the Draft Environmental Impact Report (DEIR), appendices, response to comments, and mitigation monitoring and reporting program is available online at:

https://www.belmont.gov/Home/Components/FacilityDirectory/FacilityDirectory/431/333

Attachment H – Affordable Housing Evaluation

Background & Overview

The City of Belmont has adopted Affordable Housing requirements in order to: 1) meet the City's regional share of housing needs; 2) implement the goals and objectives of the general plan and housing element; and 3) mitigate the impacts of residential and nonresidential projects on the need for affordable housing.

1992 - the City adopted regulations for density bonuses (BZO Section 26), which were subsequently amended in 2014. These regulations are intended to specify how compliance with Government Code Section 65915 ("State Density Bonus Law") will be implemented to encourage the production of affordable housing.

2017 – the City adopted inclusionary affordable housing requirements (BZO Section 29). These regulations require the on-site development of affordable housing for residential projects of 25 units or more, and the payment of affordable impact fees for commercial projects, and residential projects of 24 units or less.

2020 – Planning staff consulted with the City Attorney and created application materials and guidelines conforming to Government Code Section 65915, and the latest affordable housing case law. The Affordable Housing Guidelines and Checklist includes the submittal requirements and procedures for review of projects that include affordable housing, and guidance for justification of Waivers without numeric density standards (i.e., Waiver justifications for districts where residential density/intensity is measured using floor area ratio, not dwelling units per acre).

Project Review

The proposed project includes a total of 125 units, 100-percent of which are affordable at the low income and below levels. The applicant is not requesting Waivers or Concessions. As the project would include more than 25 residential housing units, and a Density Bonus pursuant to Government Code Section 65915, and BZO Sections 26 (Density Bonus) and 29 (Affordable Housing), the applicant was required to submit an Affordable Housing Agreement, an Affordable Housing Plan, and Waiver Justifications.

Affordable Housing Agreement

Belmont Zoning Ordinance (BZO) Section 26.9 requires affordable housing agreements to be executed by the City Manager, to the satisfaction of the City Attorney before project approval. BZO Section 29.85 (b)(2) provides the content for the agreement (see below), and BZO Section (b)(1) requires that the agreement be recorded before approval of a parcel map or final map, or before issuance of building permit, whichever occurs first.

BZO Section 29.8(b) (2) - The affordable housing agreement must specify the number, type, location, size, and phasing of all affordable units, provisions for income certification and screening of potential purchasers or renters of units, and resale control mechanisms, including the financing of ongoing administrative and monitoring costs, consistent with the approved affordable housing plan and any affordable housing guidelines, as determined by the city manager or designee.

Staff Response. An Affordable Housing Agreement meeting the standards identified in BZO Section 26.9(2) will be submitted to the City Manager and City Attorney. Planning Staff and the City Attorney will review the Agreement for consistency with the proposed Affordable Housing Plan, and BZO Section 29.8(b)(2). A condition of project approval will require the recordation of the Affordable Housing Agreement, prior to issuance of a Building Permit for the project.

Affordable Housing Plan

An affordable housing plan (AHP) means a plan containing all of the information specified in and submitted in conformance with section 29.8(a) specifying the manner in which affordable units will be provided in conformance with this section and the affordable housing guidelines. For the purpose of this project, the AHP is comprised of the project plans.

BZO 29.85(a)(5) - Any affordable housing plan shall be processed concurrently with all other permits required for the development project. Before approving the affordable housing plan, the decision-making body shall find that the affordable housing plan conforms to BZO Section 29.6 (b) (1-3).

Staff Response. The applicant prepared an affordable housing plan that was incorporated into the project plan submittals. The affordable housing plan is evaluated for consistency with BZO Section 29.6 (b) (1-3), as follows:

BZO 29.6 - Provision of Affordable Units

(b) Standards for Affordable Units.

(1) Affordable units must be comparable in exterior appearance and overall quality of construction to market-rate units in the same housing development. Interior finishes and amenities must equal those provided in the base model market-rate units.

Staff Response. Compliant: The project is a 100 percent affordable project to households in the low-income category and below. The design theme is applied consistently throughout all units and elevations. Accordingly, all exterior finishes and amenities are applied equally across all of the units. To ensure that interior finishes are consistent, a project condition of approval will require verification of interior finishes after construction of the project, and before issuance of a certificate of occupancy.

(2) The number of bedrooms in the affordable units must be comparable to the average number of bedrooms in the market-rate units, and the affordable units must be reasonably dispersed within the residential project, with unit locations comparable to those of the market-rate units, or, subject to the approval of the community development director, may be clustered within the residential project when this furthers affordable housing opportunities.

Staff Response. Compliant: The project is generally consistent with the number of bedrooms for affordable units. The project is a 100 percent affordable project to households' low income and below. The project provides 42 percent of units in the one-bedroom category, 32 percent in the two-bedroom category, and 26 percent as three-bedroom units. One-bedroom units are available to extremely and very low-income households while the majority of three-bedroom units are

available to low-income households. The project does not include bedrooms in market rate units. Therefore the project's allocation of bedroom units by income category is acceptable. Further, given that the project is a 100 percent affordable project, units are dispersed throughout the building.

Proposed Unit Mix	30% AMI	50% AMI	80% AMI	Subtotal	Percent
One-Bedroom	36	16		52	42%
Two-Bedroom		6	34	40	32%
Three-Bedroom		5	27	32	26%
Manager's Unit (Three-Bedroom)				1	(included in 3-bd units)
Total	36	27	61	125	
Percent	29%	22%	49%		

(3) The affordable units must have the same amenities as the market rate units, including the same access to and enjoyment of common open space, parking, storage, and other facilities in the residential project.

Staff Response. Compliant: The project is a 100 percent affordable project. Accordingly, units have the same access to and enjoyment of common open spaces, parking, storage, and other facilities in the residential project.

Density Bonus

Definition
BZO Section 26.5 (a) – defines a density bonus for a housing development as a density increase over the otherwise maximum allowable residential density under the applicable zoning and land use designation on the date the application is deemed complete.

Review Criteria
Government Code Section 65915(b) indicates that local jurisdictions may not impose any maximum density limits at all, and the project is further entitled to receive a maximum height increase of up to three additional stories or 33 feet if a project is a 100 percent affordable project and is located within one-half mile of a major transit stop. The proposed project is a 100 percent affordable project and is within one-half mile of the Belmont Caltrain Station, a major transit stop. For the subject project, the applicant has requested a density bonus of 80 percent above base density, consistent with California Density Bonus Law.

Staff Response. The applicant has submitted a complete application proposing a project that includes 100 percent of units of affordable housing as follows: 29 percent for Extremely Low-Income Households; 22 percent for Very Low-Income households; and 49 percent of Low-Income households. Thus, the applicant is entitled to no maximum density, but has requested an 80 percent density bonus, which equates to 54 additional dwelling units (see discussion below).

Overview
Density bonus and incentive justifications are derived from a hypothetical base project. The plans and materials for the base project establish a fully compliant residential development that includes a specific layout, amenities, and maximum dwelling units per acre. The base project

also includes a percentage of affordable units that entitle applicants to a state density bonus.

Density Bonus Calculation
The applicant submitted base project information in accordance with the City's Guidelines (see Exhibits A). To this end, the base project conformed with the maximum allowable density (du/ac) for the project site, without any discretionary permits, and fully complied with all applicable development standards, without any discretionary permits to waive or modify a standard, unless permitted under State Density Bonus Law. The base project and calculated density bonus are as follows:

Density and Bonus	Units (1.46 acres)
Density Permitted Per BZO: Base Project Density	66 units
Density Bonus of 80 Percent Pursuant to § 65915(f):	118 units
Project Density	125 units
Density Bonus Subject to Community Benefit	7 units

Exhibits:

A. AHP Submittal Letter

ROEM® CORPORATION

April 21, 2021

City of Belmont
Planning and Zoning
1 Twin Pines Lane
Belmont, CA 94002

RE: 800-803 Belmont Ave Entitlement Request Resubmittal

Dear Carlos,

We are pleased to submit, what we hope to be, our final request for entitlements for a 125-unit affordable rental housing development located at 800-803 Belmont Avenue. As requested, please find the following summary below.

Project History and Summary

ROEM Development Corporation first discovered 803 Belmont in 2016. The owners of 803 Belmont originally were under contract with Summer Hill Homes in 2016, but the development fell through. Then in 2018, they went under contract with Warmington Residential which was also unsuccessful for similar reasons as Summer Hill. In January of 2019, after both other developers pulled out of their contracts, ROEM went under contract for 803 Belmont. In August 2019, ROEM received a 44-day extension to the due diligence period to assure that an old covenant was no longer enforceable. September of that same year, ROEM applied for $6 million of funding from the County of San Mateo and received $250,000. The 803 Belmont site only allowed us to build 75 units. In October, ROEM was able to get under contract with 800 Belmont, adding 50 units to the total project. Due Diligence was finished in December of 2019, but by this time, it was discovered that ROEM would need to get three 60-day and one 9-month extension. 803 Belmont agreed to this extension, but 800 Belmont would not agree to these terms. This forced ROEM to terminate the contract with 800 Belmont. When the City of Belmont discovered this, they called 800 Belmont and informed them that the city wanted affordable housing in the area and pushed for them to renegotiate and find a solution. In February 2020, 800 Belmont agreed to the extensions. In April 2020 ROEM applied for Apple's Affordable Housing Fund. We requested $10,000,000 to be paid back through residual receipts over a 19-year period. The project was denied financing from Apple.

Project Description:

The 800-803 Belmont Avenue project is located in Belmont, California, San Mateo County. The project site is known as the Bel-Mateo Motel and a vacant parcel with frontage on El Camino Real. The site is situated on two parcels with a combined size of approximately 1.5-acres. The site is within short walking distance (+/-0.5 miles) of the Belmont Caltrain station. The site is zoned Corridor Mixed-Use, allowing up to 90 units per acre when providing community benefits in tandem with the state density bonus. Retail is not required with a conditional use permit.

Onsite amenities will include, but are not limited to the following as required by CTCAC regulations: fitness center, resident club room, homework/computer room, resident services office, and a children's play structure. The project will have a minimum of 125 units, with the unit breakdown below. There are 159 parking spaces proposed within 3 levels of garage parking.

- 1 Bedroom: 52 units (540 square feet)
- 2 Bedroom: 40 units (815 square feet)
- 3 Bedroom: 33 units (935 square feet) (1 designated manager's unit)

The project will be designated as a family community, with the following projected breakdown (the breakdown is subject to change based on funding requirements): 29% of the project (36 units) being targeted to extremely low-income (ELI) households earning 30% AMI or less. Of the 36 ELI units, 19 units (15% of total project) are projected to be designated as 'supportive housing' units for formerly homeless veteran tenants. The remaining 71% of the units (89 units) will be restricted to households earning between 50% to 80% AMI. The average affordability for the project will be 59% AMI. Please note ROEM will be pursuing project-based vouchers (PBVs) for 36 units with AMI's at 50% or less. This equates to housing for a family of four making between $52,200 and $139,200 annually.

The project, as envisioned, will strive for a LEED Silver rating, incorporating low flow fixtures, low VOC materials, rooftop solar, native plant landscaping, bike parking, EV charging, as well as other environmentally responsible building practices.

ROEM is proposing to construct this 100% affordable housing project at the corner of Belmont Avenue and El Camino Real which is a priority development area location that was recently rezoned as part of the City's General Plan update to encourage new and innovative development activity. As part of our project preparation efforts, ROEM has worked closely with both Belmont staff and Belmont elected officials to ensure the project is consistent with Belmont's vision and adopted housing and community development goals. We believe that there is universal support from Belmont and the community for this housing project that could potentially serve both workforce families and special needs residents. With proximity to the Belmont Village Specific Plan area the project will also offer vibrant community activity and services for new residents.

Estimated Construction Start: July 2022
Estimated Construction Completion: July 2024

Density Bonus Request:

ROEM requests a density bonus of 39% percent above base density of 60 units per net acre (with approved community benefits), consistent with AB2345 and below the 50% bonus allowed. The following table summarizes the number of units per income limit.

Local Area Median Income (AMI)	Number of Unit	Percent of Total
Extremely Low Income (0-30% of AMI)	36	28.8%
Very Low Income (30% - 50% of AMI)*	27	21.6%
Lower Income* (50% - 80% of AMI)	61	48.8%
Moderate Income/Manager Unit (80% - 120% of AMI)	1	0.8%
Total	125	100%

*To be eligible for the maximum bonus, a project must set aside at least (i) fifteen percent (15%) of total units for very low-income households, (ii) twenty-four percent (24%) of total units for low income households.

Unit Type	Vouchers?	Affordability TCAC	Unit Program	Total Number	Unit-Mix Split	Net Rentable Square Feet	Total Rentable SF
1 Bedroom	Yes	30%	Supp. w/ V.	10	19.23%	540 SF	5,400 SF
1 Bedroom	Yes	30%	Supp. w/ V.	9	17.31%	540 SF	4,860 SF
1 Bedroom	Yes	30%	-	17	32.69%	540 SF	9,180 SF
1 Bedroom	No	50%	-	16	30.77%	540 SF	8,640 SF
2 Bedroom	No	80%	-	14	35.00%	815 SF	11,410 SF
2 Bedroom	No	50%	-	6	15.00%	815 SF	4,890 SF
2 Bedroom	No	80%	-	20	50.00%	815 SF	16,300 SF
3 Bedroom	No	80%	-	14	43.75%	935 SF	13,090 SF
3 Bedroom	No	50%	-	5	15.63%	935 SF	4,675 SF
3 Bedroom	No	80%	-	13	40.63%	935 SF	12,155 SF
2 Bedroom	No	Mgr Unit		0	*1 Mgr Unit*	815 SF	
3 Bedroom	No	Mgr Unit		1	*Required*	935 SF	935 SF
Totals/Averages	**28.8% Vouchers**	**58.95% Avg.**	**15.2% Supp.**	**125 Units**		**732 Avg. SF**	**91,535 SF**

Affordability TCAC is referencing the maximum AMI that a family that lives in those units will be limited to. It is the maximum income that can be earned as a portion of Area Median Income. See below for the income limits, these are subject to change:

County	One Person	Two Person	Three Person	Four Person	Five Person	Six Person	Seven Person	Eight Person
SAN MATEO								
100% Income Level	$121,800	$139,200	$156,600	$174,000	$188,000	$201,900	$215,800	$229,700
80% Income Level	$97,440	$111,360	$125,280	$139,200	$150,400	$161,520	$172,640	$183,760
70% Income Level	$85,260	$97,440	$109,620	$121,800	$131,600	$141,330	$151,060	$160,790
60% Income Level	$73,080	$83,520	$93,960	$104,400	$112,800	$121,140	$129,480	$137,820
55% Income Level	$66,990	$76,560	$86,130	$95,700	$103,400	$111,045	$118,690	$126,335
50% Income Level	$60,900	$69,600	$78,300	$87,000	$94,000	$100,950	$107,900	$114,850
45% Income Level	$54,810	$62,640	$70,470	$78,300	$84,600	$90,855	$97,110	$103,365
40% Income Level	$48,720	$55,680	$62,640	$69,600	$75,200	$80,760	$86,320	$91,880
35% Income Level	$42,630	$48,720	$54,810	$60,900	$65,800	$70,665	$75,530	$80,395
30% Income Level	$36,540	$41,760	$46,980	$52,200	$56,400	$60,570	$64,740	$68,910
20% Income Level	$24,360	$27,840	$31,320	$34,800	$37,600	$40,380	$43,160	$45,940

Incentive/Concession and Waiver Request:

We are pleased to submit our entitlement application to construct a 125-unit affordable rental housing development on a 1.5 acre site located at 800-803 Belmont Avenue. The proposed development provides 100% of the rental housing units to low income households including units set aside for previously homeless veterans and 1 manager unit. We anticipate needing project based vouchers for the Very Low and Extremely Low income households. ROEM will apply for these vouchers in the next funding round, estimated to be released August 2021. In addition to the vouchers ROEM will need to request subsidies from state, county and local resources. We will need somewhere between $10-15M in funding. These can come as grants, low interest loans and/or deferral of impact fees. As we get closer to finalizing our entitlement set and applying for funding rounds we will be better able to dial in the unit mix. The San Mateo County Affordable Housing Fund has awarded ROEM $250,000 for this development
In addition to the density bonuses outlined above, projects satisfying the requirements of the Density Bonus Law are entitled to one or more development incentives or concessions that will result in identifiable and actual cost reductions to provide for affordable housing costs, so long as the incentive or concession will not have specific unmitigable adverse impacts upon public health and safety, the physical environment or on historic properties, and the incentive or concession is not contrary to state or federal law. Please see include pro forma for the potential deferral of impact fees incentive.

Based on Assembly Bill 2345, Roem may not require any further incentives or concessions. Due to the 100% affordability of the project and the fact that we are within one-half (0.5) mile of Belmont Station (see attached distance exhibit) defined as a major transit stop, the following are no longer required to be requested as waivers:

Building Height:

As outlined in Assembly Bill No. 2345, Roem has requested a maximum building height of 65' be allowed based on the percentages of very low and low income units being provided combined with the proximity of the site to Belmont Station.

Parking Request:

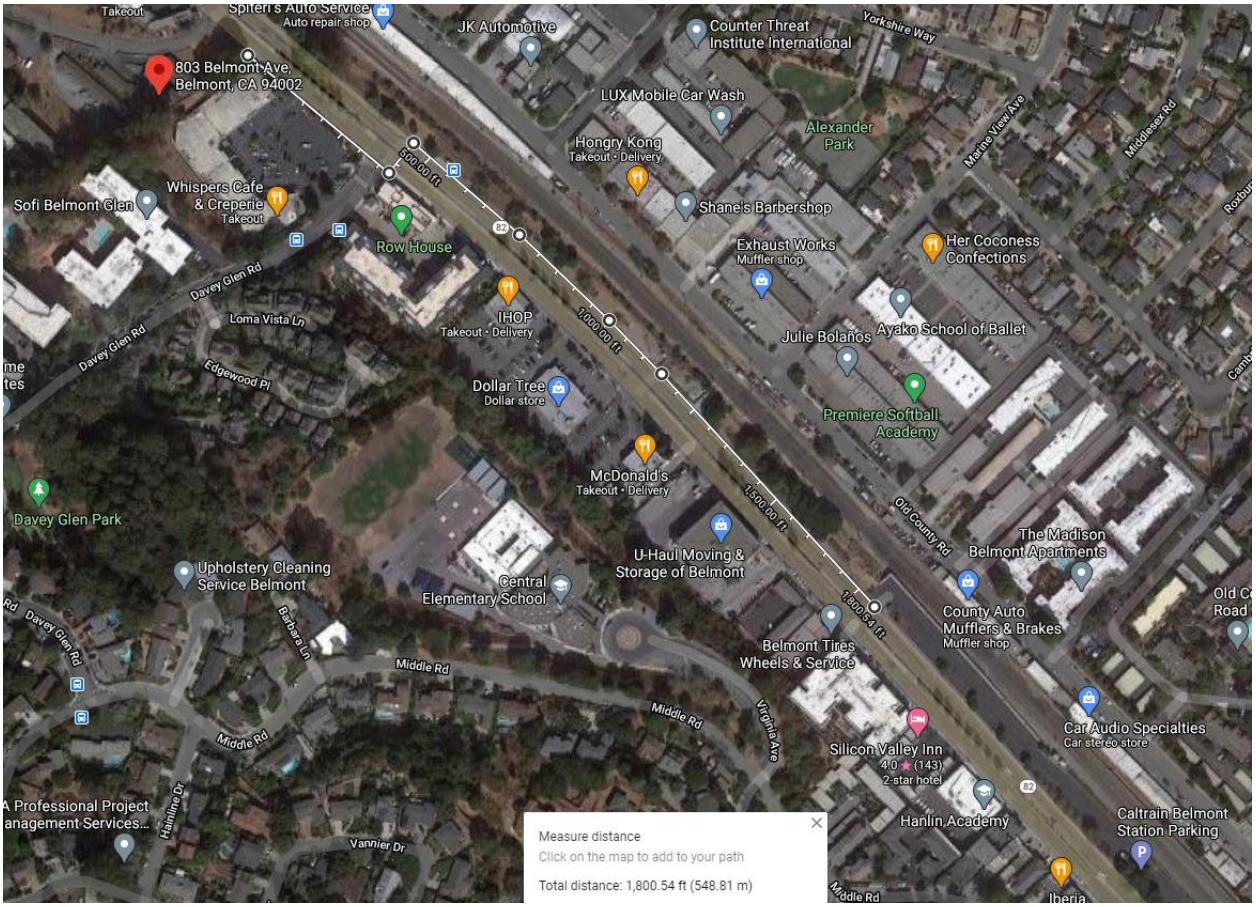
According to Table 8A.2-1 this development is required to provide 180 parking spaces. We have provided 159 parking spaces. We ask that this be accepted rather than the 180 parking spaces that would be required if this were a traditional market rate multi-family development. We have also included 2 short term and 6 long term bicycle stalls to encourage our residents to use alternative transportation options, especially since the Caltrain station is less than 0.5 miles away. This site offers great transit amenities for the tenants including many nearby bus stops. Actual parking allocation will be managed by on-site management.

Further, the Density Bonus Law provides that, upon a developer's request, a locality must utilize state-mandated parking ratios (inclusive of handicapped and guest parking) for qualifying projects. Consistent with Density Bonus Law, ROEM requests that the City of Belmont apply the state-mandated parking ratios for the subject project of 0.5 spaces per unit. The project is a rental project with at least 11% very low income or 20% lower income units, and the project provides unobstructed access to and is within one-half (0.5) mile of the Belmont Caltrain Station, which qualifies as an accessible major transit stop. This would require only 63 spaces which we far exceed.

• **TABLE 8A.2-1: PARKING STANDARDS**		
• *Land Use (All Districts)*	• *Minimum*	• *Maximum*
Retail	2 spaces minimum per 1000 sq. ft.	4 spaces maximum per 1000 sq. ft.
Office	3 spaces minimum per 1000 sq. ft.	4 spaces maximum per 1000 sq. ft.
Hotels [2]	0.5 spaces minimum per room	1 space maximum per room
Residential	Studios: 0.5 spaces minimum per unit; One Bedroom: 1 per unit; Two Bedroom: 1.5 per unit; Three Bedroom +: 2 per unit	2 spaces per unit + 0.5 spaces per unit for guest parking maximum
Location	Outside of shopping centers, parking areas and structures must be placed behind or beneath buildings.	
Access	There must be clear, well-lit, safe pedestrian walkways between parking areas and structures and the main sidewalks and building entrances.	
Parking Structure Driveway Width	Maximum 24 feet	
Ground Floor Design	Where a parking structure faces onto a street, the ground floor must be treated with elements of interest and made as active as possible.	

Location to Transit stop:

For purposes of determining whether a project is located within one-half mile of a major transit stop under the Density Bonus Law, would require that the measurement of the distance of a development from a transit stop be measured from any point on the property of the proposed development to any point on the property where the transit stop is located (See attached distance exhibit below).



Please note – the community outreach description will be a separate attachment with the application.

Respectfully submitted,

Stephen Emami
Vice President

Attachment I – General Plan Consistency Analysis

General Plan Consistency – Determination

In determining General Plan consistency for the 800-803 Belmont Avenue residential Project, applicable goals and policies of the Belmont General Plan must be considered in light of the proposal. The goals and policies of applicable area plans must also be considered because area plans are part of the General Plan. A key determinant for evaluation of policy document consistency, is whether the project would substantially further or advance the goals and policies of the applicable policy documents.

A General Plan consistency analysis for the 800-803 Belmont Avenue residential Project is provided below. Like policies and goals are grouped together into categories for more efficient review (i.e., Land Use, Circulation, Safety, etc.), and subcategories are used for different topic areas (i.e., design, complete streets, parking, etc.); an evaluation of the project's consistency with the goals and policies in each group is provided after each category.

Based on the analysis below, staff recommends that the proposed project is consistent with the General Plan, as it would substantially further or advance the objectives (Goals and Policies) of the General Plan. The project would also be consistent with the City's Climate Action Plan (CAP), and Pedestrian and Bicycle Plan.

Goal or Policy	***Determination and Discussion***
Land Use	
Goal 2.1: Promote a diversity of compatible land uses throughout the city, to enable people to live close to job locations, adequate and convenient commercial services, and public services and facilities such as transit, parks, and schools.	Consistent. The project would locate multifamily housing in close proximity to commercial services, transit (bus and train), parks and schools. The project would include construction of streetscape improvements (wide sidewalks), and include bike parking, which are integral parts of the complete streets efforts.
Policy 2.1-2: Coordinate land use and transportation planning to ensure that land use patterns and intensities can be supported by and are accessible to the transportation network, including pedestrian and bicycle facilities**.**	
GOAL 2.2: Support the creation and enhancement of "complete neighborhoods" in Belmont, with well-integrated single-family and multi-family residential development, pedestrian and bicycle-friendly environments, and activity nodes featuring schools, parks, and neighborhood commercial areas.	
GOAL 2.3: 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.	Consistent. The project would bring approximately 300 people into the area, and would include 125 low-income housing units. The project would be located in an already-developed area, where it can be

Goal or Policy	*Determination and Discussion*
Policy 2.3-1: Encourage the provision of lower- and moderate-income housing to meet the objectives of the Housing Element.	served by existing public services and infrastructure, while enhancing infrastructure that is needed for the project. The proposed project would pay its fair share of all required impact fees (sewer, park, drainage, traffic, etc.). The project would be considered high density residential, and would include construction of streetscape improvements to enhance walkability.
Policy 2.3-2: Encourage higher density residential uses located in close proximity to commercial services, employment opportunities, and major transportation corridors and facilities.	
Policy 2.3-3: Promote residential uses mixed in conjunction with commercial development in Belmont Village Mixed Use and Corridor Mixed Use designations, while ensuring that residential mixed-use developments are designed to ensure compatibility between uses.	
GP Policy 2.3-4: Focus new development in or directly adjacent to already-developed areas, where it can be served by existing public services and infrastructure.	
GP Policy 2.9-1: Allow sufficient density and intensity to enable new development to support all required infrastructure, community facilities, and open space.	
GP Policy 2.9-2: Require that new development "pays its way" so as to limit fiscal impacts on the City.	
Policy 2.13-5: In mixed-use, higher density residential, and commercial developments, require that building forms create coherent and consistent street frontages on blocks that emphasize the visibility of entrance doors, porches, stoops, and/or entrance patios.	
Land Use & Design / Place-making	
GP Policy 2.13-4 & GP Policy 5.3-6: Minimize light and glare from new development; Avoid light pollution and unnecessary glare by requiring development projects to use design features and shielding methods that cast outdoor light downward and minimize glare and to install the mini- mum amount of outdoor lighting necessary for safety and security.	Consistent. The project would minimize light and glare through building materials like stucco and pre-cast concrete. The project is also conditioned to demonstrate that lighting is shielded prior to issuance of building permits.
GP Policy 2.13-6 Enhance walkability on a citywide scale by improving or adding side- walks, landscaping, benches, wayfinding signage, public art, and pedestrian-scaled lighting, where appropriate and feasible.	The project would enhance walkability by installing a sidewalk along Belmont Avenue and constructing a pedestrian crossing at the intersection of Belmont Avenue and El Camino Real.
GP Policy 2.13-9: Provide both formal and informal public gathering spaces through pedestrian-oriented street design; sidewalk furniture and pedestrian-oriented development; well-designed, multi-use public	The project provides informal gathering space at the front of the

Goal or Policy	*Determination and Discussion*
spaces of different sizes including pocket parks, plazas, and monuments; and community events.	project in a publicly accessible area along El Camino Real.
GP Policy 2.19-5: Require pedestrian-oriented amenities, such as small plazas, outdoor seating, public art, and active street frontages, where appropriate and justified in the Village to create engaging pedestrian environments in the downtown.	
Airport and Land Use Safety	
GP Policy 2.16-1: Require 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. Unless otherwise approved by City Council in accordance with the provisions of Public Utilities Code Section 21675.1(d), development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.	Consistent. The Fire and Police Departments have reviewed the project and included appropriate safety measures, and conditions of project approval. As identified in the Initial Study (Appendix B of the DEIR), the project was reviewed and found consistent with the all-relevant compatibility measures for aircraft noise, safety, air space protection/building height, and notification.
Safety and Fire / Police	
GP GOAL 6.6: Protect Belmont residents and businesses from potential fire hazards.	Consistent. The Police and Fire Departments have reviewed the project, and provided appropriate conditions of approval. The Fire Department has indicated that fire flow capacity would be adequate for the proposed development, appropriate access would be provided, and that fire hydrants would be available in accordance with Fire Department requirements. The Fire Department has not indicated they cannot serve the proposed structure.
GP Policy 6.6-3: Continue to review development proposals to ensure that they incorporate appropriate fire-mitigation measures, including adequate provisions for evacuation and access by emergency responders.	
GP Policy 6.6-4: Continue the Belmont Fire Protection District's participation in plan review of new buildings in potentially fire prone areas.	
GP Policy 6.6-5: Continue to require a fire prevention inspection of all buildings used as commercial businesses, places of assembly, multi-family residences, and hotels within the Belmont Fire Protection District's boundaries.	
Safety and Geotechnical	

Goal or Policy	*Determination and Discussion*
GP GOAL 6.1 Minimize risks of property damage and personal injury posed by geologic and seismic hazards.	Consistent. The project includes a preliminary geotechnical report that has been peer reviewed by the City's consultant. The report concluded that the site is appropriate for the development, provided the recommendations contained herein are incorporated into the design and implemented during site grading and foundation construction phases of the project. The City's consulting geologist concurs with the recommendations with the investigation, and recommends approval of the project subject to standard conditions (i.e., geotechnical review of final building and grading plans and field inspections during construction).
GP Policy 6.1-1 Continue to maintain and enforce appropriate standards to ensure new development is designed to meet current safety codes and requirements associated with seismic activity. Require public and private development to be located, designed, and constructed to minimize the risk of loss of life and injury in the event of a major earthquake or other natural disaster.	
GP Policy 6.1-2 Continue to regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards on sites having a history or threat of seismic dangers, erosion, landslides, or shrink swell.	
GP Policy 6.1-4 Continue to require geotechnical site analysis for proposed development on sites as specified in the Municipal Code, prior to allowing site development.	
GP Policy 6.1-5 Geotechnical studies shall identify any geologic hazards affecting the proposed project site, any necessary mitigation measures, and a statement of the site's suitability for the proposed development and whether or not it will be safe from geologic hazard for its expected life. The study shall identify net developable areas, if any, based on landslide or ground shaking potential or erosion risk. Impacts from the development, such as those resulting from increased water runoff, shall also be determined. Such studies must be signed by a licensed Certified Engineering Geologist or Geotechnical Engineer and are subject to review and approval by City staff and/or contracted employees.	
GP Policy 6.1-6 Require any geotechnical studies to include the study of expansive and creeping soils, as well as analysis of erosion, seismic, and other geotechnical hazards, and make recommendations, as warranted.	
GP Policy 6.1-7 Prohibit mitigation measures for potential geotechnical hazards if those measures could adversely affect surrounding property, including the use of public rights-of- way, or adversely affect public health, safety, and welfare	
GP Policy 6.1-8 Ensure consideration of seismic and geologic hazards at the earliest possible point	

Goal or Policy	*Determination and Discussion*
in the development process, preferably before comprehensive engineering work has commenced.	
Safety and Flood	
GP GOAL 6.2 Protect the community from risks to life and property posed by flooding.	Consistent. The project site is in FEMA Flood Zone X, an area of minimal flood hazard. While the project would alter the drainage of the site by replacing an existing hotel and parking lots with a multi-family building, run-off will be concentrated and treated onsite. Further, the site is in an area of minimal flooding, and the site is void of rivers, streams, or other bodies of flowing and/or standing water. Accordingly, the project would have a less than significant impact to the impediment and redirection of flood flows. The project includes upgrades to storm drainage facilities that ensure they are properly sized to handle 100-year flood conditions.
GP Policy 6.2-1 Continue to pursue and implement flood control programs that reduce flood hazards, such as the City's Grading Ordinance and Flood Plain Management Ordinance.	
GP Policy 6.2-3 Require all proposed drainage facilities to comply with the city's storm drainage facility requirements to ensure they are properly sized to handle 100-year flood conditions.	
Conservation and Cultural Resources	
GP GOAL 5.12 Preserve and protect areas and sites of prehistoric, cultural, and archaeological significance.	Consistent. Implementation of standard permit conditions of approval and mitigation measures would ensure preservation of archeologically, paleontologically, or culturally significant, tribal or other resources. A statement of overriding considerations approved by the City Council would be required for the project given the impact to an individually eligible historic resource.
GP Policy 5.12-1 Ensure that development avoids potential impacts to sites suspected of being archeologically, paleontologically, or culturally significant, tribal or otherwise, or of concern by requiring appropriate and feasible mitigation.	
GP Policy 5.12-2 If cultural, archaeological, paleontological, or cultural resources, tribal or otherwise, are discovered during construction, grading activity in the immediate area shall cease and materials and their surroundings shall not be altered or collected until evaluation by a qualified professional is completed. • A qualified archaeologist or paleontologist must make an immediate evaluation and avoidance measures or appropriate mitigation should be completed, according to CEQA Guidelines. • Use the State Office of Historic Preservation's recommendations for the preparation of Archaeological Resource Management Reports as guidelines.	
Conservation and Biology	

Goal or Policy	*Determination and Discussion*
GP GOAL 5.3 Protect and restore biological and ecological resources in Belmont, including sensitive wildlife species and their habitats.	Consistent. The project would not result in significant adverse impacts that cannot be mitigated to wildlife, biological and ecological resources, and their habitats. As identified in the Initial Study in Appendix B of the DEIR, the project site does not contain special status species. The project would be subject to standard mitigation measures requiring bird surveys prior to project construction, which would minimize impacts on birds. While the project would result in the removal of trees from the site, it would also preserve two existing protected trees. Further, the project includes planting of trees in excess of City requirements. The project includes landscaping that is consistent with City requirements for drought tolerant, native, deer-resistant species.
GP Policy 5.3-3 To the greatest extent feasible, ensure that development does not disturb sensitive habitat and special status species by requiring appropriate and feasible mitigation measures.	
GP Policy 5.3-5 In design and construction, require use of best practices that preserve natural resources, such as soil, trees, native plants, and permeable surfaces.	
GP Policy 5.3-7 Encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure the maximum number and variety of well-adapted plants are maintained.	
GP Policy 5.3-8 Use native or drought-resistant vegetation in landscaping on City-owned property, and encourage private property owners to use native or drought-resistant vegetation in landscaping on private property.	
GP Policy 5.3-9 Promote the healthy growth of trees and control the removal of trees within the city.	
Conservation and Water Quality	
GP Policy 5.5-2 Encourage residents and businesses to use best management practices (BMPs) to reduce water pollutant loads that result from daily activities, such as using landscaping chemicals and fertilizers and repairing and washing cars outdoors.	Consistent. The NPDES Stormwater Discharge Permit limits the severity of any potential environmental effects caused by developments associated with the buildout of the General Plan. 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 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
GP Policy 5.5-3 Require development projects to incorporate structural and non- structural best management practices (BMPs) to mitigate or reduce the projected increases in pollutant loads, in accordance with the NPDES permit guidelines.	
GP Policy 5.5-5 Implement water pollution prevention methods to the maximum extent practicable, supplemented by pollutant source controls and treatment.	
GP Policy 5.9-2 Encourage development projects of all sizes to incorporate site design measures that facilitate groundwater recharge and natural hydrological processes, allowing stormwater to infiltrate the ground on-site and/or be collected for reuse in landscaping and designated to on-site	

Goal or Policy	*Determination and Discussion*
stormwater detention facilities. Such measures may include: • Canopy trees or shrubs to absorb rainwater; • Grading that lengthens flow paths over permeable surfaces and increases runoff travel time to reduce the peak hour flow rate; • Partially removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas; • Installation of green roofs on buildings; • Use of permeable paving in parking lots and other areas characterized by significant impervious surfaces; • On-site stormwater detention, use of bioswales and bioretention basins to facilitate infiltration; and • Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.	Countywide Water Pollution Prevention Program on behalf of all the municipalities. As proposed and conditioned, the Department of Public Works has found that the development project would comply with all state and federal water quality requirements. In addition, the proposed project would be compliant with General Plan policies that require: 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); and 3) streetscape and landscape designs that manage stormwater, to ensure that runoff potential does not exceed the storm drain system's capacity. The project would enhance the City's storm drain system by constructing a new line in El Camino Real to convey water from the project to a catch basin.
GP GOAL 5.9 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.	
Conservation and Water Supply	
GP GOAL 5.6 Preserve water resources and provide for long-range community water needs by adopting best management practices for water use and conservation.	<u>Consistent</u>. As projects are built in accordance with the General Plan, Belmont Public Works in conjunction with Mid-Peninsula Water District is required to monitor system capacity and construct necessary upgrades. The proposed development project would be considered high-density infill development, and includes a drought-tolerant landscape plan in accordance with the current MPWD water efficiency in landscape ordinance (WELO). The project applicant has secured an "Intent to Serve" letter from MPWD, and the project would be required to be meet
GP Policy 5.6-4 Set appropriate conditions of approval for each new development proposal to ensure that the necessary water supply facilities and water resources are in place prior to occupancy.	
GP Policy 5.6-5 Continue the City's Water Conservation Strategy to reduce water use, control water cost, and promote environ- mental sustainability in municipal buildings, parks, landscaped areas, and athletic fields, as feasible and appropriate.	

Goal or Policy	*Determination and Discussion*
	all applicable CALGreen (indoor water efficiency) standards at the time of building permit issuance
Conservation and Air Quality	
GP GOAL 5.10 Reduce emissions of ozone-producing pollutants and particulate matter to improve regional air quality and protect the health of Belmont and Bay Area residents.	Consistent. The project would have a less than significant impact on air quality. The Health Risk Assessment dated April 8, 2020, prepared by Illingworth & Rodkin, Inc. (Appendix C of the DEIR) for the project demonstrates compliance with BAAQMD project level thresholds. The project would employ BMPs for management of fugitive dust during construction.
GP Policy 5.10-2 Require that new development with sensitive uses that is located adjacent to sources of toxic air contaminants (TAC) be designed to minimize any potential health risks.	
GP Policy 5.10-3 Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.	
GP Policy 5.10-5 Provide information about non-toxic alternatives to construction, interior and exterior finishes and furnishings, and planting and landscaping maintenance to contractors, business owners and homeowners to enhance indoor and outdoor air quality and reduce exposure to toxins.	
Conservation and Energy / Greenhouse Gas (GHG)	
GP Policy 5.11-2 Support the Climate Action Plan's goals and implement the CAP's reduction measures and strategies to reduce greenhouse gas emissions.	Consistent. Because construction would be temporary (12-18 months) and would not result in a permanent increase in emissions, the project would not interfere with the implementation of AB 32 in 2020 or SB 32 in 2030. The proposed land use and intensity is consistent with the land use designation in the 2035 Belmont General Plan and Belmont CAP, with the provision of a density bonus permitted under state law, and adherence to Action 5.10-3 would support the CAP's goals and implement reduction measures and strategies to reduce GHG.
Circulation / Mobility and Complete Streets	
GP GOAL 3.1 Provide for the safe and efficient movement of people and vehicles within and through the community that fosters accessibility and connectivity; accommodates a mixture of	Consistent. The project would locate and promote high density residential development in a transit-oriented area. The project is located within one-half

Goal or Policy	*Determination and Discussion*
automobiles, transit, bicyclists, and pedestrians; and encourages higher transit ridership.	mile of major transit stops along a high-quality transit corridor. The project would also include 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. The applicant would contribute a fair-share portion fees for the construction of road improvements, based on project impacts to roadway intersections and segments. The project has been reviewed by all appropriate safety personnel to ensure that project plans are compliant with emergency access requirements. Lastly, the project would include all required accessibility improvements consistent with guidelines established by the Americans with Disabilities Act (ADA).
GP Policy 3.1-2 Make Complete Streets practices a part of Belmont's planning, design, and operation of its circulation network, acknowledging that a flexible and context-sensitive approach to design will result in each roadway serving most users and the roadway network as a whole serving all users.	
GP Policy 3.1-5 Require new development and redevelopment projects to construct or pay their fair share toward improvements for all travel modes to provide and enhance connectivity to existing transportation facilities.	
GP Policy 3.1-7 Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users, such as the disabled and seniors, to safely and effectively travel within and beyond the city.	
GP Policy 3.2-5 Comply with the adopted Complete Streets Policy of the City of Belmont.	
GP Policy 3.4-10 Support the installation of vehicle traffic-calming measures to ensure bicycle and pedestrian safety on roadways where the street typology prioritizes pedestrian and bicycle mobility, and especially on hillside streets.	
Circulation / Mobility and Parking	
GP GOAL 3.8 Provide a balanced and well-managed parking supply that accommodates demand while maximizing efficiency	Consistent. The project would exceed the minimum parking requirements for the proposed project under the provisions of State Density Bonus Law. Adequate and convenient loading and unloading zones, EV charging parking spaces, and short- and long-range bicycle parking would also be provided as part of the project. The parking plans for the project will be reviewed for consistency with ADA requirements during project plan check.
GP Policy 3.8-5 Ensure that parking is consistent with guidelines established by the Americans with Disabilities Act (ADA).	
GP Policy 3.8-6 Ensure parking supply associated with the demand from future development is adequate, balanced, and does not adversely impact adjacent residential areas.	
City Services and Utilities	
GP GOAL 6.5 Ensure that utilities that are essential to contemporary life are available and adequate to meet the demands of the Belmont community while also	Consistent. The project would connect to all utilities necessary for contemporary life, including water,

Goal or Policy	*Determination and Discussion*
ensuring the utilities maintain and enhance Belmont's physical diversity, visual qualities, and small-town characteristics.	sewer, electrical, gas, and internet, while not impinging on existing users. The project has received "will serve" letter from utility providers for the project. The project would underground service lines and would be connected to the sewer system through the extension of a service lateral.
GP Policy 6.5-2 Require new development to underground service lines and utilities, and continue to pursue and implement projects to underground existing overhead utility lines.	
GP Policy 6.5-5 Require all new development to be connected to the City's sewer system	
Hazardous Materials	
GP GOAL 6.3 Protect soils, surface water, and groundwater from contamination from hazardous materials.	Consistent. During site preparation and construction activities, Best Management Practices (BMPs) will be implemented in accordance with the City's Stormwater and Runoff Pollution Control requirements. BMPs include measures to prevent spills and require onsite materials for cleanup. The applicant is required to comply with all federal and state regulations as overseen by San Mateo County. The Phase I reports prepared for the project site did not identify hazardous conditions associated with the site. The reports concluded that no past site uses with a significant potential to adversely affect environmental conditions on the site were identified. The subject property is not listed in databases of registered hazardous materials handlers and hazardous waste generators. No hazardous substance releases have been reported for the site. Thirteen hazardous substance sites are listed within a one-quarter (0.25) mile radius of the subject property. Based on the nature of the listings, their regulatory status or distance/direction from the subject property, none constitute a recognized environmental condition for the subject site. No recognized environmental conditions were identified for the subject property.
GP Policy 6.3-1 Facilitate cleanup programs at contaminated sites, particularly on proper ties with the potential to develop or be reused for public purposes.	
GP Policy 6.3-2 Require applicants for development projects in a potentially contaminated location to perform inspection and cleanup if the site is found to be contaminated with hazardous substances.	
GP Policy 6.3-3 Require project applicants of potentially contaminated sites to have the site inspected by a registered Environmental Assessor. Reports detailing the results must be submitted for city review, and level of remediation must be in compliance with federal and state standards.	
GP GOAL 6.4 Continue to promote the reduction, recycling, and safe disposal of household and business hazardous wastes through public education.	
GP Policy 6.4-2 Educate residents and businesses about household hazardous wastes, less toxic materials that can be used in place of toxic materials, and proper household and business hazardous waste disposal methods	
Noise	

Goal or Policy	*Determination and Discussion*
GP GOAL 7.1 Strive to achieve an acceptable noise environment for the environmental, health, and safety needs of present and future residents of Belmont.	Consistent. The nature of residential uses would not generate noise in excess of City standards. The project is not located adjacent to a school, hospital, or senior care facility. Therefore, noise generated during construction would not impact those facilities. The project included a noise and vibration assessment, which evaluated project/location specific impacts, and developed appropriate mitigation measures to reduce these impacts. The assessment determined that construction noise and vibration impacts would be less than significant with implementation of all applicable General Plan noise reduction policies, the City's Noise Ordinance, and the recommended mitigation measures provided in the assessment. These measures have been made conditions of project approval.
GP Policy 7.1-2 Use the Community Noise Level Exposure Standards, shown in Table 7-1, as review criteria for new land uses. Require all new development that would be exposed to noise greater than the "normally acceptable" noise level range to reduce interior noise through design, sound insulation, or other measures.	
GP Policy 7.1-3 Require noise-reducing mitigation to meet allowable outdoor and indoor noise exposure standards in Table 7-2. Noise mitigation measures that may be approved to achieve these noise level targets include but are not limited to the following: • Construct façades with substantial weight and insulation; • Use sound-rated windows for primary sleeping and activity areas; • Use sound-rated doors for all exterior entries at primary sleeping and activity areas; • Use minimum setbacks and exterior barriers; • Use acoustic baffling of vents for chimneys, attic and gable ends; and • Install a mechanical ventilation system that provides fresh air under closed window conditions Alternative acoustical designs that achieve the prescribed noise level standards may be approved, provided that a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces.	
GP Policy 7.1-5 Ensure that building regulations require that noise-generating appliances serving new multi-family or mixed-use residential development are located or adequately insulated to protect residents from the noise.	
GP Policy 7.1-6 Promote the use of noise attenuation measures to improve the acoustic environment inside residences where existing single-family residential development is located in a noise-impacted environment, such as along an arterial street or adjacent to a noise- producing use.	
GP GOAL 7.2 Protect noise-sensitive land uses, such as schools, hospitals, and senior care facilities, from	

Goal or Policy	*Determination and Discussion*
encroachment of and exposure to excessive levels of noise.	
GP Policy 7.2-1 Use the noise-sensitive land uses and transportation noise sources table (Table 7-2) and Future Noise Contours map (Figure 7-3) as criteria to determine acceptability of noise-sensitive land uses.	
Removal of Governmental Constraints	
GOAL 4 Where appropriate, mitigate unnecessary governmental constraints to the maintenance, improvement, and development of housing.	Consistent. The BZO has been amended to mitigate unnecessary governmental constraints to the maintenance, improvement, and development of housing. The updated standards include: 1) Exceptions to development standards; 2) Reduction in the parking standards; and 3) Removal of the CUP requirement to allow for housing on the upper floors. Compliance with State Density Bonus Law streamlines and removes development impediments for the project related to height and parking.
Policy 4.1 Periodically review the City's regulations, ordinances, and fees and exactions to ensure they do not unduly constrain the production, maintenance, and improvement of housing.	
Policy 4.2 Offer regulatory incentives and concessions for affordable housing, such as exceptions to development standards, density bonuses, or fee waivers where deemed to be appropriate.	
Policy 4.3 Provide for streamlined, timely, and coordinated processing of residential projects to minimize holding costs and encourage housing production.	
Conservation of Resources	
GOAL 6 Promote the conservation of natural resources throughout the Belmont community.	Consistent. The project would not develop a unique environmental aspect of the community because it would be located on a site with an existing motel and an underutilized urban parcel fronting El Camino Real. The project would promote the conservation of resources by meeting the energy standards identified in Cal green (state green building code), and is consistent with the water efficiency in landscaping ordinance (WELO). All necessary public services (fire, police, water, sewer, etc.) would be available to serve the project.
Policy 6.1 Preserve the unique environmental aspects of the community, including hillsides and other environmental amenities.	
Policy 6.2 Promote energy conservation and the use of alternative energy generation technology, as appropriate.	
Policy 6.3 Promote water conservation.	
Policy 6.4 Integrate land use and transportation planning in long range City planning processes.	
Policy 6.5 Ensure that residential sites have appropriate public services, facilities, circulation, and other needed infrastructure to support development.	
Housing Element	
Goal 2 Facilitate the development of a variety of housing types at appropriate locations.	Consistent. The project is comprised of a 125-unit, 100 percent affordable at the low-income and below levels, and contains a variety of housing units ranging from one to three bedrooms.
Policy 2.2 Facilitate the production of affordable housing through appropriate land use designations and flexible development standards	

Goal or Policy	*Determination and Discussion*
Goal 4 Where appropriate, mitigate unnecessary governmental constraints to the maintenance, improvement, and development of housing.	The project has requested a density bonus, additional height, and parking requirements consistent with California Density Bonus Law. The project is consistent with the requirements of Density Bonus Law and is therefore afforded the additional density and height would contribute to the variety of housing types and facilitate the production of affordable housing in the City of Belmont.
Policy 4.2 Offer regulatory incentives and concessions for affordable housing, such as exceptions to development standards, density bonuses, or fee waivers where deemed to be appropriate	
Belmont Climate Action Plan - 2017 Energy and Transportation	
Goal 3.1.1: Increase municipal, residential, and commercial energy efficiency, renewable energy, efficient water use, and green building.	Consistent. The project would be required to meet the energy standards identified in Cal green (state green building code), and is consistent with water efficiency in landscaping ordinance (WELO). The project would be considered infill, high density (approximately 85 units/acre), and transit-oriented (there are bus and rail services within a ¼ mile and ½ mile walk, respectively, of the project site). The project would contribute to the creation of complete streets by providing wide sidewalks with bulb-outs, bike lanes, and both short and long-term bicycle parking
Goal 3.2.1: Reduce emissions from transportation through efficient land use, alternate modes of transportation, and operational innovations.	
Reduce Solid Waste	
Goal 3.3.1: Reduce solid waste generated and sent to landfills.	Consistent. The applicant has submitted a trash management plan that provides details and methods for collecting trash and recycling for the proposed development project. A Waste Zero Specialist and Operation Supervisor with the City's trash and recycling hauler (Recology) have reviewed the plan and determined the appropriate levels service for the project. Recology staff would verify compliance with the plan and state law requirements for recycling.
Measure WC1 – Increase participation in recycling programs and ensure weekly collection of recyclables and organic waste.	
Measure WC2 – Mandate businesses recycle and provide staff or contractor to verify compliance (Support and enforce state law).	

Attachment J – Development and Design Standards Evaluation

Table 1: Lot, Layout, Intensity, and Building Standards

BZO Section 5A and 5.7.A

Criteria	Existing	Proposed	Required or Allowed	Complies?
Minimum Lot Area	~1.50 acres ~65,340 sf.	1.46 acres 63,583 sf.	0.16 acres 7,200 sf. minimum	Yes
Minimum Lot Width	100.95 ft.	100.95 ft.	60 ft.	Yes
Minimum Setbacks	Front: 104 ft Street Side: 5.3 ft. Interior Side: 1 ft. Rear: 125 ft.	Front: 10 ft. Street Side: 12 ft, 7 in.. Interior Side: 11 ft. Rear: 67 ft., 5 in.	Ground-floor residential uses to which the following setbacks apply: Front: 10 ft Side: 11 ft. required (5 ft, plus 2 ft. per story above 3 stories) Rear: 15 ft.	Yes
Minimum Upper Story Setbacks	NA	13 ft., 6 in. upper story setback along El Camino Real 17 ft. upper story setback along interior lot line (11 ft. building setback + 7 ft. setback of upper story from building)	5 ft.; 10 ft. for a bedroom or living window	Yes
Maximum Residential Density	0 du/ac	85 du/ac	45 du/ac	Yes, pursuant to State Density Bonus and with Community Benefits
Minimum Ground Floor Height	10 ft.	14 ft., 7 in	10 ft.	Yes
Maximum Density (FAR)	0.19	1.92	1.75, up to 2.2 with Community Benefits	Yes, with Community Benefits
Maximum Height (ft.)	15 ft.	65 ft. 6-stories along El Camino Real 60 ft., 5-stories at rear of site	45 ft. 55 ft. w/provision Community Benefits	Yes, pursuant to State Density Bonus Law and with Community Benefits
Transitional Yards BZO 9.7.5	Interior Side: 1 ft. Rear: 125 ft.	Interior Side: 11 ft. Rear: 67 ft., 5 in.	Side: 8 ft. Rear: 20 ft.	Yes

Table 2: Open Space, Outdoor Living, and Landscaping Standards

BZO 5A.1.10 and BZO 13.3

Criteria	Existing	Proposed	Required or Allowed	Complies?
Outdoor Living Area for Residential Units	NA	Private Decks: 7,945 sf. Common Area: 6,500 sf.	36 sf. per unit = 4,500 sf. Satisfied through either: Private Space (decks or yards directly accessible from the unit); or Common Open Space	Yes
Site Landscaping[1]	31,524 sf. (48 percent of site)	23,050 sf. (35 percent of site)	10 percent of site in landscaping	Yes
Tree Planting	NA	60 trees (24" box to 15 gallon)	58 trees required: One tree for each 400 sf. of landscape area	Yes
Project Requirements	NA	Planting consists of live plants, and the front of the building contains an plaza oriented to El Camino Real	Required landscape design features must consist of one or more of the following: 1. Live Plants 2. Large-scale sculptures, fountains and similar urban art related to building design. 3. Specially designed plazas, courtyards, sitting areas or walkways.	Yes
Water Efficient Landscape Ordinance[2]	NA	Complies with Water Efficient Landscape Ordinance;	Consistent with Water Efficient Landscape Ordinance;	Yes
Native, Non-Invasive, Drought Tolerant, Deer Resistant	NA	Plant palette comprised of tree, shrub, and ground cover species that are California native, non-invasive (per CAL-PIC), drought tolerant, and deer resistant.	Irrigation; Native, non-invasive, Drought Tolerant Vegetation, Deer Resistant	Yes
Lighting – full cutoff	NA	Wall lights and freestanding lighting	Per BZO Section 2.72.1, full cutoff lighting means a full cutoff light fixture meets the adopted criteria of the Illuminating Society of North America and does not allow any light to emit above an angle of 90	Yes, as conditioned

			degrees, and above a vertical angle of 80 degrees the luminous intensity cannot exceed 10 percent of the light of the lamp or lamps in the luminaire.	

[1] Landscaping along a public sidewalk, pedestrian walkway, public seating area or plaza and in rooftop gardens counts toward fulfillment of this requirement;
[2] Landscaping is required to be designed and plantings selected so that water use is minimized, as defined in Belmont City Code Section 25.5-26; Landscape plans must be reviewed and conditionally reviewed/approved as meeting the MPWD water efficiency in landscape ordinance (WELO) requirements to meet City requirements under BCC25.5-26;

Public Art: Public Art will not be provided as part of the project. Consistent with Chapter 17, Article V, Section 17-128 of the Belmont City Code, a 100 percent affordable housing development, consistent with Government Code Section 65915(b)(1)(G) is excluded for the public art requirement. The subject project is comprised of a 100 percent affordable housing development that complies with the requirements of Government Code Section 65915(b)(1)(G). Accordingly, it is not required to provide public art or pay in-lieu fees for public art.

Table 3: Parking Standards

BZO Section 8A

Vehicle Parking Analysis		**Consistent?**
Units	125	Yes
Parking Requirement	0.5 spaces/unit	
Parking Required	63 spaces	
Total Parking Provided	152 spaces	
Excess or Deficit	89 spaces excess	
EV Charging	5% of parking spaces minimum: 8 spaces required 16 spaces provided	
Accessible Parking	Garage parking: 5 required 9 spaces provided	
Loading Space	One 10’ x 25’ space required Provided 10’ x 25’ space	
Bicycle Parking Analysis		
Parking Requirement	2 short term spaces Per Transportation Demand Management : 1 per 5 dwelling units Class 1 Spaces	Yes
Parking Required	2 short term 25 Class 1 spaces	
Parking Provided	2 short term 84 Class 1 spaces	

Excess	0 short term 59 Class 1 spaces	
Loading Requirement Analysis		
One small space, no less than 10 ft. wide and 25 ft. in length, with vertical clearance of eight ft.	10 ft. by 25 ft. loading space provided in entry driveway to project	Yes

Electric Vehicle Charging Stations

1. *Size.* Electric vehicle charging stations must be the same size as other spaces, and electric vehicle charging equipment may not reduce the size of the space.

2. *Signage*. Each electrical vehicle charging station must be clearly marked with a sign reading "Electrical Vehicle Charging Station" and the associated California Vehicle Code restrictions, and only a vehicle that is connected for electric charging may park in the stalls or spaces so designated.

3. *Equipment*. Electrical vehicle charging stations must be wired for a minimum of 240 volts and 32 amps, designed to allow for future provision of higher amperage conduit, equipped with electrical outlets, and may also be equipped with card readers, controls, connector devices and other equipment, as necessary for public use.

Table 4: Parking Design Standards

Criteria	Proposed	Required/Allowed
Regular Parking Spaces	Complies	Minimum 8.5' X 18'
Tandem Parking Spaces	Complies	Tandem parking spaces assigned to same units; measures 8'- 6" x 36'
Aisle Width – 90 Degree	Complies	Minimum 24'
Loading Space[1]	Complies	Minimum 10' X 25'
Parking Structure driveway	Complies	Maximum 24'
Pedestrian Access Way[2]	Provided	Access is provided from inside of the parking garage
Parking Location[3]	Complies	Wrapped inside building
Vehicle Flow[4]	Complies	

[1] Loading space parking is required to be consistent with the design standards identified in Section 31.6.9 h-j) of the BZO;
[2] There must be clear, well-lit, safe pedestrian walkways between parking areas and structures and the main sidewalks and building entrances.
[3] The proposed parking is located inside the building.
[4] Pursuant to Section 31.6.4 (b)(2), all parking areas must be designed so that: 1) a motor vehicle leaving the parking area will enter the public right-of-way traveling in a forward direction; and 2) vehicles will not have to enter a public right-of-way to move from one location to another within the parking area.

Objective Design Standards

BZO Section 13.6 Evaluation

Table 5: Objective Design Standard Analysis

Applicable Standards from Section 13.6.1	Proposal	Complies?
Carry design theme to all elevations; a theme includes primary (non-accent) materials and colors.	The project carries the design theme to all aspects of the building. The project includes 20/30 sand float cement plaster exteriors in dove grey and Charleston colors, stone veneer on front columns to the building, and pre-cast stone base and wall cap on the building	Yes
Affordable units and market rate units in the same development shall be constructed of the same or similar exterior materials and details such that the units are not distinguishable.	The proposed project is a 100 percent affordable project. The exterior design theme, materials, and colors are consistent for all units.	Yes
Buildings of three stories or greater must provide a ground floor elevation that is distinctive from the upper stories by providing a material change between the first floor and upper floors along at least 75% of the building façade with frontage upon a street, adjacent public park or public open space.	The project provides a distinctive base element along the El Camino Real and Belmont Avenue Street frontages. The base element of the building along these frontages is comprised of stone veneer columns with pre-cast stone base, while the exterior of the upper stories is comprised of stucco. The project does not front a public park or public open space.	Yes
Buildings of two stories or greater must include one or more articulating features (offsets, recesses, or projections) above the ground floor of the building for at least 50% of the primary frontage and corner street side frontage. When used, the minimum length and depth of these features shall be as follows: • Projection, offset, or recess of the building wall must be at least one foot in depth, and five feet in width. • Balconies and decks must be at least four feet in depth, and five feet in width. • Projected or recessed covered porch areas must be at least four feet in depth and width.	The project includes articulating features consistent with this standard. Along El Camino Real, the project includes a recessed center portion of the building as well as a recessed first floor inside a colonnade. The recessed colonnade along Belmont Avenue measuring 12’ in depth and 62’ in length. The building is naturally articulated along Belmont Avenue, with portions projecting and stepping back with the general curve of the street. Further, balconies along the Belmont Avenue frontage provide articulation consistent with the City’s standard, measuring 4’ – 6” in depth and 9’ in length.	Yes
Blank walls on the ground floor (facades without doors, or windows) shall be no greater than 25 feet in length along sidewalks, pedestrian walks, or publicly accessible outdoor space areas. Such blank wall areas shall include landscape screening (trees, shrubs, or green wall) for the entire length of the wall area at a minimum of 50% of the height of the wall.	The project does not include blank walls on ground floor areas. Ground floor walls include score lines, offsets, stone veneer and pre-cast stone bases, and the project would be screened with landscaping along El Camino Real and Belmont Avenue.	Yes
Trim surrounds of no less than one inch in depth shall be provided at all exterior window and door openings. In lieu of exterior door	The project includes foam trim surround measuring 6” wide and 2” deep. Windows will be further recessed 2.5” from the wall plane.	Yes

and window trim, windows and doors may be recessed from wall plane by a minimum of two inches.		
Belly bands, timbering and stone/brick base must be at least two inches in depth.	Cornices along the building façade include a one-foot, six-inch articulation. The depth of the stone base is not provided, but has been conditioned to be two inches in depth	Yes, as conditioned
A minimum of 5/8-inch thickness is required for panel siding. Battens are required to be incorporated into the design for a board and batten appearance.	The project does not include panel siding or battens	NA
Rooflines shall be vertically articulated at least every 50 feet along the street frontage, through the use of architectural elements such as parapets, varying cornices, reveals, clerestory windows, and varying roof height or form.	Rooflines are articulated at least every 30 feet along the El Camino Real and Belmont Avenue Street frontage. Along El Camino Real, the roof line contains setbacks and does not exceed 50 feet in length. Along Belmont Avenue, the roof is articulated with gables, hips, and dormers, with no portion of the roofline line exceeding 40 feet in length.	Yes
All roof-top equipment shall be screened from visibility from the surrounding public vantage points (right-of-way, public trails, open space and parks).	All roof top equipment is screened behind a parapet wall associated with the sloped roofs of the project as shown on Sheet 3.3 of the plan set.	Yes
When dumpsters are to be used, designers shall coordinate with the refuse pickup provider to determine the size and number of dumpsters required. All dumpster enclosures shall be a minimum of six feet tall, and shall allow adequate size to accommodate the needed dumpsters and recycling containers.	The project has received a will-serve letter from Recology for adequately sized dumpsters. These dumpsters are in an enclosed trash storage that is 22 feet from the closest residential unit. The enclosure is 6 feet tall.	Yes
Lighting must be designed to provide the minimum lighting levels required for safety, without undue glare off-site. All exterior lighting shall include fully cut-off fixtures in accordance with Section 2.72.1.	The project includes exterior lighting along walls and in the rear and side yard areas of the lot. The photometric plan for the project on sheet E1.0PH demonstrates that glare offsite does not occur. The project is conditioned to provide compliance with cut-off fixtures during building permit plan check.	Yes, as conditioned
Exterior building facades, roofing materials, fences, walls, and other structures visible from public vantage points shall be muted or earth-tone colors.	The proposed exterior colors, roofing materials and other structures are muted earth-tones. The colors consist of dove-grey, Charleston (light beige), with the stone veneer being Indiana limestone, which is an off-white color, and roof tiles comprised of an amber hue.	Yes

Belmont Permit Center
APPLICANT'S GUIDE AND FORM

1. INTRODUCTION

The City of Belmont is committed to an open process of development review, and requires that applicants take a pro-active approach to neighborhood outreach. Therefore, every development request which is decided by the Planning Commission or City Council in a public hearing must include a Neighborhood Outreach Strategy, submitted with the application. The strategy must include your proposal for contacting your neighbors, informing them of your proposed project and receiving their feedback in advance of the City's review. This form is provided to assist you in preparing your Neighborhood Outreach Strategy

II. OUTREACH STRATEGY

In order to provide an effective Neighborhood Outreach Strategy, you must address these issues:

A. *Contacting Your Neighbors* – Since you will be providing the City with labels for all property owners and tenants within 300 feet of your property, it is strongly suggested that you notify these same people of your neighborhood outreach efforts. You can mail your own notices to them, post bulletins, make telephone calls or go door-to-door, if you wish. (Please note that these options do not give you the right to trespass or conduct any other activities which are contrary to the law.*)*

B. *Informing Your Neighbors of the Project* – This can be accomplished a variety of ways, but is most easily accomplished by a scheduled meeting or open house on the property. At the meeting, you are encouraged to have your project plans available, as well as your architect, engineer or other consultants as necessary to explain and answer questions about the project. The more convenient the meeting date, time and arrangements, the more success you will have in establishing a positive atmosphere for the dialogue. You may choose other means for informing your neighbors, such as mailing a project information packet.

C. *Receiving Neighbor Feedback* – If you host a neighborhood meeting, you will be able to receive immediate feedback on your proposal. You are urged to take notes on the comments you receive, as well as who attends. If you mail information, some means of communication must be established to allow neighbors to contact you and leave their comments.

D. *A Schedule for Action* – Your strategy must also include a schedule for achieving the above tasks prior to the first public hearing conducted by the City. While the City acknowledges that schedules may change, you must identify the approximate timing of the three steps described above.

III. YOUR NEIGHBORHOOD OUTREACH STRATEGY

Please submit a written description of your Neighborhood Outreach Strategy on the attached sheet, addressing the four points described above. You are required to implement the Strategy prior to the public hearing on your project. You may be asked by the Planning Commission or City Council about the results of your efforts. Failure to implement the strategy prior to the public hearing on your application may result in the hearing being continued to a later date.

Continued on Page 2

1. I will contact my neighbors by: Please see attached letter of proposed outreach strategy.

2. I will inform my neighbors of the project by: Please see attached letter of proposed outreach strategy.

3. I will gather feedback from my neighbors by: Please see attached letter of proposed outreach strategy.

4. Here is the schedule for my outreach strategy:

   A. Contact: Summer 2021

   B. Informing Fall 2021

   C. Feedback Winter 2021

X 5. As property owner, I, Winfield Development LLC, through Applicant, *(print property owner's name)*, hereby acknowledge that I will make every reasonable effort to obtain neighbor comments on my project prior to presenting my request to the Planning Commission or City Council in public hearing. I understand that the purpose of the Neighborhood Outreach Strategy is to foster a positive and constructive dialogue regarding my project and its possible effects on surrounding homeowners and tenants.

X Mike Branaf, Manager 4/16/21

Property Owner's Signature Date

May 2002

PROPERTY OWNER AFFADAVIT

CITY OF BELMONT

Application No.: _____
(Office Use)

Site Address: 800 Belmont Ave

Project Description: 125 Units of 100% affordable multi-family housing

Property Owner Name:

I. OWNERSHIP

I hereby declare that I am the owner of the property involved in this application.

(Owner's Initials)

II. NOTICE LIST

I hereby declare that the list submitted with this application for public notification contains the names and addresses of all persons who own property within 300 feet from the exterior boundaries of the subject property, as they appear on the latest available assessment roll of the City.

(Owner's Initials)

III. FLOOR AREA AND GRADING

I hereby declare that the information provided on project Floor Area and Grading are accurate to the best of my knowledge and belief. I further acknowledge that revisions to these calculations in the building permit review process may cause the zoning approval granted to the project to be invalid, and that a revised zoning application may be required.

(Owner's Initials)

IV. NEIGHBORHOOD OUTREACH

I hereby declare that I have submitted and will implement a Neighborhood Outreach Strategy with the objective of fostering a dialogue with my neighbors of the proposed project and its possible effects on the neighborhood. *Neighborhood outreach will be performed by Applicant.*

(Owner's Initials)

V. ACCURACY OF INFORMATION

I hereby acknowledge that all statements, responses and information submitted in support of this application are true and correct to the best of my knowledge and belief. I further acknowledge that if it is determined that any information related to the project description, specifications, or dimensions; proposed use; or other aspects of the project is false or inaccurate for any reason, the City of Belmont may deem the application invalid or incomplete, at its own discretion.

Mike Branagh, Manager of Winfield Development LLC — 4/16/21

Property Owner's Signature **Date**

Oct. 2004

Continued on Page 2

1. I will contact my neighbors by: Please see attached letter of proposed outreach strategy.

2. I will inform my neighbors of the project by: Please see attached letter of proposed outreach strategy.

3. I will gather feedback from my neighbors by: Please see attached letter of proposed outreach strategy.

4. Here is the schedule for my outreach strategy:

   A. Contact: Summer 2021

   B. Informing Fall 2021

   C. Feedback Winter 2021

5. As property owner, I, Lenore Griffin Trustee *(print property owner's name)*, hereby acknowledge that I will make every reasonable effort to obtain neighbor comments on my project prior to presenting my request to the Planning Commission or City Council in public hearing. I understand that the purpose of the Neighborhood Outreach Strategy is to foster a positive and constructive dialogue regarding my project and its possible effects on surrounding homeowners and tenants.

Lenore Griffin Trustee
Property Owner's Signature

4/17/21
Date

May 2002

PROPERTY OWNER AFFADAVIT

CITY OF BELMONT

Application No.:_____
(Office Use)

Site Address: 803 Belmont Ave

Project Description: 125 Units of 100% affordable multi-family housing

Property Owner Name:

I. OWNERSHIP

I hereby declare that I am the owner of the property involved in this application.

(Owner's Initials)

II. NOTICE LIST

I hereby declare that the list submitted with this application for public notification contains the names and addresses of all persons who own property within 300 feet from the exterior boundaries of the subject property, as they appear on the latest available assessment roll of the City.

(Owner's Initials)

III. FLOOR AREA AND GRADING

I hereby declare that the information provided on project Floor Area and Grading are accurate to the best of my knowledge and belief. I further acknowledge that revisions to these calculations in the building permit review process may cause the zoning approval granted to the project to be invalid, and that a revised zoning application may be required.

(Owner's Initials)

IV. NEIGHBORHOOD OUTREACH

I hereby declare that I have submitted and will implement a Neighborhood Outreach Strategy with the objective of fostering a dialogue with my neighbors of the proposed project and its possible effects on the neighborhood.

(Owner's Initials)

V. ACCURACY OF INFORMATION

I hereby acknowledge that all statements, responses and information submitted in support of this application are true and correct to the best of my knowledge and belief. I further acknowledge that if it is determined that any information related to the project description, specifications, or dimensions; proposed use; or other aspects of the project is false or inaccurate for any reason, the City of Belmont may deem the application invalid or incomplete, at its own discretion.

Lenore Griffin Trustee — 4/17/24

Property Owner's Signature **Date**

Oct. 2004

Continued on Page 2

1. I will contact my neighbors by: Please see attached letter of proposed outreach strategy.

2. I will inform my neighbors of the project by: Please see attached letter of proposed outreach strategy.

3. I will gather feedback from my neighbors by: Please see attached letter of proposed outreach strategy.

4. Here is the schedule for my outreach strategy:

   A. Contact: Summer 2020

   B. Informing Fall 2020

   C. Feedback Winter 2020

5. As property owner, I, Roem West *(print property owner's name)*, hereby acknowledge that I will make every reasonable effort to obtain neighbor comments on my project prior to presenting my request to the Planning Commission or City Council in public hearing. I understand that the purpose of the Neighborhood Outreach Strategy is to foster a positive and constructive dialogue regarding my project and its possible effects on surrounding homeowners and tenants.

Property Owner's Signature — Date: 4/14/2020

May 2002

ROEM® CORPORATION

EXQUISITE DETAIL ON
A SOLID FOUNDATION®

November 3, 2021

City of Belmont
Planning and Zoning
1 Twin Pines Lane
Belmont, CA 94002

RE: 800-803 Belmont Ave Entitlement Request Resubmittal

Dear Carlos,

ROEM values the opinions of our neighbors, potential residents, community members, local businesses, and the local government. Our process of neighborhood outreach varies from project to project depending on the local feedback and we intend to continue with Community Outreach as the project moves forward.

Now that ROEM has a full set of plans generated, ROEM would like to conduct a series of regular community meetings following City protocols to garner community backing and trust in our development. During these meetings, ROEM will provide an overview of the project and present renderings of the final design in order to help community members visualize the project. Time can then given for anyone in attendance to comment and provide feedback. ROEM will note any concerns that are voiced during these meetings and will always attempts to resolve, incorporate or compromise on these issues if feasible. Follow up meetings can then held to keep the community up to date with the development. In order to maximize attendance, letters (in English & Spanish) can be mailed to all registered businesses and residential addresses within a quarter mile radius (or the distance required by the City) with an invitation detailing the time and location of the meeting. The meetings can be held in public spaces nearby the residents, such as a library, park or school gymnasium, and typically last one hour. Translators are hired, if needed. Upon the conclusion of these meetings, all in attendance are provided with the name of a ROEM employee and a phone number that they can contact should anyone desire to express further opinions. Subsequent to these meetings, ROEM will take all comments and attempt to incorporate as many suggestions that are practical and feasible to the project as we can, given the complexity of the development.

After ROEM's initial community outreach meeting held in December 2020 with nearby residents and businesses to provide information about the proposed development, ROEM has taken into account questions and concerns of the community and attempted to incorporate solutions in a feasible manner.

ROEM held a follow up community meeting on August 24, 2021 to follow up on progress made in the entitlement process and to allow for further discussion of community concerns. Previous comments from the December 2020 meeting were addressed and new items were discussed. Attached is the list of concerns brought to ROEM's attention and our response to each item.

ROEM would also like to hold a follow up meeting with the community once entitlements have been approved to help keep the community informed of progress being made and to engage the community in any further items of concern they may have.

At the commencement of construction, ROEM prominently displays a contact number that neighbors and community members can call in the event they have any complaints or concerns regarding the construction process. As a general contractor, ROEM does everything it can to minimize disruption to the nearby residents and businesses. Any unavoidable disruption will be clearly communicated to all neighbors in advance.

Upon project completion, ROEM may hold a grand-opening event to encourage the public to tour the building and celebrate with residents on their successful community collaboration.

Primary Community Engagement Opportunities:

- Neighborhood meetings
- Meetings with surrounding businesses
- Meetings with community leaders and support service providers
- City staff/elected officials tour of similar ROEM developments

Key Discussion Points for Community:

- Circulation and parking
- Overall project massing
- Affordability and services
- Street frontage and appearance
- Architecture design and materials color
- Other engagement opportunities the City/community think are important

We hope this letter to be a continuing point for discussions with the city to encourage the involvement of the community with this development. We look forward to your input.

Sincerely,



Jim Campbell, Architect
Development Manager

Community Meeting Notes from August 24, 2021 Community Outreach Meeting held via ZOOM



ECR-Belmont Project List of Comm

December 2020 Community Meeting

List of Community Concerns:

1. Egregious height and scale. While the state density law might allow it, and there is an affordable housing shortage, a 6 story building would be unprecedented and unusual, even for the El Camino Mixed Use Corridor. A 3-4 story building would be more appropriate.
    - The building, while 6 stories in height, will have a lower visual impact as the facade is set back from El Camino with the uppermost floor stepped back even further
    - The building has been designed to follow the slope of Belmont Ave and has been cut into the hill to reduce the mass further and reducing the height to 5 stories at the uppermost portion of the development.
2. Parking. Guests and residents of the new 125 unit will not have sufficient parking and will park or leave their vehicles in front of houses, driveways, and not allow normal visitors and families to park in the existing neighborhood. The 10-25 units to be built in front of the Van's will further exacerbate the problem
    - The project provides over 90 spaces above the state mandated minimum of 0.5 spaces per unit for Affordable Communities such as this one located with 0.5 miles of a major transit stop (Belmont Avenue Station).
    - The spaces will be allotted and managed by an onsite manager allowing for more visitor parking to made available.
3. No local resident preference for planned rental units. Other cities have plans to offer housing to existing local residents first (local school district teachers, law enforcement employees, and low to mid-income municipal workers). The city and the developer should consider a local resident preference.
    - Unless mandated by the city, ROEM cannot restrict availability of units to residency.
4. Traffic. Extra volume might necessitate a traffic light, extra turn in islands, or other traffic controls, including blocking off Belmont Ave and closing it at the Malcolm intersection (near the Van's). What are the plans to allow existing residents to get in and get out safely, with increasing El Camino traffic? How can we mitigate speeding on Malcolm? More parking on El Camino makes it difficult to see when making turns onto El Camino - how will this development impact that?
    - The development has been designed per Public Works standards.
    - ROEM is considering the addition of a left turn barrier from East Belmont onto North El Camino to increase safety and reduce through traffic on Belmont.
5. Security. Is the new landlord considering any on-site security, residential applicant vetting, Megan's law screening, or other measures to ensure the safety of residents and neighbors for this type of density and new resident influx?
    - All ROEM developments include security measures such as cameras, tenant only accessible gates and key cards.
    - There will be an onsite manager to monitor and address security issues.
6. Electrical. What improvements are planned to make sure we do not see extra blackouts due to load?

- The project will incorporate a photovoltaic system to help reduce the impact on local electrical usage.

7. Internet access grid. What improvements are planned to make sure we do not see local switching box slow downs for Comcast Cable or At&T fiber?
    - Internet upgrades as required by state guidelines will be incorporated into the project if needed.
8. Sewer and water. Malcolm, Anita, and El Camino are already facing challenges, with old pipes, low water pressure, and frequent breaks and outages. What is being planned to mitigate this?
    - While issues with surrounding infrastructure is a concern, our project will be designed to not increase the strain on existing systems affect by our development.
9. Density and Public Health. High density may not be safe because of health-related concerns. What is the developer planning to encourage new behaviors and health agency recommendations?
    - While public health is a concern, increased densities are needed to meet the growing demand for housing in the Bay Area. ROEM addresses this by providing well constructed, well managed, and well maintained facilities.
10. Lack of open space. No parks, courtyards, or green spaces seem to be planned by the developer. This is inconsistent with the dwelling mix, since 3 bedroom units are normally occupied by families and they need playgrounds, parks, and open space.
    - The building has been set back from El Camino to create an open and inviting courtyard feel to the development.
    - The upper portion of the property has been left as open space with outdoor amenities and a proposed tot lot for residents.
11. Consider mixed income occupancy, versus low income only to meet the needs of all sectors of society and to alleviate the need for grants and government assistance which is currently under other pressures, financial and policy ones. 125 units is larger than any other regional low income housing development, and most are mixed.
    - The project is intended to help a wide range of income levels up to and including work force levels which unfortunately qualify as low income for a family of four in the bay area
12. Lack of financial transparency. It is hard to construct market-rate housing and break even, never mind a low income-only development. What are the sources of grants, credits, and public funds at play to make this development happen?
    - Financial gaps are made up for with State, County, and Local funds that the developer must apply and compete for.
13. Noise during construction and while occupied. What mitigations and measures are planned to make this manageable? Are special construction hours/curfews planned, dust mitigation, any sound walls, or vegetation in play?
    - Hours of construction are set by the city.
    - Dust and run-off mitigation are per code and implemented to maintain air quality.
14. Opportunities for community input. Most consultations are designed after deals between city and developer are made. Can we obtain a list of all opportunities for input with the city, developer, and the rest of community? Will some outreach happen via Nextdoor, Patch, and other electronic means? Outreach should also include a radius larger than the normally required 300 foot radius
    - Once the project has been entitled, ROEM intends to hold community meetings as prescribed by the city to keep the community informed and welcome feedback.
15. Schools. Are there plans to accommodate the new residents in the local schools, and how?
16. Relationship to other low income projects. What is the distribution of low income housing, and is this density proportional and appropriate for one neighborhood?

17. Property Management. Will the new property have on-site management as the interface for issues relating to noise, traffic, and impact?
    - There will be an on-site manager for this community
18. Environmental and other impact studies. Can the community review impact studies and conclusions without making a public record request?
    - The project is intended to be designed at a LEED Silver level, minimizing the impact on the environment.
    - Low flow fixtures, PhotoVoltaic systems, drought tolerant native landscaping, and many other
19. Existing home values. Any research, local analysis, or studies to reassure residents that home values will not be affected?
    - By redeveloping an old motel and a vacant lot, ROEM seeks to improve the overall value of the neighborhood.
20. Will the developer/property manager limit the number of people per unit to restrict multiple families from occupying one unit which would exacerbate the parking and other issues?
    - Units will be limited to individuals on the lease
21. Are there any studies related to the housing impact of the pandemic and more remote work? This might change as the project continues - how would this affect development?
    - While we don't have studies related to this, ROEM developments incorporate WiFi, work areas, and study areas into their designs for use by residents.
22. Is the City of Belmont attempting to change current building codes to support these types of high-density project(s) What is the status of building code changes?
    - There have been no code changes to allow this development. It is being designed under the current zoning using state mandated bonuses for affordable housing.

Mitigation Requests: **See responses above addressing mitigation of concerns.**

1. Develop mixed income housing, decrease density and height. Other projects are mixed income and mixed use. What specific thresholds do you have for renters (extremely low, very low, low, etc.) is there a distribution within the categories you are targeting? They are also between 3-4 stories on El Camino. Why is the proposal over the state high density waiver limit? (Why are 8 additional units proposed?)
2. Offer additional parking spots or a limited and managed number of residential parking permits/stickers for Malcolm, Anita, and neighboring streets. 160 net new units (low income housing and condos) would add a lot of cars and traffic. May need color coded by street so that the new developments don't have permits that would allow them to park in our neighborhood, leaving their parking lot for their guests!
3. Upgrade infrastructure, including enlarged sewer, extra electrical capacity, buried overhead lines for neighborhood, internet junctions, and water main upgrades
4. Close off Belmont Ave at the top (near Van's) to stop vehicular and possibly pedestrian traffic, mitigating parking, traffic, and loitering concerns. Emergency vehicle access can be provided. In lieu of complex not providing onsite tenant guest parking, Widen Belmont Ave to support parking on both sides of street and safer two-way traffic flow
5. Improve traffic and safety with speed controls on Malcolm and possible stop sign at Malcolm/Anita (everyone ignores the Yield sign, resulting in several accidents to date)
6. Offer some open space for residents and also decrease the density (Park, playground, exercise trail). Explore noise sound walls and vegetations to be added to existing design
7. Mock up the structure bulk with poles to allow the community to visualize the scale and limit view obstructions.
8. Provide On-site property manager and security
9. Offer units to local community members first

TRAVERSO TREE SERVICE
WHEN IT HAS TO BE DONE RIGHT

March 11, 2020

Jesse Markman
JETT Landscape Architecture + Design
2 Theatre Square Suite 218
Orinda, CA 94563
jessem@jett.land

Re: Preliminary Arborist Report for 803 Belmont Ave, Belmont

Dear Jesse,

This preliminary arborist report addresses the proposed multi-unit residential project at 803 Belmont Avenue. Per the City of Belmont's Tree Ordinance Chapter 25, the scope of work shall include the following:

- Tag, identify and measure all trees within 20' of the project area (diameter of all stems of multi-trunked trees shall be measured).
- Note protected trees, defined as trees of any species with DBH of 10" or more, or multi-stemmed trees where the sum of all diameters is 10" or more.
- Identify dripline locations and tree numbers on site plan.
- Assess individual tree health and structural condition.
- Assess proposed improvements for potential encroachment.
- Based on proposed encroachment, tree health, structure, and species susceptibility, make recommendations for preservation of protected trees.

This report is considered preliminary due to the conceptual nature of the plans that were reviewed. It may need to be revised once detailed plans are available for review.

Project Summary
The property is located southwest of the El Camino Real and Belmont Ave intersection, and is currently home to the Bel-Mateo Motel and The Van's Restaurant. The site slopes up from El Camino Real, is level at the site of the motel, and slopes up again to the west property line. The undeveloped west slope is separated from the motel's parking lot by aging retaining walls.

The proposed project will demolish the existing motel and surrounding hardscape to construct multi-unit residential housing. The development is primarily located on the eastern & developed portions of the property, though part of the hillside will be excavated to the south of the proposed units. Proposed landscaping and play areas will occupy the remainder of the hillside.

I included twenty-seven (27) trees in my tree inventory, twenty-four (24) of which are considered protected per City ordinance. 85% of the trees comprise eucalyptuses along the southeast property line, where they are located in or just outside the existing fence. Non-eucalyptus trees include a redwood, coast live oak, plum, and loquat. Significant grading is likely required across the property, which will require removal of the redwood and nearly all of the eucalyptuses (Figures 1 & 2).

It is my opinion that a total of twenty-one (21) trees will need to be removed to accommodate the proposed project; all but one tree are considered protected. I recommend removing three additional eucalyptuses, since the species is prone to branch failure and create significant debris; even more eucalyptuses can be found upslope of the trees included in my tree inventory. The remaining three trees can be retained given that the protection measures within this report are followed.



Figure 1. The existing motel will be demolished for the dense multi-unit residential development. The eucalyptuses in the background are located adjacent to the property line and will need to be removed.

Assumptions & Limitations

This report is based on my site visit on 2/27/20 and the project overview/understanding plan by JETT dated 3/6/20. It was assumed that the proposed improvements were accurately surveyed. None of the trees were surveyed, so I approximately located them on my tree inventory plan using satellite imagery and field observations.

The health and structure of the trees were assessed visually from ground level. No drilling, root excavation, or aerial inspections were performed. Internal or non-detectable defects may exist and could lead to part or whole tree failures. Due to the dynamic nature of trees and their environment, it is not possible for arborists to guarantee that trees will not fail in the future.



Figure 2. Eucalyptuses #21-27 will need to be removed to construct the proposed residential units and frontage improvements.

Tree Inventory & Assessment Table
#s: Each tree was given a square metal tag with numbers ranging from #1-27. Their approximate locations are given in the tree protection plan.
DBH (Diameter at Breast Height): Trunk diameters in inches were measured at 4.5' above average grade with a diameter tape. Height of measurement may deviate from the standard on atypical trunks; deviations are noted under the "Comments" section.

Health & Structural Condition Rating
Dead: Dead or declining past chance of recovery.
Poor (P): Stunted or declining canopy, poor foliar color, possible disease or insect issues. Severe structural defects that may or may not be correctable. Usually not a reliable specimen for preservation.
Fair (F): Fair to moderate vigor. Minor structural defects that can be corrected. More susceptible to construction impacts than a tree in good condition.
Good (G): Good vigor and color, with no obvious problems or defects. Generally more resilient to impacts.
Very Good (VG): Exceptional specimen with excellent vigor and structure. Unusually nice.

Dripline: Canopy radius was visually estimated in each cardinal direction.

Age
Young (Y): Within the first 20% of expected life span. High resiliency to encroachment.
Mature (M): Between 20% - 80% of expected life span. Moderate resiliency to encroachment.
Overmature (OM): In >80% of expected life span. Low resiliency to encroachment.

DE: Dripline Encroachment (X indicates encroachment)
CI: Anticipated Construction Impact (L = Low, M = Moderate, H = High)

P: An X indicates a protected tree (defined as trees of any species with DBH of 10" or more, or multi-stemmed trees where the sum of all diameters is 10" or more)

Tree Encroachment Summary

- Trees that will need to be removed: 1, 8-27 (21 trees)
    - Protected trees proposed for removal: 1, 8-12, 14-27 (20 trees)
    - Additional recommended removals (based on poor species): 5-7 (3 trees)
- Trees to be saved that will not be encroached: 2-4 (3 trees)



Figure 3. Redwood #1 has poor structure and is causing significant hardscape damage (bottom right); it will likely be affected by significant grading.

#	Species	DBH	Health	Structure	Dripline N	Dripline E	Dripline S	Dripline W	Age	DE	CI	P	Comments	Action
1	Coast redwood (*Sequoia sempervirens*)	21, 18.5, 17	G	F-P	10	10	10	10	M	X	?	X	Topped & shaped into circle. Co-dominant trunks; splits again above union. Significant hardscape damage. 10’ from proposed building; likely significant grading around tree.	Remove due to structure and potential encroachment.
2	Coast live oak (*Quercus agrifolia*)	13.5	G-F	G-F	15	15	10	8	Y		L	X	Phototropic lean to N. Slightly sparse canopy. Trunk consists of twisted grafted stems. Clear of construction (in hillside planting area).	None.
3	Plum (*Prunus* sp.)	3, 4, 6	VP	P	8	4	6	6	OM		L	X	Mostly dead; a few sprouts. Other plums failed in vicinity. Clear of construction (in hillside planting area).	None.
4	Japanese loquat (*Eriobotrya japonica*)	5.5	G	F	6	10	6	0	Y		L		Bark on lower trunk damaged. Phototropic lean due to redwood. Clear of construction (in hillside planting area).	None.
5	Eucalyptus (*Eucalyptus* sp.)	9, 8	F	F-P	0	15	0	15	M		L	X	Co-dominant trunks. Larger trunk with canker along lower 4' (either pruning cut or stem failure). >20’ from proposed retaining wall.	None. Consider removal due to poor species.
6	Eucalyptus	12.5	F	F	0	8	0	8	M		L	X	Co-dominant stems at 10' with minimal trunk taper. ~18’ from proposed retaining wall.	None. Consider removal due to poor species.
7	Eucalyptus	9.5	F	P	10N				M		L		Single sprout resulting from old stump (others 1" diameter or smaller). ~27’ from proposed retaining wall.	None. Consider removal due to poor species.
8	Eucalyptus	9, 5, 9, 10	F	P	10	15	6	15	M	X	M-H	X	Poorly tapered sprouts from old stump. 14’ from proposed retaining wall. Poor structure may be liability.	Remove - verify ownership.
9	Eucalyptus	9.5, 9, 5, 8, 13, 9, 6	F	P	18	10	10	15	M	X	H	X	Trunk sprouts. ~8’ from proposed retaining wall.	Remove - verify ownership.

#	Species	DBH	Health	Structure	Dripline N	Dripline E	Dripline S	Dripline W	Age	DE	CI	P	Comments	Action
10	Eucalyptus	30	F-P	P	15	10	10	18	M	X	H	X	DBH estimated at 2' above grade due to high debris. Sparse canopy. Original tree removed at 6'; existing canopy consists of trunk sprouts. In proposed retaining wall.	Remove - verify ownership.
11	Eucalyptus	10.5	F-P	G-F	8	8	8	8	Y	X	H	X	Skinny with sparse canopy. In proposed retaining wall.	Remove - verify ownership.
12	Eucalyptus	9.5, 9	F-P	P	18N-NE				M	X	H	X	Co-dominant stems at 3'. Sparse canopy. 3’ from proposed retaining wall.	Remove - verify ownership.
13	Eucalyptus	8	F-P	P	18NE				Y	X	H		Skinny trunk with no foliage till 30' above grade. 2’ from proposed retaining wall.	Remove - verify ownership.
14	Eucalyptus	15, 11, 4	F-P	P	10	10	6	10	M	X	H	X	Multiple trunks. 4’ from proposed retaining wall.	Remove - verify ownership.
15	Eucalyptus	10.5	F	F-P	10N				Y	X	H	X	Minor phototropic lean to N. 4’ from proposed retaining wall.	Remove - verify ownership.
16	Eucalyptus	8, 6, 18, 18, 10	F	P	8	10	15	18	M	X	H	X	Old trunk sprouts; base of tree massive. 4’ from proposed retaining wall.	Remove - verify ownership.
17	Eucalyptus	16, 10, 7, 6	F	P	0	15	8	20 N W	M	X	H	X	Trunk sprouts originating at 3' above grade. 4’ from proposed retaining wall.	Remove - verify ownership.
18	Eucalyptus	36, 12, 14	F	F-P	12	18	10	20	M	X	H	X	DBH estimated; trunk too large to measure with fence conflict. Trunk wrapped by wire. Co-dominant stems at 8' above grade. ~4’ from property line; grading likely up to property line.	Remove - verify ownership.
19	Eucalyptus	15.5, 17, 16, 6, 6	F	P	25	30	15	25	M	X	H	X	Trunk sprouts. ~4’ from property line; grading likely up to property line.	Remove - verify ownership.

#	Species	DBH	Health	Structure	Dripline N	Dripline E	Dripline S	Dripline W	Age	DE	CI	P	Comments	Action
20	Eucalyptus	28, 26	F	F	25	25	0	25 NW	M	X	H	X	Co-dominant trunks; larger trunk has fused co-dominant stems above union (poor structure). ~4' from property line; grading likely up to property line.	Remove - verify ownership.
21	Eucalyptus	10, 6	F	F	0	0	18	18	Y	X	M	X	Dominated by adjacent tree. 12' from proposed building; grading likely up to property line.	Remove.
22	Eucalyptus	18, 24, 30	F	F	20	20	20	10	M	X	H	X	Diameter of larger stems estimated due to bark debris. Slightly sparse canopy, multiple leaders and elongated scaffolds. 10' from proposed building; grading likely up to property line.	Remove.
23	Eucalyptus	9, 7	F-P	P	6	6	6	6	Y	X	H	X	Narrow & crossing co-dominant trunks. Highly reduced canopy from competition. 11' from proposed building; grading likely up to property line.	Remove.
24	Eucalyptus	22, 36	F	F-P	18	18	0	25	M	X	H	X	Diameter estimated due to debris. Failed branch. 10' from proposed building; grading likely up to property line.	Remove.
25	Eucalyptus	15	F	F-P	10E				Y	X	?	X	Tall & skinny tree due to shading. In proposed streetscape area.	Removal recommended on account of species and potential encroachment.
26	Eucalyptus	34	G-F	P	15	20	10	0	M	X	?	X	Co-dominant stems at 20' above grade. In proposed streetscape area.	Removal recommended on account of species and potential encroachment.
27	Eucalyptus	23.5, 28, 27, 15, 4, 6	F	F-P	20	0	20	20	M	X	?	X	Cluster likely shares root system. Elongated scaffolds. In proposed streetscape area.	Removal recommended on account of species and potential encroachment.

Discussion

The proposed grading and retaining wall construction along the southwest property line will encroach upon the structural root plates (SRPs) of nearly all of the eucalyptuses (included in this report). The SRP is defined as the area adjacent to the trunk where the largest diameter supportive roots are found – excessive root loss occurring within the SRP significantly increases the likelihood of whole tree failure. Additionally, eucalyptuses are frequently condemned in both urban and wild landscapes due to several species characteristics. These include: high tendency for branch failure; high oil content (increased flammability) of leaves, branches and bark; significant debris, including shedding bark; hot and rapid burning wood; rapid growth, reportedly allelopathic (i.e. inhibits growth of other plants), naturalized & outcompetes native species.

For these reasons, I recommend removing three more eucalyptuses (#5-7) that are clear of construction. Additional eucalyptuses are located upslope of these trees, but were not included in this report since they are beyond 20' from proposed construction. Their removal may also be considered. These removals should be discussed with the adjacent property owner, since screening will be lost & the exact ownership of the trees is uncertain.



Figure 4. The eucalyptuses are poorly structured, in part due to incomplete removals that resulted in multiple co-dominant stems.

A crucial component of eucalyptus removal is chemical treatment of the stump. Eucalyptus stumps tend to re-sprout, eventually growing into a multi-trunked tree with poor structure. This is evident in the property line trees – many of them were previously cut down to stumps, and their sprouts are now large, poorly-tapered stems (Figure 4). Chemical applications have a bad reputation but are valuable in eradicating nuisance trees. Re-sprouting is typically mitigated by applying systemic herbicides to the stump immediately after the tree is removed, so the chemicals can absorbed into the roots. Additional chemical treatments or periodic manual removal of the sprouts may be needed until the root systems are completely killed. Stump grinding may be somewhat effective as a mechanical treatment, but the slope may preclude its use.

In addition to the eucalyptuses, the redwood (#1, Figure 3) between the motel & restaurant parking lots will likely need to be removed due to grading. It is causing significant hardscape damage, which indicates that its roots are likely growing into the proposed project area. Its canopy has also been topped & shaped, so its functional benefits to the properties are limit.

The remaining cluster of trees (#2-4) can be saved with low encroachment. They are naturally protected by the slope, so protection fencing is not necessary. I provided generic recommendations to reduce encroachment when working around these trees.

Recommendations (to be printed on site plans)

Pre-Construction Phase

- Remove trees #1 & 8-27. Eucalyptuses #5-7 are clear of construction, but their removal should also be considered due to the species' poor characteristics. Stumps shall be immediately treated with systemic herbicides (e.g. glyphosate) to minimize the likelihood of re-sprouting. Recurring manual or chemical management may be required to manage re-sprouting until the root systems are killed.
- Prior to removal, the ownership of all trees along the southwest property line shall be verified. If any portion of their trunks crosses the property line, they are considered co-owned trees and approval must be obtained from the adjacent property owner.
- Mulch from tree removals may be spread out under the driplines of trees that will be retained, keeping at least 12" away from the trunks.

Foundation, Grading, and Construction Phase

- If needed, pruning shall be performed by personnel certified by the International Society of Arboriculture (ISA). All pruning shall adhere to ISA and American National Standards Institute (ANSI) Standards and Best Management Practices.
- Should any damage to the trees occur, the contractor shall promptly notify the project arborist to appropriately mitigate the damage.

Landscaping Phase

- Avoid all fill work, grade changes, and trenching within the driplines of the trees to remain unless it is performed by hand.
- Pipes shall be threaded under or through large roots without damaging them.
- All planting and irrigation shall be kept a minimum of 10' away from the trunk of tree #2. All irrigation within its dripline shall be targeted at specific plants, such as drip emitters or bubblers. No overhead irrigation shall occur within its dripline.
- All planting within the dripline of tree #2 shall be compatible with oaks, consisting of plant material that requires little to no water after two years' establishment. A list of oak-compatible plants can be found in a publication from the California Oak Foundation, available at: http://californiaoaks.org/wp-content/uploads/2016/04/CompatiblePlantsUnderAroundOaks.pdf

Thank you for the opportunity to provide this report, and please do not hesitate to contact me if there are any questions or concerns.

Please see attached tree inventory plan.

Sincerely,



Jennifer Tso
Certified Arborist #WE-10270A
Tree Risk Assessor Qualified

TREE PROTECTION RECOMMENDATIONS

PRE-CONSTRUCTION PHASE

- REMOVE TREES #1 & 8-27. EUCALYPTUSES #5-7 ARE CLEAR OF CONSTRUCTION, BUT THEIR REMOVAL SHOULD ALSO BE CONSIDERED DUE TO THE SPECIES' POOR CHARACTERISTICS. STUMPS SHALL BE IMMEDIATELY TREATED WITH SYSTEMIC HERBICIDES (E.G. GLYPHOSATE) TO MINIMIZE THE LIKELIHOOD OF RE-SPROUTING. RECURRING MANUAL OR CHEMICAL MANAGEMENT MAY BE REQUIRED TO MANAGE RE-SPROUTING UNTIL THE ROOT SYSTEMS ARE KILLED.
- PRIOR TO REMOVAL, THE OWNERSHIP OF ALL TREES ALONG THE SOUTHWEST PROPERTY LINE SHALL BE VERIFIED. IF ANY PORTION OF THEIR TRUNKS CROSSES THE PROPERTY LINE, THEY ARE CONSIDERED CO-OWNED TREES AND APPROVAL MUST BE OBTAINED FROM THE ADJACENT PROPERTY OWNER.
- MULCH FROM TREE REMOVALS MAY BE SPREAD OUT UNDER THE DRIPLINES OF TREES THAT WILL BE RETAINED, KEEPING AT LEAST 12" AWAY FROM THE TRUNKS.

FOUNDATION, GRADING, AND CONSTRUCTION PHASE

- IF NEEDED, PRUNING SHALL BE PERFORMED BY PERSONNEL CERTIFIED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA). ALL PRUNING SHALL ADHERE TO ISA AND AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) STANDARDS AND BEST MANAGEMENT PRACTICES.
- SHOULD ANY DAMAGE TO THE TREES OCCUR, THE CONTRACTOR SHALL PROMPTLY NOTIFY THE PROJECT ARBORIST TO APPROPRIATELY MITIGATE THE DAMAGE.

LANDSCAPING PHASE

- AVOID ALL FILL WORK, GRADE CHANGES, AND TRENCHING WITHIN THE DRIPLINES OF THE TREES TO REMAIN UNLESS IT IS PERFORMED BY HAND.
- PIPES SHALL BE THREADED UNDER OR THROUGH LARGE ROOTS WITHOUT DAMAGING THEM.
- ALL PLANTING AND IRRIGATION SHALL BE KEPT A MINIMUM OF 10' AWAY FROM THE TRUNK OF TREE #2. ALL IRRIGATION WITHIN ITS DRIPLINE SHALL BE TARGETED AT SPECIFIC PLANTS, SUCH AS DRIP EMITTERS OR BUBBLERS. NO OVERHEAD IRRIGATION SHALL OCCUR WITHIN ITS DRIPLINE.
- ALL PLANTING WITHIN THE DRIPLINE OF TREE #2 SHALL BE COMPATIBLE WITH OAKS, CONSISTING OF PLANT MATERIAL THAT REQUIRES LITTLE TO NO WATER AFTER TWO YEARS' ESTABLISHMENT. A LIST OF OAK-COMPATIBLE PLANTS CAN BE FOUND IN A PUBLICATION FROM THE CALIFORNIA OAK FOUNDATION, AVAILABLE AT: HTTP://CALIFORNIAOAKS.ORG/WP-CONTENT/UPLOADS/2016/04/COMPATIBLEPLANTSUNDERAROUNDOAKS.PDF

EL CAMINO REAL

#1 (redwood; clear of construction) #2 #3 #4 #5 #6 #7 #8 #9 #10 #11 #12 #13 #14 #15 #16 #17 #18 #19 #20 #21 #22 #23 #24 #25 #26 #27

C(5) B(5) A(5)

0 20' 40' 80' 120'

SCALE: 1" = 40'-0"

PRELIMINARY TREE PROTECTION PLAN
for 803 Belmont Ave, Belmont

By: Jennifer Tso
Certified Arborist #WE-10270A
Traverso Tree Service, Inc.
March 11, 2020
(drawn on proposed site plan & overlay)
Note: Trees were not surveyed; they are approximately located by arborist based on satellite imagery & site observations

ROEM CORPORATION

EXQUISITE DETAIL ON
A SOLID FOUNDATION®

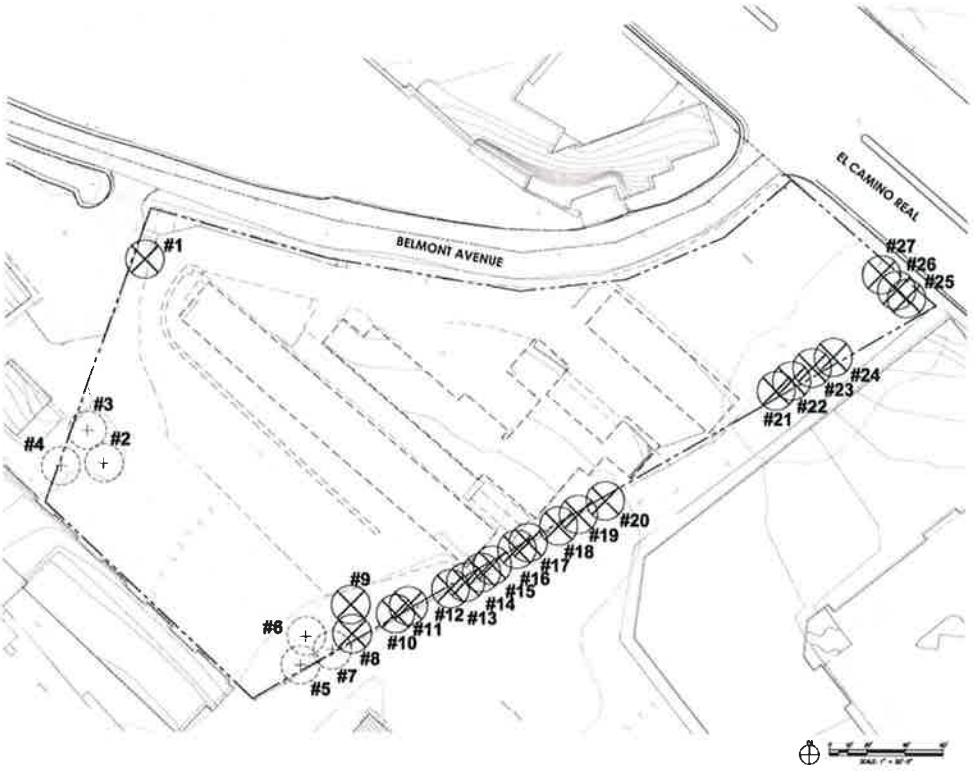
April 2, 2021

Roem West, Inc.
1650 Lafayette Street
Santa Clara, CA 95050

Dan O'leary
Director of Property Management
Culligan Management Company
Davey Glen, LLC
Belmont, CA 94002

Dear Owner's Representative,

We are writing to you regarding the removal of the trees numbered 8-24 (shown in the exhibit below) along our shared property line. These trees are a potential hazard to both of our developments and need to be removed to secure our properties. In the case ROEM's anticipated development moves forward, ROEM is prepared to pay for 100% of the tree removal and permit fees.



LEGEND

NOTES

TREE INVENTORY

ROEM
803 BELMONT AVE
BELMONT, CA

TREE REMOVAL PLAN
NOVEMBER 13, 2020

JETT

L-2

By Signing below, Davey Glen, LLC provides ROEM with the right but not the obligation to remove the trees specified above.

Respectfully submitted,

Stephen Emami
Vice President

Davey Glen, LLC

Thomas J. Culligan III

Enclosure and New Development Guidelines

Enclosure Plans are required for all commercial, multi-family, new construction and alteration projects to demonstrate compliance with California mandated diversion requirements, provide adequate space to accommodate service needs and to ensure the safety of those utilizing the service area. This plan is subject to approval by Recology San Mateo County (RSMC), the County of San Mateo and/or the respective jurisdiction in which you are conducting business. Alteration to existing enclosure or construction of a new enclosure may require a permit from this same jurisdiction.

To begin the review process, please contact **RSMC** at **650-595-3900** or via email at carts@recology.com and a Customer Service Representative will connect you with an Enclosure and New Development Committee member who can assist you with your new enclosure/development plans.

Each plan should demonstrate compliance with the following requirements:

Structure: Enclosures should be built to allow for maneuvering of containers with ample space between each container. Enclosures should be designed to accommodate recycling, compost, solid waste services, and any FOG (Fat, Oil & Grease) containers, if applicable. Please note, that RSMC does not service FOG containers. The design of enclosure should allow for growth of mandated diversion programs and collection services.

Enclosure doors and hinges must be flush with the enclosure wall. Doors must open a minimum of 90 degrees utilizing cane bolts to secure doors to the ground during service. The enclosure should also contain bump stops which are usually concrete or steel and when installed help keep the bins/carts from hitting and damaging the inside walls of the enclosure.

Drainage: Steel grates are acceptable; however, to avoid damage, they must not be placed directly in front of the enclosure. Visit your city's website for acceptable drainage options.

Service Times: Service times may vary. For commercial properties, collection can begin at 3:00am Mon – Fri and at 6:00am for residential/multi-family dwellings. Weekend service for commercial and multi-family properties begins at 6:00am. If containers are kept underground, they will need to be brought to the street or curb prior to the collection times listed above.

Clearance: Vertical (overhead) clearance of **25 feet** is required for accessing containers.

Loading Pad and Weight Limits: A concrete stress apron extending **12' x 12'** from the enclosure opening or furthest part of the roof, and be engineered to withstand 60,000 lbs.

Be advised there are weight limits for all containers, which vary by size and commodity. Compactor frontload containers, by nature, are heavier than standard frontload containers. As such, we cannot pull out compacted bins for service – they must be placed curbside and positioned in an area for direct access by collection vehicle. In addition, RSMC cannot pull out containers that are 4 cubic yards or larger; these containers fall under the same requirements as compactor front load bins.
Collection vehicles can weigh approximately 60,000 lbs. when at full capacity; therefore, installing wear plates at the service location and using concrete over asphalt may help to avoid more than normal wear

on the roadway. **Should collection service take place on a surface other than what is noted above, such as, but not limited to: pavers, flagstone, brick, and/or on a private road or street, a Release of Liability Form must be signed prior to approval of design and service.**

Grade: The enclosure must be street level or at a grade of less than 7%.

Location and Access: The enclosure must be at street level or within 50 feet from a public street or a paved roadway that is at least 16 feet wide. A turning radius of 40 feet is required for collection vehicles. For backup distances of greater than 150 feet, a turnaround area must be provided. A curb-cut and/or loading zone may be required at street level to allow for sufficient space to meet safety requirements during service.

Containers that are housed underground will need to be brought to street-level for service. RSMC can provide service containers with tow bars and pneumatic wheels for an additional fee. Containers cannot be rolled off or pushed onto a curb. A driveway curb-cut is required to roll containers from the curb onto the street for service.

Lighting: Consider installation of lights around enclosure to allow adequate visibility in early morning hours. Lighting should not impede accessibility to enclosure or containers.

Chutes: All chutes must be equipped with a chute shut off valve. RSMC is unable to provide additional containers for use as a place-holder when full containers are being serviced.

Signage: Weatherproof "No Parking Signs" placed on the outside of the enclosure will mitigate enclosures from being blocked on service days. Contact **RSMC** at **650-595-3900** for recycle, compost and garbage posters, which can be placed in the enclosure to educate employees about the proper use of the containers.

Additional Services: Contact **RSMC** at **650-595-3900** for more information about the following services

- **Distance**: Commercial service is provided within 50 feet from curb/street at no additional charge. If the truck/driver cannot access bins within 50 feet, a distance fee will apply. The cost is determined by the service level and distance.
- **Towing Package**: A one-time fee per bin applies.
- **Locks**: Locks and locking containers can be provided upon request. Bins or enclosures that require drivers to unlock/lock or use a key/remote for entry are subject to a monthly fees which is determined by the number of locks and frequency of collection.
- **Grade**: Fees may apply for any service location with a grade of more than 7%.

Please note that temporary enclosures or service areas fall under the same requirements as stated above. A minimum 2-weeks notice is required in order to meet on-site and determine service and safety needs.

Reviewed by: **Aileen Serrano** Date: **02/14/2020**

Developer/Property Manager/Owner

Recology
San Mateo County
WASTE ZERO

Enclosure and New Development Questionnaire

To ensure there is adequate space and accessibility to the enclosure, and to ensure the safety of service vehicles and employees, Recology San Mateo County (RSMC) must approve of enclosure location and design prior to new construction and initiation of services.

Please fill out the following questionnaire to better aid RSMC in the approval process.

Contact Name: Aileen Serrano **Company**: ROEM

Phone #: 415-292-5400 **Email**: aileenserrano@trashmanage.com

Service Address: 803 Belmont Ave **City**: Belmont

Existing Enclosure or Building Modification: ☐ **New Enclosure or Building**: ☒

Expected Start Date: 07/01/22 **Expected Completion Date**: 07/01/24

Building Type:

☐ Restaurant ☐ Office ☐ Hotel ☐ Mixed Use (MFD with Retail/Commercial)

☒ Multi-Family Dwelling (MFD) ☐Other: _____

- Total number of buildings: 1 Total square footage (per building): +/- 65,374
- Will there be a cafeteria or commercial kitchen in the building:

  YES ☐ NO ☒ Not determined at this time ☐

Multi-Family Dwelling Developments Only (Apartment, Condo, Townhome)

- Are there chutes for: Garbage YES ☒ NO ☐
  Recycling YES ☒ NO ☐
  Compost YES ☐ NO ☒
- Are there trash/chute* rooms on each floor: YES ☒ NO ☐
- Will residents have access to these trash/chute rooms: YES ☒ NO ☐

  If so, how many floors: 4 How many trash rooms on each floor: _____

  ***All chutes must be equipped with a chute shut off valve.**

  - Expected number of units: 125
  - Expected number of residents occupying building at any given time: _____

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Hotel Developments Only

Number of Guest rooms: _____ Number of floors: _____ Maximum Occupancy: _____

Expected number of Conference or Banquet Rooms: _____

- Will there be a restaurant onsite: YES ☐ NO☐
- Will Continental Breakfast be served: YES ☐ NO☐

Office Space Only

Total number of floors: _____ Maximum Occupancy per building: _____

- Will there be a restaurant, café and/or cafeteria onsite: YES ☐ NO☐
- Number of businesses: _____ Total Number of employees: _____

- Is this building within 200' of residential or MFD housing: YES ☒ NO ☐

Container Types:

- Compactor (s) → Note: Requires Power
  - Roll Off ☐ Front Load Self Contained ☐
- Metal Containers ☒
- Plastic Carts ☒

Enclosure Specifications:

- Outside of Building: YES ☐ NO ☒
- Enclosure Ceiling: YES ☒ Height **9'-4"**
- Will the service containers be housed below ground level?

  YES ☐ NO ☒
  - If yes, will you need bins equipped with a tow hitch (additional fees apply):

    YES ☐ NO ☐
  - Will you need bins equipped with pneumatic wheels* (additional fees apply):
    ***Bins equipped with pneumatic wheels will need to be pulled/pushed by the customer**

    YES ☐ NO ☐

- Enclosure Size (inside dimensions): W 19’-3 1/2” H 9’-4” D 15’
- If plans include multiple enclosures, provide specs for each enclosure:
  - Additional Enclosure Size (inside): W _____ H _____ D _____
  - Additional Enclosure Size (inside): W _____ H _____ D _____
  - Additional Enclosure Size (inside): W _____ H _____ D _____
- Enclosure should be built with the following in mind:
  - Per Franchise Agreement: Enclosures should have adequate space and suitable configuration to allow the driver to safely and efficiently service the containers. Therefore, containers cannot block each other.
  - Must allow space for all 3 commodities (recycle, compost and garbage) to support California mandated diversion requirements.
  - Allow room for future service needs and maneuvering of containers.
  - Bumpers should be installed in the interior of enclosure to protect walls from damage.
  - Bumpers should also be installed at the staging area to prevent bins from rolling or damaging the building.

- Enclosure Material (i.e., wood, metal, etc.):
  Concrete
- Number of Enclosure Doors: 2
- Door (s) Type: Roll-Up ☒ Gates ☐ Steel ☒
  Wood ☐ Other: ☐_____
- Opening of Door (s): Swing-In ☒ Swing-Out ☐ Glide ☐
  Other: ☐_____
- Door Support:
  - 3 Metal Hinges (will not swell when wet): YES ☒ NO ☐
  - Cane Bolts: YES ☐ NO ☒
  - Locked Enclosure: YES ☒ NO ☐
- Steel grates should be used for drainage but should not be located in front of enclosure doors.

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Approach & Landing Area

- Will there be a stress pad at service location: YES ☒ NO ☐

  Thickness of concrete slab: 6”

- Do you have wear plates (concrete reinforced with metal or steel to minimize wear):

  YES ☐ NO ☒

- Type of material used for driveway* (concrete, pavers, brick, stamped concrete, etc.)

  Concrete

*__Concrete is recommended__. Pavers and other decorative or delicate surfaces will require a signed liability waiver from customer if Recology is required to drive on these surfaces.

- Are there any overheads/obstructions (stops, bollards, beams, branches, lights, roof, wires, etc):

  YES ☐ Height: _____ NO ☒

- Will there be parking and pedestrian pathways around enclosure:

  YES ☒ NO ☐

- Is there a grade: YES ☐_____% NO ☒
- Require RSMC push/pull*: YES ☐ NO ☒

  ***RSMC does not push/pull compactors or bins larger than 3 cubic yards in size**

- Distance from curb/street: ~68’ feet
- Located via a private road: YES ☒ NO ☐
  - Permission to drive on the road: YES ☒ NO ☐
- Dimensions of access road: W 26’ L ~100’
- What is the provided turning radius for our truck(s): _____
- Can the truck drive straight up to containers: YES ☒ NO ☐
- For pavement with electricity (i.e. compactors), is 50^{+}ft unobstructed:

  YES ☒ NO ☐

Property Owner/Manager Considerations:

- Draining & Washing of enclosure and FOG (Fat, Oil, & Grease) area*
  ***Recology does not provide/service waste oil collection containers**
- Weight limit
- Use of cement over asphalt, when applicable
- Lighting for early morning service (no poles within service area)
- Should service be performed on a private road or street, a Release of Liability Form must be signed prior to approval of design and service.

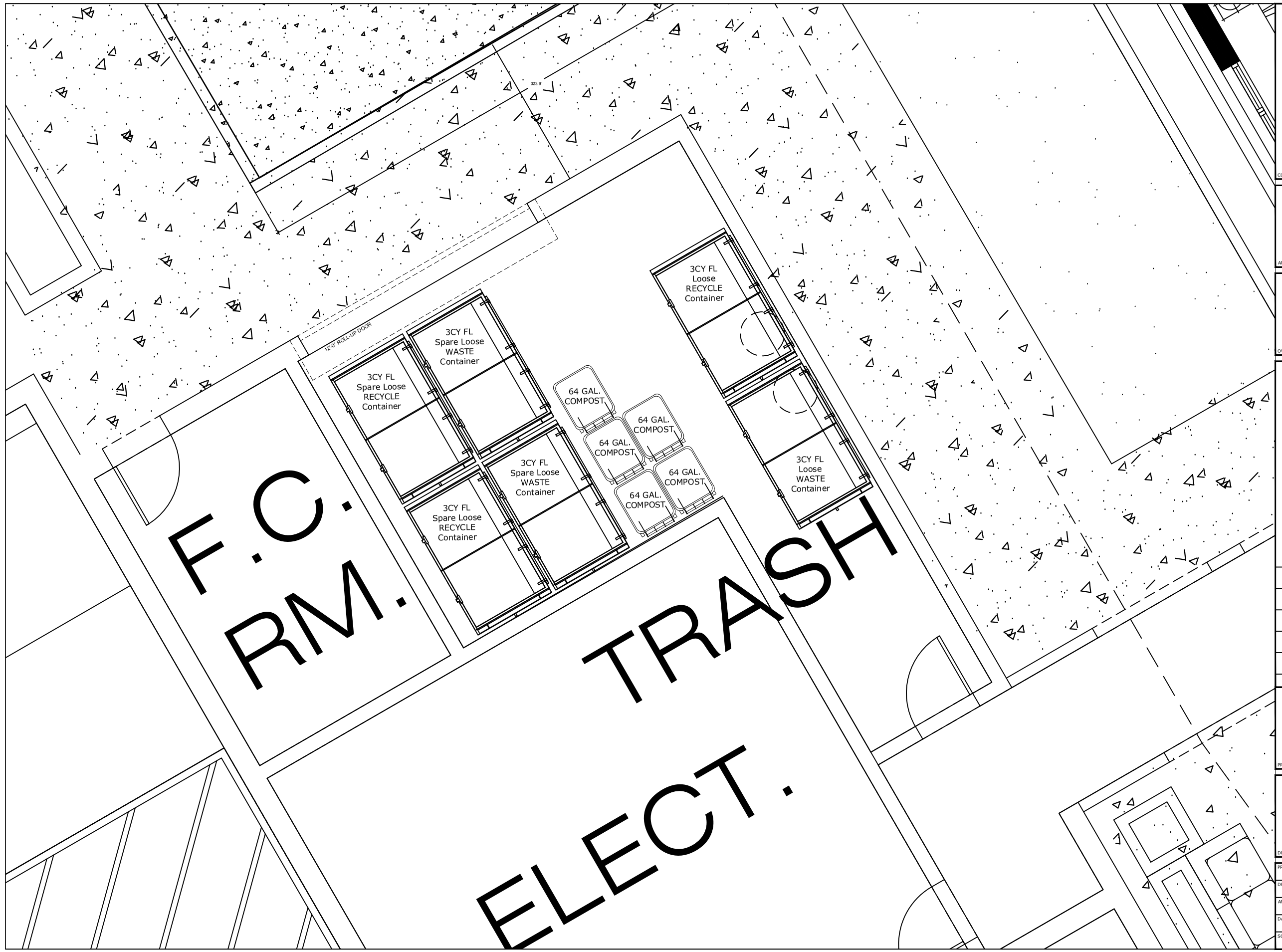
Additional Services and Fees:

- Commercial customers are eligible for collection services within 50 feet of the collection vehicle and at a slope of less than 7%, at no additional charge.
- Servicing on a grade of 7% or more is subject to additional fees
- Tow Packages (i.e., Pneumatic wheels and/or tow hitches)
- Locking of containers and/or enclosure

Completed by: **Aileen Serrano**
Name of Developer, Property Manager or Owner

Title: **Management Consultant**

Date: **07/30/2020**



AMERICAN TRASH MANAGEMENT

AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
EMERYVILLE, CALIFORNIA 94608
P: 415.292.5400
F: 415.292.5410
SBROWN@TRASHMANAGE.COM

CONSULTANT

BFK

ARCHITECT

ROEM

OWNER / DEVELOPER

NO.	DATE	ISSUE / REVISION	ISSUED BY

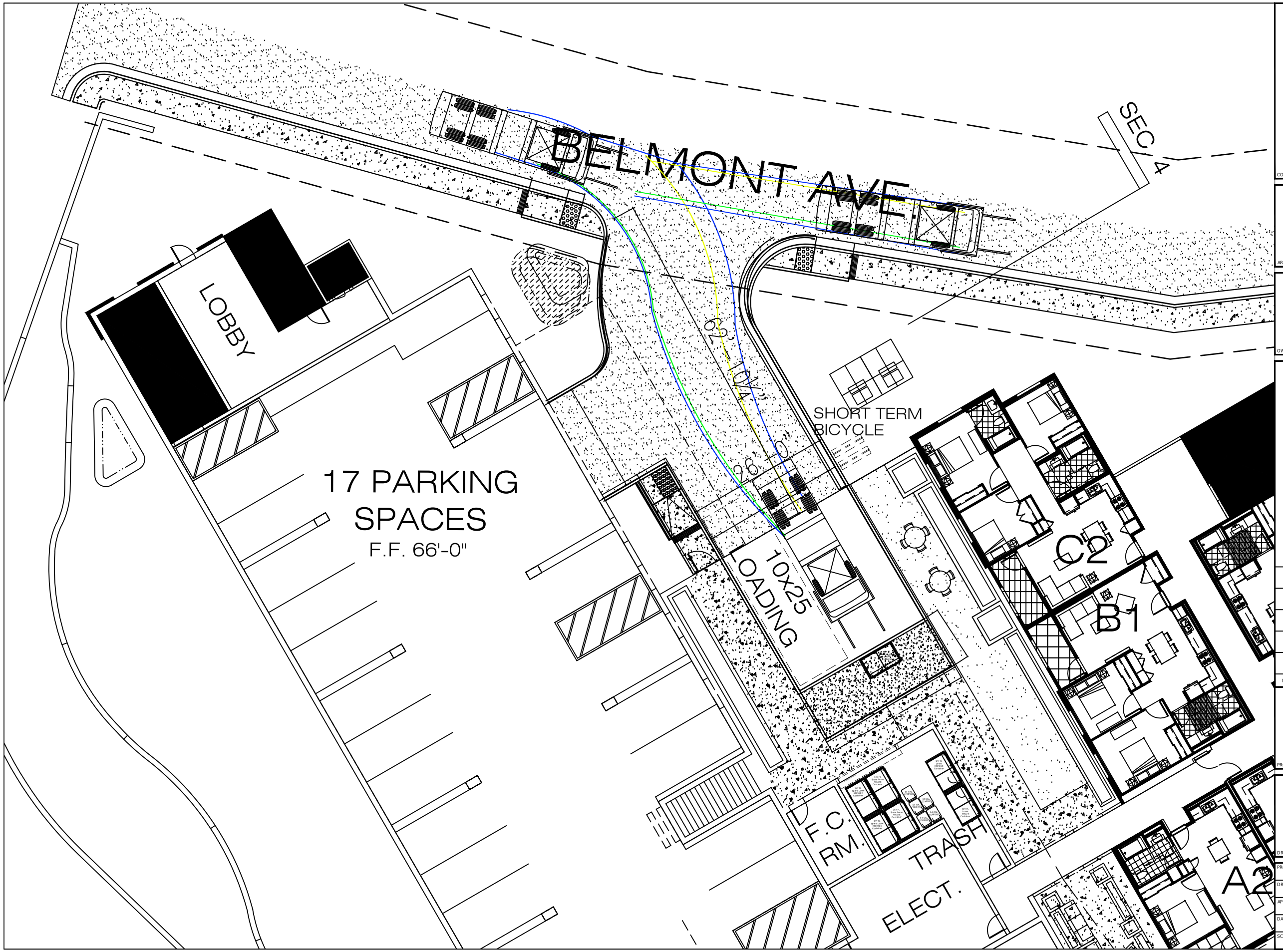
803 Belmont St

PROJECT

Trash Collection Room Layout

DRAWING TITLE

PROJECT NO.	DRAWING NO. T1.0
DRAWN: AS	
APPROVED: SB	
DATE: 03/19/21	
SCALE: 1/4" = 1'-0"	



AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 890
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CONSULTANT

BFK
ARCHITECT

ROEM
OWNER / DEVELOPER

NO.	DATE	ISSUE / REVISION	ISSUED BY

803 Belmont St
PROJECT

Staging Area Layout
DRAWING TITLE

PROJECT NO.	DRAWING NO. T1.1
DRAWN AS	
APPROVED SB	
DATE 03/19/21	
SCALE 1/16" = 1'-0"	

Recology
San Mateo County
WASTE ZERO

Recommended Service Level Form

Project Name:	803 Belmont Ave Project		
Contact Name:	Aileen Serrano	Company:	American Trash Management
Service Address:	803 Belmont Ave	Franchise:	BELMONT
Contact Number:	415-292-5400	SIC:	Multi-Family Dwelling

GARBAGE

Metal Bins

☒ Front Load

# of Containers	Size (yards)	Service Per Week	Yards Per Week
2	3.00	3	18.00

RECYCLE

Metal Bins

☒ Front Load

# of Containers	Size (yards)	Service Per Week	Yards Per Week
2	3.00	5	30.00

COMPOST

Metal Bins

☒ Front Load

# of Containers	Size (yards)	Service Per Week	Yards Per Week
5	0.32	4	6.40

Completed By:	Yvette Madera	Date:	3/18/2021

Enclosure and New Development Approval Form

Name of Development or Business: ROEM

Service Address: 803 Belmont Avenue City: Belmont

This letter serves as notice that the above-mentioned development plans and/or new enclosure(s) plans for recycle, compost and/or garbage service have been reviewed by Recology San Mateo County (RSMC).

Per the information provided by the customer in RSMC's Enclosure and New Development Questionnaire and the Permit # PA2020-0020 submitted/dated 3/21/21, RSMC has deemed the plans acceptable for service levels and locations(s) specific to this property with the following stipulations, which have been mutually agreed upon by RSMC and the Developer, Property Manager and/or Property Owner:

- ☒ RSMC's Franchised collection times for Multi-Family Dwelling customers begins as early as 6:00 a.m. to 6:00 p.m. and on weekends between 6:00 a.m. and 5:00 p.m. Due to the limited size of the enclosure, weekend service may be required to accommodate volumes generated by a property of this size.
- ☒ RSMC collection drivers will drive up to the loading dock, pull the bins out from the enclosure and return after service. Containers that are greater than 50ft from the collection vehicle will require an additional service fee.
- ☒ RSMC collection drivers are unable to push/pull compactors of any size and bins larger than a 3 yard in size due to safety restrictions.
- ☒ Project is approved based on a three-stream collection of Garbage, Recycling and Organics.
- ☒ The project will have chutes for the garbage and recycling only. Residents will have to access organics receptacles within the trash vestibules located at each floor. Building staff will be responsible for transferring organic waste to the collection containers.

As part of the approval process and as a reference during the construction phase, RSMC has provided the customer with Enclosure and New Development Guidelines. Any modifications to the plans/project will require an additional approval by RSMC.

Please provide RSMC with a minimum of 60 days' notice prior to initiation of recycle, compost and/or garbage services in order to guarantee container inventory and delivery.

Jack J Enriquez Sr
RSMC REPRESENTATIVE

03/31/2021
DATE

District Manager
TITLE

jenriquez@recology.com
EMAIL ADDRESS

Recology
San Mateo County
WASTE ZERO

	3/29/2021
DEVELOPER/PROPERTY MANAGER/OWNER	DATE
Acquisitions and Operations Manager	bgranum@roemcorp.com
TITLE	EMAIL ADDRESS/CONTACT INFO

UPDATED GEOLOGIC HAZARDS EVALUATION
AND GEOTECHNICAL ENGINEERING STUDY
BELMONT AVENUE PROPERTY
803 BELMONT AVENUE
BELMONT, CALIFORNIA

June 28, 2019
(Revised June 8, 2021)

Prepared for

Mr. Jim Campbell
ROEM Development Corporation

Prepared by

Earth Systems Pacific
48511 Warm Springs Boulevard, #210
Fremont, CA 94539

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Earth Systems
48511 Warm Springs Boulevard, Suite 210 | Fremont, CA 94539 | Ph: 510.353.3833 | www.earthsystems.com

June 28, 2019
(Revised April 1, 2021)

File No.: 303125-002

Mr. Jim Campbell
ROEM Development Corporation
1650 Lafayette Street
Santa Clara, CA 95050

PROJECT: BELMONT AVENUE PROPERTY
803 BELMONT AVENUE
BELMONT, CALIFORNIA

SUBJECT: Updated Geotechnical Engineering Study and
Geologic Hazards Evaluation

REF.: Geotechnical Engineering Study and Geologic Hazards Evaluation, Belmont Avenue Property, 803 Belmont, Avenue, Belmont, California, by Earth Systems Pacific, dated June 28, 2019

Geotechnical Investigation, Proposed Multi-Use Development, 800 Belmont Avenue, Belmont, California, by Friar Associates, Inc., dated December 27, 2017.

Dear Mr. Campbell:

In accordance with your authorization of the above referenced proposal, Earth Systems Pacific has reviewed the data collected by our firm as a part of our June 2019 investigation, subsurface data collected by Friar Associates as a part of their 2017 investigation, and proposed site development plans in preparation of this report which includes geologic landslide hazard evaluation, geotechnical conclusions and recommendations for the proposed residential development at the subject 1.5-acre site in Belmont, California. The recommendations contained herein should be considered preliminary and are subject to revision by Earth Systems Pacific (Earth Systems) once detailed plans for the new building become available.

We appreciate the opportunity to have provided services for this project and look forward to working with you again in the future. Please do not hesitate to contact this office if there are any questions concerning this report.

Sincerely,

Earth Systems Pacific

John Feltman, CEG 2530
Senior Geologist

PROFESSIONAL GEOLOGIST * JOHN A. FELTMAN No. 2530 CERTIFIED ENGINEERING GEOLOGIST * STATE OF CALIFORNIA

Ajay Singh, GE 3057
Principal Engineer

REGISTERED PROFESSIONAL ENGINEER * AJAY SINGH GE 3057 GEOTECHNICAL * STATE OF CALIFORNIA

Doc. No.: 1906-061.SGR.REV1/kt

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Boring Logs (6)

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Quantitative Slope Stability Evaluation

1.0 INTRODUCTION

Site Setting

The subject 1.5 acre parcel includes two parcels (APN 044-172-190 and APN 044-172-200) and is located on the south side of Belmont Avenue, on the southwest side of El Camino Real, in Belmont, California. The approximate center of the site is located at 37.5270°N latitude and 122.2856°W longitude. The site area generally slopes from the southwest to the northeast with APN 044-172-200 being relatively flat. In addition, the site slopes down to the southeast towards the strip mall. Parcel 044-172-190 (Southwestern portion of the site), is currently occupied by a motel complex consisting of 4 to 5 long buildings and associated paved parking areas. The motel buildings are generally one-story wood-framed structures aligned roughly parallel to El Camino Real. Parcel APN 044-172-200 is bordered by Belmont Avenue to the northwest, El Camino Real to the northeast, Mountain Mike's Pizza and the strip mall to the southeast.

Planned Development

The proposed development will include construction of a new affordable housing multi-family development, including 125 units spread over a complex of two buildings over eight levels, including interior parking within portions of the lower three levels. Community spaces will be contained over portions of the lower two levels, including street level at El Camino Real, and residential living spaces will be distributed across the upper seven levels of development. The project would also include new utilities and landscaping.

Existing buildings associated with the motel will be demolished and significant cut excavation into the existing hill slope will be made to accommodate the upslope portions of the lowermost four levels of the project. The site grading operation will include cuts on the order of 29,430 cubic yards and fill on the order of 240 CY. The fill will be placed in the lower portion of the site adjacent to El Camino Real. The cuts used to accommodate the parking garages will be retained with walls. The planned grading will create a flat area behind the retaining wall and the slope behind the wall will be inclined at roughly 3H:1V.

Our previous geotechnical engineering study (June 2019) included only parcel APN 044-172-190 and Parcel 044-172-200 was added later. Earth Systems did not perform any subsurface exploration at APN044-172-200 but reviewed the subsurface data collected by Friar and Associates and incorporated the data collected by them into this study.

The proposed buildings will have a maximum height of 65 feet above existing proposed grade and will be 6- to 8-story high. The portion of the building at the highest ground surface elevations will have a three-level below-grade parking garage. As the hill slopes down towards El Camino

real, the next level will have a two story parking garage and partial basement at the lowest building will be used for common areas such as gymnasium, homework room, community room, gymnasium, mail room, office, and lobby area.

The top cut for the underground parking garage will be approximately 32 feet high and will need to be appropriately retained. Additional retaining wall will be constructed along the other sides of the parking garage. The finished floor elevation of the 1st floor will be 45 feet and with a floor height of 10.5 feet, the 4th floor will have a floor elevation of 76.5 feet. The first floor elevation of the lowest portion of the building will have a finished floor elevation of 41 feet with a slightly higher (14.5 feet) difference between the first and the second floor. The rest of the floors will have the normal (10.5 feet) high floor separation.

Grading of the lower lot will mostly involve cuts but the portion of the lot near El Camino Real will receive some fill. Details of the proposed grading and architectural plans are shown on the Preliminary Grading Plan by BKF Engineers (dated December 20, 2020) and the Architectural Plans by Withee Malcolm Architects, LLP (dated November 16, 2020). The Site Development Plan (Figure 5) shows the lower level layout of the building and the Building Cross Sections (Figure 6) shows four different cross sections of the building.

Scope of Services

The scope of work for this Geologic Hazards Evaluation was based on California Division of Mines and Geology (CDMG) Note 42: Guidelines to Geologic/Seismic Reports and Note 49: Guidelines for Evaluating the Hazard of Surface fault Rupture; the California Geological Survey's Special Publication 117A (2008); and ASCE/SCEC (2002) guidelines for the implementation of CGS SP 117. The scope of our services included:

- A review of published and unpublished geologic literature including geologic maps and aerial photography of the site and vicinity,
- A general site reconnaissance,
- Exploration of subsurface conditions at the site,
- Evaluation of the data collected by our firm and another firm at the lower lot, and
- Preparation of this report which includes a summary of our findings and conclusions of the study with supporting graphics.

The scope of work for the geotechnical engineering study included:

- General site reconnaissance,
- Review of existing geotechnical engineering investigation reports prepared by other consultants at the subject site,

- Exploration of subsurface conditions by drilling borings,
- Laboratory testing of soil samples collected from the borings drilled at the site,
- Engineering evaluation of the collected and published data, and
- Preparation of this report.

The analysis and engineering recommendations presented in the following sections of this report are based on our understanding of the proposed development at the subject site and our experience with projects of a similar nature.

The report and recommendations are intended to comply with the considerations of Section 1803 of the California Building Code (CBC), 2019 Edition, and common geotechnical engineering practice in this area at this time under similar conditions.

Preliminary geotechnical recommendations for site preparation and grading, foundations, slabs-on-grade, exterior flatwork, utility trench backfill, site drainage management, and geotechnical observation and testing are presented to guide the development of project plans and specifications. It is our intent that this report be used by the client to form the geotechnical basis of the design of the project as described herein, and in the preparation of plans and specifications.

Detailed analyses of the soil for infiltration rates, mold or other microbial content, asbestos, radioisotopes, hydrocarbons, or other chemical properties are beyond the scope of this report. This report also does not address issues in the domain of contractors such as, but not limited to, site safety, loss of volume due to stripping of the site, shrinkage of soils during compaction, excavatability, shoring, temporary slope angles, and construction means and methods. Ancillary features such as temporary access roads, fences, light poles, and non-structural fills are not within our scope and are also not addressed.

To verify that pertinent issues have been addressed and to aid in conformance with the intent of this report, it is requested that final grading and foundation plans be submitted to this office for review. In the event that there are any changes in the nature, design, or locations of improvements, or if any assumptions used in the preparation of this report prove to be incorrect, the conclusions and recommendations contained herein should not be considered valid unless the changes are reviewed, and the conclusions of this report are verified or modified in writing by the geotechnical engineer. The criteria presented in this report are considered preliminary until such time as they are verified or modified in writing by the geotechnical engineer in the field during construction.

2.0 GEOLOGIC REVIEW

Regional Geologic Setting

The subject site is located on hillside terrain at the eastern rangefront of the Santa Cruz Mountains along the western margin of the of the Santa Clara Valley and associated baylands of San Francisco Bay, in the Coast Ranges geomorphic province of California. The Mt. Hamilton-Mt. Diablo Range and the Santa Cruz Mountains, respectively, form the eastern and western boundaries of the Santa Clara Valley in the Coast Ranges geomorphic province in central California. These northwest-trending mountain ranges are the result of tectonic uplift that has been interpreted to have been occurring since Pliocene-Pleistocene time (beginning approximately 3 to 5 million years before present). The regional basins now occupied by San Pablo and San Francisco Bays, and the Santa Clara Valley, were formed by related tectonic processes during Pleistocene time.

The predominant structural feature in the California Coast Ranges is the San Andreas fault zone, which is the structural boundary between two tectonic plates: the Pacific Plate to the west of the San Andreas fault zone and the North American Plate east of the fault. These two plates are moving past each other at approximately 5.1 cm/year at the mouth of the Gulf of California and 1 to 3 cm/year in the central and northern parts of California (Brown, 1990). The Hayward and Calaveras faults, located on the east side of the Santa Clara Valley, are interpreted to be part of the San Andreas fault system.

For the San Francisco Bay area in general, the oldest rocks east of the San Andreas fault are the Jurassic-Cretaceous Franciscan Complex. The Franciscan Complex is composed of a chaotic assemblage of mainly shale, sandstone, chert, limestone, greenstone, and serpentinite. These rocks are interpreted to represent components of ancient Pacific Ocean crust that have been disrupted and accreted to western California during Cretaceous to early Tertiary time and prior to development of the San Andreas fault system. The Franciscan Complex is overlain by, or in fault contact with, sedimentary rocks of upper Cretaceous age in some terranes in the southern and eastern Santa Clara Valley. West of the San Andreas fault, the oldest rocks are the predominantly Mesozoic granitic Salinian Block. Mesozoic and Paleozoic metamorphic rocks are a lesser component of the Salinian Block. On both sides of the San Andreas fault, the oldest rocks are overlain by Tertiary and Quaternary marine and terrestrial sedimentary rocks and local volcanic rocks. All of the above rock units were faulted, folded, and uplifted due to plate motions and activity on the San Andreas, Hayward, Calaveras, and smaller related faults. This deformation began about 30 million years ago but is mainly Pliocene to Pleistocene in age (~5 million to 11,700 years ago). Holocene-age (11,700 years to present-day) plate motion is expressed mainly as creep and seismicity on the various faults of the San Andreas fault system.

The Quaternary sediment in Santa Clara Valley was deposited when older rocks in the Santa Cruz Mountains and the Mt. Hamilton-Mt. Diablo Range were exposed to erosion by tectonic uplift.

Franciscan Complex rocks, including sandstone (fs), chert (fc), greenstone (fg), and sheared rock (mélange, fsr) underlie most of the hillside bedrock terrain between the range front location of the site and the San Andreas fault to the west (Brabb et.al., 1998). Brabb et. al. (1998) map the site as underlain by sandstone (fs) of the Franciscan Complex. Pleistocene alluvial fan deposits (QPaf) mantle the lowermost rangefront and valley margin east of the site.

A NW-SE trending unnamed fault is mapped parallel to the range front in bedrock terrain south of the site (Brabb et.al., 1998). The linear fault trace juxtaposes Franciscan Complex chert (fc) on the southwest with sandstone (fs) on the northeast. At the latitude of the site, the fault is mapped as uncertain (dashed contact) within Franciscan Complex sandstone (fs), passing directly through Julia Court, approximately 280 feet west of the site. The fault is discontinuous to the northwest, and extends approximately 2.6 miles southeast of the site, where the trace is queried in Pleistocene alluvial fan deposits (QPaf). The fault is not zoned by the State of California for fault rupture hazard (CGS, 2018).

Seismic Hazards Mapping

Faulting

Until recently, faults were historically described as “active” and “potentially active”. Active faults were defined by the California Geologic Survey (CGS) as faults that are well defined and have experienced movement within the last 11,700 years (Hart and Bryant, 2018). The definition of "potentially active" varied, however, a generally accepted definition of "potentially active" was a fault showing evidence of displacement older than 11,700 years and younger than 2,000,000 years (i.e., Pleistocene age).

As of 2018, the California Geological Survey no longer uses the terms “Active” and “Potentially active” to describe faults. Faults are now described as “Holocene-active” for faults having activity within the last 11,700 years; “Pre-Holocene” for faults which have not been active within the last 11,700 years (Pre-Holocene faults may still have potential for rupture but are not regulated by the Alquist-Priolo Act); and “Age-undetermined” is used for faults where timing of last rupture is unknown (within Alquist-Priolo Earthquake Fault Zones these are considered active unless data can be obtained to demonstrate otherwise).

The site is located within the seismically active San Francisco Bay area but is outside an Alquist-Priolo Earthquake Fault Rupture Zone as delineated by the State of California. The major active faults in the Bay Area are the San Andreas, Hayward, and Calaveras faults. The San Andreas fault

is approximately 3.6 miles southwest of the site. The Hayward and Calaveras faults are located approximately 14.9 miles northeast and 22.3 miles northeast of the site, respectively. The nearest fault of the Southwest Santa Clara Fold and Thrust Belt is the Monte Vista-Shannon fault located approximately 10.8 miles to the south-southeast. The San Gregorio fault zone is located approximately 11.0 miles to the southwest.

Landsliding

The subject site is located within a hazard zone for seismically-induced landsliding on the State of California Seismic Hazard Zone Map for the San Mateo Quadrangle (CGS, 2018). The accompanying Seismic Hazards Zone Report includes a geologic materials and landslide inventory map (CGS, 2018). No landslides are mapped at the site on the landslide inventory map. Clusters of landslides are mapped within Franciscan Complex mélange (fm) west of the site within the San Andreas rift zone, but few landslides are mapped within the Franciscan Complex sandstone (KJs) unit that underlies the site.

Liquefaction

The site is located outside of State liquefaction hazard zones (CGS, 2018).

Aerial Photo Interpretations

Earth Systems Pacific reviewed aerial photographs of the site and vicinity taken between 1943 and 1974, and publicly available satellite imagery dated from 1993 to 2018, for the presence of terrain features indicative of landslides or active fault zones.

Pre-development photos taken in 1943 show the alignment of Belmont Avenue connecting to Anita Avenue, both possibly unpaved. The site appears vacant, with sparse trees and open sloping ground. No grading is present at the site or on adjacent slopes. The present-day treeline of eucalyptus trees along the southeast property line is present. Adjacent slopes to the south (across the treeline) are ungraded and cultivated in row crops. Comparison of pre-development photos with post-1968 photos show extensive grading associated with residential and commercial construction on the hillsides surrounding the site. The existing motel buildings first appear in the 1968 photographs we reviewed, and adjacent development and associated grading looks much as it does today. The parcel to the south (south of the treeline) has been extensively excavated with cut slopes parallel to the treeline (northeast-southwest) and parallel to El Camino Real (Hwy 82; northwest-southeast). This graded area is currently occupied by a shopping mall (Belmont Plaza), which first appears in 1993 imagery (Google Earth). Earth Systems emphasized the 1943 photographs and imagery as grading and overgrowth has not obscured natural features on the pre-development imagery. The aerial photographs were also examined for geomorphic features characteristic of ancient (dormant) and active landslides, and faulting.

The photographs were studied to identify the presence of geomorphic features characteristic of active faulting, and recent and active landslide processes. Aerial photo lineaments or linear tonal differences identified on photos are sometimes associated with fault zones. Lineaments and tonal differences may also be due to changes in soil or rock type, vegetation, groundwater levels, other geologic structures, or sedimentary bedding characteristics. Other geomorphic features associated with fault zones include fault scarps, shutter ridges, sag ponds, spring zones, and offset drainages. No indications of faulting were observed near or on trend with the subject site in the photographs we reviewed.

We looked for geomorphic evidence characteristic of landsliding, such as concave depressions, scarps, and hummocky topography. No evidence of landsliding was visible on or near the subject site on the photographs we reviewed. Pre-development photos taken in 1943 show irregular topography (knolls, hills, and knobs with steeply incised drainages between) typical of Franciscan Assemblage terrain.

3.0 FIELD INVESTIGATION AND LABORATORY TESTING

Site Reconnaissance

An Earth Systems geologist visited the site on June 12, 2019. The subject site (APNs 044-172-190 and 044-172-200) is located on the southwest side of Belmont Avenue. The lowermost parcel (APN 044-172-200) fronts El Camino Real. The site is located on northeast facing slopes, just above the hillside-valley margin. Most of the site appears modified by grading for the existing motel, and the ground surface is generally concealed beneath the motel buildings, parking areas, and associated flatwork. Exposures of geologic materials at the site are sparse. A 45-foot-high cut slope occupies the southwest portion of the property above the upper parking lot. The cut slope is inclined at approximately 30-35 degrees and was covered in dry grass at the time of our site visit. Closely fractured and weathered sandstone is exposed in a subvertical cut in the south corner of the cut slope. We also observed fractured sandstone in a cut slope between the subject property and the Belmont Plaza shopping center on adjacent property to the south.

We specifically looked for signs of slope instability at the time of our reconnaissance. A 3-foot-high wood retaining wall at the base of the 45-foot-high cut slope is locally tilted downslope, with wood shoring attached to some of the retaining wall posts as a backstop. Shallow soil slumps are present in the northwest corner of the cut slope between the parking lot and the restaurant to the northwest, with associated deformation of the concrete retaining wall below the slumps. Retaining walls fronting Belmont Avenue are tilted toward the street by as much as 10 degrees, with associated cracked and settled asphalt behind the retaining walls. The lowermost motel building, which is likely constructed on fill, appears tilted slightly toward El Camino Real. The

retaining wall beneath the building appears intact and undeformed. The southeast end of the building appears slumped toward the shopping center to the south, as evidenced by a slumped roof crown and repaired and/or reconstructed door and window frames. Widely-spaced and random cracks in asphalt are present across the site. In general, existing structures and associated flatwork at the site exhibit signs of distress consistent with the age of the motel (pre-1968 construction). We also examined pavement of Belmont Avenue for signs of distress and did not find any. We did not observe evidence of deep seated landsliding on or adjacent to the property during our site reconnaissance.

Subsurface Exploration

We explored subsurface conditions at the site by logging soil conditions encountered in six exploratory borings drilled at the approximate locations shown on Figure 2, Site Geology and Boring Location Map. The borings were drilled under the direction of an Earth Systems engineer, who was responsible for examining the soil cuttings and samples and describing them in the field to create a continuous log of subsurface conditions at the boring location. The borings were drilled using a truck mounted drilling rig equipped with 8-inch diameter hollow-stem augers on May 9, 2019 to depths ranging from 8 to 30 feet below the ground surface. The samplers were driven with a 140-pound, safety hammer falling about 30 inches per drop. The samplers were driven up to 18 inches and the hammer blows required to drive the samplers every six inches were recorded as Penetration Resistance and are presented on the boring logs.

In addition to our borings, we reviewed the report prepared by Friar Associates, Inc., dated October 30, 2017 for the parcel adjacent to El Camino Real (APN 044-172-200). Friar's report included logs of four borings drilled using a 4-inch diameter solid stem auger, mounted on a truck flatbed rig.

Soils encountered in the borings were logged in general accordance with the Unified Soil Classification System and based on the examination of soil cuttings and review of the collected samples, approximate interpreted boundaries of various soil layers were marked on the field logs. Copies of the boring logs are presented in Appendix A.

Subsurface Profile

The subject site is generally underlain by bedrock materials of the Franciscan Complex. Borings B-1, B-2, and B-3 were drilled in the upper parking lot area and encountered weathered bedrock at shallow depths or directly beneath asphalt concrete. Boring B-1 encountered moderately hard yellowish-brown sandstone to the maximum depth of drilling. The sandstone becomes less weathered with depth. Boring B-2 encountered extremely fractured and highly weathered orange-brown and gray claystone from 2 to 8 feet below ground surface (bgs), followed by

yellowish brown, soft, and moderately weathered sandstone, clayey sandstone, and claystone to the bottom of the boring at 24 feet bgs. The sandstone becomes hard, massive, and well-cemented by approximately 18 feet bgs. Boring B-3 encountered soft, highly weathered, orange-brown clayey sandstone between 2 to 8 feet bgs, followed by gray to yellow brown shale to the bottom of the boring at 15 feet bgs. The shale is crushed, with moderately hard rock fragments in a clayey matrix. Boring B-4 was drilled in the central parking lot area and encountered fill consisting of brown lean clay with sand between 1 and 3 feet bgs, followed by native reddish brown sandy lean clay to 8 feet bgs. Tan and orange brown clayey sandstone and sandstone were encountered between 8 and 23 feet bgs, followed by hard, dark gray shale to the bottom of the boring at 30 feet bgs. The sandstone is highly weathered and soft to moderately hard. Groundwater was encountered at the top of the shale at approximately 23.5 bgs. A gouge zone of fractured and crushed, dark orange-brown and gray sandstone, shale, and clay with caliche was encountered in boring B-4 between approximately 18 – 19.5 feet bgs. Borings B-5 and B-6 were drilled in the lowermost parking lot area. Boring B-5 encountered reddish brown, very stiff clay soils between 1 and 4 feet, followed by yellow to olive brown clayey sandstone, sandstone, and minor shale to the bottom of the boring at 20 feet bgs. The clayey sandstone is completely weathered. The sandstone and shale are soft, crushed, and highly weathered. Boring B-6 encountered brown clay fill between 0.5 and 3 feet bgs, followed by native reddish brown sandy lean clay soil to 8 feet bgs. Yellow to olive brown clayey sandstone and sandstone were encountered to the bottom of the boring at 14 feet bgs. Earth materials encountered in our borings are generally moist, with the exception of wet shale in boring B-4.

The upper clay soils encountered in borings B-4, B-5, and B-6 may be colluvial soils and/or alluvial fan materials draped across the range front at the valley margin. Bedrock materials are highly fractured and crushed, typical of Franciscan Complex rocks. We were unable to correlate geologic units between borings, with the possible exception of shale in borings B-3 and B-4. Given the fractured condition of the rocks we encountered, and the deformed nature of Franciscan Complex rocks in general, we judge the subsurface bedrock profile to be more typical of a block-in-matrix structure, composed primarily of fractured sandstone and shale interbeds, where bedrock units are discontinuous.

The borings in the lower lot conducted by Friar Associates, Inc (Friar), showed the presence of very stiff to hard lean to fat clay in the upper 6.5 to 8 feet bgs. Friar classified the entirety of borings as clay, but the high blow counts (>100) and the auger hitting refusal indicates the possible presence of bedrock at 6.5 to 10 feet bgs.

Groundwater

Groundwater was encountered in boring B-4 at approximately 23.5 feet bgs. Groundwater was not encountered in our other borings at the site. It should be noted, however, that fluctuations

in the level of subsurface water can occur due to variations in rainfall, temperature, and other factors, and groundwater levels should not be considered constant.

Laboratory Testing

As the borings were drilled, soil samples were obtained using a tube-lined barrel sampler (ASTM D 3550-01 (2007) with shoe similar to D 2937-04). Standard penetration tests were also performed at selected intervals (ASTM D 1586-11). Selected samples of the soil were tested for moisture and density (ASTM D 2216-17 and D 2937-17), Atterberg Limits (ASTM D 4318-17), and direct shearing strength (ASTM D 3080/D 3080M-11). Copies of the laboratory test results are included in Appendix B.

4.0 DATA ANALYSIS

Subsurface Soil Classification

Based on the data in our boring logs and interpretation of geologic conditions, we have assigned the site to Site Class C (Very Dense Soil and Soft Rock) as defined by Table 20.3-1 of ASCE 7 (per Section 1613.3.2 of the 2016 California Building Code).

Seismic Design Parameters

The seismic design parameters calculated using the ASCE 7 Hazard Tool (ASCE/SEI 7-16) for Site Class C are presented below:

Summary of Seismic Parameters - CBC 2019
(Site Coordinates 37.5270°N, -122.2856°W)

Parameter	Design Value
Site Class	C
Mapped Short Term Spectral Response Parameter, (S_s)	1.859g
Mapped 1-second Spectral Response Parameter, (S_1)	0.762g
Site Coefficient, (F_a)	1.2
Site Coefficient, (F_v)	1.4
Site Modified Short Term Response Parameter, (S_{Ms})	2.231g
Site Modified 1-second Response Parameter, (S_{M1})	1.067g
Design Short Term Response Parameter, (S_{Ds})	1.487g
Design 1-second Response Parameter, (S_{D1})	0.711g
Site modified peak ground acceleration (PGA_M)	0.959g

Quantitative Slope Stability Analysis

To evaluate the stability of the slopes at the site, Earth Systems analyzed the cross section A-A' (see Figure 2). In accordance with ASCE/SCEC (2002) guidelines, our computer analysis was performed using Spencer's Method with the aid of the computer program SLIDE version 8.020 (RocScience, 2018) with circular potential failure surfaces. Slopes are considered to be stable if the stability analysis results in a calculated static factor of safety of 1.5 or higher, and a seismic (dynamic) factor of safety of 1.0 or higher. The seismic (dynamic) stability analysis was evaluated using a seismic coefficient of 0.507g. This value was calculated based on the USGS mapped 10% in 50-year ground acceleration of 0.744. If the dynamic factor of safety is less than 1.0, a Newmark displacement analysis is required to evaluate potential slope deformation and movement.

Earth Systems quantitatively analyzed the stability of the existing slopes using data gathered from our subsurface investigation. Groundwater was encountered at 23.5 feet bgs in Boring B-4. We used the strength parameter from our lab testing. The strength parameters for the fill soil are assumed values.

Material Strengths Used in Models

Map Unit	Description	C (psf)	Φ (deg)	Source
af	Fill Soil	500	28	
Qpaf	Pleistocene Alluvial Fan	750	26	ESP (this study)
fs - frac	Franciscan Complex Sandstone - fractured	750	31	ESP (this study)
fs	Franciscan Complex Sandstone	300	39	ESP (this study)

Slope Stability Analysis Results

The results of our analysis of the existing slope indicate a static factor of safety of 2.048 and seismic (dynamic) factor of safety of 1.133, with entry point of the slide plane at about the top of the hill. This is an indication that the slope is stable. Copies of the slope stability plots are presented in Appendix C.

5.0 SUMMARIZED GEOLOGIC CONCLUSIONS AND RECOMMENDATIONS

The following conclusions are based on the data acquired and analyzed during the course of this study.

The subject site is suitable for the proposed multi-purpose building and related improvements from a geological standpoint, provided the recommendations included in this report are followed.

A moderate to major earthquake on the San Andreas, Hayward, or Calaveras faults could cause strong to violent ground shaking at this site. The potential for surface fault rupture to impact the location of the proposed apartment buildings is deemed low. Likewise, the potentials for landsliding and debris flows are also deemed low at the site.

6.0 GEOTECHNICAL ENGINEERING CONCLUSIONS

Site Suitability

Based on the results of our subsurface exploration, laboratory test results, observations and engineering analysis, it is our opinion that the site is geotechnically suitable for the proposed multi-family residential building, provided the recommendations contained herein are incorporated into the design and implemented during site grading and foundation construction phases of the project. The primary geotechnical concerns at the site are:

- Relatively high retained cuts required to accommodate the parking garage,
- Presence of highly expansive soils in the portion of the site adjacent to El Camino Real,
- Presence of shallow soil slumps in the cut slopes behind the upper parking lot of the motel property,
- Potential post-construction deflection of the retaining walls,
- Relatively high building loads and anticipated post-construction total and differential settlement,
- Cut/Fill transition within the building pad area at the lower lot,
- Variable seismic behavior of connected tall structures, and
- Possible seepage sources within the proposed large cuts.

Soil Expansion Potential

The results of the Atterberg Limits test performed by Earth Systems on a near-surface soils collected from our borings resulted in a Plasticity Index of 10. Based on the test results, Earth Systems judged the near surface soils at the site to have a low shrinkage/swelling potential. However, the referenced report by Friar, indicates the presence of stiff to very stiff, highly plastic clayey soil (PI = 40) in the boring drilled near the northern corner of the site adjacent to Belmont Avenue at the lower undeveloped lot. Thus, there is a potential for the surficial soils to have a very high expansion potential in the lower portion of the property adjacent to El Camino Real.

Expansive soils tend to swell with increases in soil moisture and shrink as the soil moisture decreases. The volume changes that the soils undergo in this cyclical pattern can result in post-construction distress to lightly loaded structures/flatwork founded on these soils and other improvements if precautionary measures are not incorporated into the design and implemented during construction. Recommendations to minimize post-construction distress to lightly loaded structures founded on moderately expansive soils are presented in the following sections of the report.

Site Preparation and Grading

The site grading will require deep cuts and minor fill placement in the portion of the property adjacent to El Camino Real. Additional grading work is anticipated to include fill placement behind the retaining walls and the utility trenches. The grading of the lower lot will likely result in cut/fill transition within the building pad area. Therefore, over-excavation and placement of excavated soil as engineered fill may be required. Grading recommendations are discussed in greater details in the *Recommendations* section of this report.

Foundations

Due to the firm nature of the surficial bedrock, and removal of soil, the proposed loads of the residential building and the retaining walls can be adequately supported on conventional spread/strip footings. Detailed recommendations related to building foundations are included in the following sections of the report.

Retaining Walls

The proposed development will include construction of retaining walls to support sloping cuts in the southwest portion of the building and up to 32 feet high cuts around the proposed underground parking area. Since the cuts are relatively high, the recommendations contained in the following sections of the report may be considered preliminary in nature. The actual retaining wall design should be performed by a firm specializing in the design of walls keeping allowable deflection and intended application of the retention system in mind. The wall designer should explore the possibility of using tie backs and/or a soil nailed wall that would allow top down construction and eliminate the need of temporary shoring. Retaining wall structures tend to be flexible; therefore, the design engineer should keep future deflections of the wall in mind while designing the rigid structures adjacent to the wall. The design engineer should also be provided with acceptable deflection tolerances so the walls could be designed appropriately. Design recommendations for conventional cantilever type walls for up to 12-foot high cuts are provided in the following sections of the report. We have provided soil properties and preliminary recommendations for the soil nail design and can provide additional recommendations to the wall designer once the wall design is conceptually finalized.

Static Settlement

It is anticipated that the foundation elements will bear into the underlying Franciscan formation bedrock in most of the building area. Bedrock may be present at greater depths in the lower lot area; therefore, the building foundations in the lower lot should be extended to greater depths so it is founded in bedrock. Total static settlements of foundations supported on bedrock are not anticipated to exceed 1 inch with differential settlement of less than ½ inch between adjacent foundation elements. Actual settlement values will be confirmed once the actual loads and foundation dimensions are finalized.

7.0 SOIL ENGINEERING RECOMMENDATIONS

Site Preparation and Grading

General Site Preparation

1. The site should be prepared for grading by removing structures, slabs-on-grade, existing trees and associated root systems within and in close proximity to the proposed building footprints, debris, and other potentially deleterious materials from areas to receive improvements. Existing utility lines that will not be serving the proposed residence should be either removed or abandoned. The appropriate method of utility abandonment will depend upon the type and depth of the utility. Recommendations for abandonment can be provided as necessary.

2. In the areas proposed to receive fill, the differential fill thickness should not exceed 4 feet. This may require over-excavation and placement of excavated soil as engineered fill. The amount of soil required to be over-excavated can be provided once the final grading plans are completed. If buried objects, soft soils, or other adverse conditions are observed during over-excavation, additional depth of over-excavation or other remedial grading measures may be recommended by the geotechnical engineer. The over excavation operations should be observed by the geotechnical engineer prior to continuing grading.

3. Ruts or depressions resulting from the removal of the previous building foundations, slabs, utilities, tree root systems, and abandoned and/or buried structures, buried debris, and remnants of the former use of the site that are discovered during site grading should be removed and properly cleaned out down to undisturbed native soil. The bottoms of the resulting depressions should be scarified and cross-scarified at least 8 inches in depth, moisture conditioned and recompacted. The depressions should then be backfilled with approved, compacted, moisture conditioned structural fill, as recommended in other sections of this report.

4. Minor shallow slumps were observed at the base of the northwest corner of the slope which initiated deformation of lower concrete retaining walls at the base of the slope, which was confirmed during our site reconnaissance. The site is proposed to undergo major grading effort and these slumps observed in the field will likely be removed in their entirety. Any additional areas of slope instability will be addressed during the site grading operation.

5. Shallow subsurface conditions not encountered during the exploratory drilling may be exposed during grading that cannot be foreseen at this time. Therefore, it is recommended that site preparation and grading operations be perform under the observation of Earth Systems so that actual conditions can be evaluated in the field as the job progresses. Earth Systems should be notified at least 48 hours prior to commencement of grading operations so that arrangements can be made to provide observation and soil testing services.

Compaction Recommendations

1. In general, the underlying native soil should be scarified at least 8 inches, moisture conditioned and recompacted to the recommended relative compaction presented below, unless noted otherwise. This scarification operation should be performed at locations designated for proposed structural fill, concrete slabs-on-grade, exterior flatwork, foundations, and pavement areas.

2. Recompacted native soils and fill soils should be compacted to a minimum relative compaction of 90 percent of maximum dry density at a moisture content at least 2 percentage points above optimum.

3. In areas to be paved, the upper 8 inches of subgrade soil should be compacted to a minimum 92 percent of maximum dry density at a moisture content at least 2 percentage points over optimum. The aggregate base courses should be compacted to a minimum 95 percent of maximum dry density at a moisture content that is slightly over optimum. The subgrade and base should be firm and unyielding when proof-rolled with heavy, rubber-tired equipment prior to paving. The pavement subgrade soils should be periodically moistened as necessary prior to placement of the aggregate base to maintain the soil moisture content near optimum.

Fill Recommendations

1. Structural fill is defined herein as a native or import fill material which, when properly compacted, will support foundations, building slabs, pavements, and other fills. The on-

site native fill soils that are free of debris, organics and other deleterious material, may be used as structural fill.

2. Low-expansive material should be placed under a conventional slab-on-grade as discussed above and under exterior flatwork. Low-expansive material is defined as being coarse grained (ASTM D 2487-17) with a plasticity index (ASTM D 4318-17) of 15 or less. Proposed low-expansive material should be evaluated by the Geotechnical Engineer before being transported to the site, and on an intermittent basis during placement on the site. Processed aggregate base would be suitable for use as low-expansive material. Low-expansive imported material should be compacted to a minimum 90 percent of maximum dry density. The flatwork areas should be frequently moistened with light sprays as necessary prior to placement of the low-expansive import to maintain the soil moisture content above optimum.

3. Imported fill soils for general use at the site as low-expansive imported material should meet the following criteria:

   a. Be coarse grained and have a plasticity index of less than 15 and/or an expansion index less than 20;
   b. Be free of organics, debris or other deleterious material;
   c. Have a maximum rock size of 3 inches; and
   d. Contain sufficient clay binder to allow for stable foundation and utility trench excavations.

4. A sample of proposed imported soils should be submitted at least three days before being transported to the site for evaluation by the geotechnical engineer. During importation to the site the material should be further reviewed on an intermittent basis.

5. Fills placed on sloping ground (steeper than 10:1) should be properly keyed at their base and continually benched into bedrock as recommended in the field by the geotechnical engineer. The base keys should be at least 10 feet wide, or 1.5 times the width of the compaction equipment, whichever is greater, at locations and depths determined by the geotechnical engineer. The base-keys should penetrate at least 2 feet into undisturbed native soil or bedrock. As the fills increase in height, they should be continuously benched into undisturbed native material to provide a firm bond between the fill material and the undisturbed native material. A subdrain should be placed in the heel of the keyway, if deemed necessary by the geotechnical engineer. Once the key and benches have been approved by the geotechnical engineer or engineering geologist, backfilling may proceed as described in the preceding paragraphs.

6. Compacted fill slopes should not be steeper than 2.5:1 in finished slope. Cut slopes in natural soil slopes also should not be steeper than 2.5:1. Cut slopes should be observed by a qualified Earth Systems representative to evaluate the possible need for stabilizing buttress grading. Fill slopes should be constructed slightly oversize laterally so that they can be trimmed to a clean finished surface at the completion of grading. Constructed slopes should be protected against rain runoff or surplus irrigation water by use of an appropriate drainage control facility. Newly constructed slopes should receive some type of erosion control planting soon after completion of grading.

Foundations

The proposed building loads may be supported on conventional spread/strip footings. Alternatively, pier and grade beams may be used to support the building loads. Earth Systems does not recommend the use of a combination of two foundation types.

Conventional Spread/Strip Footings

1. The anticipated loads of the proposed residential building can be supported by conventional strip/spread footings bearing on bedrock material. The footings should have a minimum width of 24 inches and should extend a minimum of 18 inches into the bedrock and it should be confirmed by a geologist from of our firm. The footing excavations should be kept moist, firm, and clean prior to placing structural concrete. The footings should be reinforced per the design recommendations by the project Structural Engineer.

2. The footings should be designed using a maximum allowable bearing capacity of 4,000 psf dead plus live load. This value may be increased by one-third when transient loads such as wind or seismicity are included.

3. Resistance to lateral loads should be calculated based on a passive equivalent fluid pressure of 300 pcf and a friction factor of 0.35. Passive and frictional resistance can be combined in the calculations without reductions. These values are based on the assumption that backfill adjacent to foundations is properly compacted. The upper 12 inches of embedment should be disregarded in calculating passive resistance where concrete or asphalt pavement does not abut the foundation.

Piers and Grade Beams

1. Alternatively, a drilled, cast-in-place, reinforced concrete pier and grade beam type foundation system may be used to support the building loads. The piers should extend a minimum of 8 feet into the underlying bedrock. The piers should have a minimum diameter of 18 inches and

should be sized using an allowable skin friction value of 800 psf in bedrock and 500 psf for overlying soils, against gravity loads. The allowable skin friction value for uplift loads should be limited to 70 percent the values for gravity loads. The weight of the pier should be ignored while estimating the load bearing capacity against uplift loads. These values may be increased one-third for short term loads such as wind or seismic loads. The piers should contain reinforcing steel through the entire depth. The top 2 feet of embedment should be discounted when calculating vertical load transfer. The end bearing capacity of the piers should be ignored.

2. Piers located on sloping ground or within 15 feet of the top of a down slope should be designed for creep forces. A creep force of 50 pcf acting over a tributary area of 3 pier diameters should be applied to the upper 3 feet of embedment.

3. To resist lateral loads, a passive equivalent fluid pressure of 300 pcf and a coefficient of friction of 0.30 may be assumed. Passive resistance may begin at a point on the foundation where there is at least 5 feet of horizontal cover to the slope face. This passive design pressure may be increased by one third when including short term forces from wind and seismic forces. The passive resistance may be applied over a two pier diameter tributary area.

4. The bottoms of grade beams around the perimeter of the building structures should penetrate at least 6 inches into the prepared building pad, where raised floors are anticipated and 12 inches where slab-on-grades floors, are anticipated. To reduce uplift forces on the grade beams, 4 to 6 inch thick void forms should be placed under the grade beams.

5. Piers should be structurally tied to the grade beams or tie beams. Isolated interior piers are not recommended. The actual design of the piers, their reinforcement, depth, size and spacing will depend upon actual building loads and should be determined by the architect/engineer responsible for the foundation design.

6. The piers should not deviate from a plumb line by more than 2 percent of the pier length, as measured from the top to the point of interest. Adequate pier oversize may be assumed to provide the recommended tolerance.

7. Foundation piers should be drilled under the observation of a representative from Earth Systems who will verify the proper penetration depth into bedrock and provide additional recommendations if unanticipated conditions are encountered during pier drilling operations.

Retaining Walls

Walls Less than 12 feet

1. Retaining walls may be supported on conventional strip/spread footings or a system of piers and grade beams utilizing the foundation recommendations presented in the Foundations section above.

2. Design criteria for retaining walls to laterally retain the on-site soils are presented below:

   Active equivalent fluid pressure (level backfill) .....45 pcf
   At-rest equivalent fluid pressure (level backfill) .....60 pcf

   The above earth pressures are for level backfill conditions. For sloping backfill, the above pressures should be increased by 3 pcf per every 5 degree increase in the backfill slope angle. No surcharge loads are taken into consideration in the above provided equivalent fluid pressures. Retaining walls allowed to deflect up to one-half percent of the total height may be designed to withstand active earth pressures.

3. Surcharge loads applied at the surface on the backfill should be considered to be a uniformly distributed horizontal load. This load would equal to approximately 1/3 and 1/2 of the uniform surcharge load for “active” and “at-rest” conditions, respectively.

4. If seismic forces are to be considered in the retaining wall design, the seismic increment of earth pressure should be 8H pounds per linear foot, where H is the height of the retained soil. The seismic pressure should be applied uniformly on the back of the wall along the height of the retained soil.

5. A concrete lined drainage ditch should be constructed at the top of exterior retaining walls to minimize surface irrigation or rain water originating upslope of the walls from flowing over the walls. The drainage ditch should lead to one or both ends of the retaining walls and discharge into an approved collection system.

6. In order to provide proper drainage, an import drain rock blanket should be placed behind the retaining walls. The drain rock blanket should be at least 12 inches wide and extend along the entire length of the retaining wall. The drain rock blanket should extend from the top of the footing upward to within 2 feet of the top of the wall backfill. The upper 2 feet of backfill over the drainage medium should consist of native soil, compacted to at least 90 of maximum dry density, to reduce the flow of surface drainage into the wall drain system. The drain rock blanket should be separated from the backfill soil using a

permeable synthetic fabric conforming to Caltrans Standard Specifications, Section 88-1.02B, Class A. Permeable material should conform to Section 68-2.02F(3), Class 2, of the Caltrans Standard Specifications. Manufactured synthetic drains such as Miradrain or Enkadrain may be used in lieu of drain rock and should be installed in accordance with the recommendations of the manufacturer. A 4-inch diameter, perforated/horizontal pipe should be placed at the bottom of the drain blanket/synthetic drains with perforations down. The pipe should discharge to an approved discharge point beyond and down slope of the wall.

7. The architect/engineer should bear in mind that retaining walls by their nature are flexible structures, and the flexibility can often cause cracking in surface coatings. Where walls are to be plastered or will otherwise have a finish surface applied, this flexibility should be considered in determining the suitability of the surfacing material, spacing of horizontal and vertical joints, connections to structures, etc.

8. Retaining walls facing habitable areas, or areas where intrusion of moisture would be undesirable, should be waterproofed in accordance with the specifications of the architect/engineer.

9. Retaining walls should be backfilled with either native soil or clean imported granular material. The backfill material should be placed in thin, moisture conditioned lifts, compacted in accordance with the recommendations provided in the Site Preparation and Grading section of this report.

10. Long-term settlement of properly compacted sand or gravel retaining wall backfill should be assumed to be about ½ percent of the depth of the backfill. Long-term settlement of properly compacted clayey retaining wall backfill should be assumed to be about 1 percent of the depth of the backfill. Improvements constructed near the tops of retaining walls should be designed to accommodate the estimated settlement.

Preliminary Recommendations for Soil Nail Walls

1. Vertical cuts greater than 12 feet in height may be retained using soil nailed walls provided the horizontal movement of the soil nailed walls is within the tolerable range. The design of the soil nail walls should be performed by an experienced wall designer and should adhere to the Soil Nail Walls Reference Manual by the U.S. Department of Transportation, Federal Highway Administration.

2. Design criteria for retaining walls to laterally retain the on-site soils are presented below:

	ϕ (°)	c[1] (psf)	Unit weight (pcf)	Young's Modulus[2] (ksf)	Groundwater
Upper 5 feet	26	750	120	300	n/a
Below 5 feet	31	750	130	2,000	~23 feet bgs

1 Generally cohesion values are ignored in the design of soil nail walls

2 Young's Modulus values are approximated based on Table 4.3 from the FHWA Soil Nail Manual, and the values are very limited in their accuracy

3. Surcharge loads applied at the surface on the backfill should be considered to be a uniformly distributed horizontal load. This load would equal to approximately 1/3 and 1/2 of the uniform surcharge load for "active" and "at-rest" conditions, respectively.

4. Strip drains should be placed along the soil nail wall. A drainage cap and exit pipe are connected to the strip drains for the underdrain system. The underdrain system should be constructed inside a trench at the toe of the wall and consist of Schedule 40 PVC slotted drainage pipe. The pipe should be surrounded by clean aggregate wrapped in a geotextile filter fabric. The FHWA soil nail manual should be used to aid in the design of the drainage.

5. When constructing the soil nail wall with the top down method, unsupported cuts on the retaining wall will be present. Unsupported cuts in the native soil should not be greater than 5 feet and unsupported cuts for the bedrock should not be greater than 8 feet.

Slab-on-Grade Construction

1. The slab-on-grade for the building should have a minimum thickness of 4 full inches and be reinforced as directed by the architect/engineer. A layer of felt expansion joint material should be placed between the foundation and the floor slab.

2. Due to the high expansion potential of the soil, the slabs-on-grade should be constructed over a minimum of 12 inches of Class 2 aggregate base conforming with Section 26-1.02B of the Caltrans Standard Specifications. The required thickness of the non-expansive soil should be reviewed after the subgrade conditions are reviewed in the field. Prior to placement of the aggregate base, the subgrade soil should be scarified to a minimum depth of 8 inches, moisture conditioned to above optimum moisture content and compacted in place as described in the previous sections of the report. The moisture content of slab subgrade should be maintained up until the concrete slab is placed on top.

3. In areas where moisture transmitted from the subgrade would be undesirable, or where moisture sensitive materials will be stored directly on the slab, a capillary break system that consists of a vapor retarder and a 4-inch-thick, clean crushed rock layer should be placed above the pad subgrade to serve as a capillary break.

4. The vapor retarder should comply with ASTM Standard Specification E 1745-17 and the latest recommendations of ACI Committee 302. The vapor retarder should be installed in accordance with ASTM Standard Practice E 1643-18a. Care should be taken to properly lap and seal the vapor retarder, particularly around utilities, and to protect it from damage during construction.

5. A sand layer over the vapor retarder is optional. If sand, gravel or other permeable material is to be placed over the vapor retarder, the material over the vapor retarder should be only lightly moistened and not saturated prior to casting the slab. Excess water above the vapor retarder would increase the potential for moisture damage to floor coverings. Recent studies, including those by ACI Committee 302, have concluded that excess water above the vapor retarder would increase the potential for moisture damage to floor coverings and could increase the potential for mold growth or other microbial contamination. These studies also concluded that it is preferable to eliminate the sand layer and place the slab in direct contact with the vapor retarder, particularly during wet weather construction. However, placing the concrete directly on the vapor retarder would require special attention to using the proper vapor retarder, concrete mix design, and finishing and curing techniques.

6. When concrete slabs are in direct contact with vapor retarders, the concrete water to cement (w/c) ratio must be correctly specified to control bleed water and plastic shrinkage and cracking. The concrete w/c ratio for this type of application is typically in the range of 0.45 to 0.50. The concrete should be properly cured to reduce slab curling and plastic shrinkage cracking. Concrete materials, placement, and curing methods should be specified by the architect/engineer.

Exterior Flatwork

1. Exterior concrete flatwork should have a minimum thickness of 4 full inches and should be reinforced as directed by the architect/engineer. The flatwork should be cast over a minimum of 12 inches of aggregate base in order to mitigate the effects from expansive soil. The required thickness of the non-expansive soil should be reviewed after the subgrade conditions are reviewed in the field.

2. Assuming that movement (i.e., ¼-inch or more) of exterior flatwork beyond the structure is acceptable, the flatwork should be designed to be independent of the building foundations. The flatwork should not be doweled to foundations, and a separator should be placed between the two.

3. To reduce shrinkage cracks in concrete, the concrete aggregates should be of appropriate size and proportion, the water/cement ratio should be low, the concrete should be properly placed and finished, contraction joints should be installed, and the concrete should be properly cured. Concrete materials, placement and curing specifications should be at the direction of the architect/engineer.

Utility Trenches Backfill

1. A select, noncorrosive, granular, easily compacted material should be used as bedding and shading immediately around utility pipes. The site soils may be used for trench backfill above the select material. If obtaining compaction is difficult with the site soils, use of a more easily compacted sand may be desirable. The upper foot of backfill should consist of native material to reduce the potential for seepage of water into the backfill.

2. Trench backfill in the upper 8 inches of subgrade beneath pavement areas should be compacted to a minimum of 92 percent of maximum dry density at a moisture content at least 2 percentage points over optimum. Trench backfill in other areas should be compacted to a minimum of 90 percent of maximum dry density at a moisture content at least 2 percentage points over optimum. Jetting of utility trench backfill should not be allowed.

3. Where utility trenches extend under perimeter foundations, the trenches should be backfilled entirely with native soil compacted to a minimum of 90 percent of maximum dry density. The zone of native soil should extend to a minimum distance of 2 feet on both sides of the foundation. If utility pipes pass through sleeves cast into the perimeter foundations, the annulus between the pipes and sleeves should be completely sealed.

4. Parallel trenches excavated in the area under foundations defined by a plane radiating at a 45-degree angle downward from the bottom edge of the footing should be avoided, if possible. Trench backfill within this zone, if necessary, should consist Controlled Low Strength Material (CLSM) also known as Controlled Density Fill or Flowable Fill.

5. Where trenches pass from landscape areas to pavement areas, at least a four foot length of trench, centered on the curb line, should be backfilled with native soil to reduce the potential for lateral migration of water from the planter to the pavement area.

Soil Corrosion Potential

1. The corrosion potential of the native soil should be evaluated when the soil subgrade is exposed. The purpose of these tests would be to evaluate the need for any special type of cement or coating around metal pipes to mitigate potential adverse impact of corrosive soils that may be present at the site.

Surface Drainage Management

1. Drainage from the site should not discharge to the existing site slopes without the use of an approved dissipater system in order to control erosion potential.

2. Unpaved ground surfaces should be finish graded to direct surface runoff away from site improvements at a minimum 5 percent grade for a minimum distance of 10 feet. If this is not practicable due to the terrain or other site features, swales with improved surfaces should be provided to divert drainage away from improvements. The landscaping should be planned and installed to maintain proper surface drainage conditions.

3. Runoff from driveways, roof gutters, downspouts, planter drains and other improvements should discharge in a non-erosive manner away from foundations, pavements, and other improvements.

4. Stabilization of surface soils, particularly those disturbed during construction, by vegetation or other means during and following construction is essential to protect the site from erosion damage. Care should be taken to establish and maintain vegetation.

5. Open areas adjacent to foundations, exterior flatwork, and other improvements should be irrigated or otherwise maintained so that constant moisture conditions are created throughout the year. However, irrigation systems should be controlled to the minimum levels that will sustain the vegetation without saturating the soil.

6. Bio-retention swales constructed within 10 feet or less from the building foundation should be lined with a 20-mil pond liner.

Required Geotechnical Observation and Testing

1. It must be recognized that the recommendations contained in this report are based on a limited number of borings and rely on continuity of the subsurface conditions encountered.

2. It is assumed that the Geotechnical Engineer will be retained to provide consultation during the design phase, to interpret this report during construction, and to provide construction monitoring in the form of testing and observation.

3. Unless otherwise stated, the terms "compacted" and "recompacted" refer to soils placed in level lifts not exceeding 8 inches in loose thickness and compacted to a minimum of 90 percent of maximum dry density. The standard tests used to define maximum dry density and field density should be ASTM D 1557-12 and ASTM D 6938-17a, respectively, or other methods acceptable to the geotechnical engineer and jurisdiction.

4. "Moisture conditioning" refers to adjusting the soil moisture to at least optimum moisture prior to application of compactive effort. If the soils are overly moist so that they become unstable, or if the recommended compaction cannot be readily achieved, drying the soil to optimum moisture content or just above may be necessary. Placement of gravel layers or geotextiles may also be necessary to help stabilize unstable soils. The geotechnical engineer should be contacted for recommendations for mitigating unstable soils.

5. At a minimum, the following should be provided by the geotechnical engineer:

    - Review of final grading and foundation plans,
    - Professional observation during site preparation, grading, and foundation excavation,
    - Oversight of soil special inspection during grading.

6. Special inspection of grading should be provided as per Sections 1705.6 and 1705.8 and Tables 1705.6 and 1705.8 of the CBC; the soils special inspector should be under the direction of the geotechnical engineer. In our opinion, the following operations should be subject to *continuous* soils special inspection:

    - Excavation of base keyways,
    - Scarification and recompaction at bottom of over-excavated surfaces,
    - Fill placement and compaction,
    - Foundation pier drilling.

7. In our opinion, the following operations may be subject to *periodic* geotechnical special inspection; subject to approval by the Building Official:

    - Stripping and clearing of vegetation, roots and deleterious materials,
    - Over-excavation to the recommended depth,
    - Compaction of driveway subgrade and aggregate base,
    - Utility trench backfill compaction,
    - Conventional foundation excavations.

8. It will be necessary to develop a program of quality control prior to beginning grading. It is the responsibility of the owner, contractor, or project manager to determine any additional inspection items required by the architect/engineer or the governing jurisdiction.

9. A preconstruction conference among a representative of the owner, the geotechnical engineer, soils special inspector, the architect/engineer, and contractors is recommended to discuss planned construction procedures and quality control requirements. Earth Systems should be notified at least 48 hours prior to beginning grading operations.

8.0 CLOSURE

This report is valid for conditions as they exist at this time for the type of project described herein. Our intent was to perform the investigation in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the locality of this project under similar conditions. No representation, warranty, or guarantee is either expressed or implied. This report is intended for the exclusive use by the client as discussed in the Scope of Services section. Application beyond the stated intent is strictly at the user's risk.

If changes with respect to the project type or location become necessary, if items not addressed in this report are incorporated into plans, or if any of the assumptions stated in this report are not correct, Earth Systems should be notified for modifications to this report. Any items not specifically addressed in this report should comply with the California Building Code and the requirements of the governing jurisdiction.

The preliminary recommendations of this report are based upon the geologic and geotechnical conditions encountered during the investigation, and may be augmented by additional requirements of the architect/engineer, or by additional recommendations provided by Earth Systems based on conditions exposed at the time of construction.

This document, the data, conclusions, and recommendations contained herein are the property of Earth Systems. This report should be used in its entirety, with no individual sections reproduced or used out of context. Copies may be made only by Earth Systems, the client, and his authorized agents for use exclusively on the subject project. Any other use is subject to federal copyright laws and the written approval of Earth Systems.

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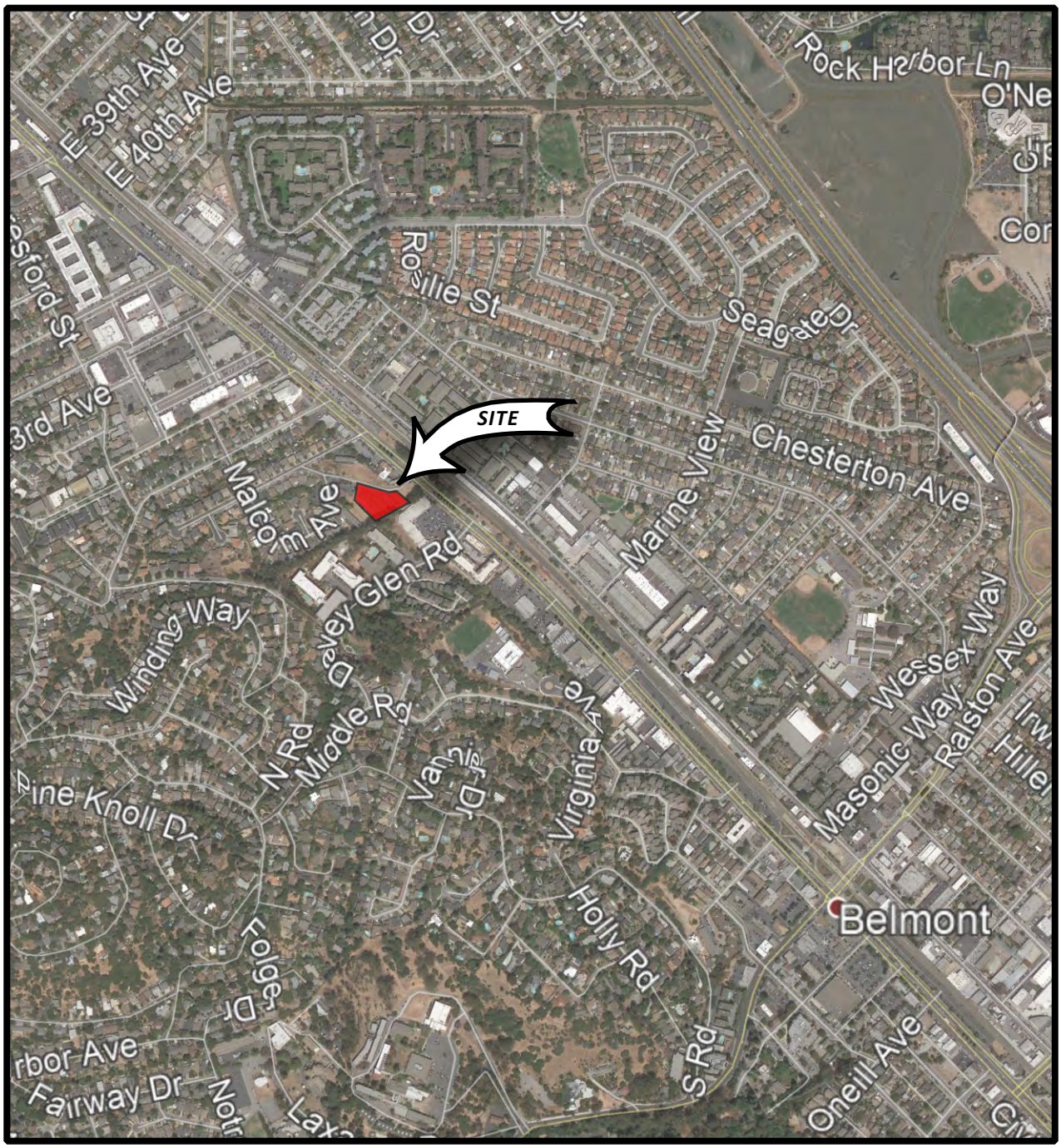
Aerial Photographs (Stereo Pairs)

Date	Scale	Type	Source	Ref. No.
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06/07/73	1:12,000	B&W	USGS	3567-4 -058/059
06/25/74	1:12,000	Color	USGS	Area 9 9-56/57
1993-2018	variable	B&W/color	Google Earth	v7.3.2.5776

FIGURES

Figure 1 – Site Location Map
Figure 2 – Site Geology and Boring Location Map
Figure 3 – Regional Geologic Map
Figure 4 – Cross Sections
Figure 5 – Site Development Plan
Figure 6 – Building Cross Sections

TN MN 13.2



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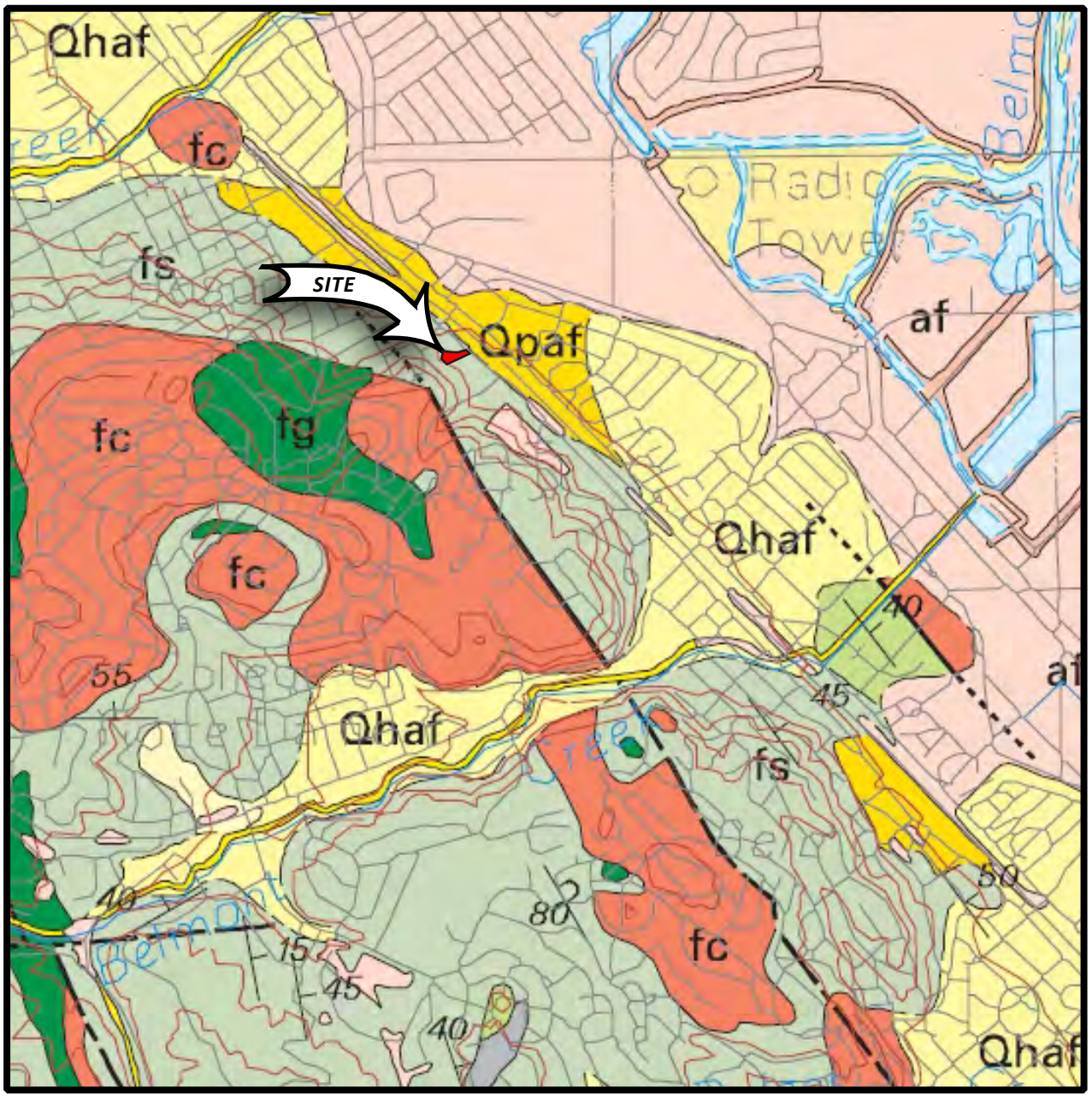
Approximate Scale in Feet

Base: Google Earth (2019)

Earth Systems Pacific	Proposed Property 803 Belmont Avenue Belmont, California	Site Locaon Map 303125-002



Earth Systems Pacific	**Belmont Avenue Property** **803 Belmont Avenue** **Belmont, California**	**Site Geologic and Boring Locaon Map** **File No: 303125-002**



Base: E.E. Brabb, et. al. (1998)

Qhaf Alluvial Fan Deposits (Holocene)
Qpaf Alluvial Fan Deposits (Pleistocene)

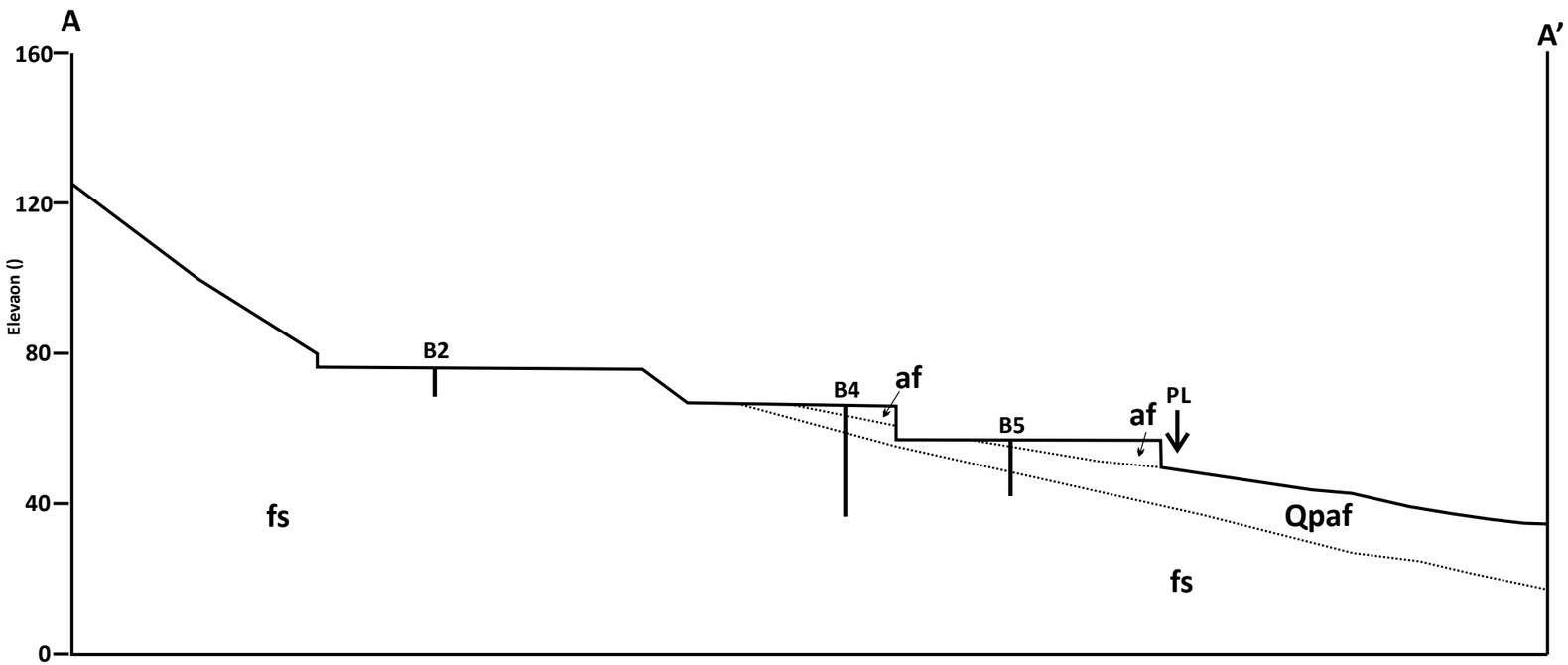
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Approximate Scale in Feet

Franciscan Complex (Cretaceous and Jurassic):

fs Sandstone
fg Greenstone
fc Chert

Earth Systems Pacific	Belmont Avenue Property 803 Belmont Avenue Belmont, California	**Regional Geologic Map** **303125-002**



LEGEND

af	Arficial fill (v ariable ages)
Qpaf	Pleistocene alluvial fan
fs	Alluvium and colluvium
- - - -	Geologic contact
PL ↓	Property Line

0 40 80 120

Approximate Scale in Feet (H=V)

Earth Systems Pacific	Belmont Avenue Property 803 Belmont Avenue Belmont, California	Cross-Secon A -A' 303125-002



Legend

Buliding cross secons

Base: Site Plan, Sheet 1.2, Withee Malcolm Architects, LLP, dated November 16, 2020

Earth Systems Pacific	**Belmont Avenue Property** **803 Belmont Avenue** **Belmont, California**	**Site Development Plan** **File No: 303125-002**



Base: Typical Building Secons, Shee t 3.3, Withee Malcolm Architects, LLP, dated November 16, 2020

Earth Systems Pacific	**Belmont Avenue Property** **803 Belmont Avenue** **Belmont, California**	**Building Cross Secons** **File No: 303125-002**

APPENDIX A

Boring Logs (6)

Earth Systems Pacific

Boring No. 1

LOGGED BY: P. Penrose
DRILL RIG: Mobile B-53
AUGER TYPE: 8" Hollow Stem Auger

PAGE 1 OF 1
JOB NO.: 303125-002
DATE: 5/9/19

Proposed Property
803 Belmont Avenue
Belmont, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA: INTERVAL (feet)	SAMPLE NUMBER	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.	POCKET PEN (t.s.f)
0			6" AB, 2" AC							
1 - 2	Bdrx		SANDSTONE; yellow brown, moderately hard, highly weathered	1.5-2.0	1-1	■			50/4"	
3 - 4				3.5-4.0	1-2	■			50/5"	
5 - 6 - 7			-Slightly weathered, hard, strong							
8				8.0-8.1	1-3	■			50/1"	
9			Bottom of boring at 8' due to auger refusal Groundwater not encountered							
10 - 11 - 12 - 13 - 14 - 15 - 16 - 17 - 18 - 19 - 20 - 21 - 22 - 23 - 24 - 25 - 26 -										

LEGEND: ■ 2.5" Mod Cal Sample ○ Bulk Sample ▭ 2" Cal Sample ● SPT ⏚ Groundwater

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Boring No. 2
PAGE 1 OF 1

LOGGED BY: P. Penrose
DRILL RIG: Mobile B-53
AUGER TYPE: 8" Hollow Stem Auger

JOB NO.: 303125-002
DATE: 5/9/19

Proposed Property
803 Belmont Avenue
Belmont, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA: INTERVAL (feet)	SAMPLE NUMBER	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.	POCKET PEN (t.s.f)
0			6" AB, 2" AC							
1	SC		CLAYEY SAND with GRAVEL; reddish brown, dense, moist						13	
2									37	
	Bdrx		CLAYSTONE; orangish brown to gray, extremely fractured, decomposed to highly weathered, firm	1.0-2.5	2-1	■	116.4	12.6	50/4"	
3										
4			-Moderately hard -With sandstone fragments [ϕ = 39°, c = 309 psf]						34	
5				3.5-4.5	2-2	■			50/5.5"	
6										
7										
8	Bdrx		SANDSTONE, clayey SANDSTONE and CLAYSTONE; yellow brown, soft (rock), weak, moderately weathered	8.5-9.0	2-3	■			50/5"	
9										
10										
11										
12										
13			-Severely weathered							
14				13.5-14.0	2-4	■			70/5"	
15										
16										
17										
18			-SANDSTONE, hard, massive, well cemented							
19				18.5-19.0	2-5	●			50/5"	
20										
21										
22										
23										
24				23.5-24.0	2-6	●			50/1"	
25			Bottom of boring at 24' due to auger refusal Groundwater not encountered							
26										

LEGEND: ■ 2.5" Mod Cal Sample ○ Bulk Sample ▭ 2" Cal Sample ● SPT ⏚ Groundwater

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Boring No. 3

LOGGED BY: P. Penrose
DRILL RIG: Mobile B-53
AUGER TYPE: 8" Hollow Stem Auger

JOB NO.: 303125-002
DATE: 5/9/19

Proposed Property
803 Belmont Avenue
Belmont, California

DEPTH (feet)	USCS CLASS	SOIL DESCRIPTION	INTERVAL (feet)	SAMPLE NUMBER	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.	POCKET PEN (t.s.f)
0		4" AB, 2" AC							
1	CL	LEAN CLAY with SAND and GRAVEL; reddish brown, very stiff, moist							
2	Bdrx	CLAYEY SANDSTONE; orangish brown, moist, fine to coarse sand, fine to coarse gravel, soft (rock), severely weathered to clayey sand with gravel						5 7	
3			1.5-3.0	3-1	■	93.5	27.6	13	1.25
4								13 15	
5			3.5-5.0	3-2	■	110.5	16.1	16	
6									
7									
8	Bdrx	SHALE; decomposed gray to yellow brown, friable, firm, crushed, moderately hard rock fragments in clayey matrix							
9			8.5-9.5	3-3	■	124.4	10.6	44 50/5"	
10									
11									
12		-Highly weathered, crushed, soft (rock), weak, gray clasts up to 3" of hard shale							
13									
14			13.5-14.0	3-4	■			50/6"	
15		Bottom of boring at 15' Groundwater not encountered							
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									

LEGEND: ■ 2.5" Mod Cal Sample ○ Bulk Sample ▭ 2" Cal Sample ● SPT ⏚ Groundwater

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Boring No. 4

LOGGED BY: P. Penrose
DRILL RIG: Mobile B-53
AUGER TYPE: 8" Hollow Stem Auger

JOB NO.: 303125-002
DATE: 5/9/19

Proposed Property
803 Belmont Avenue
Belmont, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA: INTERVAL (feet)	SAMPLE NUMBER	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.	POCKET PEN (t.s.f)
0			6.5" AB, 1.5" AC							
1	CL		LEAN CLAY with SAND; brown, very stiff, slightly moist [Fill]						10	
2									12	
3				1.5-3.0	4-1	■	98.9	14.2	15	
4	CL		SANDY LEAN CLAY; reddish brown with gray mottling, very stiff, moist, trace gravels						12	
5				3.5-5.0	4-2	■	105.6	17.7	14 19	
6										
7										
8	Bdrx		CLAYEY SANDSTONE; tan and orange brown, very stiff, moist, soft to moderately hard (rock) [Decomposed Sandstone]						9	
9									22	
10	Bdrx		SANDSTONE; yellow brown to dark brown, firm, decomposed to highly weathered, clay matrix [ϕ = 26°, c = 745 psf]	8.5-10.0	4-3	■			40	
11										
12										
13	Bdrx		SANDSTONE; moderately hard, fractured with clay matrix, slightly weathered, hard rock fragments	13.5-14.0	4-4	■			50/5"	
14										
15										
16										
17										
18	Bdrx		GOUGUE (melange); dark orange brown and gray with caliche, soft weathered to sandy clay with gravel [ϕ = 31°, c = 773 psf]						13	
19									22	
20	Bdrx		Clayey SANDSTONE; soft (rock), moist, severely weathered to clayey sand with gravel	18.5-20.0	4-5	■			50/6"	
21										
22										
23	Bdrx		SHALE; hard, dark gray, wet, hard, slightly weathered ▼	23.5-24.0	4-6	■			50/1"	
24										
25										
26										

LEGEND: ■ 2.5" Mod Cal Sample ○ Bulk Sample ▭ 2" Cal Sample ● SPT ▼ Groundwater

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Boring No. 4
PAGE 2 OF 2

LOGGED BY: P. Penrose
DRILL RIG: Mobile B-53
AUGER TYPE: 8" Hollow Stem Auger

JOB NO.: 303125-002
DATE: 5/9/19

Proposed Property
803 Belmont Avenue
Belmont, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA: INTERVAL (feet)	SAMPLE NUMBER	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.	POCKET PEN (t.s.f)
26			SHALE (continued)							
27										
28										
29			-crushed with clay seams	28.5-30.0	4-7	■			50/5"	
30			Bottom of boring at 30'							
			Groundwater encountered at 23.5'							
31–52										

LEGEND: ■ 2.5" Mod Cal Sample ○ Bulk Sample ▭ 2" Cal Sample ● SPT ⏚ Groundwater

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Boring No. 5

LOGGED BY: P. Penrose
DRILL RIG: Mobile B-53
AUGER TYPE: 8" Hollow Stem Auger

PAGE 1 OF 1
JOB NO.: 303125-002
DATE: 5/9/19

Proposed Property
803 Belmont Avenue
Belmont, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA: INTERVAL (feet)	SAMPLE NUMBER	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.	POCKET PEN (t.s.f)
0			8" AB, 2" AC							
1	CL		LEAN CLAY with SAND; reddish brown, very stiff, moist							
2									7	
3				1.5-3.0	5-1	■	99.8	22.8	9 10	3.25
4									7	
5				3.5-5.0	5-2	■	114.0	17.9	12 31	3.5
6	Bdrx		CLAYEY SANDSTONE; yellow brown, hard, moist, completely weathered to lean clay, fine sand							
7										
8										
9	Bdrx		SANDSTONE; yellow to olive brown, soft (rock) decomposed and highly weathered, weakly cemented, crushed	8.5-9.0	5-3	■			50/5"	
10										
11										
12	Bdrx		SANDSTONE and SHALE in clay matrix, soft, crushed							
13			-Some dark brown mottling, severely weathered							
14				13.5-14.0	5-4	■			50/6"	
15										
16										
17										
18										
19			-Moderately hard, crushed (poor sample recovery)	18.5-19.0	5-5	■			50/5"	
20										
21			Bottom of boring at 20' Groundwater not encountered							
22										
23										
24										
25										
26										

LEGEND: ■ 2.5" Mod Cal Sample ○ Bulk Sample ▭ 2" Cal Sample ● SPT ⏚ Groundwater

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

Earth Systems Pacific

Boring No. 6

LOGGED BY: P. Penrose
DRILL RIG: Mobile B-53
AUGER TYPE: 8" Hollow Stem Auger

PAGE 1 OF 1
JOB NO.: 303125-002
DATE: 5/9/19

Proposed Property
803 Belmont Avenue
Belmont, California

DEPTH (feet)	USCS CLASS	SYMBOL	SOIL DESCRIPTION	SAMPLE DATA: INTERVAL (feet)	SAMPLE NUMBER	SAMPLE TYPE	DRY DENSITY (pcf)	MOISTURE (%)	BLOWS PER 6 IN.	POCKET PEN (t.s.f)
0			4" AC							
1	CL		LEAN CLAY with SAND;brown, medium stiff, very moist, brick pieces [FILL]						5	
2			[LL = 27, PI =10]						4	
3				1.5-3.0	6-1	■	85.1	19.3	6	
4	CL		SANDY LEAN CLAY; reddish brown, very stiff, moist						11	
5				3.5-5.0	6-2	■		29.2	11 20	
6										
7										
8	Bdrx		CLAYEY SANDSTONE; decomposed yellow brown, more moderately hard, friable, severely weathered to clayey sand						16	
9				8.5-9.5	6-3	■		12.0	50/6"	
10										
11										
12	Bdrx		SANDSTONE; olive brown, crushed, caliche and carbonate veins							
13										
14				13.5-14.0	6-4	■			50/3"	
15			Bottom of boring at 14' Groundwater not encountered							
16										
17										
18										
19										
20										
21										
22										
23										
24										
25										
26										

LEGEND: ■ 2.5" Mod Cal Sample ○ Bulk Sample ▭ 2" Cal Sample ● SPT ⏚ Groundwater

NOTE: This log of subsurface conditions is a simplification of actual conditions encountered. It applies at the location and time of drilling. Subsurface conditions may differ at other locations and times.

APPENDIX B

Laboratory Test Results

Belmont Avenue Property 303125-002

BULK DENSITY TEST RESULTS

ASTM D 2937-17 (modified for ring liners)

May 31, 2019

BORING NO.	DEPTH feet	MOISTURE CONTENT, %	WET DENSITY, pcf	DRY DENSITY, pcf
2-1	2.0 - 2.5	12.6	131.0	116.4
3-1	2.5 - 3.0	27.6	119.4	93.5
3-2	4.5 - 5.0	16.1	128.3	110.5
3-3	9.0 - 9.5	10.6	137.5	124.4
4-1	2.5 - 3.0	14.2	112.9	98.9
4-2	4.5 - 5.0	17.7	124.4	105.6
5-1	2.5 - 3.0	22.8	122.6	99.8
5-2	4.5 - 5.0	17.9	134.3	114.0
6-1	2.5 - 3.0	19.3	101.6	85.1
6-2	4.5 - 5.0	29.2		
6-3	9.0 - 9.5	12.0		

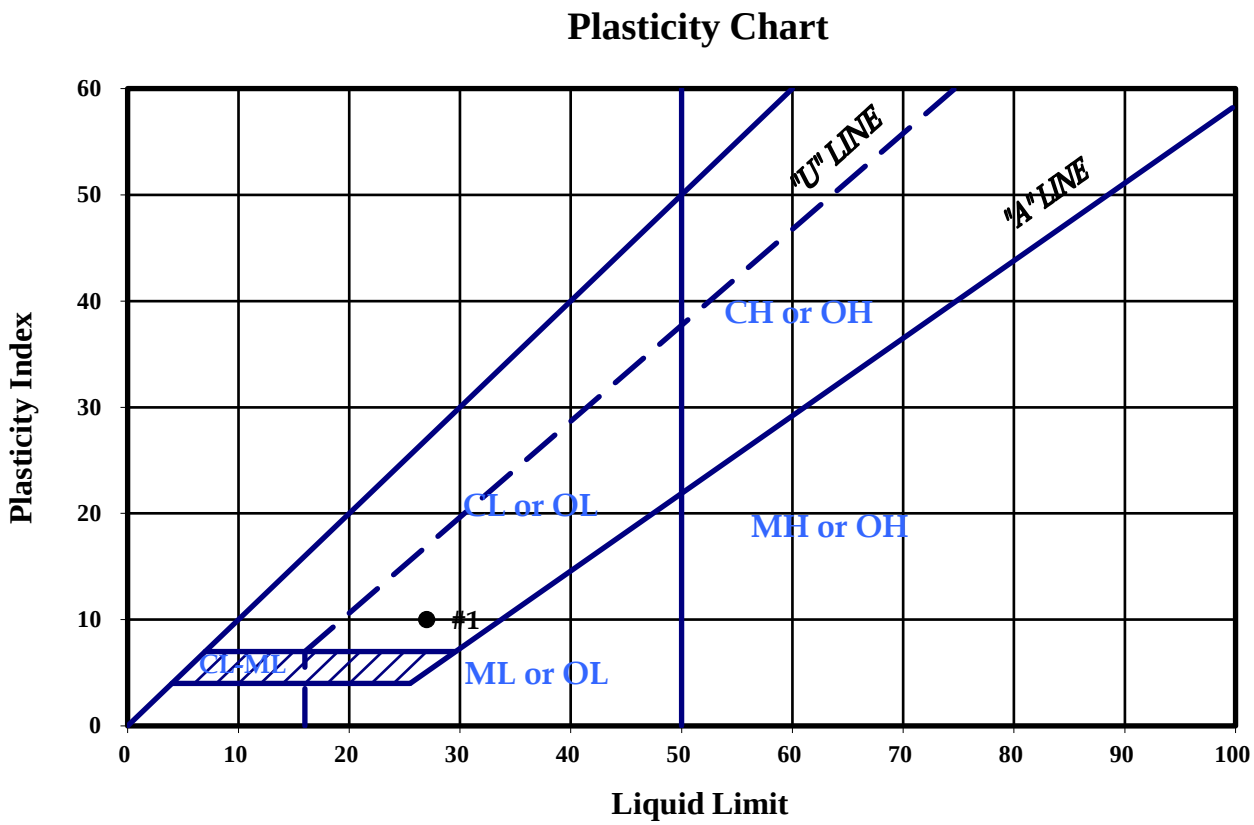
Belmont Avenue Property 303125-002

PLASTICITY INDEX

ASTM D 4318-17

May 31, 2019

Test No.:	1	2	3	4	5
Boring No.:	B-6				
Sample Depth:	2.5 - 3.0'				
Liquid Limit:	27				
Plastic Limit:	17				
Plasticity Index:	10				



Belmont Avenue Property 303125-002

DIRECT SHEAR

ASTM D 3080/D 3080M-11 (modified for consolidated, undrained conditions)

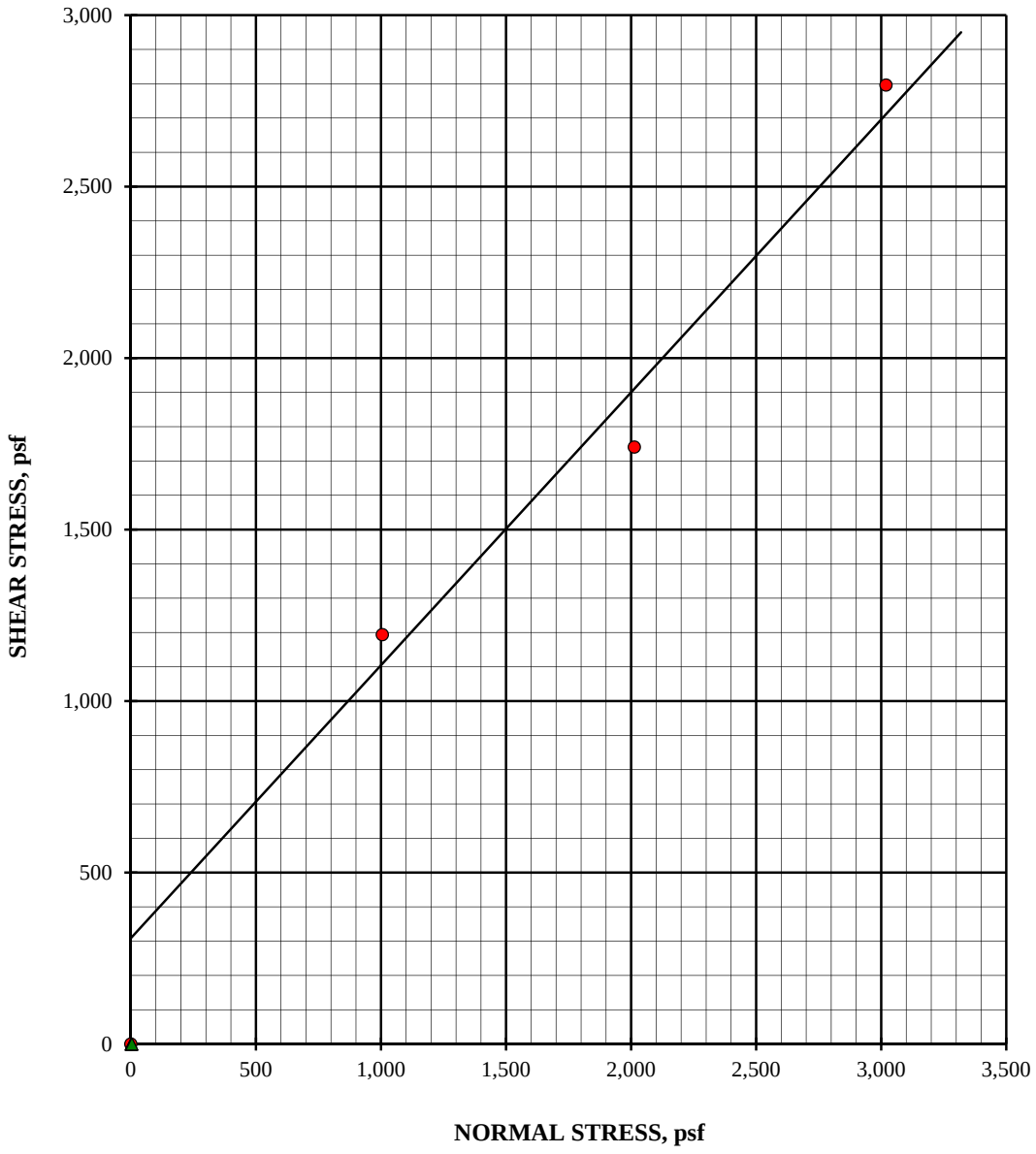
May 31, 2019

INITIAL DRY DENSITY: 118.0 pcf

Yellowish Brown Lean Clay with Gravel (CL)
Undisturbed, Saturated

PEAK SHEAR ANGLE (Ø): 39°
COHESION (C): 309 psf

SHEAR STRESS vs. NORMAL STRESS



Belmont Avenue Property 303125-002

DIRECT SHEAR

ASTM D 3080/D 3080M-11 (modified for consolidated, undrained conditions)

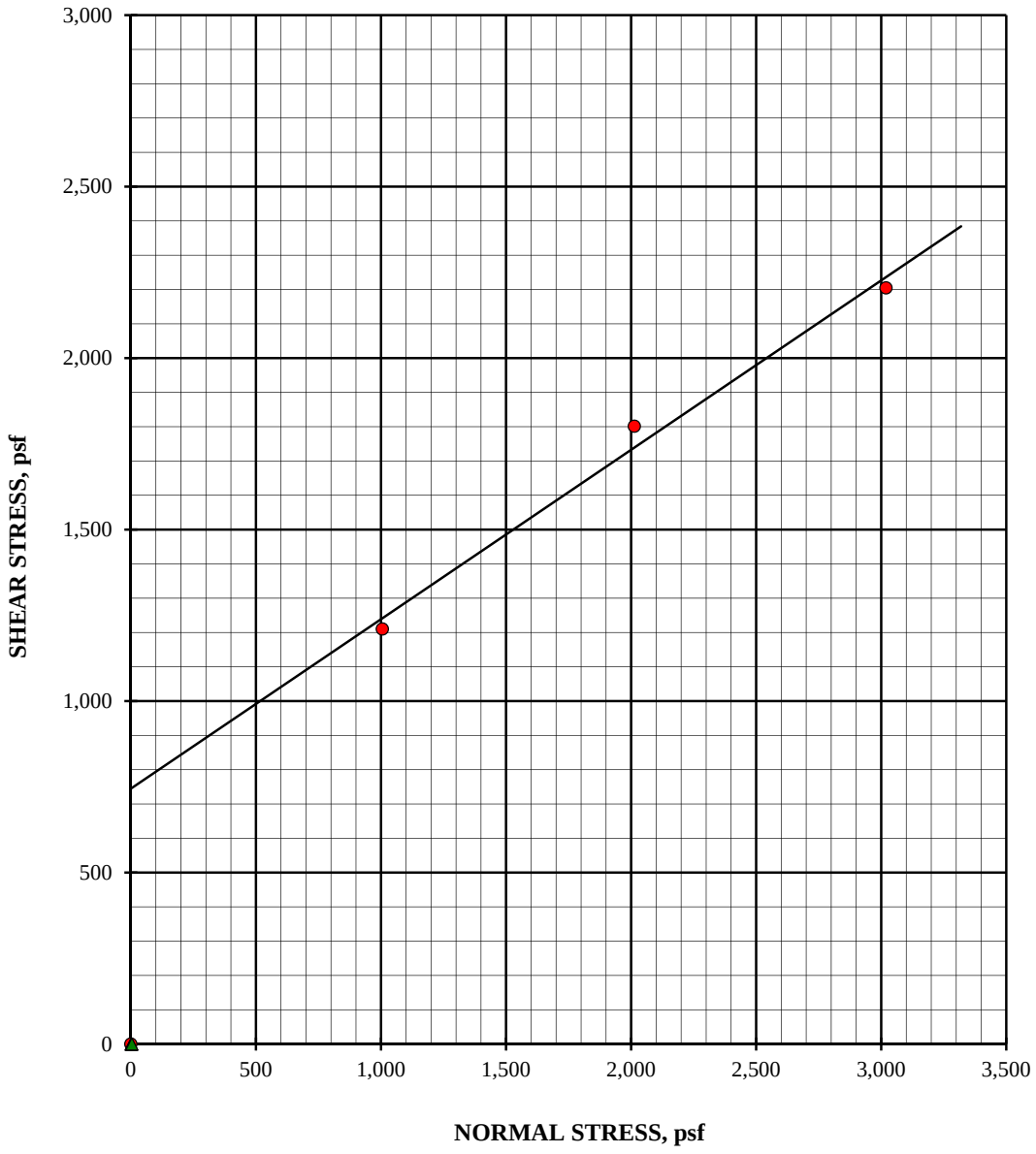
May 31, 2019

INITIAL DRY DENSITY: 128.7 pcf

Olive Yellow Lean Clay (CL)
Undisturbed, Saturated

PEAK SHEAR ANGLE (Ø): 26°
COHESION (C): 745 psf

SHEAR STRESS vs. NORMAL STRESS



Belmont Avenue Property 303125-002

DIRECT SHEAR

ASTM D 3080/D 3080M-11 (modified for consolidated, undrained conditions)

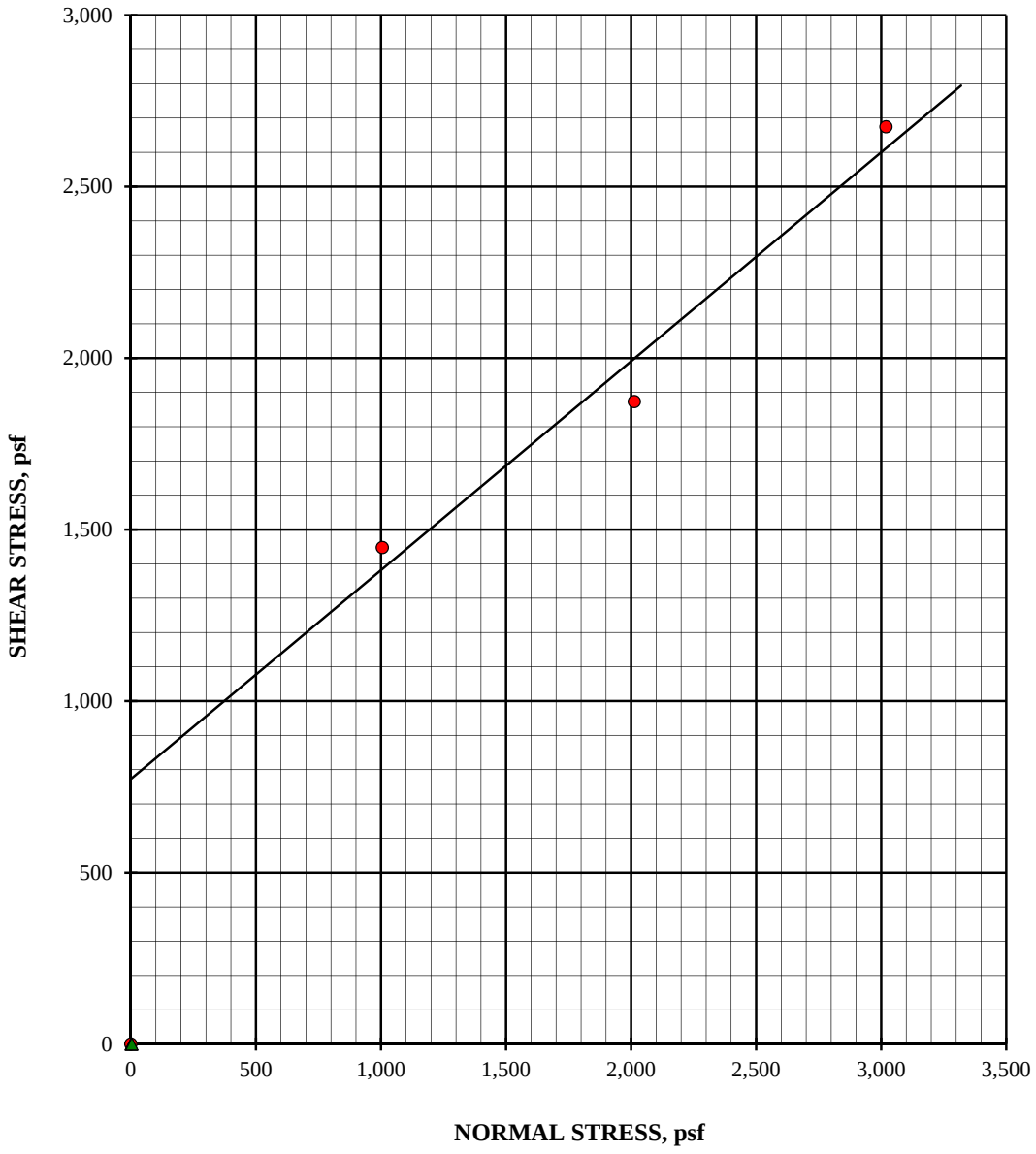
May 31, 2019

INITIAL DRY DENSITY: 133.5 pcf

Yellowish Brown Lean Clay (CL)
Undisturbed, Saturated

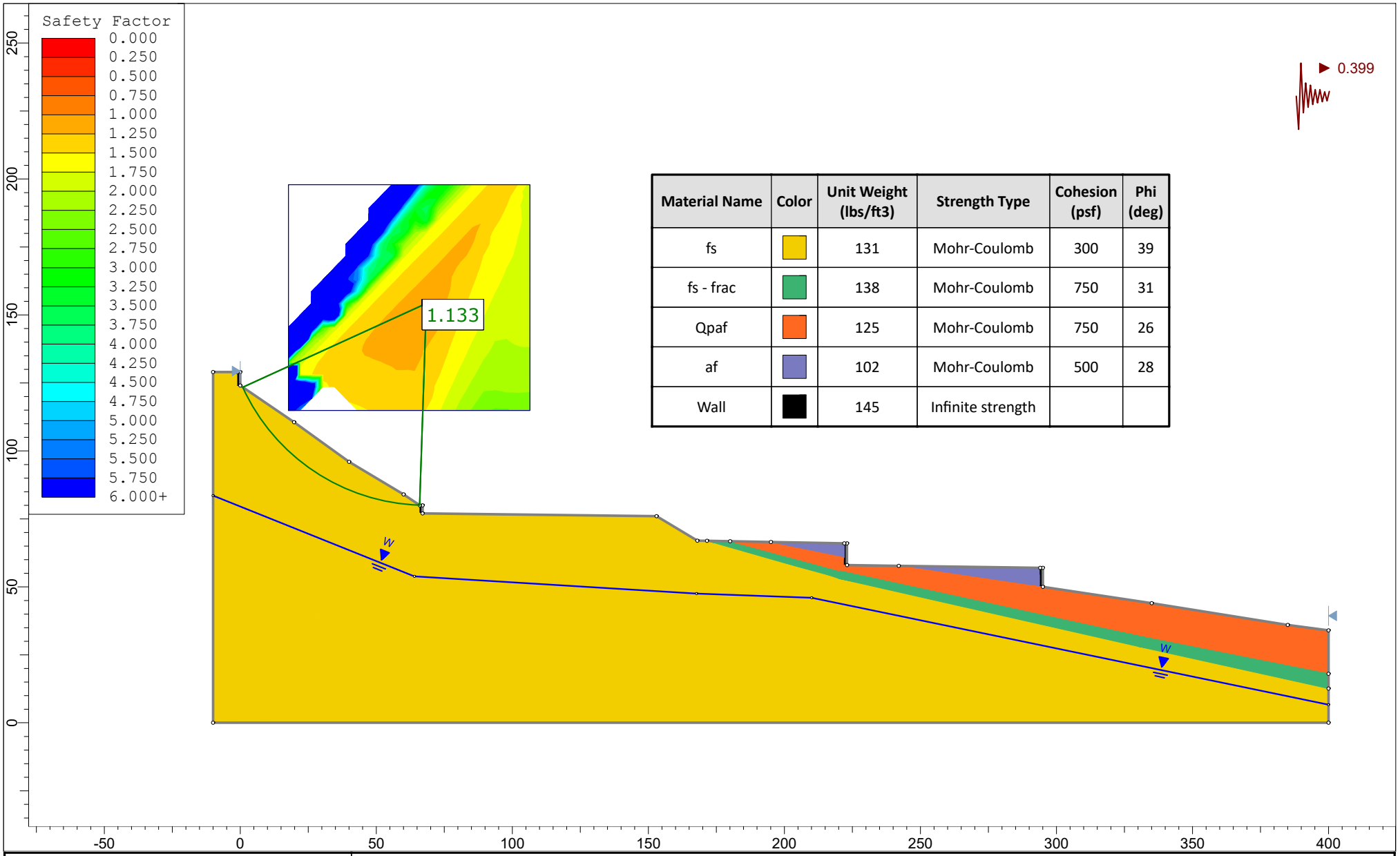
PEAK SHEAR ANGLE (Ø): 31°
COHESION (C): 773 psf

SHEAR STRESS vs. NORMAL STRESS



APPENDIX C

Quantitative Slope Stability Evaluation

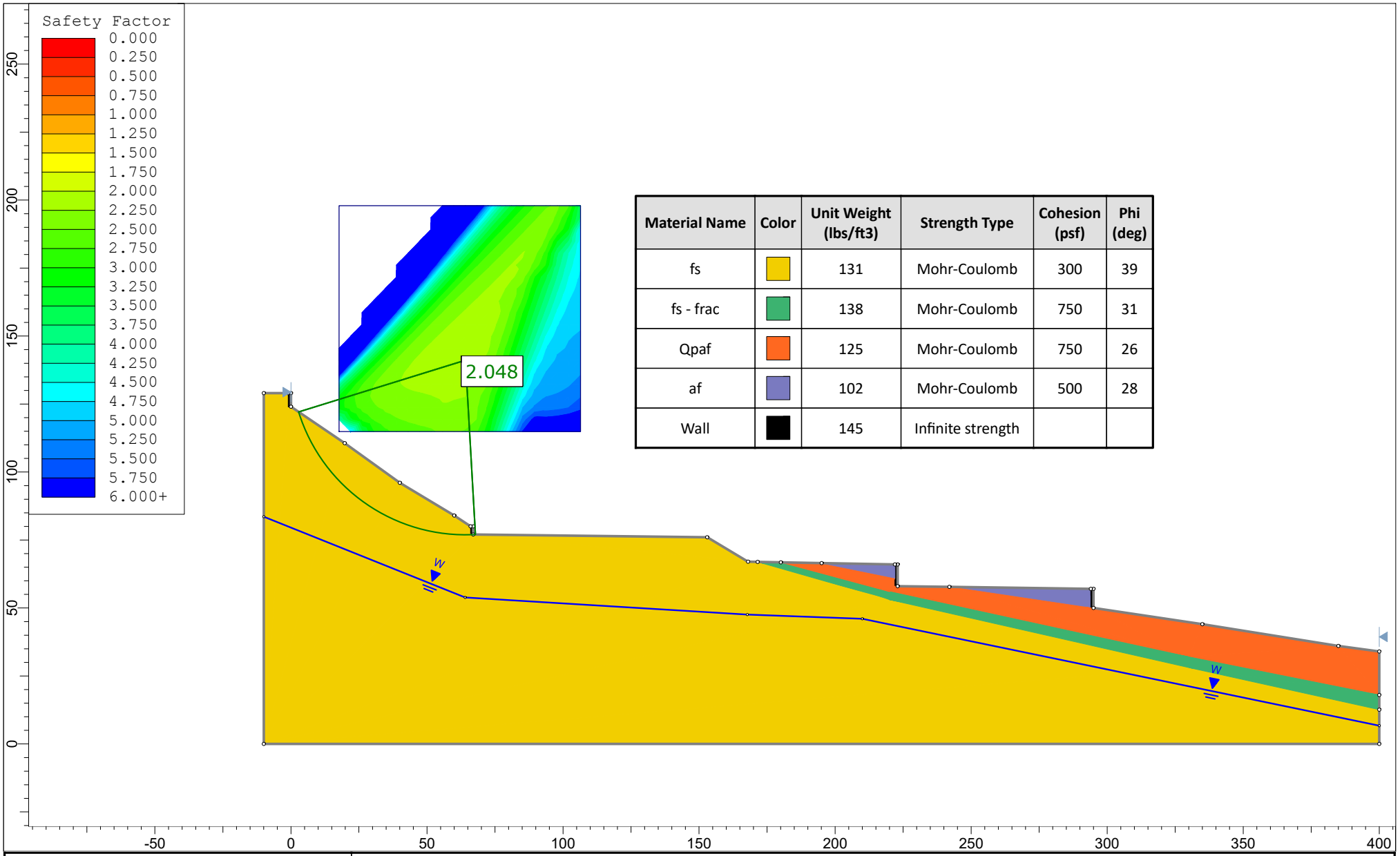


Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
fs		131	Mohr-Coulomb	300	39
fs - frac		138	Mohr-Coulomb	750	31
Qpaf		125	Mohr-Coulomb	750	26
af		102	Mohr-Coulomb	500	28
Wall		145	Infinite strength		

Earth Systems Pacific

Project	Belmont Avenue Proprty		
Analysis Description	A-A' Dynamic Existing		
Drawn By	Phillip Penrose	Company	Earth Systems
Date	6/21/2019	File Name	A-A' existing dynamic.slmd

SLIDEINTERPRET 8.020



Material Name	Color	Unit Weight (lbs/ft3)	Strength Type	Cohesion (psf)	Phi (deg)
fs		131	Mohr-Coulomb	300	39
fs - frac		138	Mohr-Coulomb	750	31
Qpaf		125	Mohr-Coulomb	750	26
af		102	Mohr-Coulomb	500	28
Wall		145	Infinite strength		

Earth Systems Pacific

Project	Belmont Avenue Proprty		
Analysis Description	A-A' Static Existing		
Drawn By	Phillip Penrose	Company	Earth Systems
Date	6/21/2019	File Name	A-A' existing static.slmd

SLIDEINTERPRET 8.020

November 24, 2021

City of Belmont
Community Development Department
1 Twin Pines Lane, Suite 110
Belmont, California 94002

Attention: Mr. Adam Petersen, Principal Planner, M-Group

Subject: ***Geotechnical Engineering 4th Submittal Response***
Proposed Multi-Family Residential Development
800-803 Belmont Avenue, Belmont, California 94002
Atlas Project No. 91-03897-AI

Dear Mr. Petersen:

In accordance with your request, **Atlas Technical Consultants LLC (Atlas)** has reviewed for the City of Belmont (City) the following document submitted by the project applicant for the proposed multi-family residential development to be located at 800-803 Belmont Avenue in Belmont, California. Our review included the following scope of work:

- Review of a revised report prepared by Earth Systems Pacific (ESP), titled, *Updated Geologic Hazards Evaluation and Geotechnical Engineering Study, Belmont Avenue Property, 803 Belmont Avenue, Belmont, California,* dated June 28, 2019, revised June 8, 2021.

Atlas previously conducted a peer review on previously submitted geotechnical-related documents for the project, including previous versions of the ESP report dated June 28, 2019, and April 1, 2021; and our summary and comments were presented in our previous review letters to the City dated May 14, 2020 and May 27, 2021. These letters also provided our summary of the geotechnical considerations pertaining to this project as presented in the previously submitted documents, and/or our discussion and conclusions regarding the submitted materials.

CONCLUSIONS

The submitted revised ESP geotechnical report (2nd revision dated June 8, 2021) appears to satisfy our comments presented in our May 14, 2020, and May 27, 2021, review letters.

We note that the following previously presented comments pertaining to the geotechnical review of the project architectural, civil and structural plans, and geotechnical observation and testing during project construction continue to apply:

- Geotechnical Plan Review - The geotechnical consultant should review the geotechnical aspects of the completed project civil and architectural drawings and provide a professional certification letter to the City. In addition, the consultant should review the completed structural plans and calculations for the new residential buildings for conformance to his geotechnical recommendations, provide supplemental recommendations as necessary, and also provide a professional certification letter to the City to that effect.
- Geotechnical Construction Observation and Testing – Following the approval of the project, the Geotechnical Engineer of Record (GEOR) should be retained to observe the geotechnical and foundation aspects of the construction. The consultant's Certified Engineering Geologist should

observe rock cut excavations and shoring (if applicable) during construction to confirm that excavation and slope conditions are as anticipated per their geotechnical report. The GEOR should also observe foundation excavations and based on their observations, confirm that adequate embedment has been achieved in materials judged to be competent supporting material consistent with that anticipated from the geotechnical study. The consultant should provide written documentation in a final construction report to the City for the following activities:

- Earthwork and excavation operations, including cut excavations and shoring, (e.g., soil nailing), subgrade preparation, earthwork construction, and site drainage and subdrainage installations, as applicable;
- Recording of test locations and results of field and laboratory compaction tests where testing is determined to be appropriate by the project geotechnical engineer;
- Building foundations, including observation of foundation supporting materials, and confirmation of individual foundation embedment and/or supporting materials with respect to the geotechnical engineer's recommendations; and
- Site drainage, including finish grading around the new buildings and other site improvements, and discharge of collected surface and subsurface water to appropriate discharge facilities.

LIMITATIONS

The opinions presented in this letter were prepared in accordance with generally accepted, local and current geotechnical engineering and engineering geologic principles and practice. There is no warranty, either expressed or implied.

We greatly appreciate the opportunity to be of continuing service to the City of Belmont. Should you have any questions or require additional information, please contact me via email at corey.dare@oneatlas.com.

Sincerely,

ATLAS TECHNICAL CONSULTANTS LLC





Corey T. Dare, PE, GE
Geotechnical Engineer

Distribution: PDF to Addressee; apetersen@m-group.us
PDF to Mr. Anwar Mirza, City of Belmont; amirza@belmont.gov

CTD:tlt

6/24/2021

Radius Design
C/O Jenna Rasmussen
1460 Maria Lane #420
Walnut Creek, CA 94596
jrasmussen@radiusjt.com
925-269-4575 x233

RE: 803 Belmont Ave., Belmont

To whom it may concern,

The owners have requested that we furnish a statement of our policy for providing communications facilities to the above project.

Communication facilities will be extended to and within the parcel in accordance with our Tariff Schedule No. 2, Rule 15 and 16. These rules are on file with the California Public Utilities Commission and are available at our Marketing office upon request.

These facilities will be installed in accordance with the tariff applicable at the time of construction.

Regards,

David Clark
Manager, BIC/TRACT Engineer
AT&T, Construction & Engineering
870 N McCarthy Bl
Milpitas, CA 95035
T: 408.635.8824
dc9651@att.com

Comcast Cable
3055 Comcast Place
Livermore, CA 94551

8 September 2021

Jim Campbell
ROEM West, Inc.
1650 Lafayette St.
Santa Clara, CA 95050

RE: Comcast Broadband Communications Services Availability at – **803 Belmont Ave., Belmont, CA 94002**

Dear Owner:

This letter is to confirm that your proposed project located at – **803 Belmont Ave., Belmont, CA 94002** is within Comcast's service territory.

Under its present plans, and upon owner's/developer's completion of the service application documents, Comcast expects to be in a position to provide its services to occupants in the referenced projects. Our broadband services include television, high-speed internet with a minimum average download speed of 25 megabits/second, and telephone services.

Arrangements to install the necessary service facilities are being made in accordance with Comcast's wiring infrastructure specifications and requirements.

You will be contacted by our local Engineering department, as well as our Contract Access Department, to discuss the specifics and align your project details to our internal processes.

Sincerely,

David T. Higginbotham

David Higginbotham
Comcast Cable Corporation
Business Development Operations

MID-PENINSULA
WATER DISTRICT
3 Dairy Lane, Belmont, CA 94002
tel: 650.591.8941 fax: 650.591.4998 MidPeninsulaWater.org

CONSERVE WATER * SAVE 10%

July 7, 2021

TYLER T NGUYEN
BKF Engineers
1730 N. First Street, Suite 600
San Jose, CA 95112

RE: "Intent to Serve" Letter for 803 Belmont Avenue Belmont, CA 94002

Dear Tyler Nguyen:

In response to your request for the Mid-Peninsula Water District (MPWD) to issue the "Intent to Serve" letter for the referenced project, please accept this letter as confirmation of the MPWD intent to serve the referenced project water.

Please provide two full size sets of the final project plans for review and verification of service needs. Upon review of the final project plans, the MPWD can provide the calculation of fees for the requested service within the water service agreement.

After review and approval, including receipt of all applicable fees and charges, and in full accordance with all applicable rules and regulations, the MPWD will provide water for the referenced project.

We look forward to working with you. Please contact me at (650) 591-8941, regarding any further questions.

Sincerely,

Rene Ramirez
Operations Manager

BOARD OF DIRECTORS: BRIAN SCHMIDT President / KIRK R. WHEELER Vice-President / DAVE WARDEN Director / LOUIS J. VELLA Director / MATTHEW P. ZUCCA Director
OFFICERS: TAMMY RUDOCK General Manager / RENE RAMIREZ Operations Manager / CANDY PIÑA Administrative Services Manager / JULIE SHERMAN District Counsel / JOUBIN PAKPOUR, PE District Engineer

Produced with eco-friendly printing and paper

Pacific Gas and Electric Company
Service Planning Department
Peninsula Division

275 Industrial Rd
San Carlos, CA 94070
Phone: 650-730-3696

June 23, 2021

Jim Campbell
1650 Lafayette St
Santa Clara, CA 95050

Re: Will Serve Letter
803 Belmont Ave
Belmont, CA 94002
Notification: No Application Submitted Yet

Dear **Jim Campbell,**

Per the email request from you**,** this letter is to document PG&E's ability to serve your new development at **803 Belmont Ave,** with gas and electric services.

PG&E will serve the above referenced property with gas and/or electric service provided The Applicant meets all requirements of the California Public Utilities Commission (CPUC) Gas and Electric Tariffs, PG&E Engineering Standards, PG&E Requirements for Service Manual ("The Greenbook", www.pge.com/greenbook), and pays to PG&E all necessary payments as determined by PG&E and allowed by the CPUC Tariffs.

New gas and electric services must be installed according to PG&E's Gas and Electric Service Requirements Manual (The Greenbook, www.pge.com/greenbook), PG&E Engineering Standards, and the California Public Utilities Commission (CPUC) Gas or Electric Tariffs. PG&E engineering responsibilities are scheduled when your information is complete and approved, and is subject to available time, resources, and other priority or previously scheduled work. Contracts and payments due are prepared after Engineering is complete and approved.

PG&E construction responsibilities are scheduled when all documents and any necessary payments have been received and processed by PG&E, your service requirements and locations are complete and have been final inspected by the authority having jurisdiction, and are subject to available time, resources, and previously scheduled, priority, or emergency work. Please discuss this information with your project team. If you have any questions, please call me at **650-730-3696**, or you may email at **S7L6@pge.com.**

Sincerely,
Scott Lee

ROEM® CORPORATION

EXQUISITE DETAIL ON
A SOLID FOUNDATION®

03:59

ROEM West, Inc.
1650 Lafayette St.
Santa Clara, CA 95050

Fumio & Miho Yamawaki, Trs
712 Alameda De Las Pulgas
Belmont, CA 94002

Jamie,

We are writing to you regarding the Belmont Avenue roadway improvements that will be a part of the construction of our 125-unit project. As discussed, these roadway improvements will affect the Belmont Ave. driveway of the second floor apartment located on your property at 380 El Camino Blvd., Belmont, CA.

As discussed, if the affected apartment is vacant at the start of construction or becomes vacant at any point during construction due to the disruption caused by the Belmont Ave development, ROEM would enter into a lease for affected apartment with the owner for the remainder of construction. The lease would be month to month for the current rate of $2,600/month and would allow ROEM to use the apartment as an office for Construction Superintendent duties. This would be beneficially agreeable to ROEM as it would provide a convenient, safe and secure office to manage the construction and would prevent the loss of revenue for the owner should the current tenant decide to leave.

By Signing below, Fumio & Miho Yamawaki, Trs acknowledge the improvements required to accommodate our project and agrees to allow driveway modifications as needed to complete the Belmont Avenue improvements.

Respectfully submitted,

Stephen Emami
Vice President

Fumio & Miho Yamawaki, Trs

Jamie Yamawaki 1.25.2022

ROEM CORPORATION

EXQUISITE DETAIL ON
A SOLID FOUNDATION®

23:58

ROEM West, Inc.
1650 Lafayette St.
Santa Clara, CA 95050

Yuangui Peng
1682 Prima Dr.
Livermore, CA

Dear Peng Family ,

We are writing to you regarding the Belmont Avenue roadway improvements that will be a part of the construction of our 125-unit project. As discussed with Rona Sidella, these roadway improvements will temporarily affect access to your lower two parcels (APN 044-173-120 & APN 044-173-190) along Belmont Ave for the duration of the roadway improvements.

This letter is also intended to allay your concerns that said improvements to Belmont Avenue would have an adverse impact on future development of your sites. The Belmont Avenue improvements are long overdue and intended to provide necessary health and safety protections such as better fire access, reduced drainage runoff, and improved storm drainage along Belmont Avenue. Once complete, these improvements to Belmont Ave will not prevent future development of the above-mentioned parcels and will be solely maintained by ROEM or its successors-in-interest.

ROEM agrees that it will not object to your need to connect (and perform all work required for such connections) to water and/or sewer lines beneath the Belmont Avenue roadway.

The sale of the 125 units shall not relieve ROEM or its successors-in-interest from its obligations hereunder.

By signing below, the Peng Family, acknowledges this notification of our intent to improve Belmont Avenue, and that the Peng Family does not object thereto. It is also understood that future development of parcels owned by the Peng family along Belmont Ave will not be restricted or impeded by the improvements to Belmont Avenue made by ROEM.

Respectfully submitted,

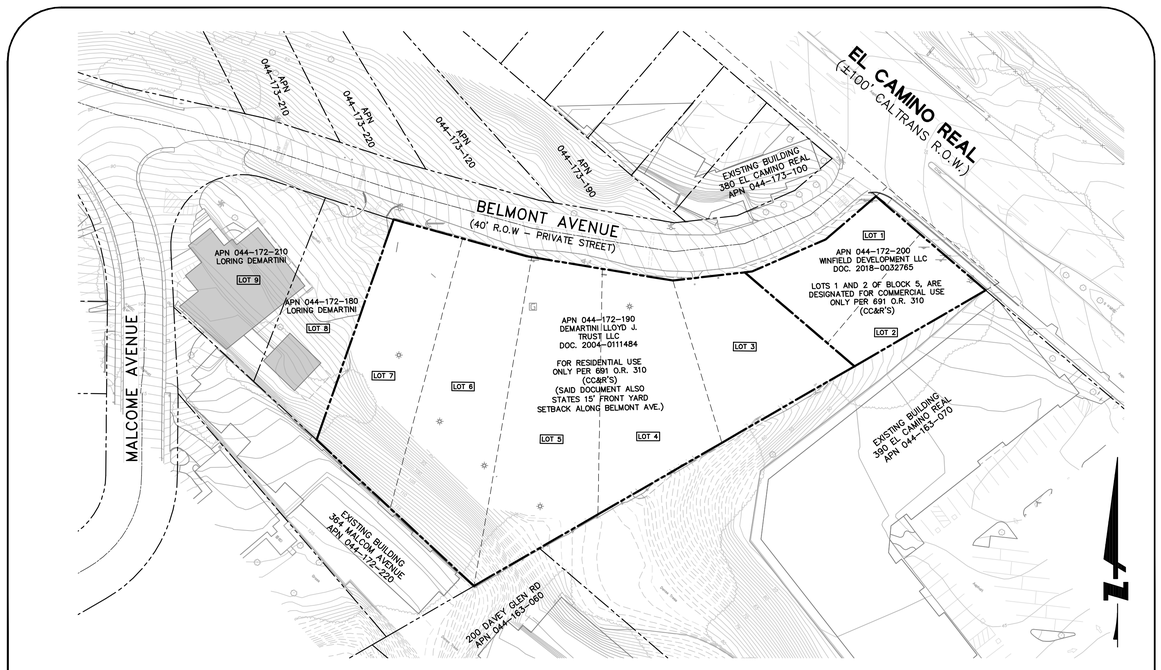
Stephen Emami
Vice President

Peng Family

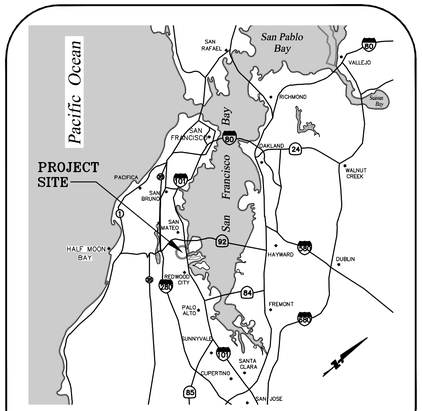
Yuangui Peng

1/26/2022

803 BELMONT AVENUE
VESTING TENTATIVE PARCEL MAP #PA2020-####
ONE LOT APARTMENT BUILDING
CITY OF BELMONT, SAN MATEO COUNTY, CALIFORNIA



SITE MAP
SCALE: 1"=50'



LOCATION MAP
SCALE: NTS

GENERAL NOTES

1. VESTING TENTATIVE PARCEL MAP: THIS VESTING TENTATIVE PARCEL MAP IS BEING FILED IN ACCORDANCE WITH CHAPTER 3, ARTICLE 2, SECTION 66452 AND CHAPTER 4.5 OF THE SUBDIVISION MAP ACT.
2. FINAL MAP: ONE SEPARATE FINAL MAP WILL BE FILED FOR THIS PROJECT.
3. BOUNDARY: BOUNDARY INFORMATION IS BASED ON A RESOLVED BOUNDARY PREPARED BY BKF ENGINEERS DATED 03/25/2020.
4. RECORD INFORMATION:
5. SOURCE OF TOPOGRAPHY: EXISTING TOPOGRAPHY SHOWN IS BASED ON A FIELD TOPOGRAPHIC SURVEY PREPARED BY BKF ENGINEERS DATED 03/25/2020.
6. GRADING: SITE GRADES AND BUILDING/GARAGE FINISHED FLOOR ELEVATIONS ARE SUBJECT TO FINAL ENGINEERING DESIGN AND GEOTECHNICAL ENGINEERS REVIEW AND APPROVAL.
7. UTILITIES: UTILITY SIZING, LOCATIONS, AND GRADES ARE SUBJECT TO FINAL ENGINEERING DESIGN, GEOTECHNICAL ENGINEER AND RESPECTIVE UTILITY AGENCY REVIEW AND APPROVAL.
   A. EXISTING UTILITIES SHOWN ARE FROM FIELD OBSERVATIONS AND RECORD DRAWINGS AND ARE NOT MEANT TO BE A FULL CATALOG OF ACTUAL CONDITIONS.
   B. EXISTING ON-SITE UTILITIES SHOWN ARE TO BE REMOVED UNLESS OTHERWISE NOTED ON PLANS.
   C. THE WATER DISTRIBUTION WILL BE DESIGNED AND CONSTRUCTED PER MID PENINSULA WATER DISTRICT STANDARD SPECIFICATIONS AND DETAILS, WHERE APPLICABLE.
   D. THE SANITARY SEWER SYSTEM WILL BE DESIGNED AND CONSTRUCTED PER CITY OF BELMONT STANDARD SPECIFICATIONS AND DETAILS, WHERE APPLICABLE.
   E. THE STORM DRAIN SYSTEM WILL BE DESIGNED AND CONSTRUCTED PER COUNTY OF SAN MATEO STANDARD SPECIFICATIONS AND DETAILS, WHERE APPLICABLE.
8. FEMA DESIGNED FLOOD ZONE: FLOOD ZONE 'X'; OTHER AREAS TO BE DETERMINED TO BE OUTSIDE THE 0.2% CHANCE ANNUAL FLOOD PER FLOOD INSURANCE RATE MAP NUMBER 06081C0168F DATED 7/16/2015.
9. LANDSCAPE PLAN: LANDSCAPE PLAN BY JETT LANDSCAPE ARCHITECTURE + DESIGN, SHALL BE APPROVED AS PART OF FINAL IMPROVEMENT PLANS FOR THE PROJECT.
10. GEOTECHNICAL REPORT: A GEOTECHNICAL REPORT ENTITLED "GEOLOGIC HAZARDS EVALUATION AND GEOTECHNICAL ENGINEERING STUDY – BELMONT AVENUE PROPERTY" WAS PREPARED BY EARTH SYSTEMS PACIFIC DATED JUNE 28, 2019.

FIRE DEPARTMENT NOTES

1. A SEPARATE APPLICATION AND PERMIT ARE REQUIRED FOR THE INSTALLATION OF ANY UNDERGROUND FIRE SERVICE LINES. APPLICATION SHALL BE MADE BY A REGISTERED ENGINEER OR BY EITHER A GENERAL ENGINEERING CONTRACTOR OR A LICENSED FIRE SPRINKLER CONTRACTOR, WHO WILL BE PERFORMING THE WORK.
2. IN ACCORDANCE WITH THE MUNICIPAL/ REGIONAL STORM WATER PERMIT, NO FIRE SPRINKLER SYSTEM DRAIN SHALL DISCHARGE INTO ANY STORM DRAIN SYSTEM. THE SYSTEM SHALL DISCHARGE TO EITHER A LANDSCAPE AREA LARGE ENOUGH TO CONTAIN THE OUTFLOW, OR TO THE SANITARY SEWER BY MEANS OF AN INDIRECT CONNECTION. INDICATE THE LOCATION OF THE FIRE SPRINKLER SYSTEM DRAIN ON PLANS SUBMITTED FOR A BUILDING PERMIT.

LEGEND

- PROPERTY LINE
- ADJACENT LOT LINE
- STREET CENTER LINE
- OLD LOT LINE TO BE REMOVED
- 100 CONTOUR LINE

ABBREVIATIONS

Δ	DELTA
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AD	AREA DRAIN
B/W	BACK OF WALK
BFP	BACKFLOW PREVENTER
BLDG	BUILDING
BTM	BOTTOM
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
C&G	CURB AND GUTTER
CB	CATCH BASIN
CCP	CONCRETE CYLINDER PIPE
CL	CENTER LINE
CONC	CONCRETE
CTV	CABLE TELEVISION
DCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DOC	DOCUMENT
DW	DOMESTIC WATER
DWY	DRIVEWAY
E	EAST, ELECTRIC
EG	EXISTING GROUND
ELEC	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ESMT	EASEMENT
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EX	EXISTING
FDC	FIRE DEPARTMENT CHECK
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOWLINE
FNC	FENCE
FT	FEET
FW	FIRE WATER
GND	GROUND
GR	GRATE
HORZ	HORIZONTAL
INV	INVERT
IRR	IRRIGATION
L	LENGTH
L/C	LANDSCAPE
LF	LINEAR FEET
LG	LIP OF GUTTER
LID	LOW IMPACT DEVELOPMENT
LOW	LIMIT OF WORK
LT	LIGHT
N	NORTH
OH	OVERHEAD
OR, O.R.	OFFICIAL RECORD
P.A.E.	PUBLIC ACCESS EASEMENT
PERF	PERFORATED
PG&E	PACIFIC GAS & ELECTRIC
PL	PROPERTY LINE
PR	PROPOSED
P.U.E.	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
S	SOUTH
S/W	SIDEWALK
S.A.D.	SEE ARCHITECTURAL DRAWINGS
SD	STORM DRAIN
SDAD	STORM DRAIN AREA DRAIN
SDCO	STORM DRAIN CLEANOUT
SDDI	STORM DRAIN DROP INLET
SDMH	STORM DRAIN MANHOLE
S.L.P.	SEE LANDSCAPE PLANS
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
ST	STREET
STA	STATION
TBD	TO BE DETERMINED
TC	TOP OF CURB
TEL	TELEPHONE
TTC	THEORETICAL TOP OF CURB
TWELL	TREE WELL
TYP	TYPICAL
VC	VERTICAL CURVE
VERT	VERTICAL
W	WEST
WM	WATER METER
WV	WATER VALVE
W/	WITH

SHEET INDEX

SHEET	DESCRIPTION
TM-1	TITLE SHEET
TM-2	EXISTING SITE PLAN
TM-3	SITE PLAN/MAP SHEET
TM-4	GRADING AND DRAINAGE PLAN
TM-5	GRADING CROSS-SECTIONS
TM-6	UTILITY PLAN
TM-7	CIRCULATION/ SOLID WASTE PLAN
TM-8	STORMWATER CONTROL PLAN

BASIS OF BEARINGS

THE BEARING S40°34'00"W BETWEEN FOUND MONUMENTS ON DAVEY GLEN ROAD AS SHOWN ON THAT FINAL MAP OF BEL ARBOR RECORDED IN BOOK 96 OF MAPS PAGES 52 THROUGH 55 ON NOVEMBER 17, 1977 IN SAN MATEO COUNTY RECORDS.

BENCHMARK

THE BENCHMARK USED FOR THIS SURVEY IS A CITY OF BELMONT BENCHMARK BM POINT 234, DESCRIBED AS BRASS DISK IN MONUMENT WELL IN DAVEY GLEN CROSSWALK AT EL CAMINO REAL.
ELEVATION = 42.61 FEET (NGVD29)

UTILITY NOTE:

THE UTILITY LINES SHOWN ON THIS PLAN ARE DERIVED FROM SURFACE OBSERVATIONS. UNDERGROUND UTILITY LINES SHOWN HEREON ARE DERIVED FROM SURVEYING PAINT MARKS WHICH WERE VISIBLE AT THE TIME OF SURVEY PERFORMED BY OTHERS. NO WARRANTY IS IMPLIED AS TO THE ACTUAL LOCATION, SIZE OR PRESENCE OF ANY LINES SHOWN HEREON OR ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS PLAN.

PURPOSE

ONE LOT SUBDIVISION FOR APARTMENT PURPOSES. THIS TENTATIVE MAP IS TO MERGE LOT 1, LOT 2, LOT 3, LOT 4, LOT 5, LOT 6 AND LOT 7 INTO ONE LOT OR TO MERGE 2 DIFFERENT PARCELS (APN 044-172-190 & APN 044-172-200) INTO ONE PARCEL, FOR APARTMENT PURPOSES

ENGINEER'S STATEMENT

THIS VESTING TENTATIVE PARCEL MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

PATRICK CHAN, P.E. — DATE
VICE PRESIDENT
BKF ENGINEERS

THANH NGUYEN, P.E. — DATE
SR. PROJECT ENGINEER
BKF ENGINEERS

PROJECT SUMMARY

APPLICANT	STEPHAN EMAMI ROEM DEVELOPMENT CORPORATION 1650 LAFAYETTE STREET SANTA CLARA, CA 95050 408.984.5600
ARCHITECT	DIRK THELEN WITHEE MALCOLM ARCHITECTS, LLP 2251 WEST 190TH STREET TORRANCE, CA 90504 310.217.8885
LANDSCAPE ARCHITECT	JESSE MARKMAN JETT LANDSCAPE ARCHITECTURE + DESIGN 2 THEATRE SQUARE, SUITE 218 ORINDA, CA 94563 925.254.5422
CIVIL ENGINEER	PATRICK CHAN, PE BKF ENGINEERS 1730 N. FIRST STREET, SUITE 600 SAN JOSE, CA 95110 408.467.9100
SOILS ENGINEER	JOHN FELTMAN, CEG EARTH SYSTEMS PACIFIC 48511 WARM SPRINGS BOULEVARD, SUITE 210 FREMONT, CA 94539 510.353.3833
OWNERS	AS TO APN 044-072-190: DEMARTINI, LLOYD J. TRUST, LLC 3800 MT. DIABLO BLVD., STE 200 LAFAYETTE, CA 94549 AS TO APN 044-072-200: WINFIELD DEVELOPMENT, LLC 3800 MT. DIABLO BLVD., STE 200 LAFAYETTE, CA 94549
TOTAL AREA	65,374 SF (1.50 AC)
EXISTING ZONING	CMU – CORRIDOR MIXED USE
EXISTING LAND USE	CORRIDOR MIXED USE
PROPOSED ZONING	CMU – CORRIDOR MIXED USE
PROPOSED LAND USE	125-UNIT AFFORDABLE RESIDENTIAL BUILDING ON A 1.5-ACRE SITE. THE GROUND FLOOR PROGRAMMING INCLUDES A TWO-LEVEL COMMUNITY ROOM WITH THE REMAINDER OF THOSE LEVELS DEDICATED TO STRUCTURED PARKING GARAGE WITH 159 PARKING STALLS.
DENSITY	83 DU/AC (ALLOWED 60 DU/AC PLUS DENSITY BONUS.
FLOOR AREA RATIO	1.92 (ALLOWED 2.2)
UTILITIES	
WATER SUPPLY;	MID-PENNISULA WATER DISTRICT
FIRE PROTECTION;	BELMONT FIRE DEPARTMENT
SEWAGE DISPOSAL;	CITY OF BELMONT
STORM DRAIN;	OWNED AND MAINTAINED PRIVATELY WITHIN THE BELMONT AVE
GAS & ELECTRIC;	PACIFIC GAS & ELECTRIC
TELEPHONE;	COMCAST
CABLE TELEVISION;	COMCAST
STREET;	BELMONT AVE IS PRIVATELY OWNED AND MAINTAINED

1730 N. FIRST STREET
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SAN JOSE, CA 95110
408-467-9100

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803 BELMONT AVENUE
VESTING TENTATIVE MAP
TITLE SHEET
SAN MATEO COUNTY
CALIFORNIA
CITY OF BELMONT

REGISTERED PROFESSIONAL ENGINEER
PATRICK CHAN
C 83189
CIVIL
STATE OF CALIFORNIA

No.	Revisions

Date 01/10/2022
Scale AS SHOWN
Design TN
Drawn MC
Approved PC
Job No 20200255

Drawing Number:
TM-1
1 OF 8

DRAWING NAME: K:\2020\200255_Belmont_803_Belmont Ave\ENG\TENTATIVE MAP\SHEETS\01_TMBM-TS.dwg
PLOT DATE: 01-11-22
PLOTTED BY: nguh



LEGEND

- BOUNDARY LINE
- ADJACENT LOT LINE
- EASEMENT LINE
- ROADWAY CENTER LINE

GRAPHIC SCALE
20 0 20 40

SURVEY NOTES

1. ALL DISTANCES, DIMENSIONS AND ELEVATIONS ARE IN FEET AND DECIMALS THEREOF.
2. TOPOGRAPHIC AND PLANIMETRIC FEATURES SHOWN ON THIS SURVEY WERE COMPILED BY PHOTOGRAMMETRIC PROCESS BASED ON AERIAL PHOTOGRAPHY DATED FEBRUARY 14, 2020 AND SUPPLEMENTED WITH GROUND SURVEYS ON MARCH 3, 4, 9, 10 AND 11, 2020.

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803 BELMONT AVENUE
VESTING TENTATIVE MAP
EXISTING SITE PLAN SHEET

CITY OF BELMONT
SAN MATEO COUNTY
CALIFORNIA

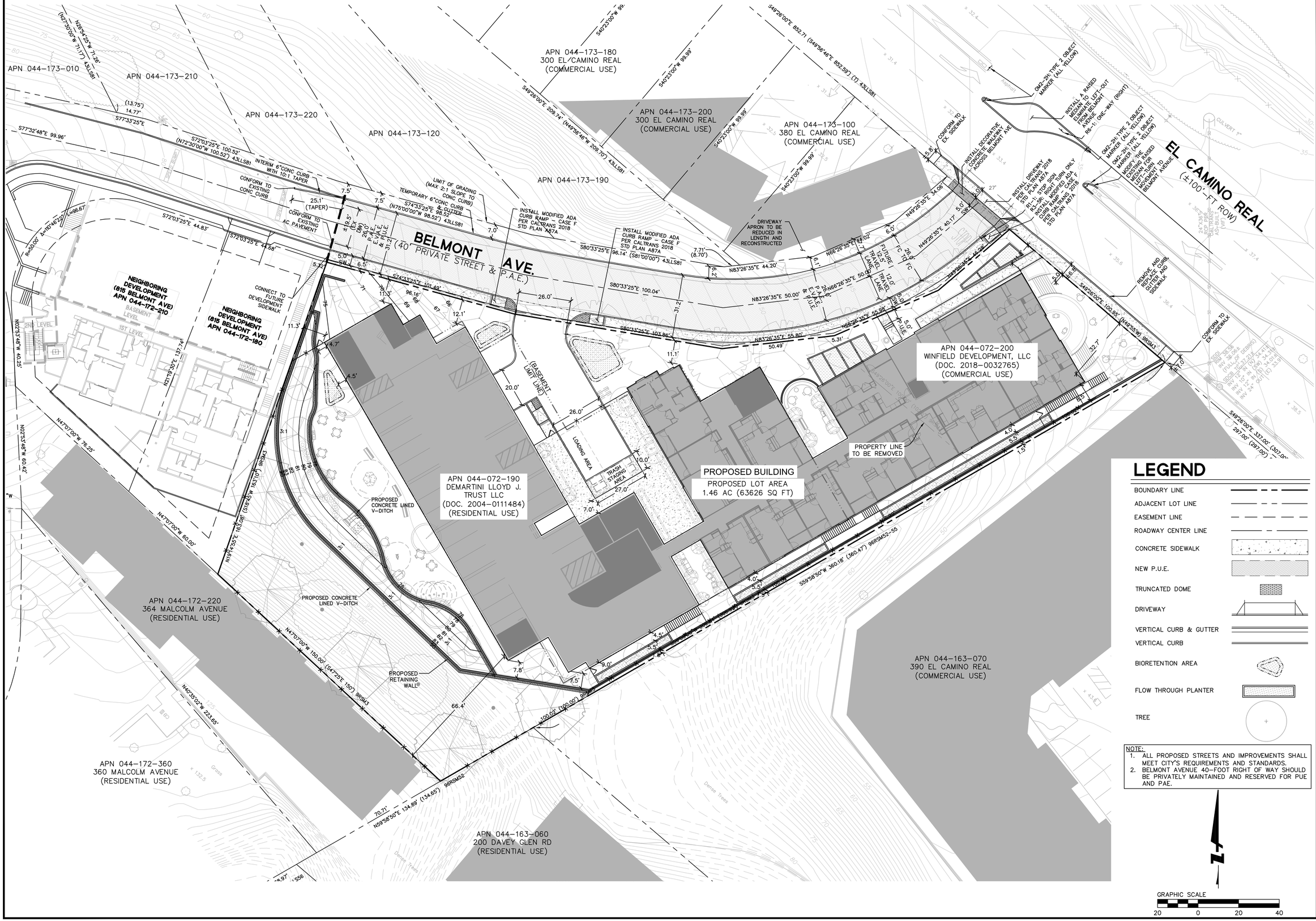
LICENSED PROFESSIONAL ENGINEER PATRICK CAT CIVIL STATE OF CALIFORNIA

Revisions	No.

Date 01/10/2022
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Job No 20200255

Drawing Number:
TM-2
2 OF 8

DRAWING NAME: K:\2020\200255_Belmont_803_Belmont Ave\ENG\TENTATIVE MAP\SHEETS\02_TMBM-EX.dwg
PLOT DATE: 01-11-22
PLOTTED BY: nguh



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803 BELMONT AVENUE
VESTING TENTATIVE MAP
SITE PLAN/MAP SHEET

CITY OF BELMONT — SAN MATEO COUNTY — CALIFORNIA

LICENSED PROFESSIONAL ENGINEER — PATRICK CAY — CIVIL — STATE OF CALIFORNIA

No.	Revisions

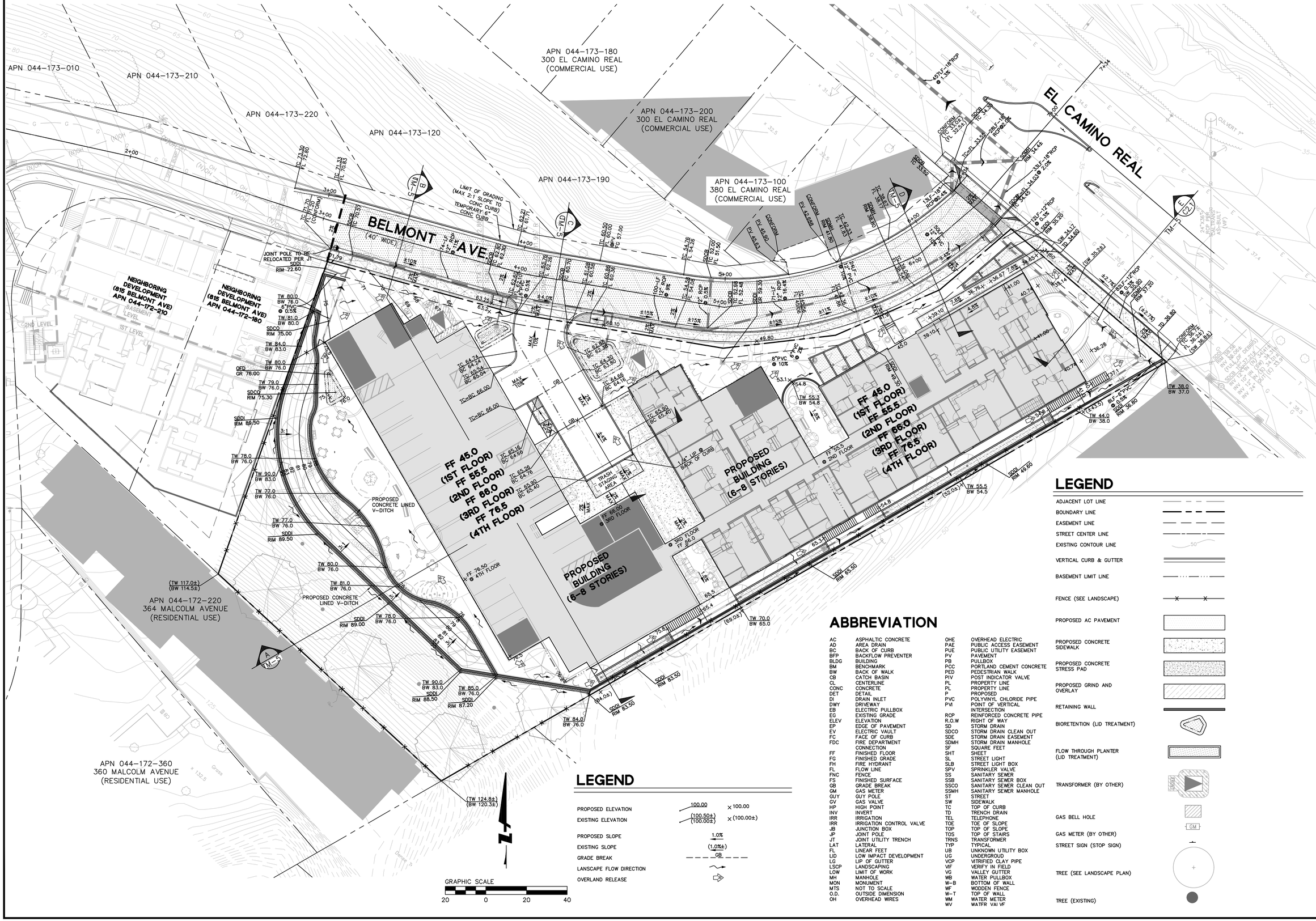
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Approved PC
Job No 20200255

Drawing Number: TM–3
3 OF 8

VESTING TENTATIVE MAP FINAL SUBMITTAL

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PLOT DATE: 01-11-22
PLOTTED BY: nguh

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LEGEND

PROPOSED ELEVATION	100.00 × 100.00
EXISTING ELEVATION	(100.50±) / (100.00±) × (100.00±)
PROPOSED SLOPE	1.0%
EXISTING SLOPE	(1.0%±)
GRADE BREAK	GB
LANSCAPE FLOW DIRECTION	
OVERLAND RELEASE	

LEGEND

ADJACENT LOT LINE	
BOUNDARY LINE	
EASEMENT LINE	
STREET CENTER LINE	
EXISTING CONTOUR LINE	
VERTICAL CURB & GUTTER	
BASEMENT LIMIT LINE	
FENCE (SEE LANDSCAPE)	
PROPOSED AC PAVEMENT	
PROPOSED CONCRETE SIDEWALK	
PROPOSED CONCRETE STRESS PAD	
PROPOSED GRIND AND OVERLAY	
RETAINING WALL	
BIORETENTION (LID TREATMENT)	
FLOW THROUGH PLANTER (LID TREATMENT)	
TRANSFORMER (BY OTHER)	
GAS BELL HOLE	
GAS METER (BY OTHER)	
STREET SIGN (STOP SIGN)	
TREE (SEE LANDSCAPE PLAN)	
TREE (EXISTING)	

ABBREVIATION

AC	ASPHALTIC CONCRETE
AD	AREA DRAIN
BC	BACK OF CURB
BFP	BACKFLOW PREVENTER
BLDG	BUILDING
BM	BENCHMARK
BW	BACK OF WALK
CB	CATCH BASIN
CL	CENTERLINE
CONC	CONCRETE
DET	DETAIL
DI	DRAIN INLET
DWY	DRIVEWAY
EB	ELECTRIC PULLBOX
EG	EXISTING GRADE
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
EV	ELECTRIC VAULT
FC	FACE OF CURB
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FNC	FENCE
FS	FINISHED SURFACE
GB	GRADE BREAK
GM	GAS METER
GUY	GUY POLE
GV	GAS VALVE
HP	HIGH POINT
INV	INVERT
IRR	IRRIGATION
IRR	IRRIGATION CONTROL VALVE
JB	JUNCTION BOX
JP	JOINT POLE
JT	JOINT UTILITY TRENCH
LAT	LATERAL
LF	LINEAR FEET
LID	LOW IMPACT DEVELOPMENT
LG	LIP OF GUTTER
LSCP	LANDSCAPING
LOW	LIMIT OF WORK
MH	MANHOLE
MON	MONUMENT
MTS	NOT TO SCALE
O.D.	OUTSIDE DIMENSION
OH	OVERHEAD WIRES
OHE	OVERHEAD ELECTRIC
PAE	PUBLIC ACCESS EASEMENT
PUE	PUBLIC UTILITY EASEMENT
PV	PAVEMENT
PB	PULLBOX
PCC	PORTLAND CEMENT CONCRETE
PED	PEDESTRIAN WALK
PIV	POST INDICATOR VALVE
PL	PROPERTY LINE
PL	PROPERTY LINE
P	PROPOSED
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
RCP	REINFORCED CONCRETE PIPE
R.O.W	RIGHT OF WAY
SD	STORM DRAIN
SDCO	STORM DRAIN CLEAN OUT
SDE	STORM DRAIN EASEMENT
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SHT	SHEET
SL	STREET LIGHT
SLB	STREET LIGHT BOX
SPV	SPRINKLER VALVE
SS	SANITARY SEWER
SSB	SANITARY SEWER BOX
SSCO	SANITARY SEWER CLEAN OUT
SSMH	SANITARY SEWER MANHOLE
ST	STREET
SW	SIDEWALK
TC	TOP OF CURB
TD	TRENCH DRAIN
TEL	TELEPHONE
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TOS	TOP OF STAIRS
TRNS	TRANSFORMER
TYP	TYPICAL
UB	UNKNOWN UTILITY BOX
UG	UNDERGROUD
VCP	VITRIFIED CLAY PIPE
VIF	VERIFY IN FIELD
VG	VALLEY GUTTER
WB	WATER PULLBOX
W–B	BOTTOM OF WALL
WF	WODDEN FENCE
W–T	TOP OF WALL
WM	WATER METER
WV	WATER VALVE

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803 BELMONT AVENUE
VESTING TENTATIVE MAP
GRADING AND DRAINAGE PLAN

CITY OF BELMONT — SAN MATEO COUNTY — CALIFORNIA

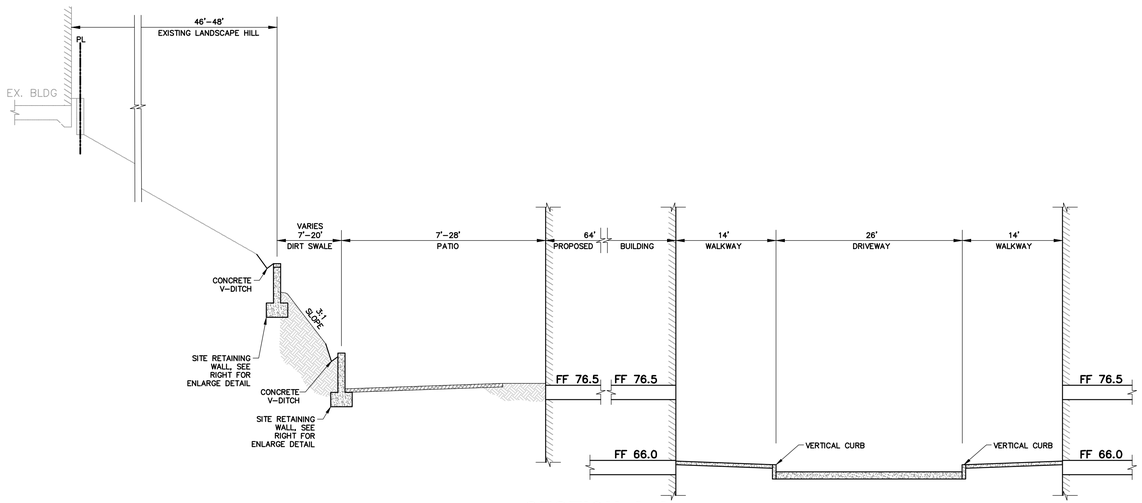
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No.	Revisions

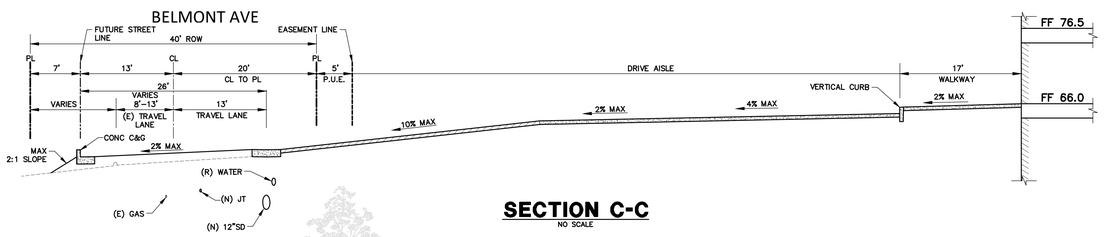
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Drawing Number:
TM–4
4 OF 8

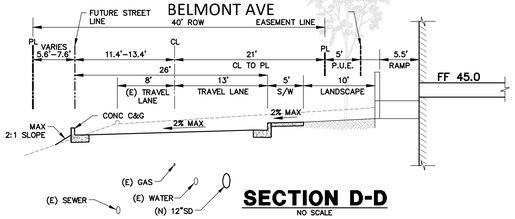
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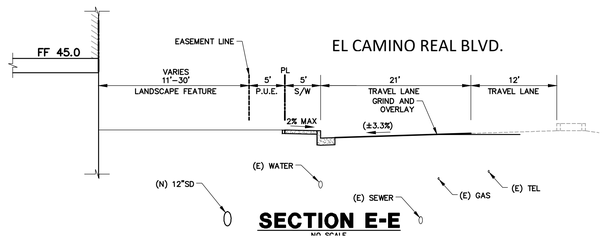
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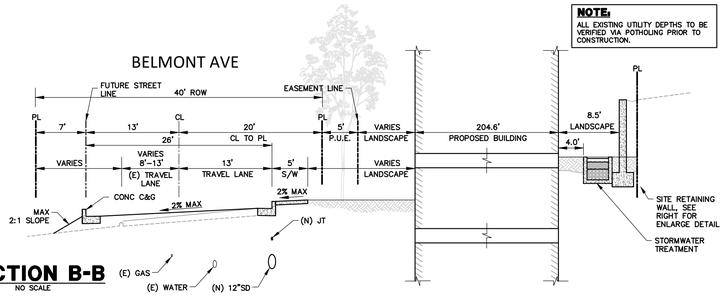
SECTION C-C
NO SCALE



SECTION D-D
NO SCALE

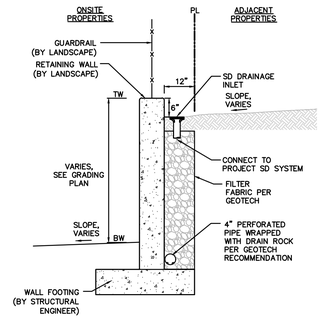


SECTION E-E
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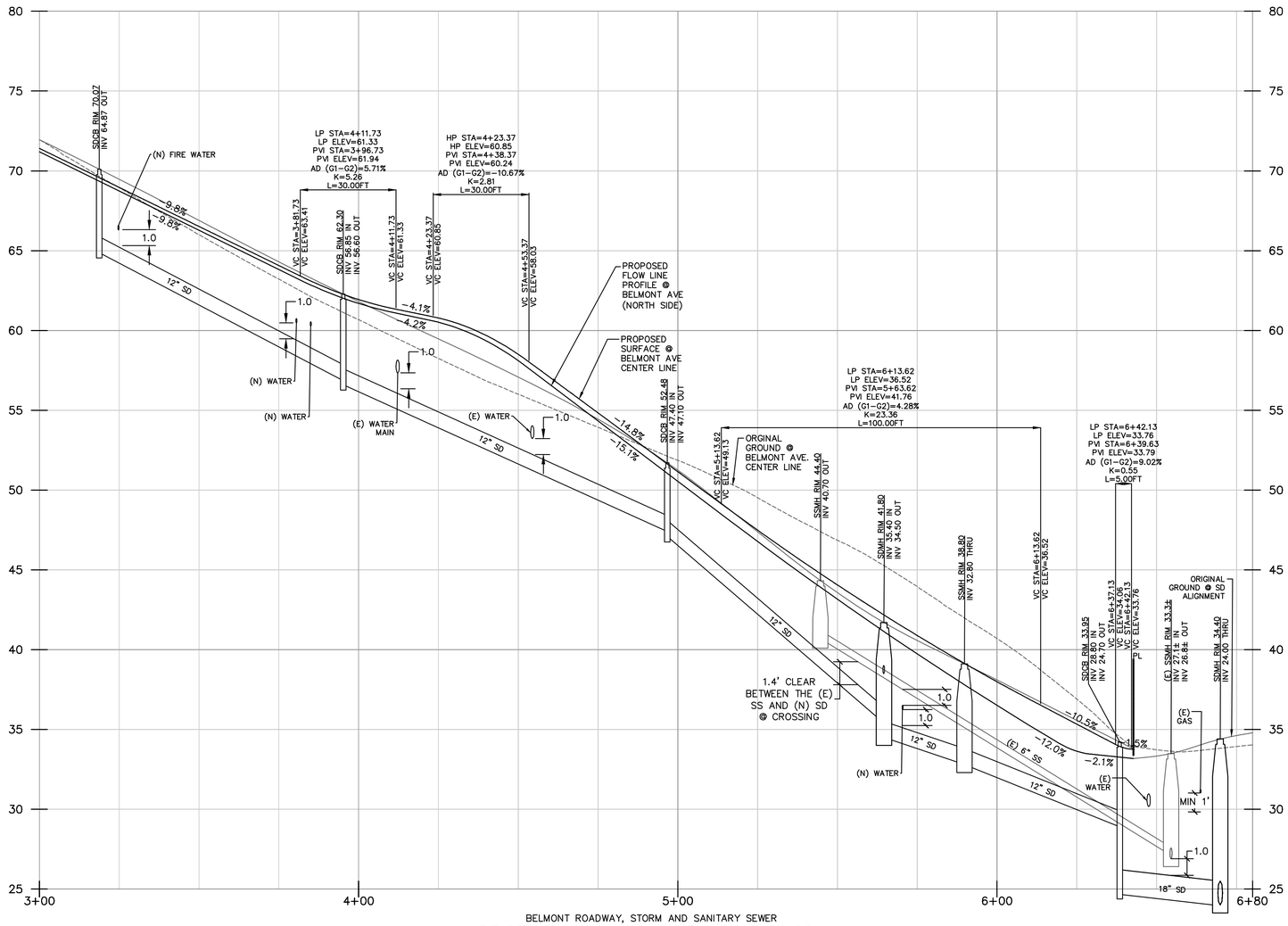


SECTION B-B
NO SCALE

NOTE:
ALL EXISTING UTILITY DEPTHS TO BE VERIFIED VIA POTHOLING PRIOR TO CONSTRUCTION.



RETAINTING WALL
WITH GUARDRAIL (OPTIONAL)
NO SCALE



BELMONT ROADWAY, STORM AND SANITARY SEWER

PROFILE STA. 3+00.00 TO STA. 6+80.00
SCALE: 1" = 20' HORIZ; 1" = 4' VERT.

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803 BELMONT AVENUE
VESTING TENTATIVE MAP
GRADING CROSS-SECTIONS
SAN MATEO COUNTY CALIFORNIA

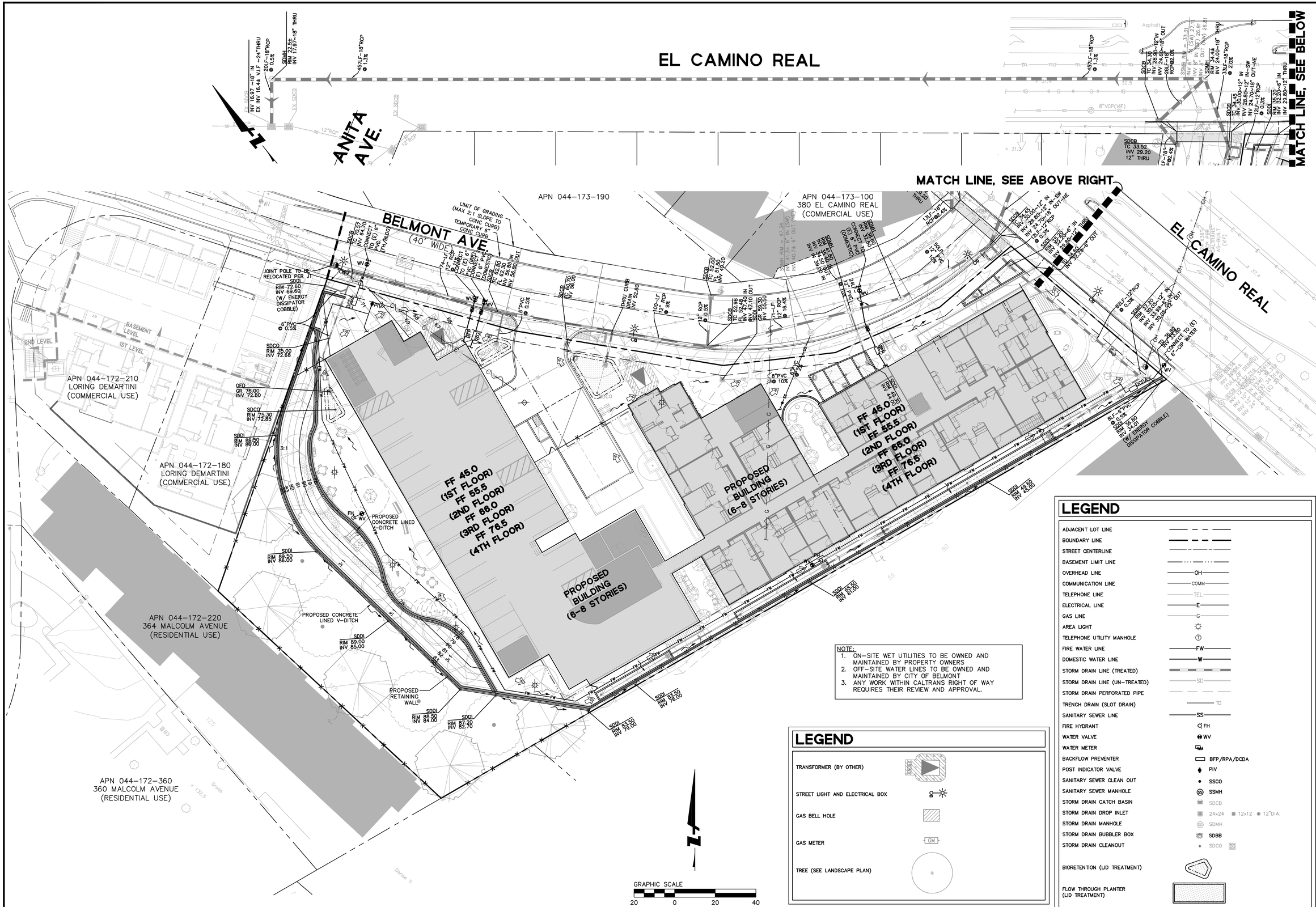
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REGISTERED PROFESSIONAL ENGINEER
PATRICK CHAN
C 83189
CIVIL
STATE OF CALIFORNIA

No.	Revisions

Date 01/10/2022
Scale AS SHOWN
Design TN
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Job No 20200255

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TM-5
5 OF 8



NOTE:
1. ON-SITE WET UTILITIES TO BE OWNED AND MAINTAINED BY PROPERTY OWNERS
2. OFF-SITE WATER LINES TO BE OWNED AND MAINTAINED BY CITY OF BELMONT
3. ANY WORK WITHIN CALTRANS RIGHT OF WAY REQUIRES THEIR REVIEW AND APPROVAL.

LEGEND

- TRANSFORMER (BY OTHER)
- STREET LIGHT AND ELECTRICAL BOX
- GAS BELL HOLE
- GAS METER
- TREE (SEE LANDSCAPE PLAN)

LEGEND

- ADJACENT LOT LINE
- BOUNDARY LINE
- STREET CENTERLINE
- BASEMENT LIMIT LINE
- OVERHEAD LINE — OH
- COMMUNICATION LINE — COMM
- TELEPHONE LINE — TEL
- ELECTRICAL LINE — E
- GAS LINE — G
- AREA LIGHT
- TELEPHONE UTILITY MANHOLE
- FIRE WATER LINE — FW
- DOMESTIC WATER LINE — W
- STORM DRAIN LINE (TREATED)
- STORM DRAIN LINE (UN-TREATED) — SD
- STORM DRAIN PERFORATED PIPE
- TRENCH DRAIN (SLOT DRAIN) — TD
- SANITARY SEWER LINE — SS
- FIRE HYDRANT — FH
- WATER VALVE — WV
- WATER METER — WM
- BACKFLOW PREVENTER — BFP/RPA/DCDA
- POST INDICATOR VALVE — PIV
- SANITARY SEWER CLEAN OUT — SSCO
- SANITARY SEWER MANHOLE — SSMH
- STORM DRAIN CATCH BASIN — SDCB
- STORM DRAIN DROP INLET — 24x24, 12x12, 12"DIA.
- STORM DRAIN MANHOLE — SDMH
- STORM DRAIN BUBBLER BOX — SDBB
- STORM DRAIN CLEANOUT — SDCO
- BIORETENTION (LID TREATMENT)
- FLOW THROUGH PLANTER (LID TREATMENT)

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803 BELMONT AVENUE
VESTING TENTATIVE MAP
UTILITY PLAN

CITY OF BELMONT — SAN MATEO COUNTY — CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
PATRICK CHAN
C 83189
CIVIL
STATE OF CALIFORNIA

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Drawing Number:
TM-6
6 OF 8

VESTING TENTATIVE MAP FINAL SUBMITTAL

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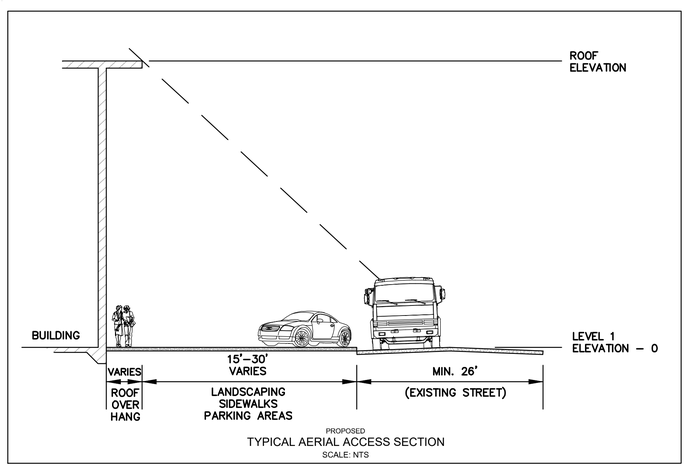


LEGEND

- PROPERTY LINE
- LOT LINE/ADJ. PROPERTY LINE
- EMERGENCY VEHICLE ACCESS (E.V.A.) (20'–24' DRIVE AISLE ON–SITE)
- AERIAL ACCESS
- HOSE REACH (MAX 150–FT)
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED BUILDING
- EXISTING BUILDING

NOTE:

REFER TO TRASH MANAGEMENT REPORT PREPARED BY AMERICAN TRASH MANAGEMENT FOR THE GARBAGE TRUCK CIRCULATION AND FURTHER INFORMATION.



PROPOSED
TYPICAL AERIAL ACCESS SECTION
SCALE: NTS

FIRE FLOW CALCULATIONS:

CONCRETE PODIUM (Type I–A – Garage – OH):	71,810 sf
5–STORY BUILDING (Type III–A – Residential/Common Use–LH):	124,660 sf
TOTAL BUILDING AREA:	196,470 sf
PERCENTAGE OF PODIUM STRUCTURE (Type I–A): 71,810 / 196,470 =	36.6%
PERCENTAGE OF 5–STORY BUILDING (Type III–A):	63.4%
REDUCED FIRE FLOW PER CONSTRUCTION TYPE IS TYPE I–A @ 71,810 sf (OH) (min. 1,000 GPM/no reduction allowed)	3,000 GPM
REDUCED FIRE FLOW PER CONSTRUCTION TYPE IS TYPE III–A @ 124,660 sf (LH) (Full flow is 5,000 GPM; 50% reduction allowed by SMCFire = 2,500 GPM)	2,500 GPM
THEREFORE, TOTAL REQUIRED FIRE FLOW AFTER REDUCTION IS 0.366 X 3,000 GPM + 0.634 X 2,500 GPM =	2,683 GPM
BASED ON THE FULL FIRE FLOW REQUIRED (APPENDIX C – TABLE C105.1):	
– FIRE FLOW REQUIRED: 0.366 X 3,000 GPM + 0.634 X 5,000 GPM =	4,268 GPM
– NUMBER OF HYDRANTS:	5 HYDRANTS
– AVERAGE SPACING BETWEEN HYDRANTS:	250 FT
– MAX DISTANCE (FROM ANY POINT ON STREET OR ROAD FRONTAGE TO A FH):	150 FT
NUMBER OF EXISTING FIRE HYDRANT: (2 ON ECR, 1 ON BELMONT AVE)	3 HYDRANTS
NUMBER OF PROVIDED FIRE HYDRANT:	2 HYDRANTS

1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95110
408–467–9100

803 BELMONT AVENUE
VESTING TENTATIVE MAP
CIRCULATION AND SOLID WASTE PLAN

CITY OF BELMONT — SAN MATEO COUNTY — CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
PATRICK CAAN
C 83189
CIVIL
STATE OF CALIFORNIA

Revisions	No.

Date	01/10/2022
Scale	AS SHOWN
Design	TN
Drawn	MC
Approved	PC
Job No	20200255

Drawing Number:
TM–7
7 OF 8

VESTING TENTATIVE MAP FINAL SUBMITTAL

DRAWING NAME: K:\2020\200255_Belmont_803_Belmont Ave\ENG\TENTATIVE MAP\SHEETS\07_TMBM-CPSWP.dwg
PLOT DATE: 01-11-22
PLOTTED BY: nguh



LEGEND

PROPOSED SLOPE	1.0%
EXISTING SLOPE	(1.0%±)
LANSCAPE FLOW DIRECTION	
OVERLAND RELEASE	
DRAINAGE MANAGEMENT AREA	A-1
TREATMENT CONTROL MEASURE	TCM#1

LEGEND

ADJACENT LOT LINE	
BOUNDARY LINE	
EASEMENT LINE	
STREET CENTER LINE	
EXISTING CONTOUR LINE	50
VERTICAL CURB & GUTTER	
BASEMENT LIMIT LINE	
PROPOSED AC PAVEMENT	
PROPOSED CONCRETE SIDEWALK	
PROPOSED CONCRETE STRESS PAD	
PROPOSED GRIND AND OVERLAY	
RETAINING WALL	
BIORETENTION (LID TREATMENT)	
FLOW THROUGH PLANTER (LID TREATMENT)	
TRANSFORMER (BY OTHER)	
GAS BELL HOLE	GM
GAS METER (BY OTHER)	
STREET SIGN (STOP SIGN)	
TREE (SEE LANDSCAPE PLAN)	
TREE (EXISTING)	

TREATMENT CONTROL MEASURE SUMMARY TABLE

DMA # or A-#	TCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	# of Cartridges Required	# of Cartridges Provided	Cartridge Height (inches)	Comments
1a	1a	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	4,745	3256	0	1,489	6.13%	130	190	6	0.50				
1b	1b	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	8,477	5,817	0	2,660	10.95%	233	339	6	0.50				
2	2	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	10,114	9,074	0	1,040	17.08%	363	363	6	0.50				
3	3	Onsite	Bioretention lined* w/ underdrain	LID	2C. Flow: 4% Method **	5,472	3,218	0	2,254	6.06%	129	129	6	0.50				
4	4	Onsite	Bioretention lined* w/ underdrain	LID	2C. Flow: 4% Method **	3,942	2,778	0	1,164	5.23%	111	111	6	0.50				
5	5	Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	2C. Flow: 4% Method **	18,272	16,400	0	1,872	30.88%	656	656	6	0.50				
6		Onsite	Self-treating areas	LID	N/A	12,570	0	0	12,570	23.67%								
					Total	**63,592**	**40,543**	**0**	**23,049**	**100%**								

Footnotes:
* "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.
** Sizing for Bioretention Area Required calculated using the 4% Method (Impervious Area x 0.04)

BKF
1730 N. FIRST STREET
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408-467-9100

803 BELMONT AVENUE
VESTING TENTATIVE MAP
STORMWATER CONTROL PLAN

SAN MATEO COUNTY, CALIFORNIA

CITY OF BELMONT

REGISTERED PROFESSIONAL ENGINEER
PATRICK CAIN
C 83189
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STATE OF CALIFORNIA

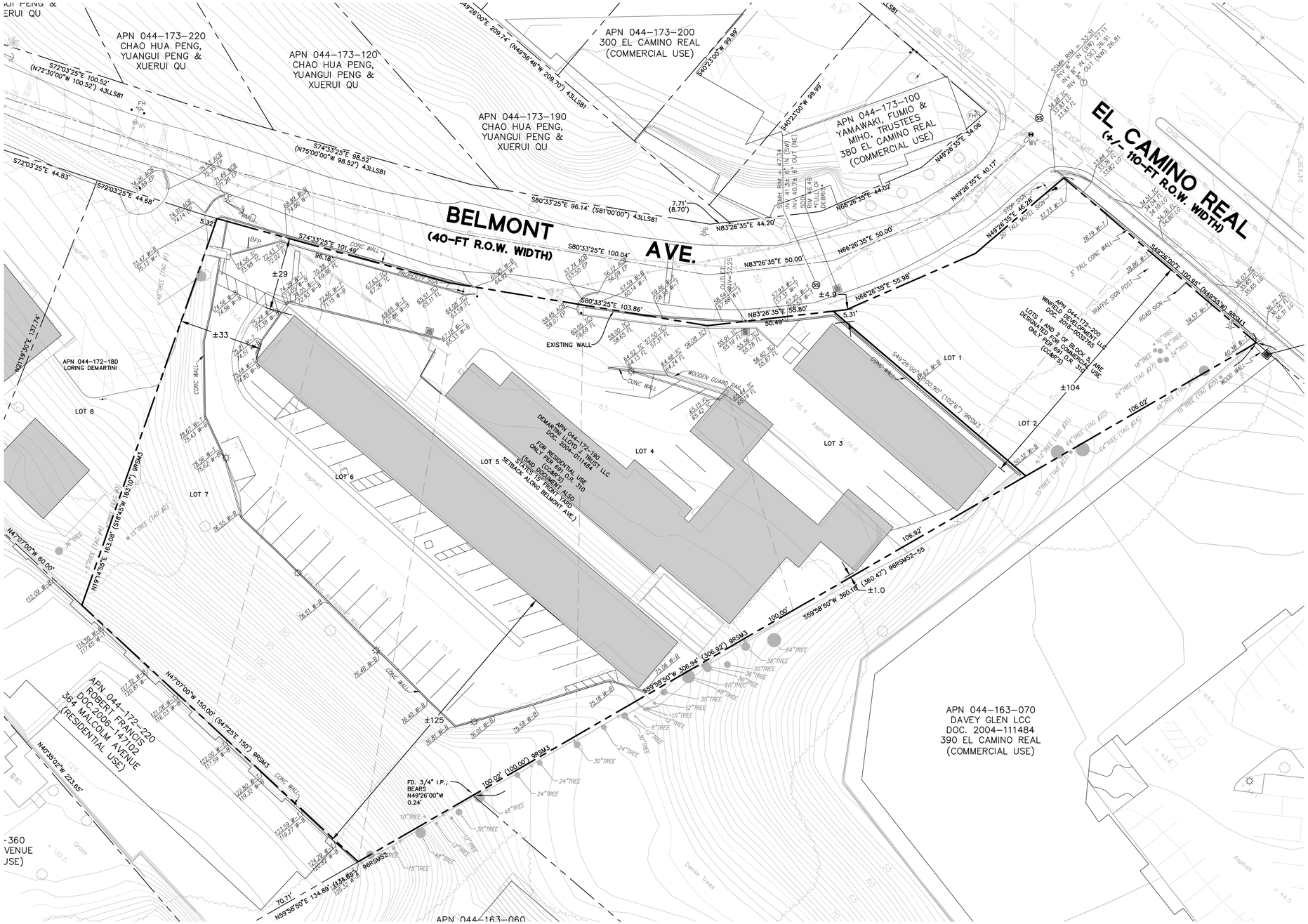
No.	Revisions

Date 01/10/2022
Scale AS SHOWN
Design TN
Drawn MC
Approved PC
Job No 20200255

Drawing Number:
TM-8
8 OF 8

VESTING TENTATIVE MAP FINAL SUBMITTAL

DRAWING NAME: K:\2020\200255_Belmont_803_Belmont Ave\ENG\TENTATIVE MAP\SHEETS\08_TMBM-SWMP.dwg
PLOT DATE: 01-11-22 PLOTTED BY: nguh



LEGEND

ADJACENT LOT LINE		GAS METER	
BOUNDARY LINE		GUY POLE	
STREET CENTERLINE		JOINT POLE	
MONUMENT LINE		POST INDICATOR VALVE	
BUILDING WALL LINE		SANITARY SEWER CLEAN OUT	
DRIVEWAY	EXISTING DRIVEWAY	SANITARY SEWER MANHOLE	SS
RETAINING WALL		STORM DRAIN CATCH BASIN	
OVERHEAD LINE	OH	STORM DRAIN DROP INLET	
COMMUNICATION LINE	COMM	STORM DRAIN MANHOLE	SD
TELEPHONE LINE	TEL	STREET SIGN	
ELECTRICAL LINE	E	STREET LIGHT	
GAS LINE	G	WATER VALVE	WV
DOMESTIC WATER LINE	W	SURVEY STREET MONUMENT	
STORM DRAIN LINE	SD	SURVEY BENCHMARK	
SANITARY SEWER LINE	SS	TREE (WITH TRUNK DIA, AND TAG NUMBER)	64"TREE (TAG #24)
ELEVATION	(TC XX.X+)		
BACK-FLOW PREVENTER	BFP		
BOLLARD			
FIRE HYDRANT	HYD		
AREA LIGHT			
TELEPHONE UTILITY MANHOLE	T		

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALTIC CONCRETE
ACB	ASPHALTIC CONCRETE BERM
ACR	ACCESSIBLE RAMP
AD	AREA DRAIN
AN	ANODE
ARV	AIR RELEASE VALVE
ASV	ANTI-SIPHON VALVE
BC	BACK OF CURB
BFP	BACKFLOW PREVENTER
BH	BORE HOLE
BIKE	BIKE RACK
BLDC	BUILDING CORNER
BLDG	BUILDING
BLDL	BUILDING LINE
BLDW	BUILDING WALL
BM	BENCHMARK
BNCH	BENCH
BOL	BOLLARD
BOS	BOTTOM OF STAIRS
BW	BACK OF WALK
C	COLUMN
CATV	CABLE TELEVISION BOX
CB	CATCH BASIN
CC	CONCRETE
CCLF	CHAIN LINK FENCE
CL	CENTERLINE
CLUST	CLUSTER OF TREES
CO	CLEANOUT

SURVEY NOTES

BASIS OF BEARINGS:

THE BEARING S40°34'40"W BETWEEN FOUND MONUMENTS ON DAVEY GLEN ROAD AS SHOWN ON THAT FINAL MAP OF BEL ARBOR RECORDED IN BOOK 96 OF MAPS PAGES 52 THROUGH 55 ON NOVEMBER 17, 1977 IN SAN MATEO COUNTY RECORDS.

BENCHMARK:

THE BENCHMARK USED FOR THIS SURVEY IS A CITY OF BELMONT BENCHMARK BM POINT 324, DESCRIBED AS A BRASS DISK IN MONUMENT WELL IN DAVEY GLEN CROSSWALK AT EL CAMINO REAL.

ELEV = 42.61 FEET (NGVD29 DATUM)

PLAN NOTES

1. EXISTING UTILITY SHOWN ON THIS PLAN BASED ON THE BLOCK MAPS AND TOPO SURVEY AND FOR REFERENCE ONLY. CONTRACTOR TO FIELD VERIFY OR POTHOLE FOR EXACT LOCATION, SIZE, DEPTH AND MATERIAL BEFORE CONSTRUCTION.
2. REFER TO ARBORIST REPORT AND TREE PROTECTION PLAN PREPARED BY TRAVERSO TREE SERVICE DATED 03/11/2020 FOR FURTHER DETAILS.
3. THE ±110-FT R.O.W. WIDTH OF EL CAMINO REAL IS BASED ON THE RECORD OF SURVEY MAP, VOL. 26, PG. 59, BY SAN MATEO COUNTY DATED JUNE 1997 AND APRIL 2003.

N

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

803 BELMONT AVENUE BELMONT, CA 94002


EXISTING CONDITIONS

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

BkF 100+ YEARS
ENGINEERS . SURVEYORS . PLANNERS

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JOB. B9055 March 10, 2020
PRINTED: January 11, 2022



803 BELMONT AVENUE BELMONT, CA 94002

PRELIMINARY SITE PLAN

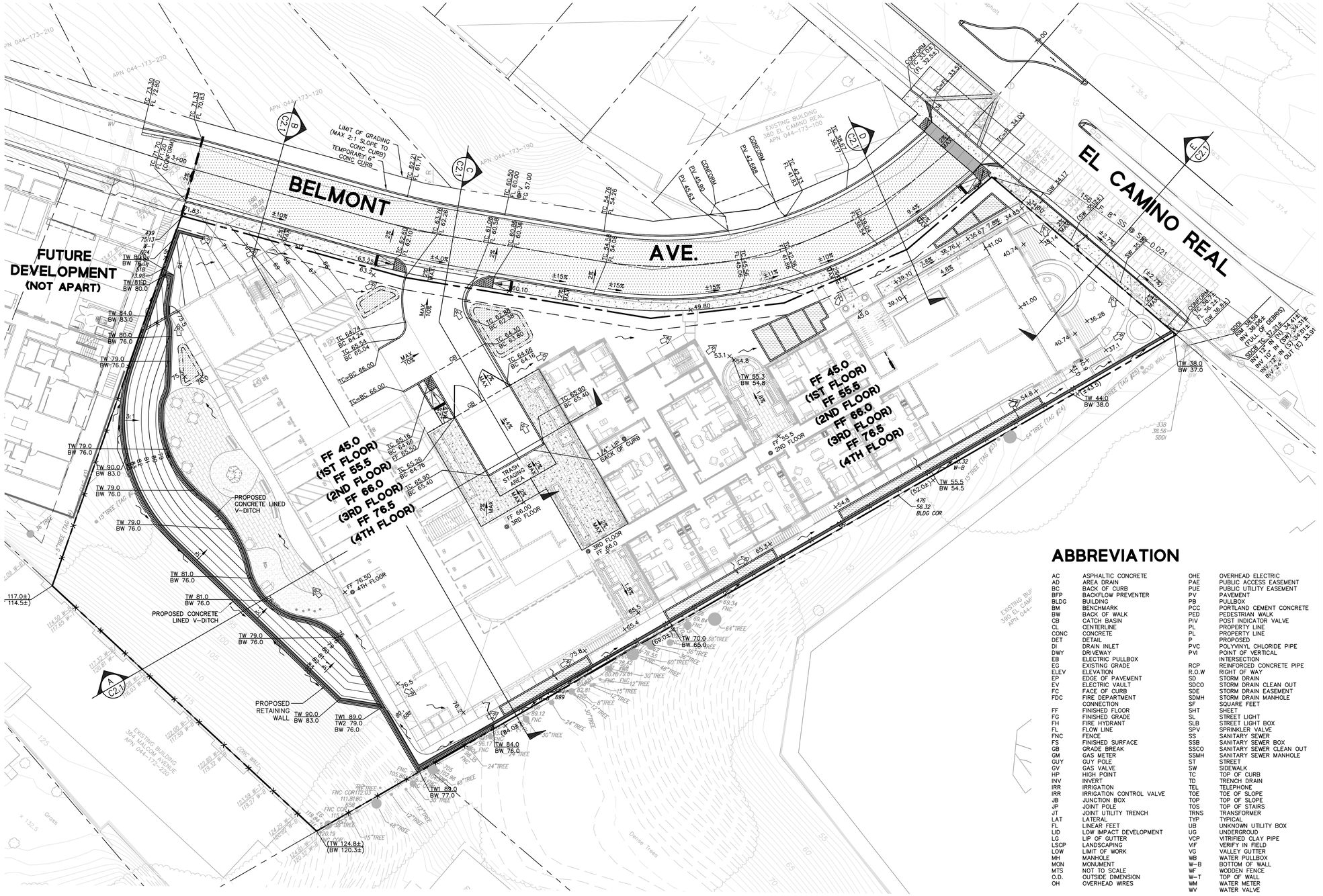
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C1.1



ABBREVIATION

AC	ASPHALTIC CONCRETE	OHE	OVERHEAD ELECTRIC
AD	AREA DRAIN	PAE	PUBLIC ACCESS EASEMENT
BC	BACK OF CURB	PUE	PUBLIC UTILITY EASEMENT
BFP	BACKFLOW PREVENTER	PV	PAVEMENT
BLDG	BUILDING	PB	PULLBOX
BM	BENCHMARK	PCC	PORTLAND CEMENT CONCRETE
BW	BACK OF WALK	PED	PEDESTRIAN WALK
CB	CATCH BASIN	PIV	POST INDICATOR VALVE
CL	CENTERLINE	PL	PROPERTY LINE
CONC	CONCRETE	PL	PROPERTY LINE
DET	DETAIL	P	PROPOSED
DI	DRAIN INLET	PVC	POLYVINYL CHLORIDE PIPE
DWY	DRIVEWAY	PVI	POINT OF VERTICAL INTERSECTION
EB	ELECTRIC PULLBOX	RCP	REINFORCED CONCRETE PIPE
EG	EXISTING GRADE	R.O.W	RIGHT OF WAY
ELEV	ELEVATION	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SDCO	STORM DRAIN CLEAN OUT
EV	ELECTRIC VAULT	SDE	STORM DRAIN EASEMENT
FC	FACE OF CURB	SDMH	STORM DRAIN MANHOLE
FDC	FIRE DEPARTMENT CONNECTION	SF	SQUARE FEET
FF	FINISHED FLOOR	SHT	SHEET
FG	FINISHED GRADE	SL	STREET LIGHT
FH	FIRE HYDRANT	SLB	STREET LIGHT BOX
FL	FLOW LINE	SPV	SPRINKLER VALVE
FNC	FENCE	SS	SANITARY SEWER
FS	FINISHED SURFACE	SSB	SANITARY SEWER BOX
GB	GRADE BREAK	SSCO	SANITARY SEWER CLEAN OUT
GM	GAS METER	SSMH	SANITARY SEWER MANHOLE
GUY	GUY POLE	ST	STREET
GV	GAS VALVE	SW	SIDEWALK
HP	HIGH POINT	TC	TOP OF CURB
INV	INVERT	TD	TRENCH DRAIN
IRR	IRRIGATION	TEL	TELEPHONE
IRR	IRRIGATION CONTROL VALVE	TOE	TOE OF SLOPE
JB	JUNCTION BOX	TOP	TOP OF SLOPE
JP	JOINT POLE	TOS	TOP OF STAIRS
JT	JOINT UTILITY TRENCH	TRNS	TRANSFORMER
LAT	LATERAL	TYP	TYPICAL
FL	LINEAR FEET	UB	UNKNOWN UTILITY BOX
LID	LOW IMPACT DEVELOPMENT	UG	UNDERGROUD
LG	LIP OF GUTTER	VCP	VITRIFIED CLAY PIPE
LSCP	LANDSCAPING	VIF	VERIFY IN FIELD
LOW	LIMIT OF WORK	VG	VALLEY GUTTER
MH	MANHOLE	WB	WATER PULLBOX
MON	MONUMENT	W-B	BOTTOM OF WALL
NTS	NOT TO SCALE	WF	WODDEN FENCE
O.D.	OUTSIDE DIMENSION	W-T	TOP OF WALL
OH	OVERHEAD WIRES	WM	WATER METER
		WV	WATER VALVE

LEGEND

- ADJACENT LOT LINE
- BOUNDARY LINE
- EASEMENT LINE
- STREET CENTER LINE
- EXISTING CONTOUR LINE (50)
- VERTICAL CURB & GUTTER
- BASEMENT LIMIT LINE
- FENCE (SEE LANDSCAPE)
- PROPOSED AC PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE STRESS PAD
- PROPOSED GRIND AND OVERLAY
- RETAINING WALL
- BIORETENTION (LID TREATMENT)
- FLOW THROUGH PLANTER (LID TREATMENT)
- TRANSFORMER (BY OTHER)
- GAS BELL HOLE
- GAS METER (BY OTHER) GM
- STREET SIGN (STOP SIGN)
- TREE (SEE LANDSCAPE PLAN)
- TREE (EXISTING)
- PROPOSED ELEVATION 100.00 × 100.00
- EXISTING ELEVATION (100.50±) / (100.00±) × (100.00±)
- PROPOSED SLOPE 1.0%
- EXISTING SLOPE (1.0%±)
- GRADE BREAK GB
- LANSCAPE FLOW DIRECTION
- OVERLAND RELEASE

GRADING NOTES

1. SEE ARCHITECTURAL PLAN FOR SITE PLAN AND MIN. SET BACK REQUIREMENTS
2. PROVIDE 5' X 5' MIN FOR ADA LANDING AREA AT THE ADA RAMP.
3. SEE LANDSCAPE PLANS FOR HARD SCAPE, FURNITURE AND PLANTING MATERIALS.
4. REFER TO ARBORIST REPORT AND TREE PROTECTION PLAN PREPARED BY TRAVERSO TREE SERVICE DATED 03/11/2020 FOR FURTHER DETAILS.
5. PROPOSED RETAINING WALL ALONG THE PROPERTY LINES TO BE CONCRETE WALL OR SIMILAR TYPE, WITHOUT USING GEOGRID, REFER TO GEOTECHNICAL REPORT FOR FURTHER INFORMATION.

EARTH WORK QUANTITIES

CUT: 28,032 CY
FILL: 330 CY
EXPORT: 27,701 CY
IMPORT: 0 CY

NOTE: EARTHWORK QUANTITIES SHOWN ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INDEPENDENTLY ESTIMATE QUANTITIES FOR HIS/HER OWN USE.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

803 BELMONT AVENUE BELMONT, CA 94002

PRELIMINARY GRADING AND DRAINAGE PLAN

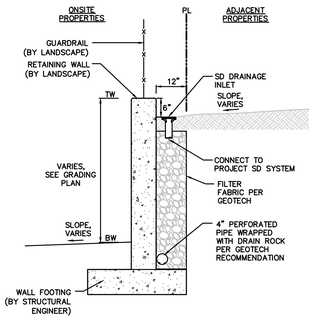
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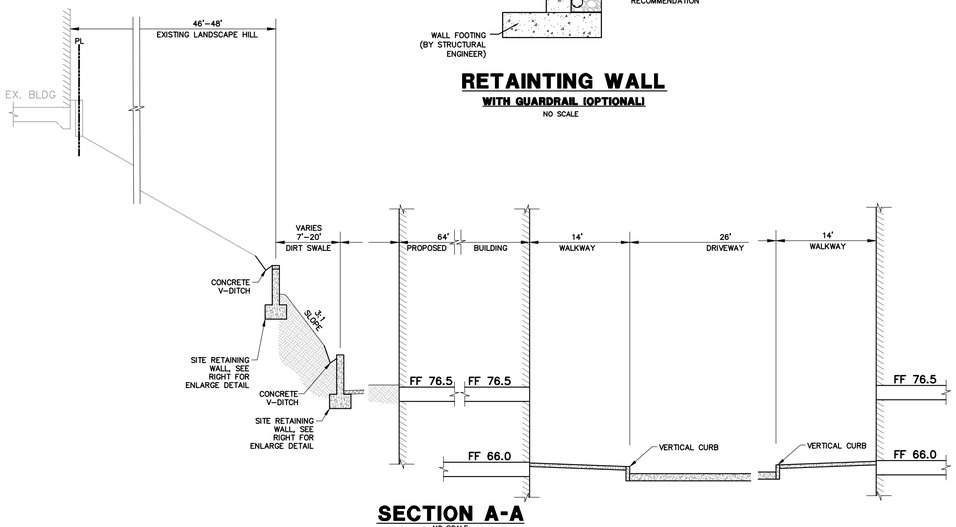
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RETAINTING WALL

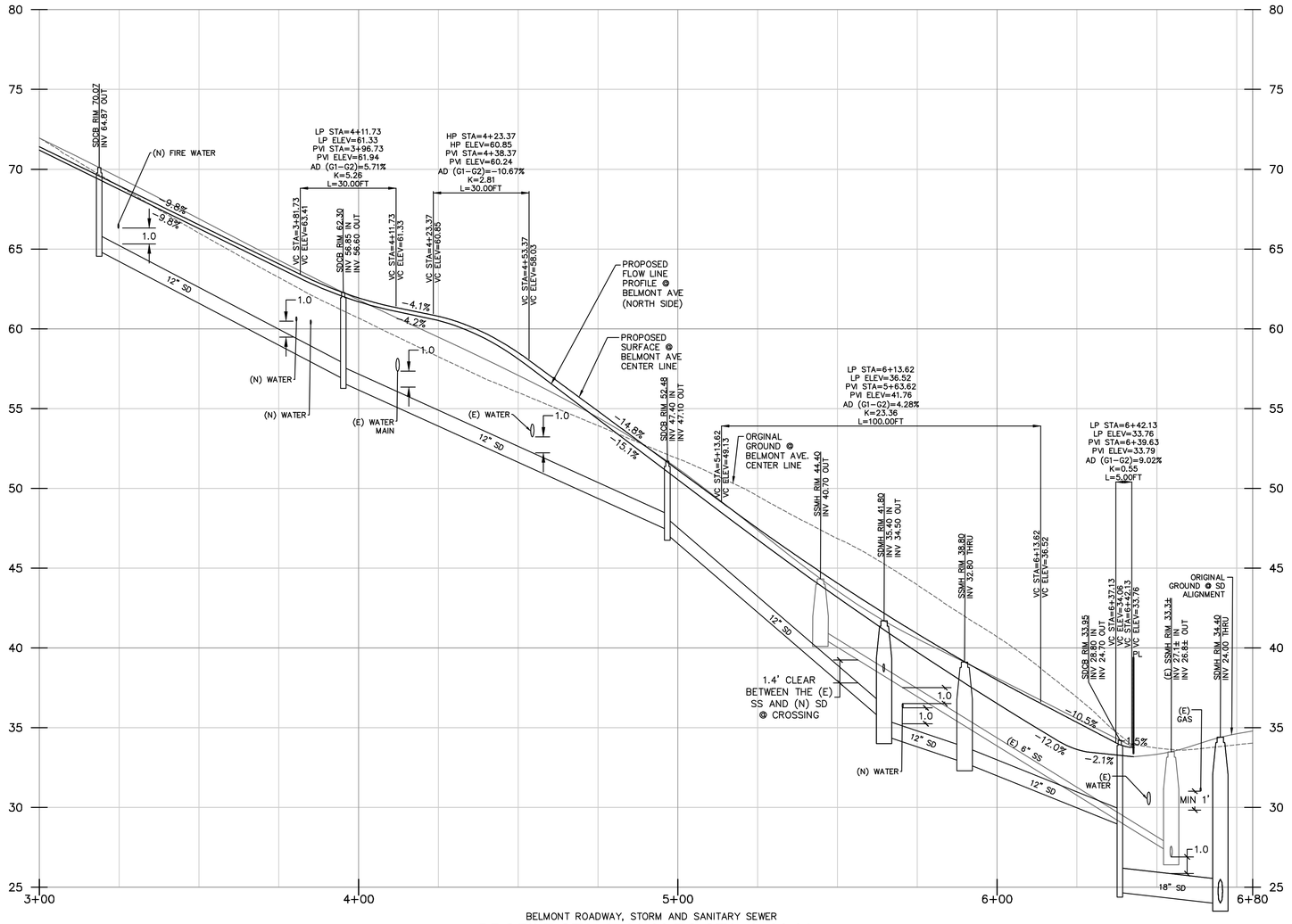
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SECTION A-A

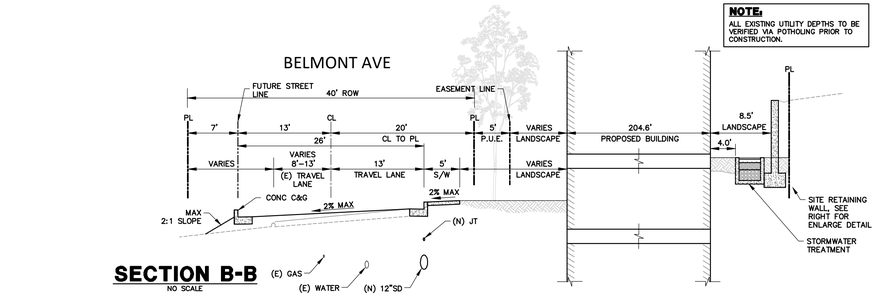
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BELMONT ROADWAY, STORM AND SANITARY SEWER

PROFILE STA. 3+00.00 TO STA. 6+80.00

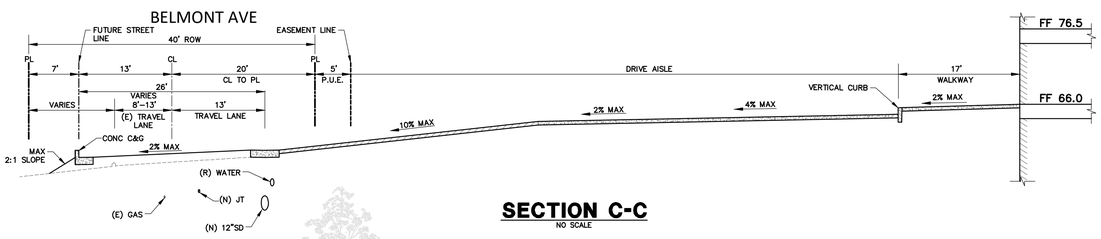
SCALE: 1" = 20' HORIZ; 1" = 4' VERT.



NOTE:
ALL EXISTING UTILITY DEPTHS TO BE VERIFIED VIA POTHOLING PRIOR TO CONSTRUCTION.

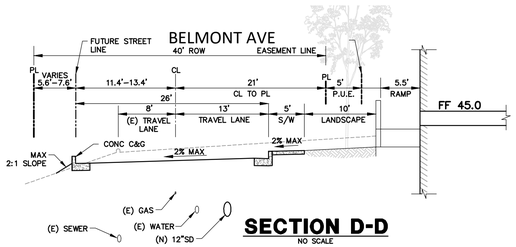
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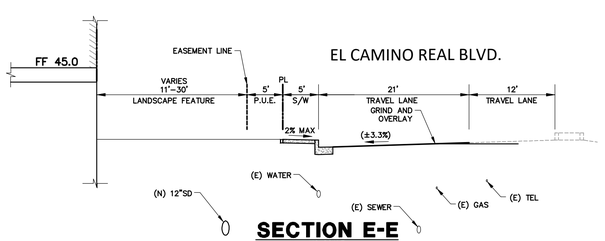
SECTION C-C

NO SCALE



SECTION D-D

NO SCALE



SECTION E-E

NO SCALE

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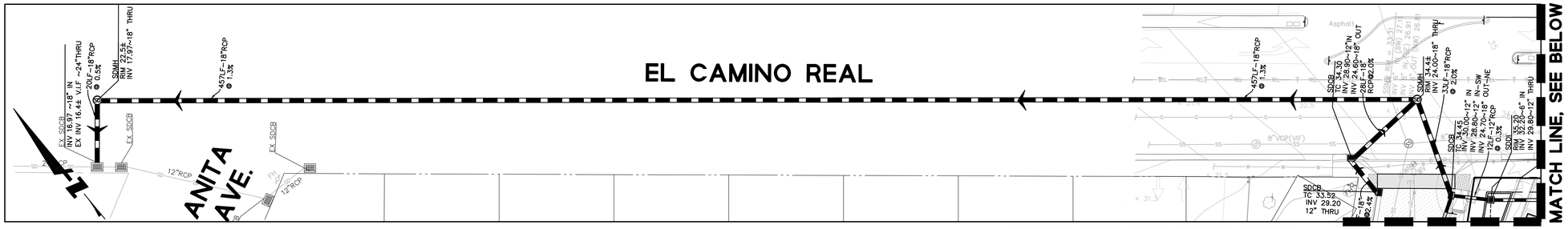
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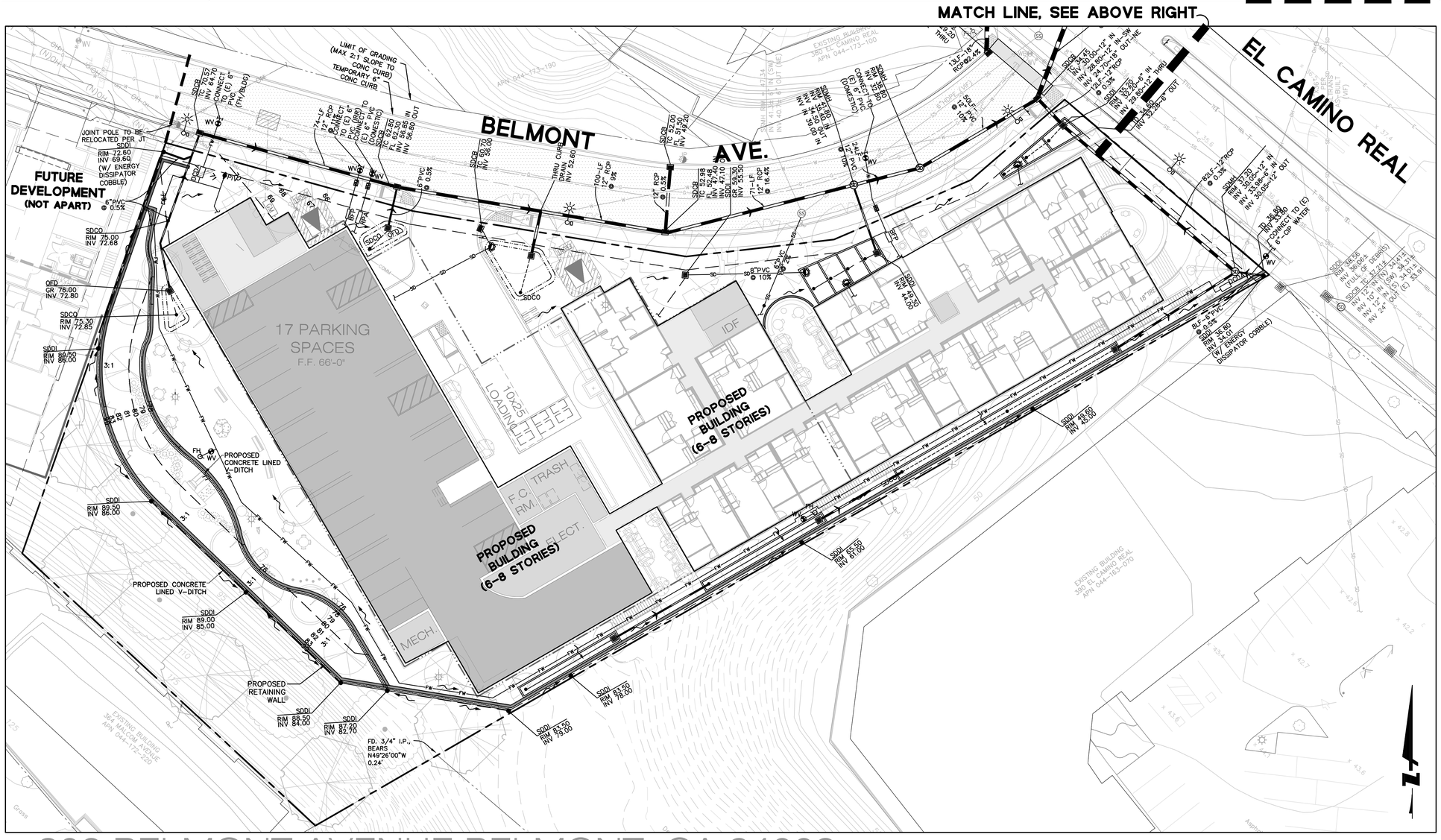
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JOB. B9055 March 10, 2020
PRINTED: January 11, 2022





803 BELMONT AVENUE BELMONT, CA 94002

LEGEND

- ADJACENT LOT LINE
- BOUNDARY LINE
- STREET CENTERLINE
- BASEMENT LIMIT LINE
- OVERHEAD LINE — OH
- COMMUNICATION LINE — COMM
- TELEPHONE LINE — TEL
- ELECTRICAL LINE — E
- GAS LINE — G
- AREA LIGHT
- TELEPHONE UTILITY MANHOLE — T
- FIRE WATER LINE — FW
- DOMESTIC WATER LINE — W
- STORM DRAIN LINE (TREATED)
- STORM DRAIN LINE (UN-TREATED) — SD
- STORM DRAIN PERFORATED PIPE
- TRENCH DRAIN (SLOT DRAIN) — TD
- SANITARY SEWER LINE — SS
- FIRE HYDRANT — FH
- WATER VALVE — WV
- WATER METER — WM
- BACKFLOW PREVENTER — BFP/RPA/DCDA
- POST INDICATOR VALVE — PIV
- SANITARY SEWER CLEAN OUT — SSCO
- SANITARY SEWER MANHOLE — SSMH
- STORM DRAIN CATCH BASIN — SDCB
- STORM DRAIN DROP INLET — 24x24 ■ 12x12 ● 12"DIA.
- STORM DRAIN MANHOLE — SDMH
- STORM DRAIN BUBBLER BOX — SDBB
- STORM DRAIN CLEANOUT — SDCO
- BIORETENTION (LID TREATMENT)
- FLOW THROUGH PLANTER (LID TREATMENT)

LEGEND

- TRANSFORMER (BY OTHER) — XFMR
- STREET LIGHT AND ELECTRICAL BOX
- GAS BELL HOLE
- GAS METER — GM
- TREE (SEE LANDSCAPE PLAN)

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

NOTES

1. EXISTING UTILITY SHOWN ON THIS PLAN BASED ON THE BLOCK MAPS AND TOPO SURVEY AND FOR REFERENCE ONLY. CONTRACTOR TO FIELD VERIFY OR POTHOLE FOR EXACT LOCATION, SIZE, DEPTH AND MATERIAL BEFORE CONSTRUCTION.
2. THE PROPOSED STORM DRAIN SYSTEM ON BELMONT AVENUE IS A PRIVATE STORM DRAIN SYSTEM. IT WILL BE BUILT AND MAINTAINED BY THE PROJECT DEVELOPERS/OWNERS.

PRELIMINARY UTLITY PLAN

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JOB. B9055 March 10, 2020
PRINTED: January 11, 2022

C3.0



LEGEND

- ADJACENT LOT LINE
- BOUNDARY LINE
- EASEMENT LINE
- STREET CENTER LINE
- EXISTING CONTOUR LINE
- VERTICAL CURB & GUTTER
- BASEMENT LIMIT LINE
- PROPOSED AC PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE STRESS PAD
- PROPOSED GRIND AND OVERLAY
- RETAINING WALL
- BIORETENTION (LID TREATMENT)
- FLOW THROUGH PLANTER (LID TREATMENT)
- TRANSFORMER (BY OTHER)
- GAS BELL HOLE
- GAS METER (BY OTHER)
- STREET SIGN (STOP SIGN)
- TREE (SEE LANDSCAPE PLAN)
- TREE (EXISTING)
- PROPOSED SLOPE 1.0%
- EXISTING SLOPE (1.0%±)
- LANSCAPE FLOW DIRECTION
- OVERLAND RELEASE
- DRAINAGE MANAGEMENT AREA A-1
- TREATMENT CONTROL MEASURE TCM#1

803 BELMONT AVENUE BELMONT, CA 94002

PRELIMINARY STORMWATER MANAGMENT PLAN

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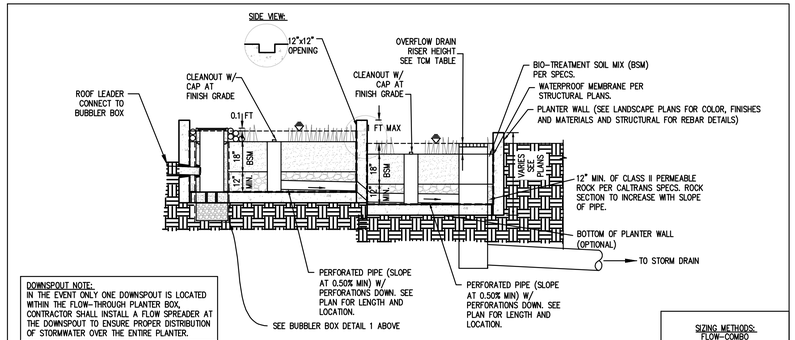
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PERVIOUS AND IMPERVIOUS SURFACES COMPARISON TABLE

	PROJECT PHASE NUMBER (N/A, 1, 2, 3, ETC):		N/A
TOTAL SITE (ACRES):	1.46±	TOTAL AREA OF SITE DISTURBED (ACRES):	1.46±
IMPERVIOUS SURFACES	EXISTING CONDITION OF SITE AREA DISTURBED (SQUARE FEET)	PROPOSED CONDITION OF SITE AREA DISTURBED (SQUARE FEET)	
		REPLACED	NEW
ROOF AREA(S)	12,764	12,764	5,616
PARKING	6,184	6,184	0
SIDEWALKS, PATIOS, PATHS, ETC.	13,121	13,121	0
STREETS (PUBLIC)	0	0	0
STREETS (PRIVATE)	0	0	2,858
TOTAL IMPERVIOUS SURFACES:	32,069	32,069	8,474
PERVIOUS SURFACES			
LANDSCAPE AREA	31,524	0	23,050
PERVIOUS PAVING	0	0	0
OTHER PERVIOUS SURFACES (GREEN ROOF, ETC)	0	0	0
TOTAL PERVIOUS SURFACES:	31,524	0	23,050
TOTAL PROPOSED REPLACED + NEW IMPERVIOUS SURFACES:			40,543
TOTAL PROPOSED REPLACED + NEW PERVIOUS SURFACES:			23,050
TOTAL SITE AREA:			63,593

TABLE B

SITE CONDITIONS	
HYDROLOGIC SOIL TYPE:	C (LOAM TO GRAVELLY CLAY LOAM)
DEPTH TO GROUNDWATER:	25'±
100-YEAR FLOOD ELEVATION:	ZONE X
RECEIVING WATER BODY:	LAUREL CREEK
POLLUTANTS: (INCLUDING, BUT NOT LIMITED, TO THE FOLLOWING)	SEDIMENT & TRASH GREASE & OIL HEAVY METALS HAZARDOUS WASTE
POLLUTANT SOURCE AREAS:	PARKING AREA
SOURCE CONTROL MEASURES:	-WASH AREA/RACKS THAT DRAINS TO SANITARY SEWER; -COVERED DUMPSTER AREA THAT DRAINS TO SANITARY SEWER; -BENEFICIAL LANDSCAPING (MINIMIZE IRRIGATION, RUNOFF, PESTICIDES AND FERTILIZERS; PROMOTES TREATMENT); -OUTDOOR MATERIAL STORAGE PROTECTION; -COVERS AND DRAINS FOR LOADING DOCKS, MAINTENANCE BAYS AND FUELING AREAS; -MAINTENANCE (PAVEMENT SWEEPING CATCH BASIN CLEANING, GOOD HOUSEKEEPING); -STORM DRAIN LABELING AND; -BIORETENTION
SITE DESIGN MEASURES:	-DISCONNECTED DOWNSPOUTS; -MICRODETENTION IN LANDSCAPE; -DIRECT ROOF RUNOFF TO INFILTRATION AND; -BEST MANAGEMENT PRACTICES

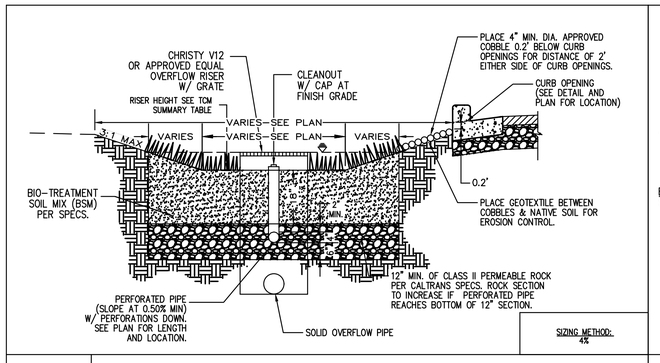


4 STEPPED FLOW-THROUGH PLANTER N.T.S.

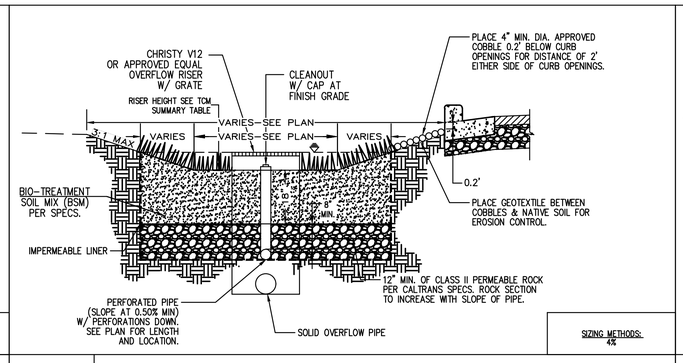
TREATMENT CONTROL MEASURE SUMMARY TABLE

DMA # or A-#	TCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	# of Cartridges Required	# of Cartridges Provided	Cartridge Height (inches)	Comments
1a	1a	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	4,745	3256	0	1,489	6.13%	130	190	6	0.50				
1b	1b	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	8,477	5,817	0	2,660	10.95%	233	339	6	0.50				
2	2	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	10,114	9,074	0	1,040	17.08%	363	363	6	0.50				
3	3	Onsite	Bioretention lined* w/ underdrain	LID	2C. Flow: 4% Method **	5,472	3,218	0	2,254	6.06%	129	129	6	0.50				
4	4	Onsite	Bioretention lined* w/ underdrain	LID	2C. Flow: 4% Method **	3,942	2,778	0	1,164	5.23%	111	111	6	0.50				
5	5	Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	2C. Flow: 4% Method **	18,272	16,400	0	1,872	30.88%	656	656	6	0.50				
6		Onsite	Self-treating areas	LID	N/A	12,570	0	0	12,570	23.67%								
					Total	**63,592**	**40,543**	**0**	**23,049**	**100%**								

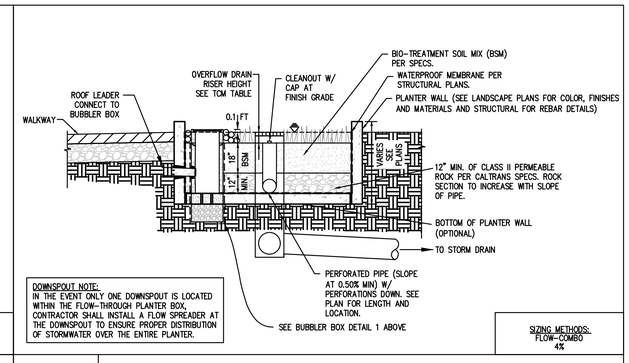
Footnotes:
* "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.
** Sizing for Bioretention Area Required calculated using the 4% Method (Impervious Area x 0.04)



1 BIORETENTION BASIN W/O LINER N.T.S.



2 BIORETENTION BASIN W/ LINER N.T.S.



3 FLOW-THROUGH PLANTER (BELOW GRADE) N.T.S.

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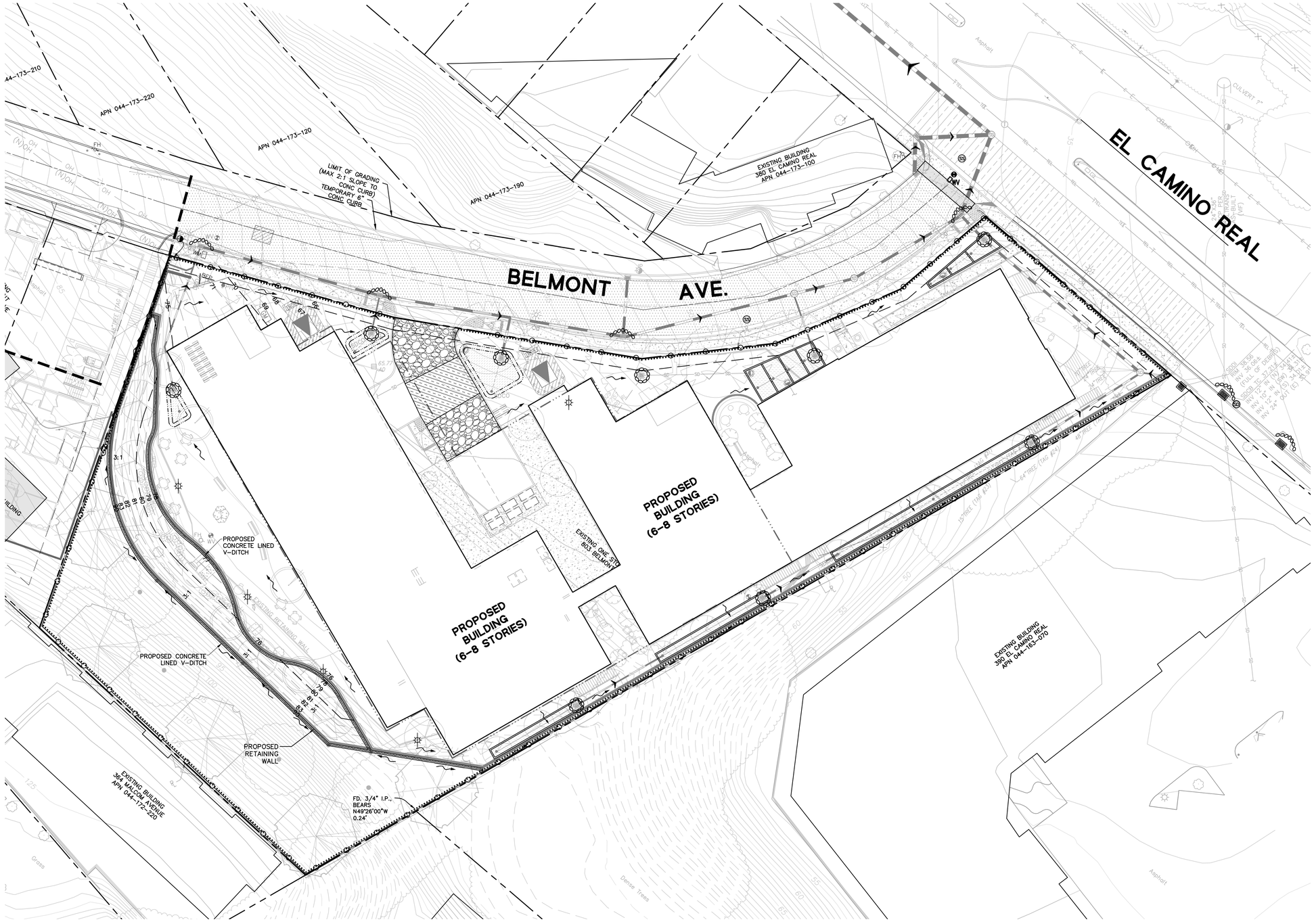
PRELIMINARY STORMWATER NOTES AND DETAILS

APPLICANT / OWNER
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1650 Lafayette Street
Santa Clara, CA 95050

BkF 100+ YEARS
ENGINEERS . SURVEYORS . PLANNERS

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LEGEND

- ADJACENT LOT LINE
- BOUNDARY LINE
- CENTER LINE
- FIBER ROLL (DETAIL 1, SEE SHEET C5.1)
- SILT FENCE
- INLET PROTECTION (DETAIL 3 &4, SEE SHEET C5.1)
- STABILIZED CONSTRUCTION ENTRANCE/ EXIT (DETAIL 2, SEE SHEET C5.1)
- OUTLET TIRE WASH (DETAIL 5, SEE SHEET C5.1)

ALL DOWNSTREAM INLETS WITHIN 150' OF THE SITE MUST BE PROTECTED.

N

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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PRELIMINARY EROSION CONTROL PLAN

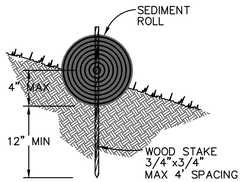
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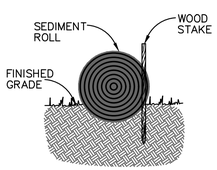
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C5.0



ENTRENCHMENT DETAIL IN SLOPE AREA



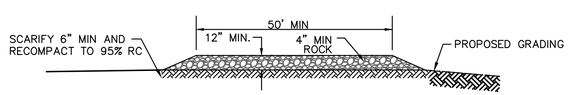
ENTRENCHMENT DETAIL IN FLAT AREA

NOTES:

1. USE REED & GRAHAM, INC. GEOSYNTHETICS STRAW WATTLE FIBER ROLL (COMES IN 9" X 25' ROLLS) OR APPROVED EQUIVALENT.
2. FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE FIBER ROLL IN A TRENCH, 3" – 5" DEEP, DUG ON CONTOUR.
3. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL. THE TOP OF THE STRUCTURE (PONDING HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BY–PASSING THE INLET.
4. EXCAVATION OF A BASIN ADJACENT TO THE DROP INLET OR A TEMPORARY DIKE ON THE DOWNSLOPE OF THE STRUCTURE MAY BE NECESSARY. IN PAVED AREAS, USE SAND BAGS TO SECURE FIBER ROLLS IN PLACE OF WOOD STAKE.

1 – FIBER ROLL

SCALE: NTS

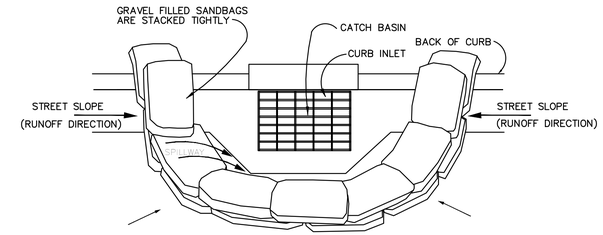


NOTES:

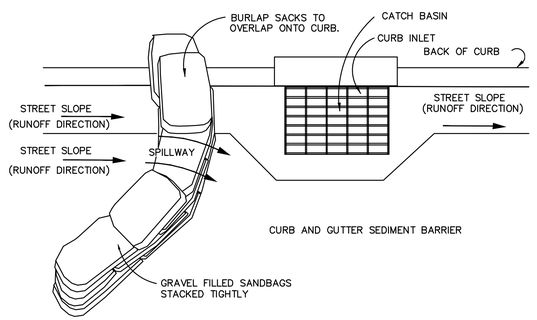
1. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE DESIGNED AND MAINTAINED IAW 2010 CFC, CHAPTER 5, 503.2.3.MVW 45,000 LBS.
2. SCARIFY THE TOP 6" OF SUBGRADE AND RECOMPACT TO AT LEAST 95% RELATIVE COMPACTION.
3. THE LOCATIONS SHOWN ARE FOR INFORMATION ONLY. CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT–OF–WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL ROCK AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT–OF–WAYS SHALL BE REMOVED IMMEDIATELY.
4. WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAYS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED ROCK THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. SEDIMENT SHALL BE PREVENTED FROM ENTERING THE STORM DRAIN, DITCH OR WATERCOURSE THROUGH USE OF INLET PROTECTION (E.G. GRAVELBAGS OR OTHER APPROVED METHODS).
5. THE MATERIAL FOR CONSTRUCTION OF THE PAD SHALL BE 4" MIN ROCK.
6. THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 12". THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS, OR 25', WHICHEVER IS LESS.
7. THE LENGTH OF THE PAD SHALL NOT BE LESS THAN 50'.

2 – STABILIZED CONSTRUCTION ENTRANCE/EXIT

SCALE: NTS



CURB INLET SEDIMENT BARRIER



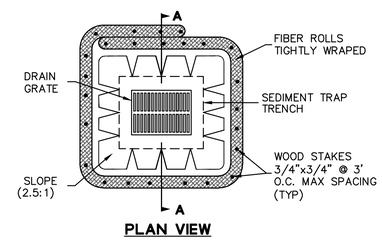
CURB AND GUTTER SEDIMENT BARRIER

NOTES:

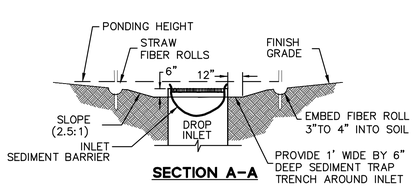
1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREETS, WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
2. SANDBAGS OF EITHER BURLAP OR WOVEN GEOTEXTILE FABRIC, ARE FILLED WITH GRAVEL, LAYERED AND PACKED TIGHTLY
3. LEAVE ONE SANDBAG GAP IN THE TOP ROW TO PROVIDE A SPILLWAY OVERFLOW. TOP OF SPILLWAY SHALL BE LOWER THAN TOP OF CURB.
4. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT, SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

3 – INLET PROTECTION (TYPE A)

SCALE: NTS



PLAN VIEW



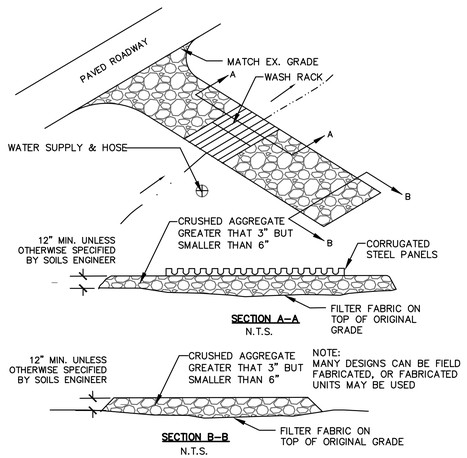
SECTION A–A

NOTE:

1. PLACE FIBER ROLLS AROUND THE INLET CONSISTENT WITH BASIN SEDIMENT BARRIER DETAIL ON THE SHEET. FIBER ROLLS ARE TUBES MADE FROM STRAW BOUND WITH PLASTIC NETTING. THEY ARE APPROXIMATELY 8" DIAMETER AND 20–30 FEET LONG.

4 – INLET PROTECTION (TYPE B)

SCALE: NTS



5 – ENTRANCE / OUTLET TIRE WASH

SCALE: NTS

803 BELMONT AVENUE BELMONT, CA 94002

PRELIMINARY EROSION CONTROL NOTES AND DETAILS

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C5.1

TEMPORARY SHORING EXHIBIT

GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS PROVIDED HEREIN, CBC 2019 AND THE REQUIREMENTS OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED 2018. WHERE CONFLICTS OCCUR, THE SPECIFICATIONS PROVIDED HEREIN SHALL PREVAIL.

2. THE SOIL NAIL WALL STRUCTURES HAVE BEEN DESIGNED IN ACCORDANCE WITH THE SLD (SERVICE LOAD DESIGN) PROCEDURES CONTAINED IN THE FHWA "MANUAL FOR DESIGN AND CONSTRUCTION MONITORING OF SOIL NAIL WALLS", REPORT NO. FHWA–NHI–14–007, AND THE CALTRANS "SNAILZ" DESIGN PROGRAM. STRUCTURAL DESIGN OF ANY INDIVIDUAL WALL ELEMENTS NOT COVERED IN THE FHWA MANUAL HAVE BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES AND LATEST INTERIM SPECIFICATIONS.

3. REFERENCE MATERIALS:

   A. REPORT, "UPDATED GEOLOGIC HAZARDS EVALUATION AND GEOTECHINCAL ENGINEERING STUDY – BELMONT AVENUE PROPERTY". PREPARED BY EARTH SYSTEMS PACIFIC, DATED JUNE 28, 2019, (REVISED JUNE 8, 2021)

   B. PLANS, PRELIMINARY PLANNING SET PREPARED BY WITHEE MALCOLM ARCHITECTS, LLP, "803 BELMONT AVENUE BELMONT, CA 94002" DATED APRIL 1, 2021

4. SOIL/BEDROCK PARAMETERS (ESP):

SOIL/ROCK TYPE	FRICTION ANGLE (DEGREES)	COHESION (PSF)	UNIT WEIGHT (PCF)
UPPER 8 FEET	26	200	120
BELOW 8 FEET	31	500	130

   * TO BE VERIFIED BY SOIL NAIL TESTING

5. THE GENERAL CONTRACTOR SHALL VERIFY ALL GRADES AND DIMENSIONS. SEE CONTRACT DRAWINGS AND SPECIFICATIONS FOR ALL INFORMATION RELATIVE TO THE NEW AND EXISTING CONSTRUCTION AND CONDITIONS. THE GC SHALL RESOLVE CONFLICTS BETWEEN THESE DRAWINGS AND OTHER CONTRACT DRAWINGS WITH THE RETAINING WALL ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.

6. THIS DESIGN ASSUMES THAT THE WORKMANSHIP EMPLOYED WILL BE OF THE HIGHEST QUALITY AND THAT THE CONTRACTOR WILL BE DIRECTLY RESPONSIBLE TO THE DESIGN ENGINEER. THEREFORE, THIS DESIGN IS ONLY VALID IF CONSTRUCTED BY DRILL TECH DRILLING & SHORING INC. (DTDS).

EXCAVATION NOTES:

1. EXCAVATION SHOULD BE PERFORMED UNDER THE DIRECTION OF THE GENERAL CONTRACTOR AND TO THE GRADES SHOWN IN THE PROJECT CIVIL PLANS.

2. EXCAVATION OF THE NEXT LIFT SHALL NOT PROCEED UNTIL NAIL INSTALLATION, SHOTCRETE PLACEMENT, ANCHORAGE PLACEMENT, AND SOIL NAIL TESTING HAS BEEN COMPLETED AND ACCEPTED FOR THE CURRENT LIFT. EXCAVATION SHALL BE LIMITED TO 3 FEET BELOW SUBSEQUENT ROW SOIL NAIL ELEVATIONS.

3. THE MAXIMUM VERTICAL UNSUPPORTED CUT SHALL BE 6'–0" UNLESS WRITTEN AUTHORIZATION IS PROVIDED BY DRILL TECH DRILLING AND SHORING INC. (DTDS).

4. ALL UTILITIES SHALL BE POTHOLED AND FIELD LOCATED BY THE GENERAL CONTRACTOR PRIOR TO EXCAVATION AND DRILLING. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY CONFLICTS WITH RETAINING WALL ELEMENTS.

5. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR SURVEY CONTROL.

SOIL NAIL NOTES:

1. NAIL GROUT: f'c = 3,000 PSI MIN. PER AASHTO T106/ASTM C109

2. NAIL BARS: GRADE 75 ALL–THREAD BARS (ASTM A615) OR EQUIVALENT HOLLOW BAR INJECTION ANCHORS R32N (#7), R32S (#8), R38N (#9)

3. LAYOUT OF SOIL NAILS IS AS SHOWN. ADJUSTMENTS MAY BE MADE TO ACCOMMODATE FIELD CONDITIONS AS APPROVED BY THE ENGINEER. ADJUSTMENTS OF UP TO ONE FOOT ON ISOLATED NAILS MAY BE MADE WITHOUT NOTIFYING THE ENGINEER. LAYOUT LINES ARE BASED ON THE REFERENCED GRADING PLAN.

4. NAILS IN A GIVEN VERTICAL SECTION SHALL BE INSTALLED ACCORDING DESIGN SCHEDULE AND THE REFERENCED DETAILS HEREIN.

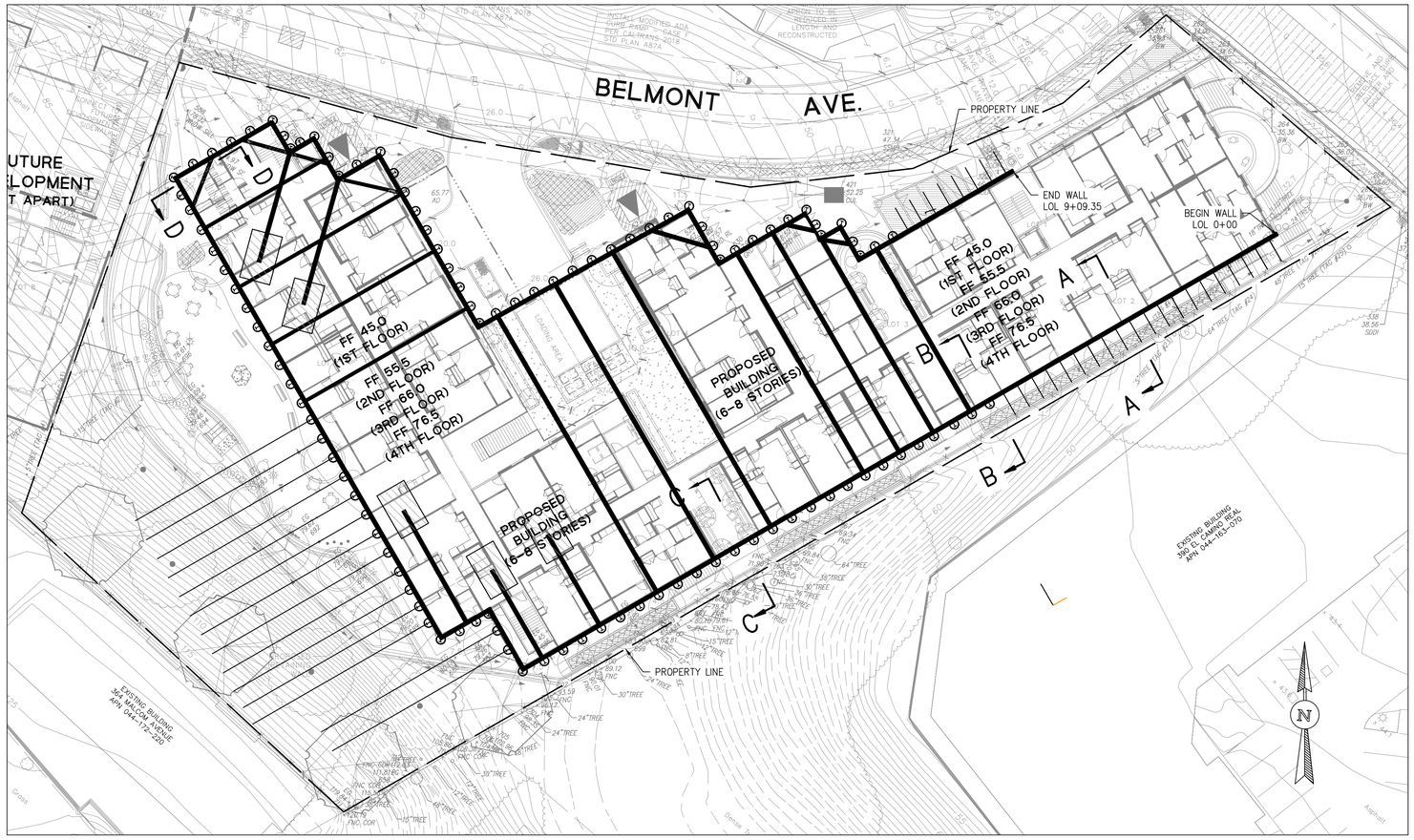
5. TOTAL LENGTH OF THE TEST SOIL NAIL ASSEMBLY EQUALS EMBEDMENT LENGTH PLUS EXTRA LENGTH REQUIRED FOR JACKING EQUIPMENT.

6. TESTING: PROOF TESTING OF THE SOIL NAILS SHALL BE PERFORMED ON A MINIMUM OF 5 PERCENT OF THE NAILS IN ACCORDANCE WITH THE SPECIFICATIONS. MAXIMUM TEST LOADS ARE SHOWN ON THE SOIL NAIL TEST SCHEDULE. VERIFICATION TESTS SHALL BE PERFORMED AT THE LOCATIONS INDICATED, ALSO IN ACCORDANCE WITH THE SPECIFICATIONS PROVIDED. A VERIFICATION TEST NAIL MAY TAKE THE PLACE OF A PROOF TEST NAIL FOR THE PURPOSE OF SATISFYING THE ONE TEST PER 20 NAIL REQUIREMENT. ALL TEST NAILS ARE SACRIFICIAL.

7. SOIL NAILS WILL NOT ENCROACH INTO THE R.O.W. AND WILL NOT AFFECT UTILITIES.

SHOTCRETE NOTES:

1. REINFORCED CONCRETE AND SHOTCRETE: fy = 60,000 PSI (REBAR PER AASHTO M3 I/ ASTM A615)
   fy = 65,000 PSI (WWF PER ASTM A82/A185)
   f'c = 3,250 PSI (28–DAY SHOTCRETE COMPRESSIVE STRENGTH)
2. CEMENT FOR SHOTCRETE SHALL CONFORM TO AASHTO M85/ASTMC150 TYPE I,II,III, OR V. FINE AGGREGATE SHALL CONFORM TO AASHTO M6/ASTM C33.
3. UNLESS OTHERWISE NOTED ON THE PLANS, MINIMUM CONCRETE/SHOTCRETE COVER MEASURED FROM THE FACE OF THE CONCRETE/SHOTCRETE TO THE FACE OF ANY REINFORCING BAR SHALL BE 2 INCHES.
4. A SHOTCRETE TEST PANEL SHALL BE MADE FOR EACH DAY OF SHOTCRETE APPLICATION. THESE PANELS SHALL BE CORED AND THE CORES SHALL BE TESTED FOR COMPRESSIVE STRENGTH.
5. MINIMUM LAP SPLICE OF STEEL REINFORCEMENT SHALL BE AS FOLLOWS: REBAR: 48 BAR DIAMETERS, WWF: 2 SQUARES
6. MINIMUM LAP SPLICE FOR GEOCOMPOSITE DRAINAGE SHALL BE 12 INCHES.
7. GEOCOMPOSITE DRAIN BOARDS SHALL BE SECURED TO THE SLOPE IN SUCH A MANNER THAT PREVENTS SHOTCRETE FROM GETTING BETWEEN THE CUT SLOPE AND THE GEOCOMPOSITE DRAIN.
8. THE INTEGRITY OF THE GEOCOMPOSITE DRAIN TO WEEPHOLE CONNECTION SHALL BE MAINTAINED WHILE SHOTCRETING.



REFERENCE PRELIMINARY CIVIL PLANS, SHEET C1.0 AND C1.1 BY WITHEE MALCOLM ARCHITECTS, LLP FOR EXISTING CONDITIONS AND GRADING.

1 PLAN VIEW
SCALE: 1" = 25'–0"

0 25 50 75
1 INCH = 25'–0"

SPECIAL INSPECTION ITEMS (PROVIDED BY OWNER):

1. SPECIAL INSPECTION IS REQUIRED DURING SHOTCRETING OPERATIONS IN ACCORDANCE WITH CBC 1705.3 CONCRETE CONSTRUCTION (TABLE 1705.3). INSPECTION SHALL INCLUDE CONTINUOUS INSPECTION DURING SHOTCRETE PLACEMENT TO VERIFY PROPER APPLICATION TECHNIQUES AND PERIODIC INSPECTION OF REINFORCING STEEL PLACEMENT.
2. STRENGTH TESTS FOR SHOTCRETE SHALL BE MADE BY AN APPROVED AGENCY IN ACCORDANCE WITH CBC 1908.10 STRENGTH TESTS. SAMPLES SHALL BE TAKEN AT A MINIMUM ONE PER SHIFT AND NOT LESS THAN ONE PER 50 CUBIC YARDS PLACED.
3. THE FOLLOWING SPECIAL INSPECTION ITEMS SHALL BE PERFORMED BY AN AGENCY SELECTED AND PROVIDED BY THE OWNER OF THE PROJECT IN ACCORDANCE WITH THE CBC AND APPROVED BY THE RETAINING WALL ENGINEER.
   A. SOIL NAILS: INTERMITTENT DURING INSTALLATION, FULL TIME DURING TESTING (BY GEOTECHNICAL ENGINEER).
   B. SHOTCRETE: INTERMITTENT VISUAL OBSERVATION (BY MATERIALS SPECIAL INSPECTOR).
   C. MATERIALS QUALITY CONTROL/TESTING (BY OWNER PROVIDED TESTING AGENCY).
4. ALL SPECIAL INSPECTION AND TESTING REPORTS SHALL BE SUBMITTED WEEKLY TO THE OWNER AND THE ENGINEER.

TIEBACK NOTES:

1. STRAND TIEBACKS SHALL CONSIST OF 0.6 INCH DIAMETER PRESTRESSING STEEL STRANDS CONFORMING TO ASTM A416 AND HAVING GUARANTEED ULTIMATE TENSILE STRENGTH (G.U.T.S.) OF 270 KSI.
2. TIEBACK BARS SHALL CONFORM WITH ASTM A772 OR ASTM A519.
3. ALL TIEBACK MATERIALS (INCLUDING STRANDS, ANCHORAGE AND GROUT) SHALL MEET THE REQUIREMENTS OF THE 2004 EDITION OF THE POST TENSIONING INSTITUTE'S "RECOMMENDATIONS FOR PRESTRESSED ROCK AND SOIL ANCHORS" (PTI 2004).
4. TIEBACK GROUT SHALL BE NEAT CEMENT GROUT (TYPE I/II) CONFORMING TO SECTION 50 OF THE CALTRANS STANDARD SPECIFICATIONS WITH A WATER CEMENT RATIO = 0.45.
5. POST GROUT MAY BE MIXED AT A WATER CEMENT RATIO = 0.56.
6. DO NOT USE TIEBACKS AS A GROUND FOR WELDING.
7. PERFORMANCE AND PROOF LOAD TESTING TO 133% OF THE DESIGN LOAD FOR TIEBACKS SHALL BE IN ACCORDANCE WITH THE PROCEDURES OUTLINED IN PTI 2004. STRAND STRESS SHALL NOT EXCEED 80% OF G.U.T.S. DURING TESTING.

DRAWING LIST:

RW1 NOTES & PLAN
RW2 TYPICAL SOLDIER PILE SECTIONS
RW3 TYPICAL SOLDIER PILE DETAILS
RW4 TYPICAL SOIL NAIL DETAILS

REVISION:	DATE:	DESCRIPTION/REASON:	DRAWN BY:	SCALE:
			A. RIVERA	AS SHOWN
			CHECKED BY: D. BLAKE	JOB NUMBER: E–49721
			DATE: JANUARY 27, 2021	CONTRACT NO:

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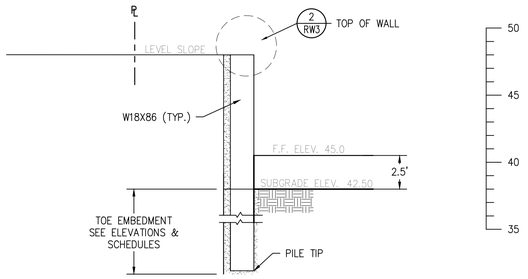
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Phone: 925/978–2060 – Fax: 925/978–2063

803 BELMONT AVENUE
TEMPORARY SHORING WALLS – EXHIBIT
BELMONT, CA

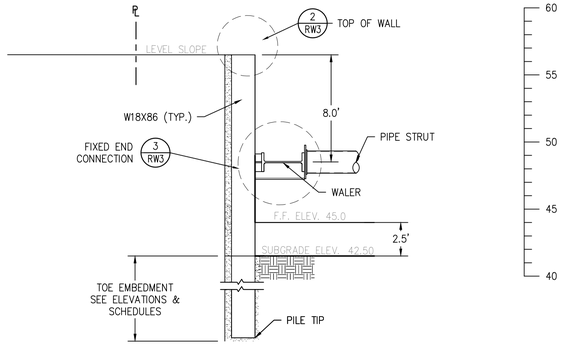
EXHIBIT – NOTES & PLAN

SHEET: RW1

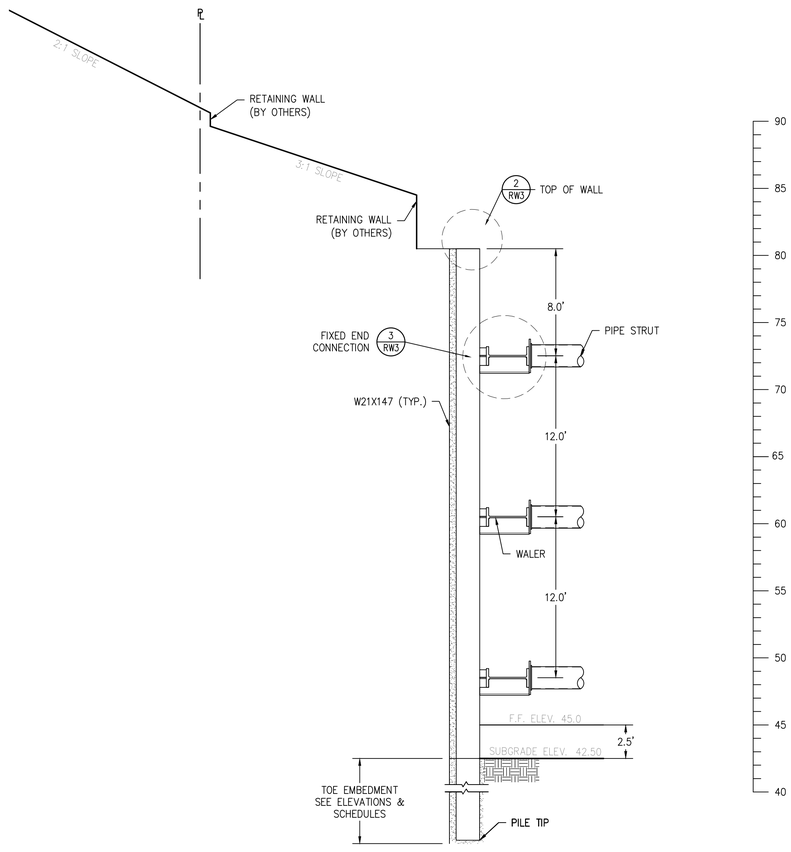
SHEET	OF
1	4



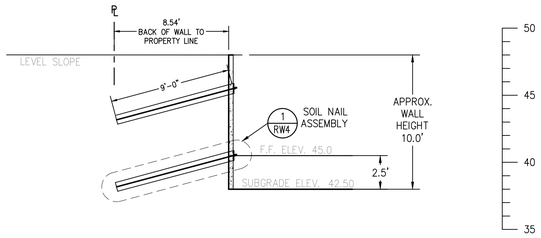
A – SECTION A – CANTILEVER (0'<H<15')
SCALE 3/16" = 1'-0"



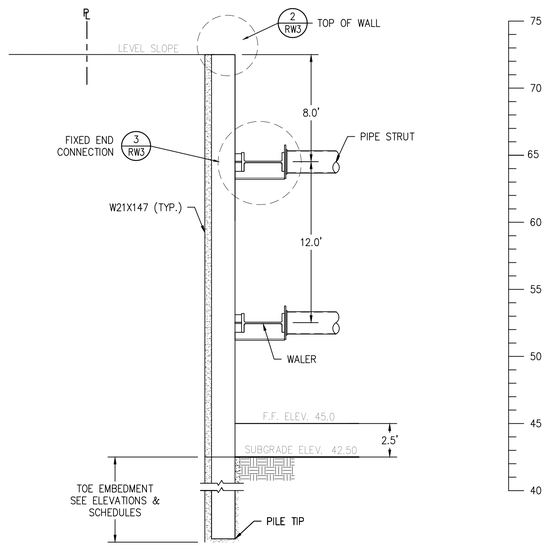
B – SECTION B – SINGLE ROW OF STRUTS (15'<H<20')
SCALE 3/16" = 1'-0"



D – SECTION D – THREE ROWS OF STRUTS (30'<H<38')
SCALE 3/16" = 1'-0"



A.1 – ALTERNATE SOIL NAIL WALL (0'<H<15')
SCALE 3/16" = 1'-0"



C – SECTION C – TWO ROWS OF STRUTS (20'<H<30')
SCALE 3/16" = 1'-0"

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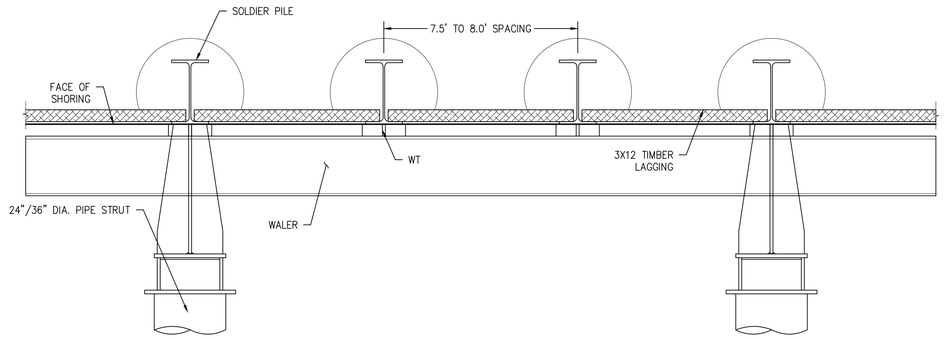
803 BELMONT AVENUE

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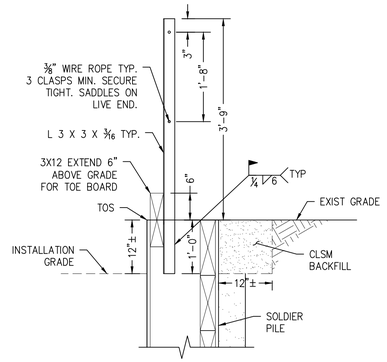
TYPICAL SOLDIER PILE/STRUT BRACING SECTIONS

SHEET: RW2

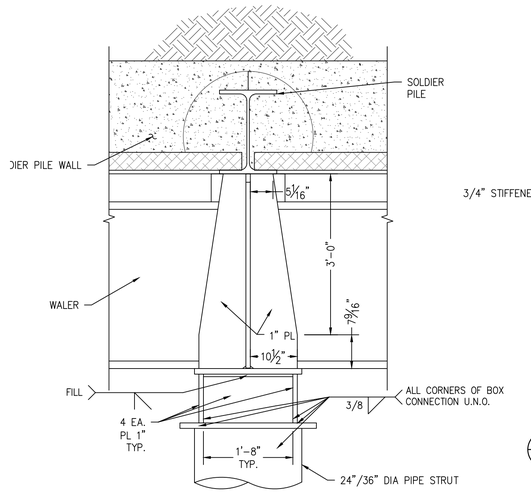
SHEET	OF
2	4



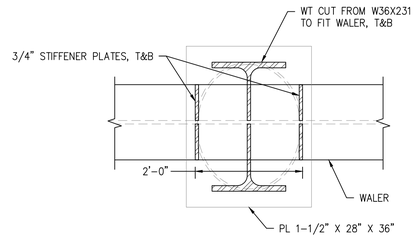
1 — PILE & LAGGING DETAIL – 7.5 FT TO 8 FT SPACING
NO SCALE



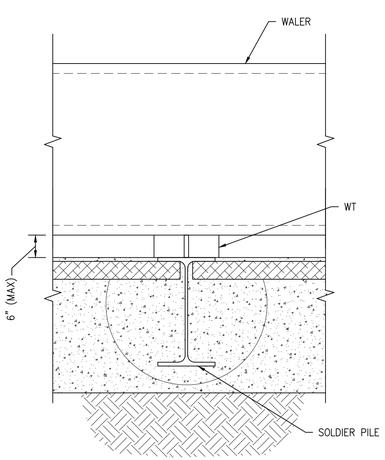
2 — TOP OF SHORING
NO SCALE



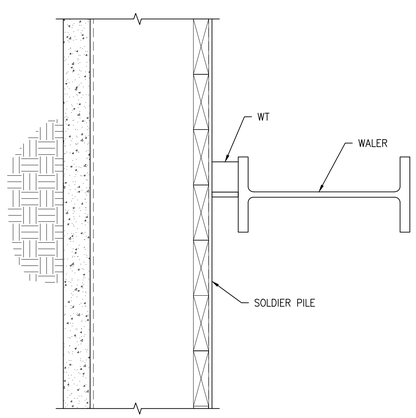
3A — STRUT FIXED END CONNECTION
NO SCALE



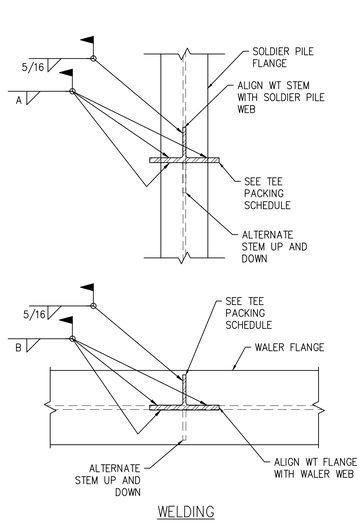
3B — STRUT FIXED END CONNECTION
NO SCALE



PLAN

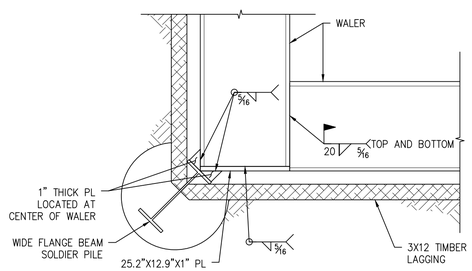


SECTION

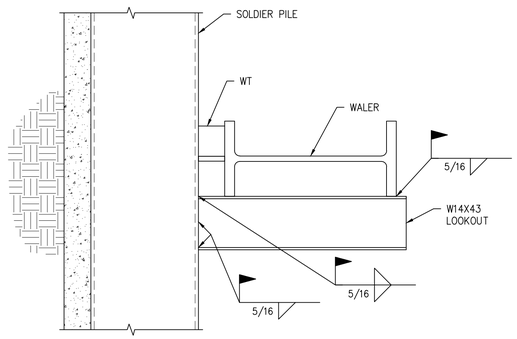


WELDING

4 — TEE PACKING
NO SCALE



5 — WALER CONNECTION
NO SCALE



6 — WALER SUPPORT BRACKET
NO SCALE

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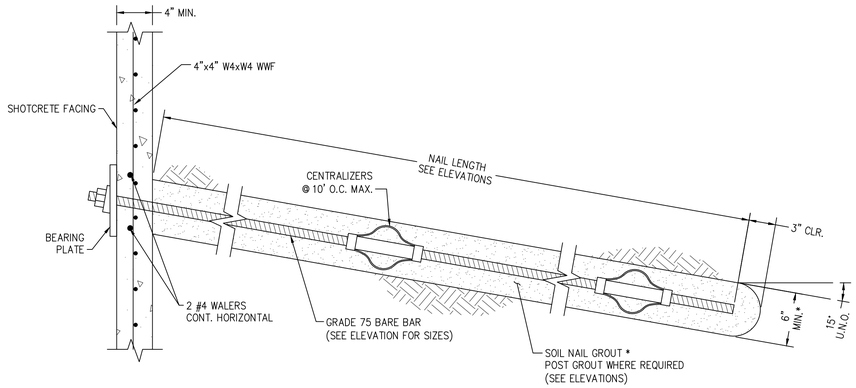
803 BELMONT AVENUE

TEMPORARY SHORING WALLS – EXHIBIT
BELMONT, CA

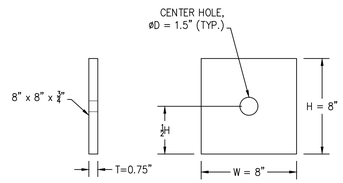
TYPICAL SOLDIER PILE DETAILS

SHEET: RW3

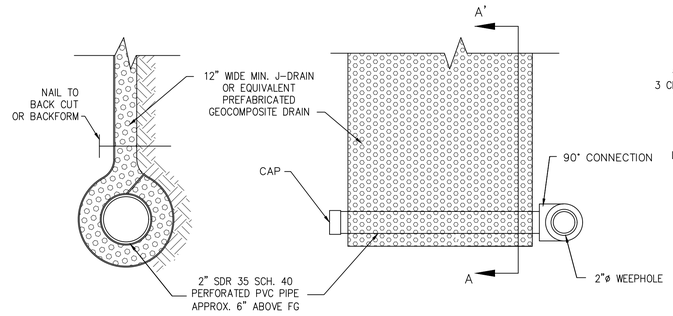
SHEET	OF
3	4



1 SOIL NAIL ASSEMBLY – SECTION
NO SCALE

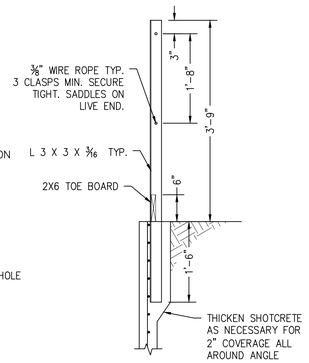


2 BEARING PLATE DETAIL
NO SCALE

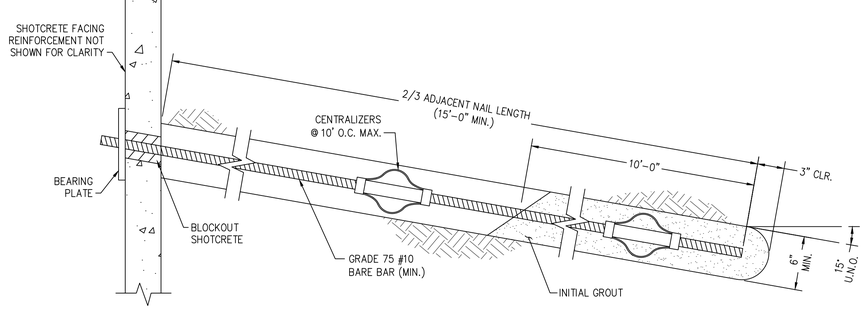


SECTION A–A' ELEVATION

3 DRAINAGE DETAIL
NO SCALE



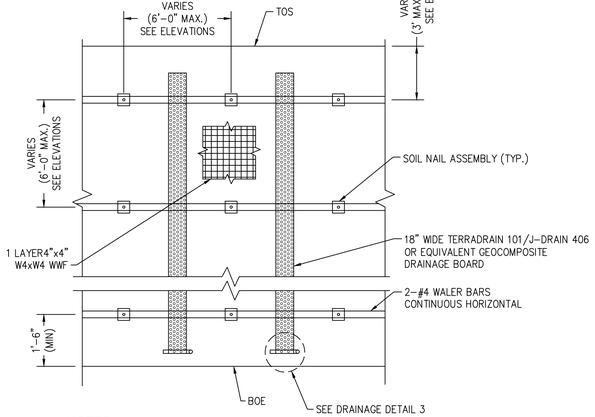
6 TEMPORARY SOIL NAIL RAILING
NO SCALE



4 TEST NAIL ASSEMBLY – SECTION
NO SCALE

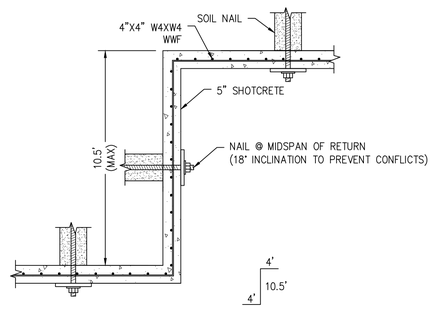
TYPICAL SOIL NAIL TEST SCHEDULE		
SOIL/ROCK TYPE	DESIGN LOAD (KIPS)*	MAX. PROOF TEST LOAD (KIPS)*
UPPER 8 FEET	21.5	32.25
BELOW 8 FEET	21.5	32.25

* BASED ON 10' BONDED LENGTH. IF AS–BUILT BONDED LENGTH DIFFERS FROM THIS VALUE, THE ENGINEER SHALL BE NOTIFIED AND WILL MODIFY THE TEST LOADS. POST GROUT AS NECESSARY TO ACHIEVE REQUIRED BOND STRENGTHS



NOTES:
1. NAIL LOCATION MAY VARY IN ISOLATED CASES UP TO 12" FROM DESIGN LOCATION.
2. OVERLAP GEOCOMPOSITE DRAINS AT BOTTOM OF WALL TO "WRAP AROUND" WEEP HOLE PIPE.

5 PARTIAL ELEVATION
NO SCALE



8 CORNER DETAIL
NO SCALE

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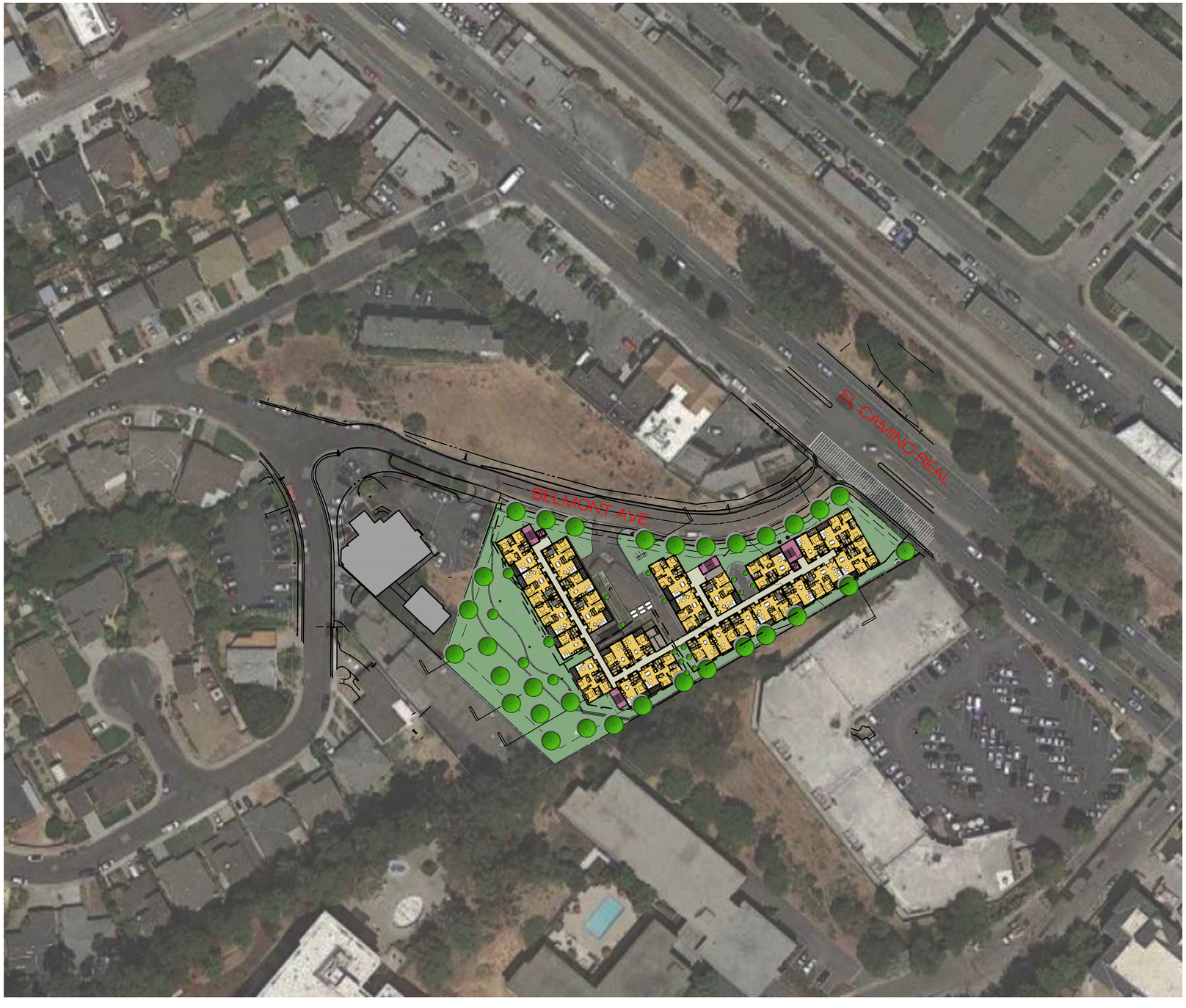
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803 BELMONT AVENUE
TEMPORARY SHORING WALLS – EXHIBIT
BELMONT, CA

SOIL NAIL – TYPICAL DETAILS

SHEET: RW4

SHEET	OF
4	4



SHEET INDEX

	SHEET INDEX
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C2.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C2.1	PRELIMINARY CROSS SECTION
C3.0	PRELIMINARY UTILITY PLAN
C4.0	PRELIMINARY STORM WATER CONTROL PLAN
C4.1	PRELIMINARY STORM WATER NOTES AND DETAILS
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SD-0.2	CONCEPT IMAGERY
SD-0.3	CONCEPT IMAGERY
SD-0.4	CONCEPT IMAGERY
SD-0.5	CONCEPT IMAGERY
SD-1.0	PROJECT INFORMATION
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SD-1.2	SITE PLAN
SD-1.3	OPEN SPACE DIAGRAM
SD-2.1	LEVEL 01 BUILDING PLAN
SD-2.2	LEVEL 02 BUILDING PLAN
SD-2.3	LEVEL 03 BUILDING PLAN
SD-2.4	TYPICAL LEVEL BUILDING PLANS
SD-2.5	LEVEL 06 BUILDING PLAN
SD-2.6	LEVEL 07 BUILDING PLAN
SD-2.7	LEVEL 08 BUILDING PLAN
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SD-3.3	BUILDING SECTIONS
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SD-3.5	ENLARGED WALL PLANS
SD-3.6	TYPICAL WALL DETAILS
SD-3.7	EXTERIOR WALL OPENING EXHIBIT
SD-3.8	ADJACENT SITE SECTION
SD-4.1	TYPICAL UNIT PLANS
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L-4	PLAN PALETTE
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FP-5	BASEMENT LEVEL 1 SPRINKLER & PIPING PLAN
FP-6	1ST FLOOR SPRINKLER & PIPING PLAN
FP-7	1ST FLOOR SPRINKLER & PIPING PLAN
FP-8	2ND FLOOR SPRINKLER & PIPING PLAN
FP-9	2ND FLOOR SPRINKLER & PIPING PLAN
FP-10	3RD FLOOR SPRINKLER & PIPING PLAN
FP-11	3RD FLOOR SPRINKLER & PIPING PLAN
FP-12	4TH FLOOR SPRINKLER & PIPING PLAN
FP-13	4TH FLOOR SPRINKLER & PIPING PLAN
FP-14	5TH FLOOR SPRINKLER & PIPING PLAN
FP-15	5TH FLOOR SPRINKLER & PIPING PLAN
FP-16	6TH FLOOR SPRINKLER & PIPING PLAN
FP-17	6TH FLOOR SPRINKLER & PIPING PLAN
FP-18	ATTIC SPRINKLER & PIPING PLAN
FP-19	ATTIC SPRINKLER & PIPING PLAN
FP-20	BUILDING SECTIONS

803 BELMONT AVENUE BELMONT, CA 94002

APPLICANT / OWNER

ROEM

1650 Lafayette Street

Santa Clara, CA 95050

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JOB. B9055 September 08, 2020

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JOB. B9055 September 08, 2020
PRINTED: September 02, 2021

0.5

PROJECT SUMMARY

ZONING SUMMARY

PROJECT SITE INFORMATION

APN #	ADDRESS	ZONING	LOT AREA (SF)	LOT AREA (ACRE)
044-172-190	800-803 BELMONT AVE.	CMU - CORRIDOR MIXED USE	65,374 SF	1.50 ACRES
044-172-200				

PROJECT CONSTRUCTION TYPE: 5 STORY TYPE III-A OVER CONCRETE PODIUM

SETBACKS		ALLOWED	EXISTING	PROPOSED
BELMONT ZONING ORDINANCE SECTION 5A.1.12	EL CAMINO REAL	10'-0" FRONT YARD	104'-0"	10'-0" TO 30'-8"
	WEST & BELMONT AVE	11'-0" SIDE YARD (7'-0" PLUS 2'-0" per floor above third level)	5'-4"	12'-7"
	SOUTH	11'-0" SIDE YARD (7'-0" PLUS 2'-0" per floor above third level)	1'-0"	11'-0"
	SOUTHWEST	15'-0" REAR YARD	125'-0"	67'-5"

DENSITY			
BELMONT ZONING ORDINANCE SECTION 5A.1.7	60 DU. / AC. = 90 DU.		125 UNITS
	WITH 39% DENSITY BONUS = 125 DU.		GROSS DENSITY = 83 DU./AC.

FLOOR AREA RATIO	ALLOWED	EXISTING	PROPOSED
BELMONT ZONING ORDINANCE SECTION 5A.1.6	2.2	0.20	1.92

FLOOR AREA			
	143,823 SF MAX.	TOTAL = 12,764 SF	TOTAL = 125,255 SF

BUILDING HEIGHT	ALLOWED	EXISTING	PROPOSED
BELMONT ZONING ORDINANCE SECTION 5A.1.11	55'-0" MAX.	10"-6" EAVE TO 18'-0" RIDGE	52'-0" EAVE TO 70'-0" RIDGE

LOT COVERAGE		EXISTING		PROPOSED	
		19.5%	12,764 SF	40.7%	26,600 SF

LANDSCAPE / OUTDOOR AREA	EXISTING	PROPOSED
	31,524 SF	23,050 SF

HARDSCAPE AREA		EXISTING	PROPOSED
	BUILDING FOOTPRINT	12,764 SF	26,600 SF
	STREET	13,426 SF	2,280 SF
	PARKING	5,879 SF	BELOW GRADE
	SIDEWALK	0 SF	2,200 SF
	PATIO	0 SF	2,450 SF
	TOTAL	**32,069 SF**	**33,530 SF**

SLOPE		2% to 70%	2% to 70%

PARKING SUMMARY

	PROPOSED			PROPOSED		PARKING BREAK DOWN
1 BR UNIT	1.0 SPACES PER UNIT	52 SPACES		COVERED GARAGE =	152 SPACES	STANDARD = 100 SPACES
2 BR UNIT	1.25 SPACES PER UNIT	50 SPACES				ACCESSIBLE = 9 SPACES
3 BR UNIT	1.5 SPACES PER UNIT	48 SPACES				EVCS = 16 SPACES
MANAGER'S UNIT	2.0 SPACES PER UNIT	2 SPACES				TANDEM = 27 SPACES
	TOTAL =	**152 SPACES**		**TOTAL =**	**152 SPACES**	**TOTAL = 152 SPACES**

UNIT SUMMARY

PLAN	DESCRIPTION	QUANTITY	NET AREA	NET AREA SUBTOTAL	GROSS AREA	GROSS AREA SUBTOTAL	DECK	TOTAL DECK
UNIT A1	1 BEDROOM / 1 BATH	2 UNITS	540 SF	1,080 SF	595 SF	1,190 SF	450 SF	900 SF
UNIT A2	1 BEDROOM / 1 BATH	50 UNITS	540 SF	27,000 SF	600 SF	30,000 SF	50 SF	2,500 SF
UNIT B1	2 BEDROOM / 1 BATH	40 UNITS	815 SF	32,600 SF	885 SF	35,400 SF	60 SF	2,400 SF
UNIT C1	3 BEDROOM / 2 BATH	20 UNITS	935 SF	18,700 SF	995 SF	19,900 SF	65 SF	1,300 SF
UNIT C2	3 BEDROOM / 2 BATH	5 UNITS	940 SF	4,700 SF	1,000 SF	5,000 SF	65 SF	325 SF
UNIT C3	3 BEDROOM / 2 BATH	8 UNITS	970 SF	7,760 SF	1,030 SF	8,240 SF	65 SF	520 SF
PROJECT UNIT TOTAL		**125 UNITS**		**91,840 SF**		**99,730 SF**		**7,945 SF**

BUILDING SUMMARY

	RESIDENTIAL / AMENITY	CIRCULATION	MECHANICAL / GARAGE / VERTICAL CIRCULATION	FAR BUILDING FLOOR AREA (F.A.R.)	TOTAL GROSS BUILDING FLOOR AREA
LEVEL 1	4,875 SF	2,200 SF	25,385 SF	7,075 SF	32,460 SF
LEVEL 2	6,025 SF	1,000 SF	25,270 SF	7,025 SF	32,295 SF
LEVEL 3	10,595 SF	2,585 SF	14,080 SF	13,180 SF	27,260 SF
LEVEL 4	20,120 SF	3,535 SF	1,515 SF	23,655 SF	25,170 SF
LEVEL 5	20,120 SF	3,535 SF	1,515 SF	23,655 SF	25,170 SF
LEVEL 6	19,250 SF	3,535 SF	1,515 SF	22,785 SF	24,300 SF
LEVEL 7	14,095 SF	2,700 SF	1,120 SF	16,795 SF	17,915 SF
LEVEL 8	9,525 SF	1,560 SF	815 SF	11,085 SF	11,900 SF
TOTAL	**104,605 SF**	**20,650 SF**	**71,215 SF**	**125,255 SF**	**196,470 SF**

OPEN SPACE / AMMENITY SUMMARY

	REQUIRED	BELMONT ZONING ORDINANCE SECTION 5A.1.13(C)		PROPOSED	
COMMON OPEN SPACE		36 SF. PER UNIT	4,500 SF	PRIVATE DECK =	7,945 SF
				COMMON AREA =	6,500 SF
		TOTAL =	**4,500 SF**	**TOTAL =**	**14,445 SF**

BICYCLE SUMMARY

BELMONT ZONING ORDINANCE SECTION 8A.4.1

SHORT TERM BICYCLE SPACE REQUIRED	**2 SPACES**	**PROVIDED SHORT TERM BICYCLE SPACE =**	**2 SPACES**
LONG TERM BICYCLE SPACE REQUIRED (1 / 20DU)	**6 SPACES**	**PROVIDED LONG TERM BICYCLE SPACE =**	**84 SPACES**



PARKING ALLOCATION MATRIX — 152 TOTAL PARKING PROVIDED (126 STANDARD 33 TANDEM) — * STANDARD PARKING INCLUSIVE OF ACCESSIBLE AND EVCS STALLS

UNIT #1 (1BR)	ST #1	UNIT #27 (1BR)	ST #27	UNIT #53 (2BR)	ST #51 / T #1	UNIT #79 (2BR)	ST #83	UNIT #100 (3BR)	ST #100
UNIT #2 (1BR)	ST #2	UNIT #28 (1BR)	ST #28	UNIT #54 (2BR)	ST #52 / T #2	UNIT #80 (2BR)	ST #84	UNIT #101 (3BR)	ST #101
UNIT #3 (1BR)	ST #3	UNIT #29 (1BR)	ST #29	UNIT #55 (2BR)	ST #53 / T #3	UNIT #81 (2BR)	ST #85	UNIT #102 (3BR)	ST #102
UNIT #4 (1BR)	ST #4	UNIT #30 (1BR)	ST #30	UNIT #56 (2BR)	ST #54 / T #4	UNIT #82 (2BR)	ST #86	UNIT #103 (3BR)	ST #103
UNIT #5 (1BR)	ST #5	UNIT #31 (1BR)	ST #31	UNIT #57 (2BR)	ST #55 / T #5	UNIT #83 (2BR)	ST #87	UNIT #104 (3BR)	ST #104
UNIT #6 (1BR)	ST #6	UNIT #32 (1BR)	ST #32	UNIT #58 (2BR)	ST #56 / T #6	UNIT #84 (2BR)	ST #88	UNIT #105 (3BR)	ST #105
UNIT #7 (1BR)	ST #7	UNIT #33 (1BR)	ST #33	UNIT #59 (2BR)	ST #57 / T #7	UNIT #85 (2BR)	ST #89	UNIT #106 (3BR)	ST #106
UNIT #8 (1BR)	ST #8	UNIT #34 (1BR)	ST #34	UNIT #60 (2BR)	ST #60	UNIT #86 (2BR)	ST #90	UNIT #107 (3BR)	ST #107 / T #15
UNIT #9 (1BR)	ST #9	UNIT #35 (1BR)	ST #35	UNIT #61 (2BR)	ST #61	UNIT #87 (2BR)	ST #91	UNIT #108 (3BR)	ST #108 / T #16
UNIT #10 (1BR)	ST #10	UNIT #36 (1BR)	ST #36	UNIT #62 (2BR)	ST #62 / T #8	UNIT #88 (2BR)	ST #92	UNIT #109 (3BR)	ST #109 / T #17
UNIT #11 (1BR)	ST #11	UNIT #37 (1BR)	ST #37	UNIT #63 (2BR)	ST #63 / T #9	UNIT #89 (2BR)	ST #93	UNIT #110 (3BR)	ST #110 / T #18
UNIT #12 (1BR)	ST #12	UNIT #38 (1BR)	ST #38	UNIT #64 (2BR)	ST #64 / T #10	UNIT #90 (2BR)	ST #94	UNIT #111 (3BR)	ST #111 / T #19
UNIT #13 (1BR)	ST #13	UNIT #39 (1BR)	ST #39	UNIT #65 (2BR)	ST #69	UNIT #91 (2BR)	ST #95	UNIT #112 (3BR)	ST #112 / T #20
UNIT #14 (1BR)	ST #14	UNIT #40 (1BR)	ST #40	UNIT #66 (2BR)	ST #70	UNIT #92 (2BR)	ST #96	UNIT #113 (3BR)	ST #113 / T #21
UNIT #15 (1BR)	ST #15	UNIT #41 (1BR)	ST #41	UNIT #67 (2BR)	ST #71			UNIT #114 (3BR)	ST #114
UNIT #16 (1BR)	ST #16	UNIT #42 (1BR)	ST #42	UNIT #68 (2BR)	ST #72			UNIT #115 (3BR)	ST #115
UNIT #17 (1BR)	ST #17	UNIT #43 (1BR)	ST #43	UNIT #69 (2BR)	ST #73			UNIT #116 (3BR)	ST #116
UNIT #18 (1BR)	ST #18	UNIT #44 (1BR)	ST #44	UNIT #70 (2BR)	ST #74			UNIT #117 (3BR)	ST #117
UNIT #19 (1BR)	ST #19	UNIT #45 (1BR)	ST #45	UNIT #71 (2BR)	ST #75			UNIT #118 (3BR)	ST #118
UNIT #20 (1BR)	ST #20	UNIT #46 (1BR)	ST #46	UNIT #72 (2BR)	ST #76	UNIT #93 (3BR)	ST #65 / T #11	UNIT #119 (3BR)	ST #119 / T #22
UNIT #21 (1BR)	ST #21	UNIT #47 (1BR)	ST #47	UNIT #73 (2BR)	ST #77	UNIT #94 (3BR)	ST #66 / T #12	UNIT #120 (3BR)	ST #120 / T #23
UNIT #22 (1BR)	ST #22	UNIT #48 (1BR)	ST #48	UNIT #74 (2BR)	ST #78	UNIT #95 (3BR)	ST #67 / T #13	UNIT #121 (3BR)	ST #121 / T #24
UNIT #23 (1BR)	ST #23	UNIT #49 (1BR)	ST #49	UNIT #75 (2BR)	ST #79	UNIT #96 (3BR)	ST #68 / T #14	UNIT #122 (3BR)	ST #122 / T #25
UNIT #24 (1BR)	ST #24	UNIT #50 (1BR)	ST #50	UNIT #76 (2BR)	ST #80	UNIT #97 (3BR)	ST #97	UNIT #123 (3BR)	ST #123 / T #26
UNIT #25 (1BR)	ST #25	UNIT #51 (1BR)	ST #58	UNIT #77 (2BR)	ST #81	UNIT #98 (3BR)	ST #98	UNIT #124 (3BR)	ST #124 / T #27
UNIT #26 (1BR)	ST #26	UNIT #52 (1BR)	ST #59	UNIT #78 (2BR)	ST #82	UNIT #99 (3BR)	ST #99	UNIT #125 (3BR)	ST #125

ST - STANDARD / COMPACT T - TANDEM

803 BELMONT AVENUE BELMONT, CA 94002

PROJECT INFORMATION

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

WITHEE MALCOLM ARCHITECTS, LLP
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1.0



EXISTING LOOKING WEST



EXISTING LOOKING NORTH



EXISTING LOOKING SOUTH



EXISTING LOOKING SOUTH



EXISTING LOOKING SOUTHEAST



EXISTING LOOKING SOUTHEAST



EXISTING LOOKING EAST FROM THE TOP OF BELMONT AVE.

803 BELMONT AVENUE BELMONT, CA 94002

EXISTING SITE IMAGES

APPLICANT / OWNER
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1.1



TREES SHOWN FOR GRAPHIC ONLY, SEE LANDSCAPE PLAN FOR MORE INFORMATION

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SITE PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

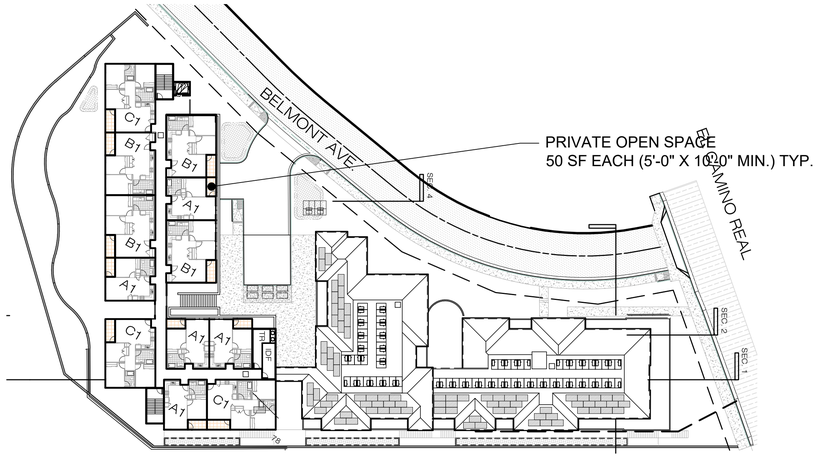
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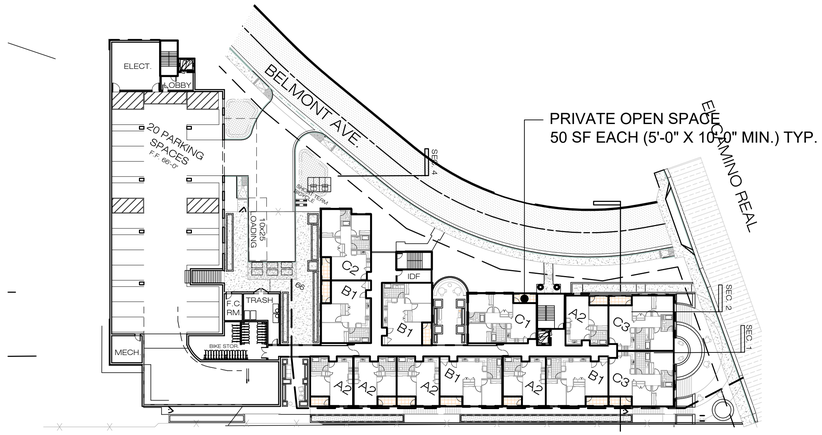
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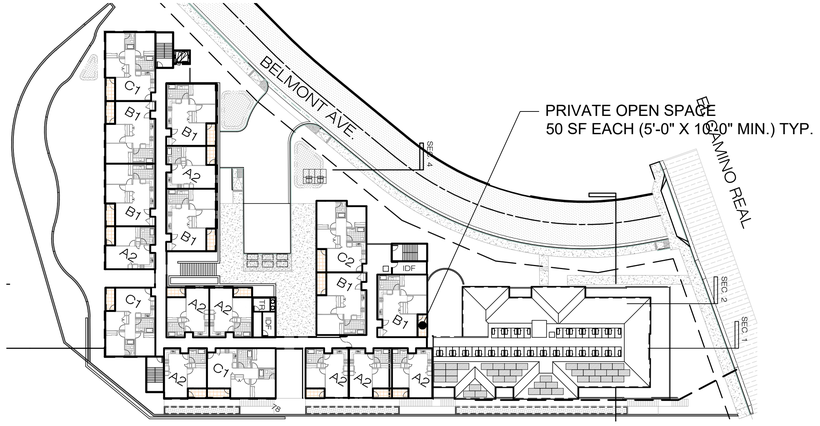
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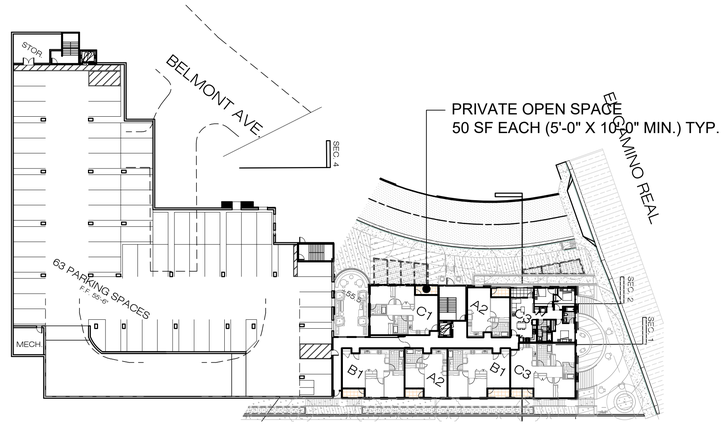
LEVEL 08 PLAN



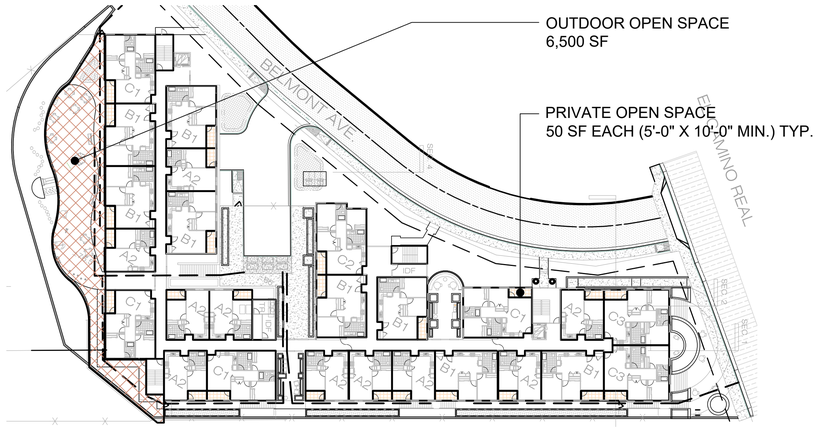
LEVEL 03 PLAN



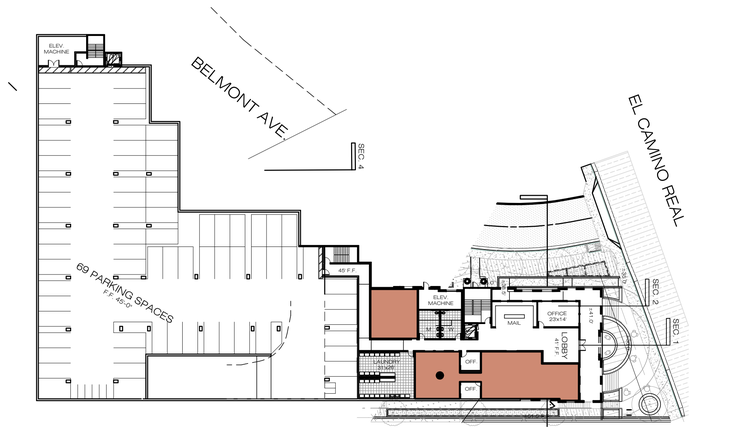
LEVEL 07 PLAN



LEVEL 02 PLAN



TYPICAL LEVEL PLAN



GROUND LEVEL PLAN

COMMON OPEN SPACE PROVIDED (INTERIOR)

COMMON OPEN SPACE PROVIDED (EXTERIOR)

PRIVATE OPEN SPACE PROVIDED
50 SF EACH (36SF MIN.)

OPEN SPACE REQUIRED			BZO 5A.1.13(C)
UNIT TYPE	QTY.	REQ'D	TOTAL
1 BEDROOM UNIT	52	36 SF	1,872 SF
2 BEDROOMS UNIT	40	36 SF	1,440 SF
3 BEDROOMS UNIT	33	36 SF	1,188 SF
REQUIRED OPEN SPACE			4,500 SF
TOTAL REQUIRED OPEN SPACE			4,500 SF
OPEN SPACE PROVIDED (COMMON OPEN)			
L3 OUTDOOR OPEN SPACE			6,500 SF
TOTAL COMMON OPEN SPACE			6,500 SF *
OPEN SPACE PROVIDED (PRIVATE)			
	QTY.		
L2 - L8 PRIVATE BALCONIES	125	VARIES	7,945 SF
TOTAL PRIVATE OPEN SPACE			7,945 SF
TOTAL OPEN SPACE			
TOTAL COMMON OPEN SPACE			6,500 SF
TOTAL PRIVATE OPEN SPACE			7,945 SF
TOTAL OPEN SPACE PROVIDED			14,445 SF

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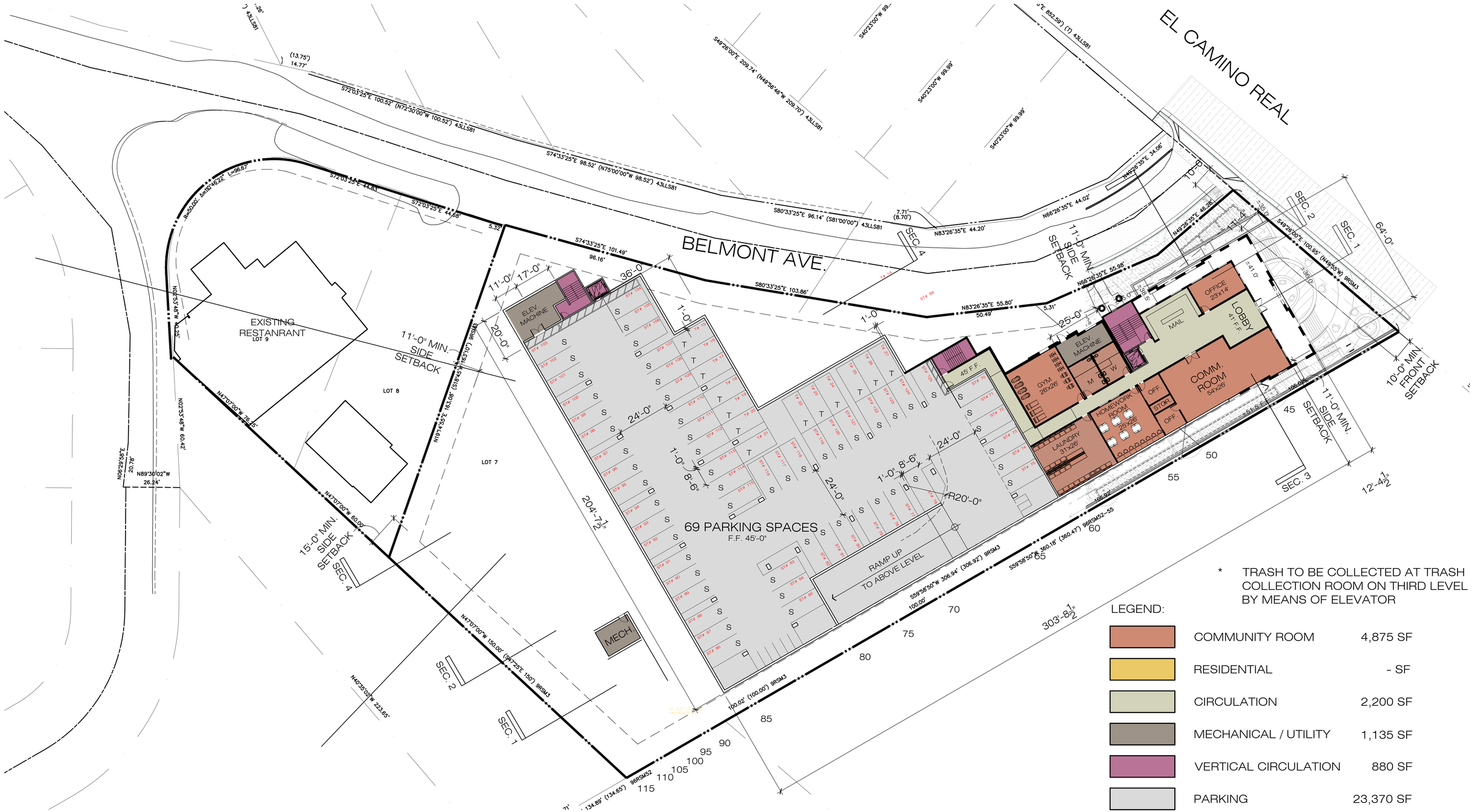
OPEN SPACE DIAGRAM

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1.3



* TRASH TO BE COLLECTED AT TRASH COLLECTION ROOM ON THIRD LEVEL BY MEANS OF ELEVATOR

LEGEND:

	COMMUNITY ROOM	4,875 SF
	RESIDENTIAL	- SF
	CIRCULATION	2,200 SF
	MECHANICAL / UTILITY	1,135 SF
	VERTICAL CIRCULATION	880 SF
	PARKING	23,370 SF

803 BELMONT AVENUE BELMONT, CA 94002

LEVEL 01 - BUILDING PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

N

scale: 1" = 20'-0"
0 20 40 60 80

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2.1



* TRASH TO BE COLLECTED AT TRASH COLLECTION ROOM ON THIRD LEVEL BY MEANS OF ELEVATOR

LEGEND:

	COMMUNITY ROOM	- SF
	RESIDENTIAL	6,025 SF
	CIRCULATION	1,000 SF
	MECHANICAL / UTILITY	840 SF
	VERTICAL CIRCULATION	880 SF
	PARKING	23,550 SF

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LEVEL 02 - BUILDING PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

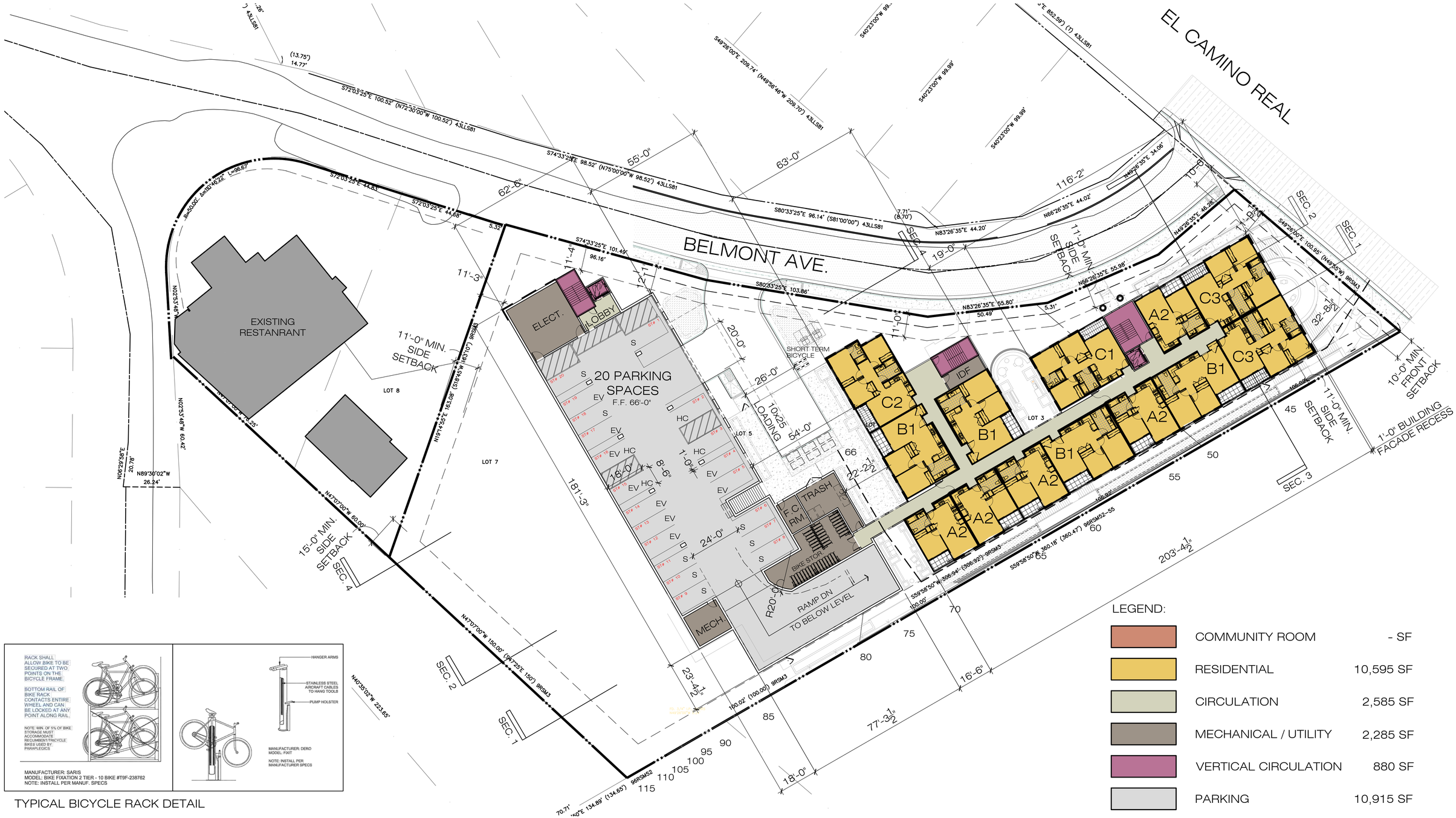
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2.2



TYPICAL BICYCLE RACK DETAIL

LEGEND:

	COMMUNITY ROOM	- SF
	RESIDENTIAL	10,595 SF
	CIRCULATION	2,585 SF
	MECHANICAL / UTILITY	2,285 SF
	VERTICAL CIRCULATION	880 SF
	PARKING	10,915 SF

803 BELMONT AVENUE BELMONT, CA 94002

LEVEL 03 BUILDING PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

N

scale: 1" = 20'-0"
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2.3



803 BELMONT AVENUE BELMONT, CA 94002

TYPICAL BUILDING PLAN

APPLICANT / OWNER
ROEM
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Santa Clara, CA 95050

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LEGEND:

	COMMUNITY ROOM	- SF
	RESIDENTIAL	19,250 SF
	CIRCULATION	3,535 SF
	MECHANICAL / UTILITY	440 SF
	VERTICAL CIRCULATION	1,075 SF
	PARKING	- SF

803 BELMONT AVENUE BELMONT, CA 94002

LEVEL 06 BUILDING PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

N

scale: 1" = 20'-0"
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2.5



LEGEND:

	COMMUNITY ROOM	- SF
	RESIDENTIAL	14,095 SF
	CIRCULATION	2,700 SF
	MECHANICAL / UTILITY	440 SF
	VERTICAL CIRCULATION	680 SF
	PARKING	- SF

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LEVEL 07 BUILDING PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

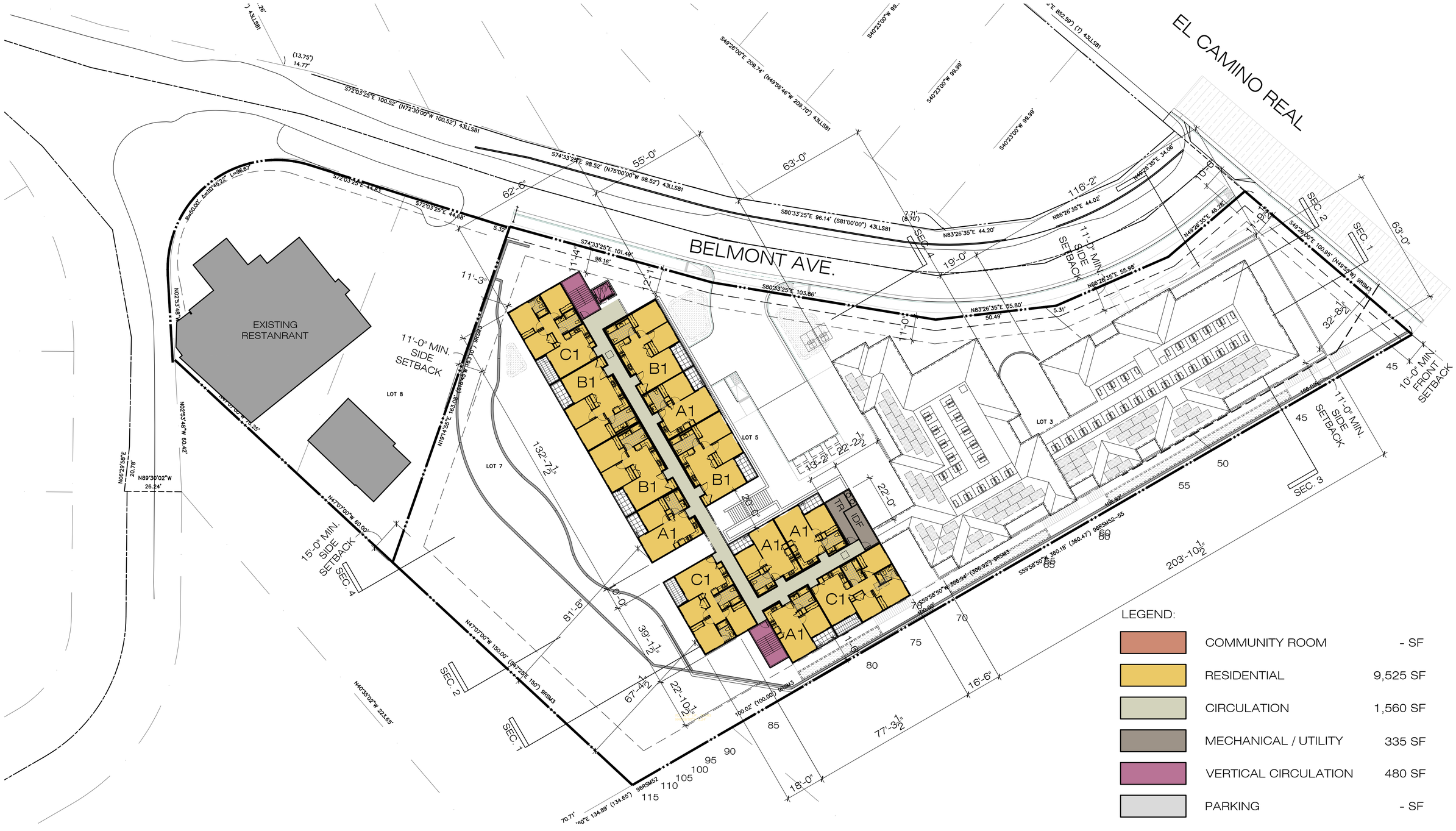
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803 BELMONT AVENUE BELMONT, CA 94002

LEVEL 08 BUILDING PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

N

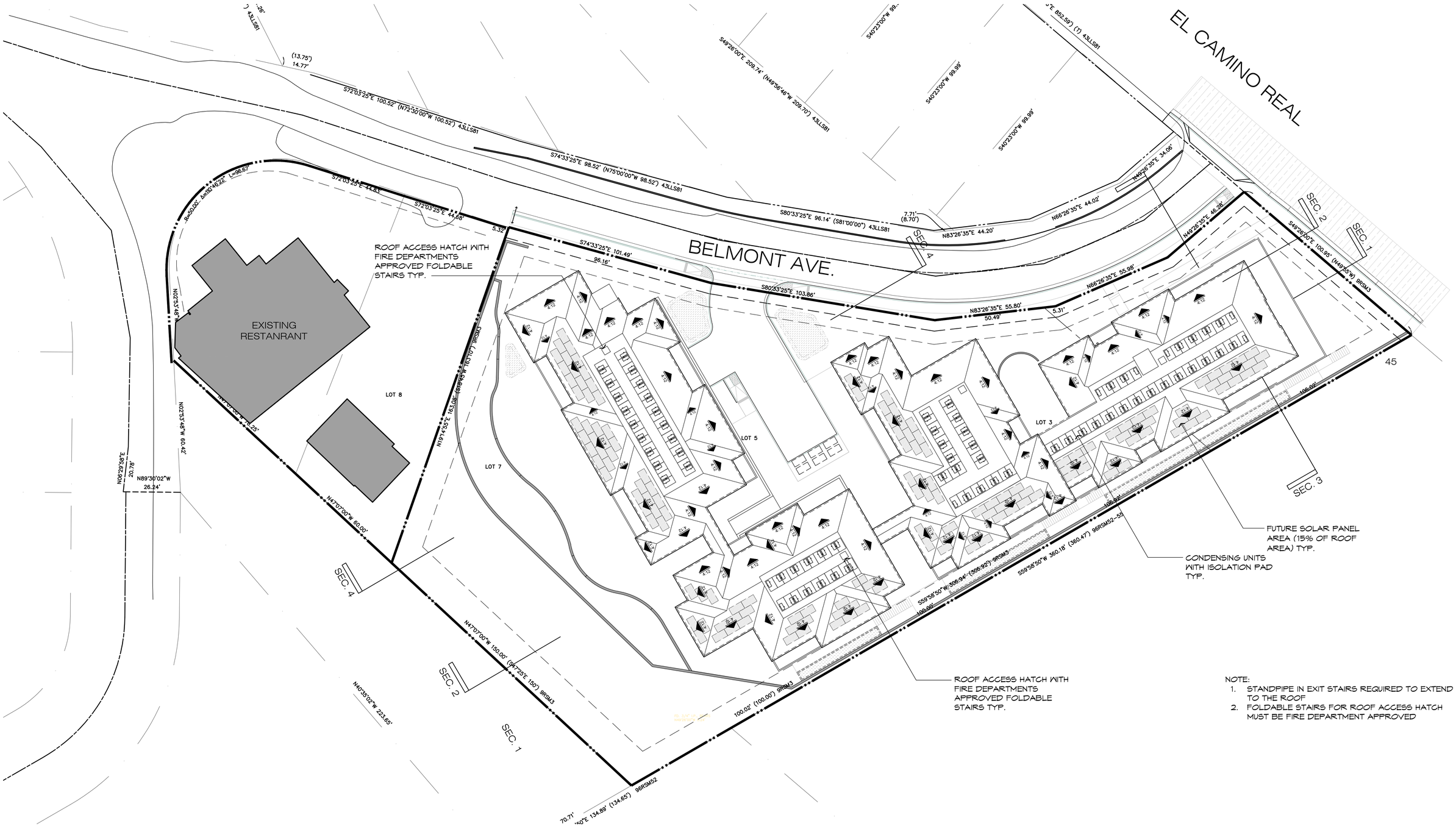
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2.7



NOTE:
1. STANDPIPE IN EXIT STAIRS REQUIRED TO EXTEND TO THE ROOF
2. FOLDABLE STAIRS FOR ROOF ACCESS HATCH MUST BE FIRE DEPARTMENT APPROVED

803 BELMONT AVENUE BELMONT, CA 94002

ROOF PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

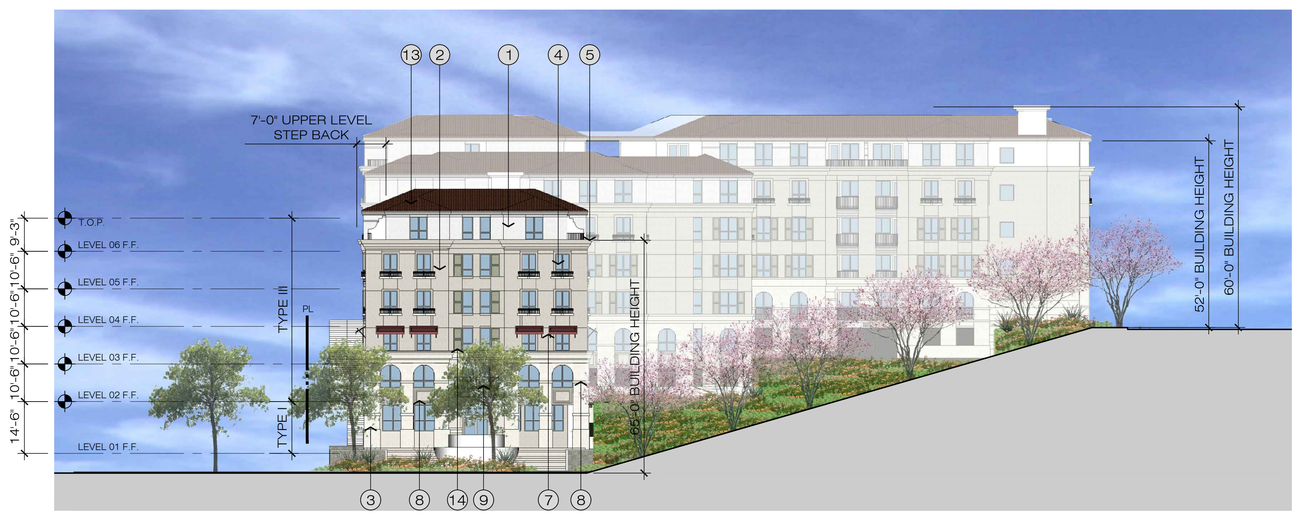
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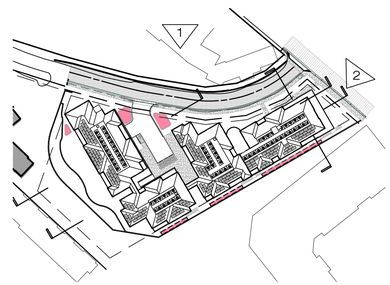
2.8



2. EL CAMINO REAL / FRONT ELEVATION



1. BELMONT / FRONT ELEVATION



MATERIAL LEGEND

1. 20/30 FLOAT FINISH EXTERIOR CEMENT STUCCO
   DUNN EDWARDS PAINT DEW337 OR SIMILAR
2. 20/30 FLOAT FINISH EXTERIOR CEMENT STUCCO
   DUNN EDWARDS PAINT DE6149 OR SIMILAR
3. SMOOTH FINISH EXTERIOR CEMENT STUCCO
   DUNN EDWARDS PAINT DE6211 OR SIMILAR
4. DUAL GLAZED VINYL WINDOW SYSTEM
5. FOAM PROFILE WITH STUCCO FINISH
6. PROFILED STUCCO ENCASED SILL
7. METAL AWNING
8. PRE-CAST STONE TRIM
9. METAL RAILING
10. STONE VENEER
11. PRE-CAST STONE BASE
12. METAL DOOR
13. TILE ROOF WITH MIX COLOR PALETTE
14. FOAM SHUTTERS
15. SCREED LINES

NOTE:
ALL WINDOWS WILL BE TRIMMED OR RECESSED.

803 BELMONT AVENUE BELMONT, CA 94002

BUILDING ELEVATIONS

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1" = 20'-0"
0 20 40 60 80

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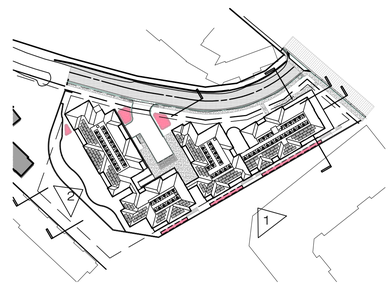
3.1



2. SIDE / REAR ELEVATION



1. SIDE ELEVATION



MATERIAL LEGEND

1. 20/30 FLOAT FINISH EXTERIOR CEMENT STUCCO
   DUNN EDWARDS PAINT DEW337 OR SIMILAR
2. 20/30 FLOAT FINISH EXTERIOR CEMENT STUCCO
   DUNN EDWARDS PAINT DE6149 OR SIMILAR
3. SMOOTH FINISH EXTERIOR CEMENT STUCCO
   DUNN EDWARDS PAINT DE6211 OR SIMILAR
4. DUAL GLAZED VINYL WINDOW SYSTEM
5. FOAM PROFILE WITH STUCCO FINISH
6. PROFILED STUCCO ENCASED SILL
7. METAL AWNING
8. PRE-CAST STONE TRIM
9. METAL RAILING
10. STONE VENEER
11. PRE-CAST STONE BASE
12. METAL DOOR
13. TILE ROOF WITH MIX COLOR PALETTE
14. FOAM SHUTTERS
15. SCREED LINES

NOTE:
ALL WINDOWS WILL BE TRIMMED OR RECESSED.

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BUILDING ELEVATIONS

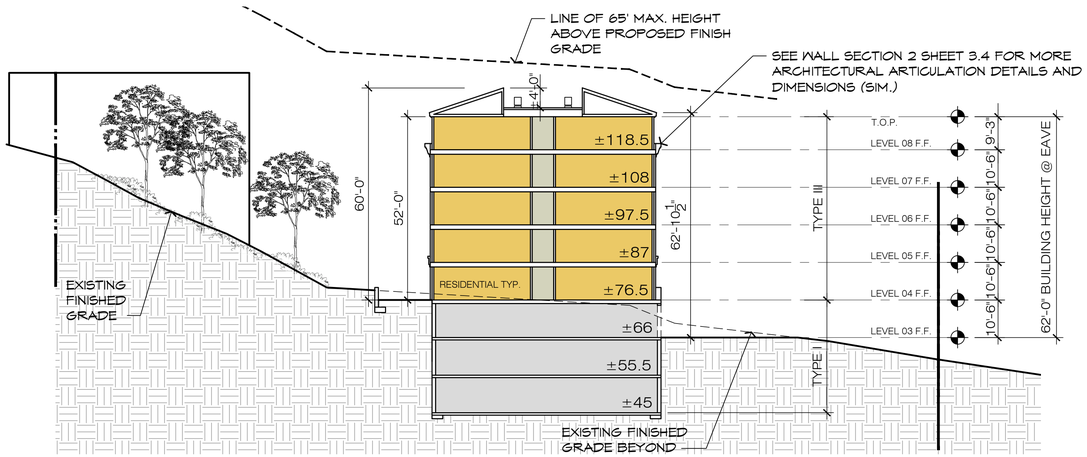
APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

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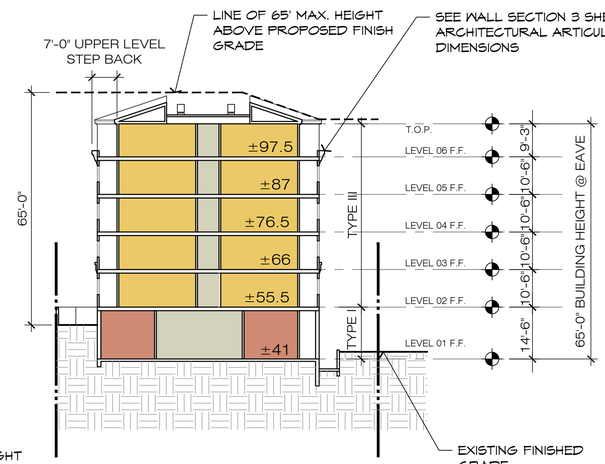
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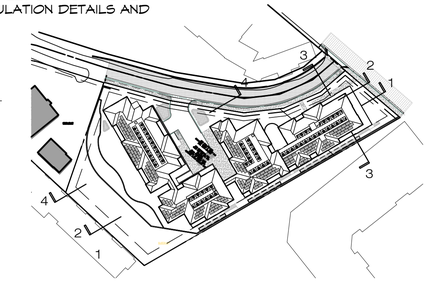
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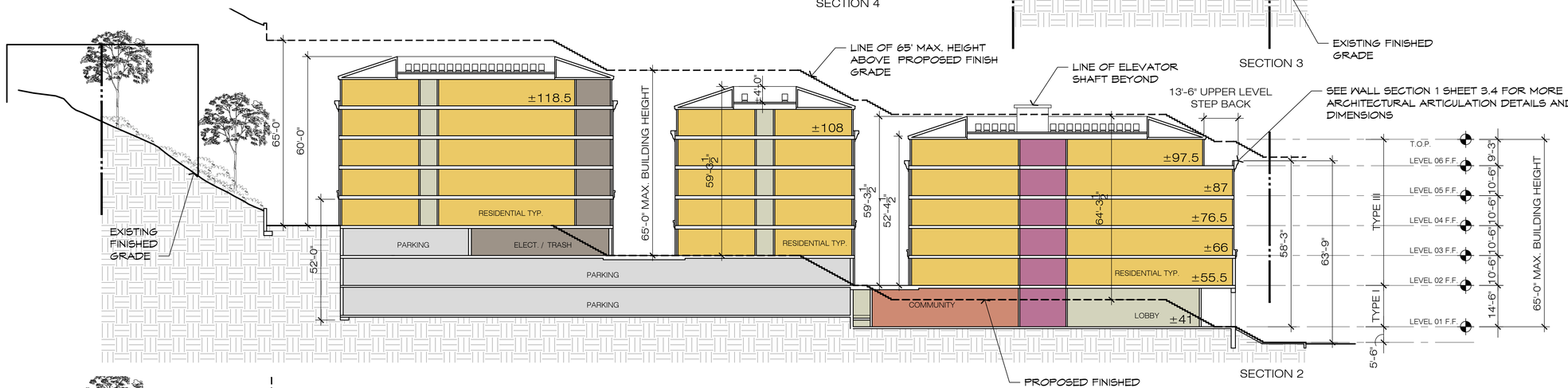


SECTION 4

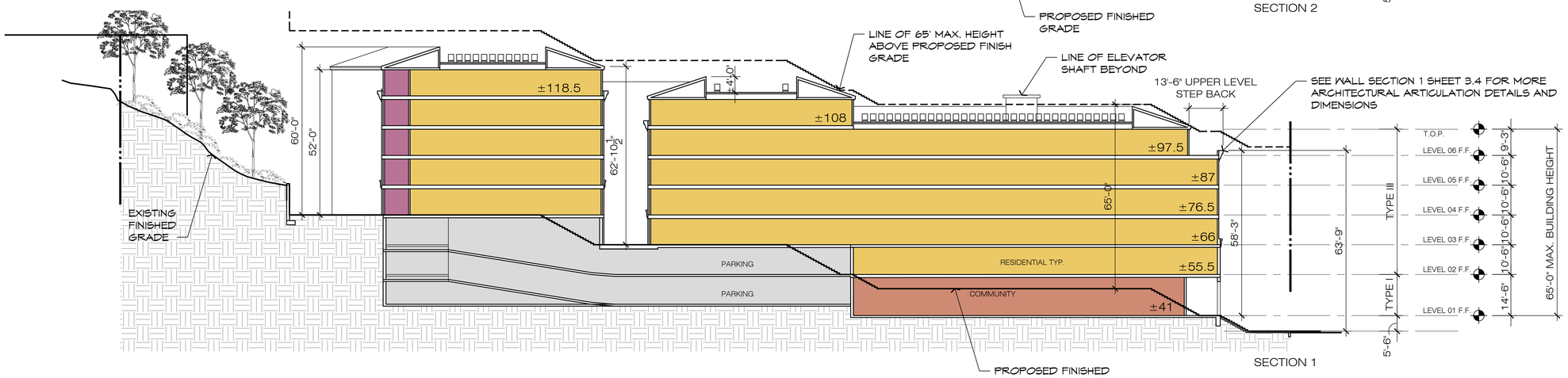


SECTION 3





SECTION 2



SECTION 1

803 BELMONT AVENUE BELMONT, CA 94002

TYPICAL BUILDING SECTIONS

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

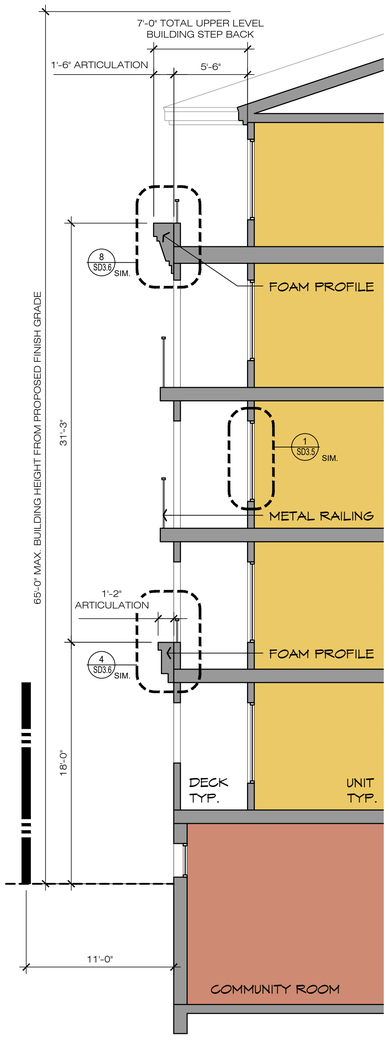
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0 20 40 60 80

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2251 West 190th Street Torrance, CA 90504
t. 310. 217. 8885
f. 310. 217. 0425

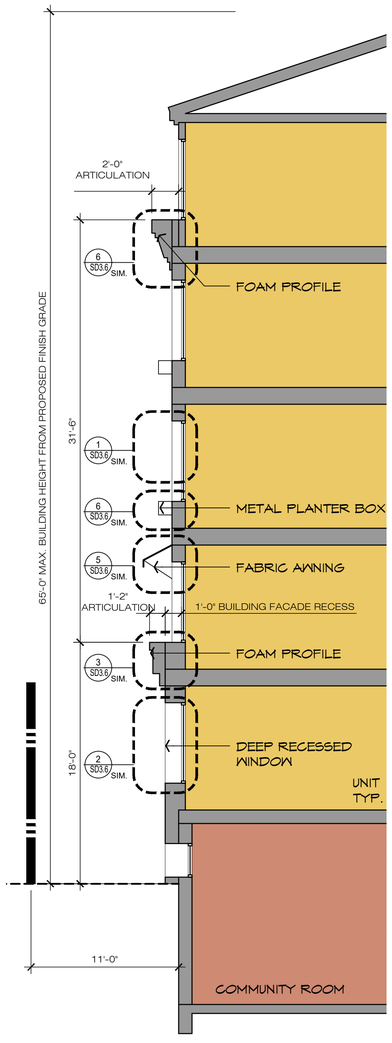
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3.3

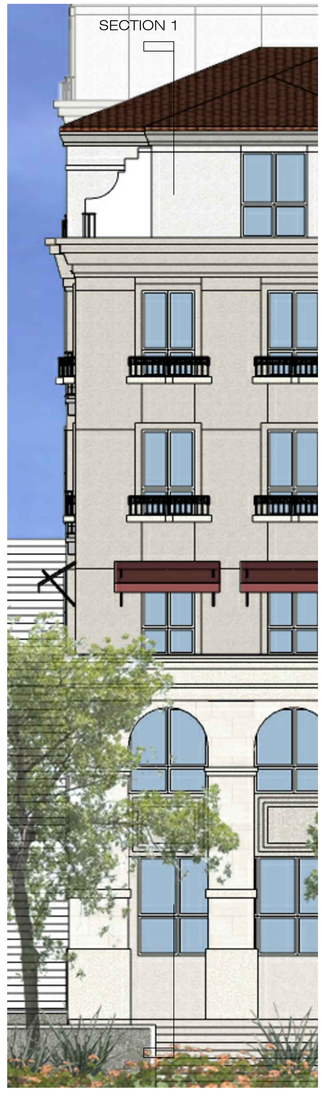


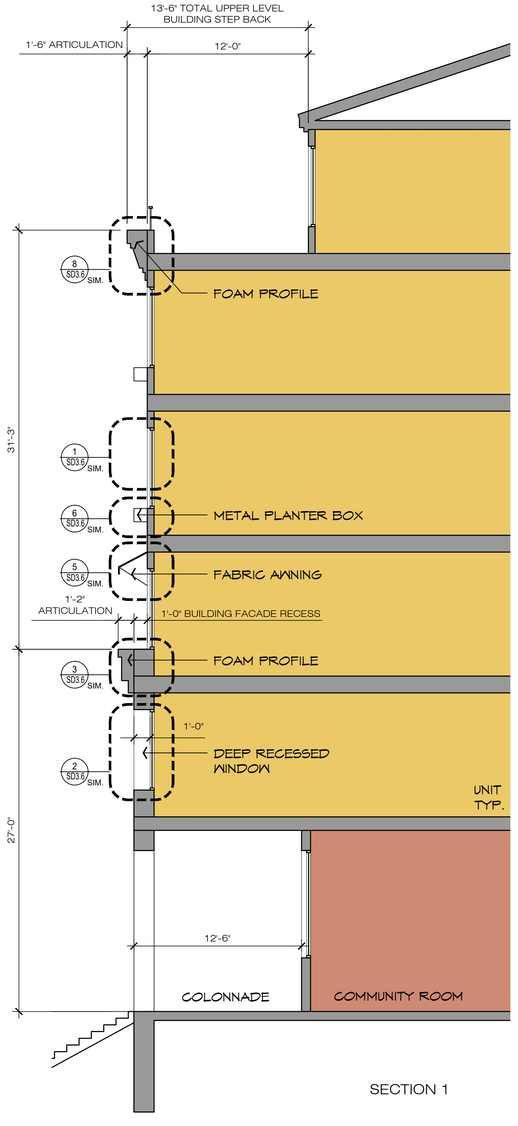


SECTION 3



SECTION 2





SECTION 1

803 BELMONT AVENUE BELMONT, CA 94002

ENLARGED WALL SECTIONS / ARTICULATION DIAGRAM

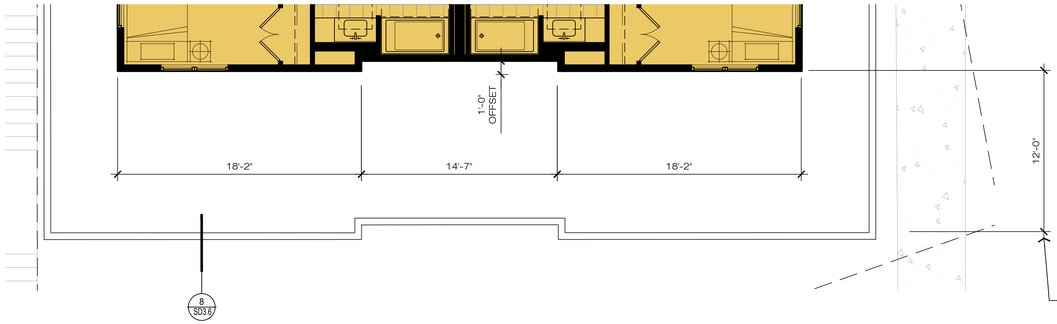
APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

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0 5 10 15 20

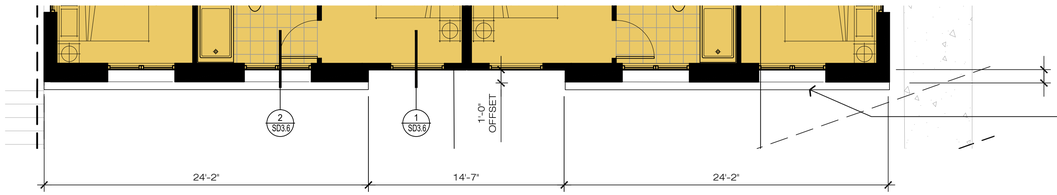
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3.4

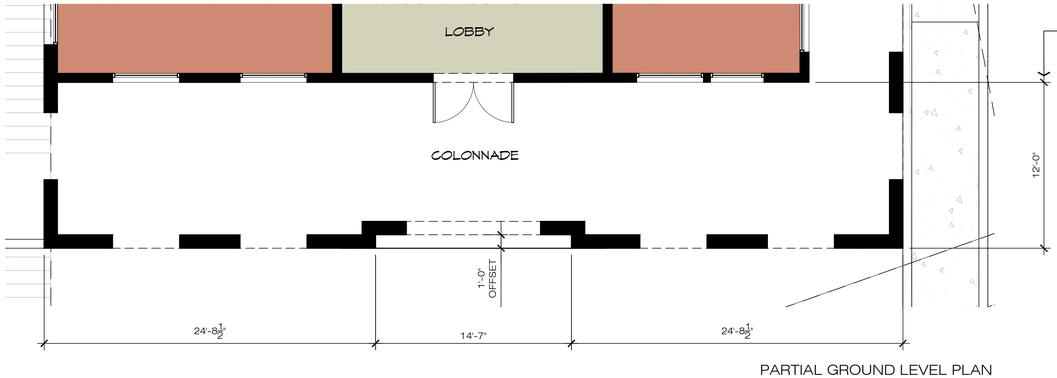


PARTIAL SIXTH LEVEL PLAN



PARTIAL TYPICAL LEVEL PLAN

PARTIAL SECOND LEVEL PLAN



PARTIAL GROUND LEVEL PLAN

BUILDING STEP BACK AT TOP FLOOR

ARCHITECTURAL ARTICULATION - SEE WALL SECTION FOR MORE DETAIL 8 SD3.6

1'-0" MIN. RECESS

LINE OF FURR OUT WALL BELOW

ARCHITECTURAL ARTICULATION - PLANTER (1'-0" PROJECTION) 6 SD3.6

ARCHITECTURAL ARTICULATION - AWNING (2'-0" PROJECTION) 5 SD3.6

ARCHITECTURAL ARTICULATION - SEE WALL SECTION FOR MORE DETAIL 3 SD3.6

12" MIN. FURR OUT WALL

BUILDING STEP BACK AT GROUND LEVEL



803 BELMONT AVENUE BELMONT, CA 94002

ENLARGED BUILDING PLANS / ARTICULATION DIAGRAM

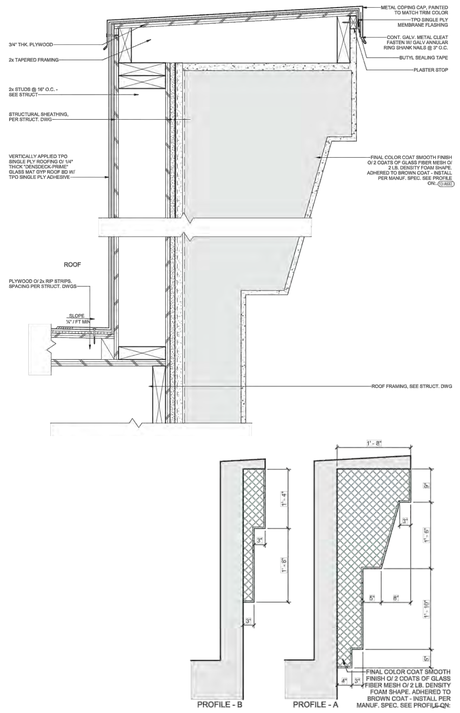
APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 3/16" = 1'-0"
0 5 10 15 20

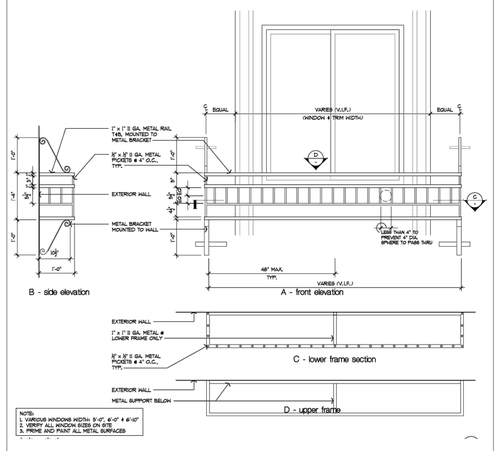
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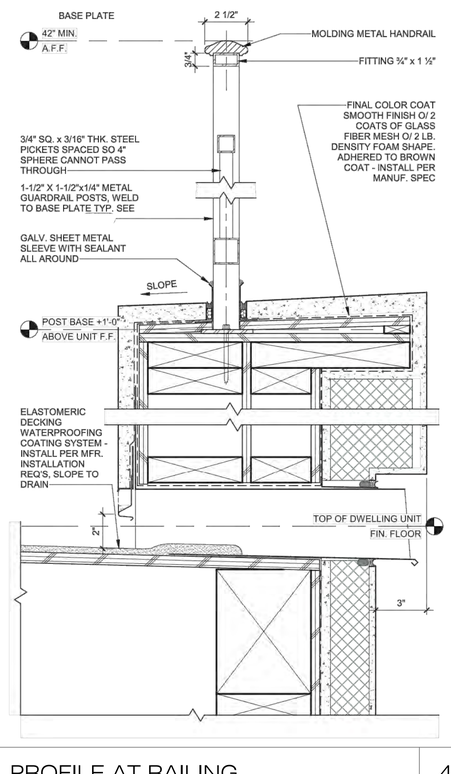
3.5



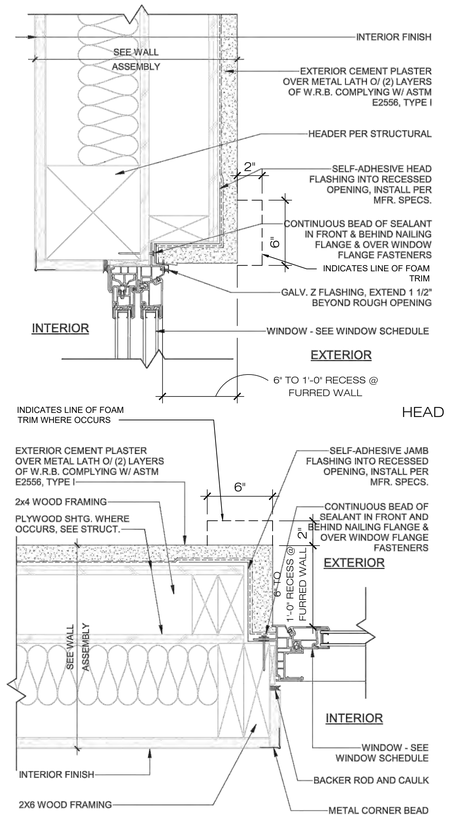
FOAM TRIM AT PARAPET | 8



WROUGHT IRON PLANTER | 6



PROFILE AT RAILING | 4

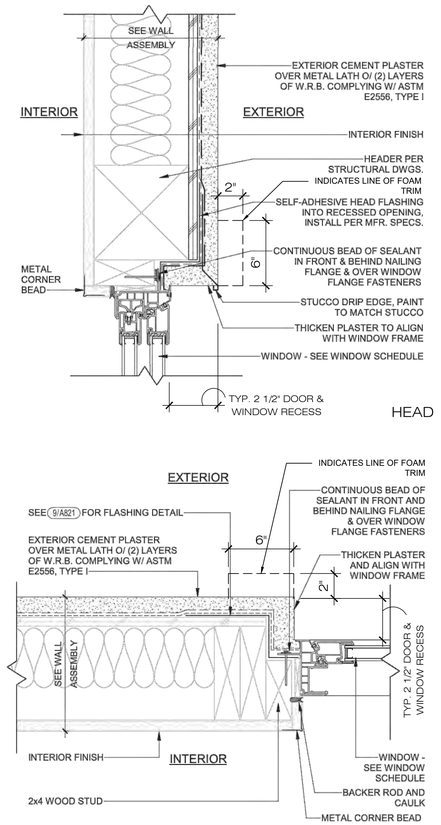


HEAD

JAMB

SILL

DEEP RECESSED WINDOW | 2

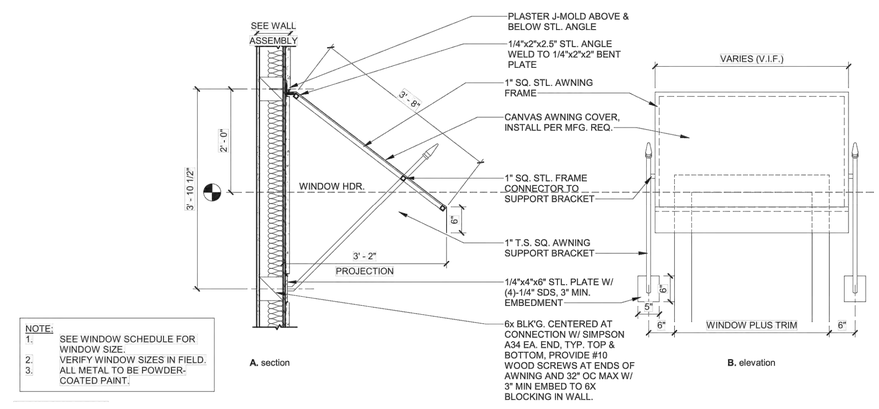


HEAD

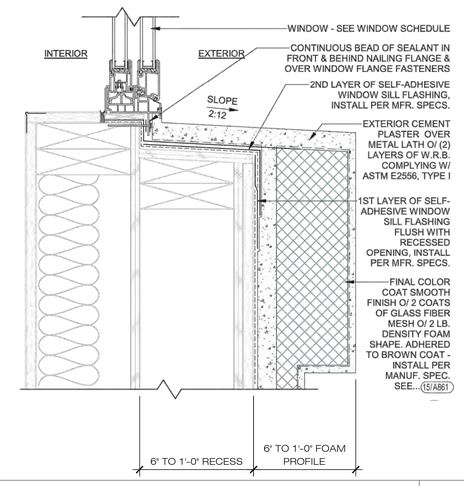
JAMB

SILL

RECESSED WINDOW | 1



AWNING | 5



FOAM TRIM AT WINDOW SILL | 3

803 BELMONT AVENUE BELMONT, CA 94002

TYPICAL DETAILS

APPLICANT / OWNER
ROEM
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Santa Clara, CA 95050

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3.6

NOTE: BZO SECTION 5A.1.13(a)(1)
OPENINGS FULFILLING THE REQUIREMENT PER BZO SECTION 5A.1.13 SHALL HAVE TRANSPARENT OR MODERATELY-TINTED GLAZING AND PROVIDE VIEWS INTO WORK AREAS, DISPLAY AREAS, SALES AREAS, LOBBIES OR SIMILAR ACTIVE SPACES, OR INTO WINDOW DISPLAYS THAT ARE AT LEAST THREE FEET DEEP AND FIVE FEET WIDE.



PARTIAL BELMONT ELEVATION



PARTIAL EL CAMINO REAL ELEVATION

803 BELMONT AVENUE BELMONT, CA 94002

EXTERIOR WALL OPENING EXHIBIT

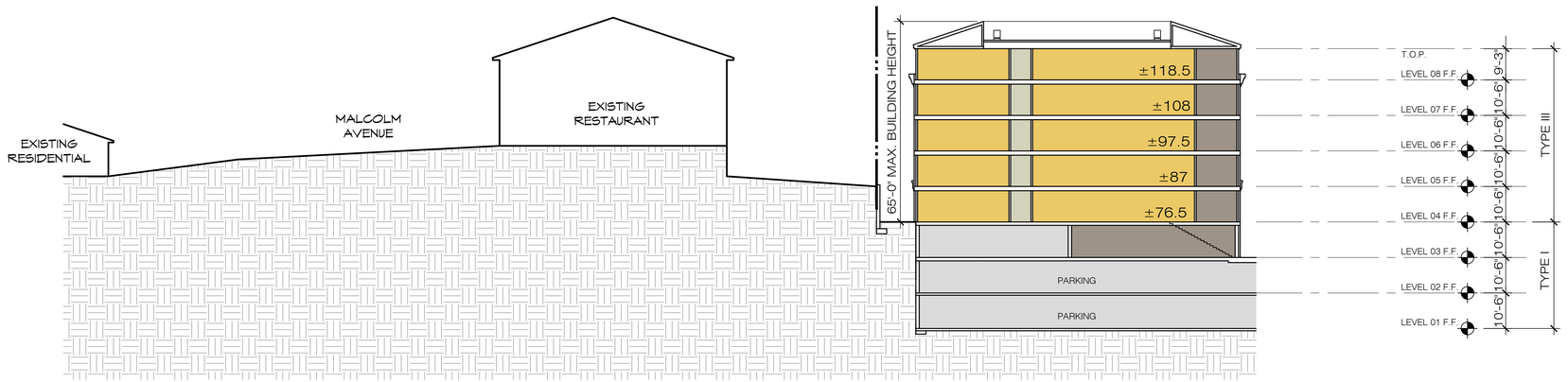
APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1/8" = 1'-0"
0 8 16 24 32

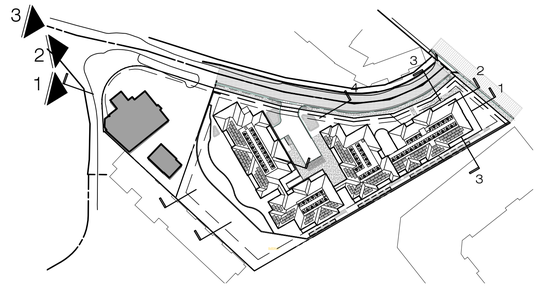
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3.7



SITE SECTION THROUGH MALCOLM AVENUE AND EXISTING ADJACENT RESTAURANT





WITH PROPOSED BUILDING



WITH PROPOSED BUILDING



WITH PROPOSED BUILDING



1. VIEW TOWARD PROPOSED SITE FROM MALCOLM AVENUE



2. VIEW TOWARD ADJACENT SITE FROM MALCOLM AVENUE



3. VIEW TOWARD PROPOSED SITE FROM BELMONT AND MALCOLM AVENUE

803 BELMONT AVENUE BELMONT, CA 94002

SITE SECTION / VIEW EXHIBIT

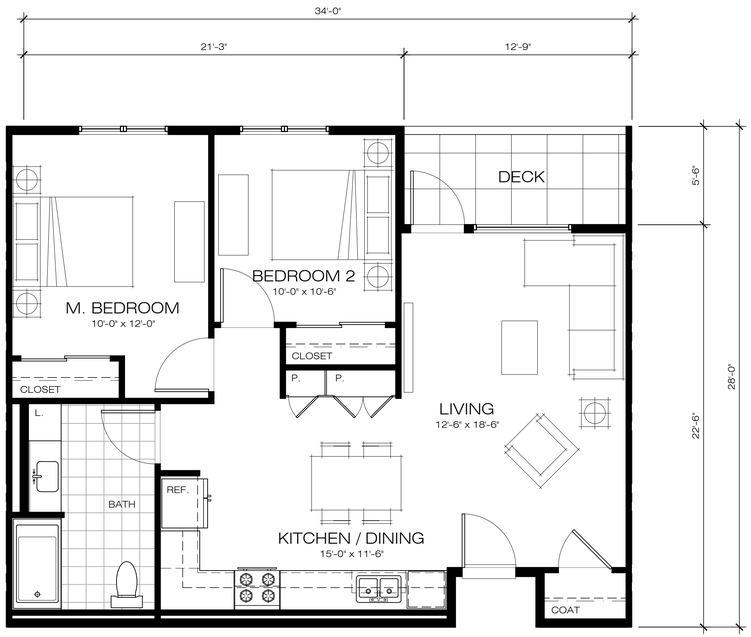
APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1" = 20'-0"
0 20 40 60 80

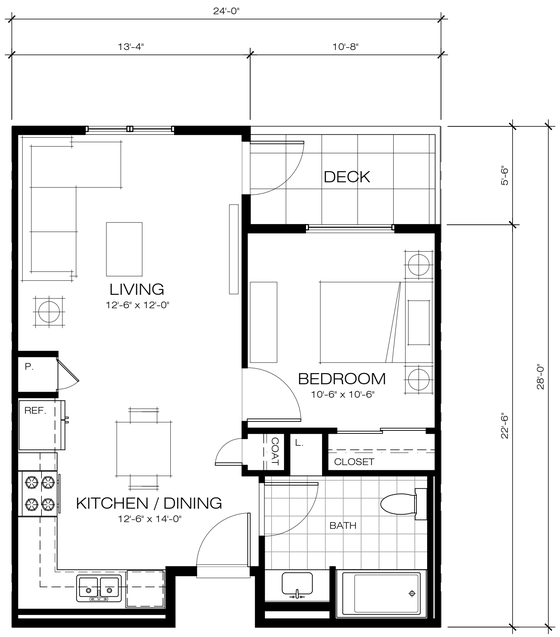
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f. 310. 217. 0425

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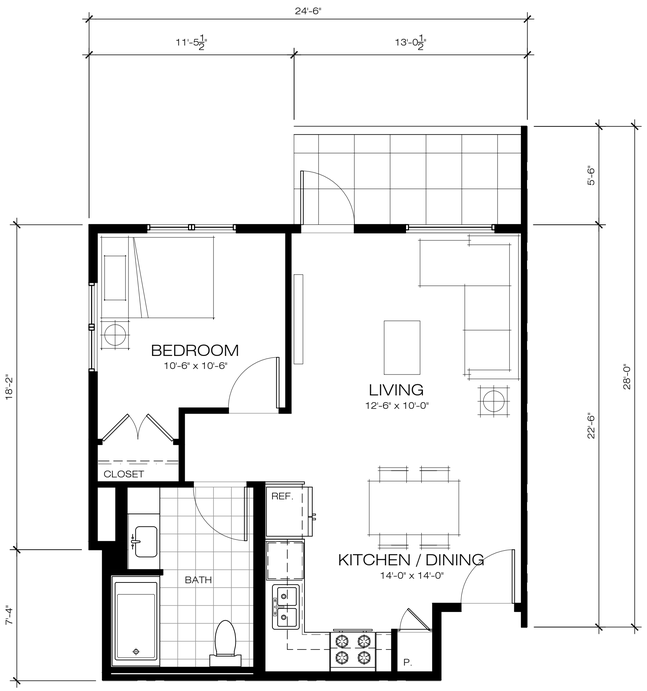
3.8



UNIT TYPE B1
2 BEDROOM / 1 BATH
GROSS UNIT SF = 885 S.F.
NET UNIT SF = 815 S.F.
DECK AREA = 60 S.F.
40 UNITS



UNIT TYPE A2
1 BEDROOM / 1 BATH
GROSS UNIT SF = 600 S.F.
NET UNIT SF = 540 S.F.
DECK AREA = 50 S.F.
50 UNITS



UNIT TYPE A1
1 BEDROOM / 1 BATH
GROSS UNIT SF = 595 S.F.
NET UNIT SF = 540 S.F.
DECK AREA = 400 SF
2 UNITS

803 BELMONT AVENUE BELMONT, CA 94002

TYPICAL UNIT PLANS

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1/4" = 1'-0"
0 4 8 12 16

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t. 310. 217. 8885
f. 310. 217. 0425

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4.1



UNIT TYPE C2
3 BEDROOM / 2 BATH
GROSS UNIT SF = 1,000 S.F.
NET UNIT SF = 940 S.F.
DECK AREA = 65 S.F. MIN.
5 UNITS



UNIT TYPE C1
3 BEDROOM / 2 BATH
GROSS UNIT SF = 995 S.F.
NET UNIT SF = 935 S.F.
DECK AREA = 65 S.F. MIN.
20 UNITS

803 BELMONT AVENUE BELMONT, CA 94002

TYPICAL UNIT PLANS

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1/4" = 1'-0"
0 4 8 12 16

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f. 310. 217. 0425

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4.2



UNIT TYPE C3 - MANAGER
3 BEDROOM / 2 BATH
GROSS UNIT SF = 1,030 S.F.
NET UNIT SF = 970 S.F.
DECK AREA = 65 S.F. MIN.
1 UNITS



UNIT TYPE C3
3 BEDROOM / 2 BATH
GROSS UNIT SF = 1,030 S.F.
NET UNIT SF = 970 S.F.
DECK AREA = 65 S.F. MIN.
7 UNITS

803 BELMONT AVENUE BELMONT, CA 94002

TYPICAL UNIT PLANS

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1/4" = 1'-0"
0 4 8 12 16

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4.3



803 BELMONT AVENUE BELMONT, CA 94002

COMMUNITY ROOM PLAN

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1/4" = 1'-0"

0 4 8 12 16

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4.4



12 EXTERIOR CEMENT PLASTER
LA HABRA - SAND FLOAT 20/30
INTERGRATED COLOR - DOVE GREY OR SIMILAR





11 EXTERIOR CEMENT PLASTER
LA HABRA - SAND FLOAT 20/30
INTERGRATED COLOR - CHARLESTON OR SIMILAR



10 STONE VENEER
VANDERBILT CLASSIC
INDIANA LIMESTONE OR SIMILAR



9 FOAM SHUTTER





8 ROOF TILE
MIX COLOR PALETTE
EAGLE ROOFING TILE OR SIMILAR



7 METAL RAILING



6 VINYL WINDOW



5 PRECAST STONE BASE AND WALL CAP



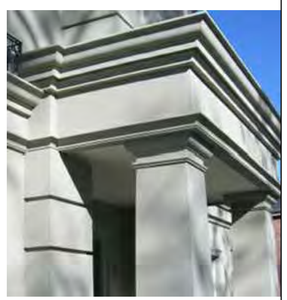
4 METAL GRILLE



3 CANVAS CANOPY



2 FOAM CEMENT MOLDING



1 FOAM TRIM PROFILES

803 BELMONT AVENUE BELMONT, CA 94002

MATERIAL BOARD

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

WITHEE MALCOLM ARCHITECTS, LLP
2251 West 190th Street Torrance, CA 90504
t. 310. 217. 8885
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5.1

LEGEND

1. LOBBY TERRACE OVERLOOK
2. ADA RAMP
3. BIKE RACK, TYP (2 SPACES TOTAL)
4. DECORATIVE VEHICULAR ENTRY GATE AND PEDESTRIAN GATE
5. BENCH SEATNG AND TABLES
6. BARBEQUE AND DINING AREA
7. INTIMATE READING LOUNGE GARDEN WITH FOCAL FEATURE
8. STORMWATER TREATMENT
9. ADA COMPLIANT AGE 5-12 PLAY STRUCTURE
10. ADA COMPLIANT AGE 2-5 PLAY ELEMENTS
11. SLIDE AND CLIMBING FEATURE
12. CAFE TABLES AND CHAIRS
13. STEPPER STONES
14. SITE WALL





LANDSCAPE CALCULATIONS

SITE AREA- 67,193 SF (100%)
OPEN SPACE- 34,069 SF
LANDSCAPE AREA- 23,050 (34%)
NUMBER OF NEW TREES- 60

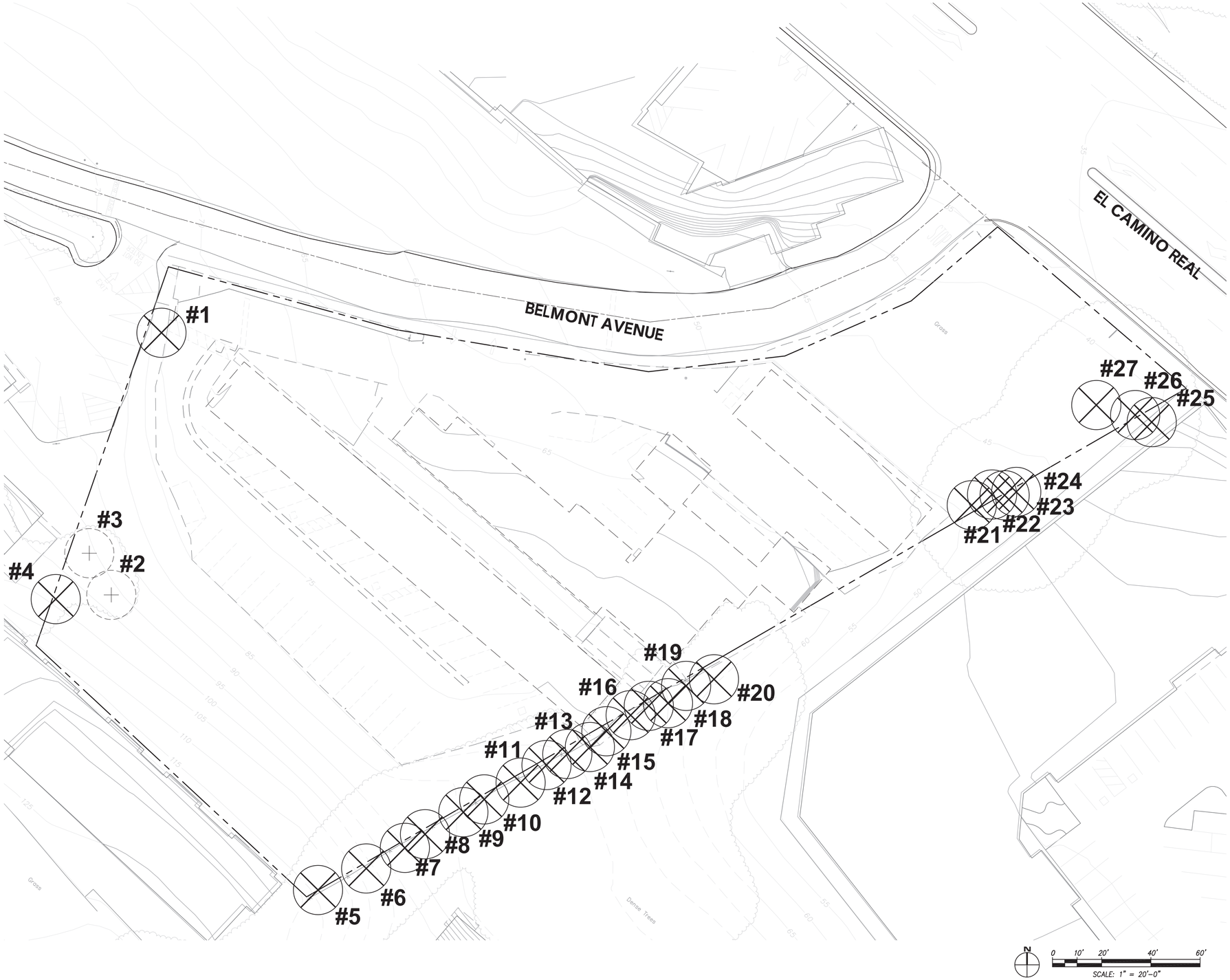
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

803 BELMONT AVE
BELMONT, CA

LANDSCAPE PLAN
March 31, 2021

JETT Landscape Architecture + Design

L-1



LEGEND

TREE TO BE REMOVED

EXISTING TREES TO REMAIN

NOTES

1. ALL EXISTING TREES ON NOT CLEAR OF CONSTRUCTION TO BE REMOVED.
2. DBH IS THE TRUNK DIAMETER MEASURED AT FOUR AND ONE-HALF FEET ABOVE THE GROUND PER CITY OF BELMONT.
3. SEE CIVIL PLANS FOR TREE ELEVATIONS.
4. INFORMATION PROVIDED IS BASED ON THE TREE INVENTORY PLAN BY JENNIFER TSO DATED 3/11/2020.
5. TREE NUMBERING PER ARBORIST REPORT DATED 3/11/2020.
6. PRIOR TO REMOVAL, THE OWNERSHIP OF ALL TREES ALONG THE SOUTHWEST PROPERTY LINE SHALL BE VERIFIED.
7. OWNER TO PROVIDE CITY WITH LETTER OF AGREEMENT, WITH ADJACENT PROPERTY OWNER FOR TREE REMOVALS.

TREE INVENTORY

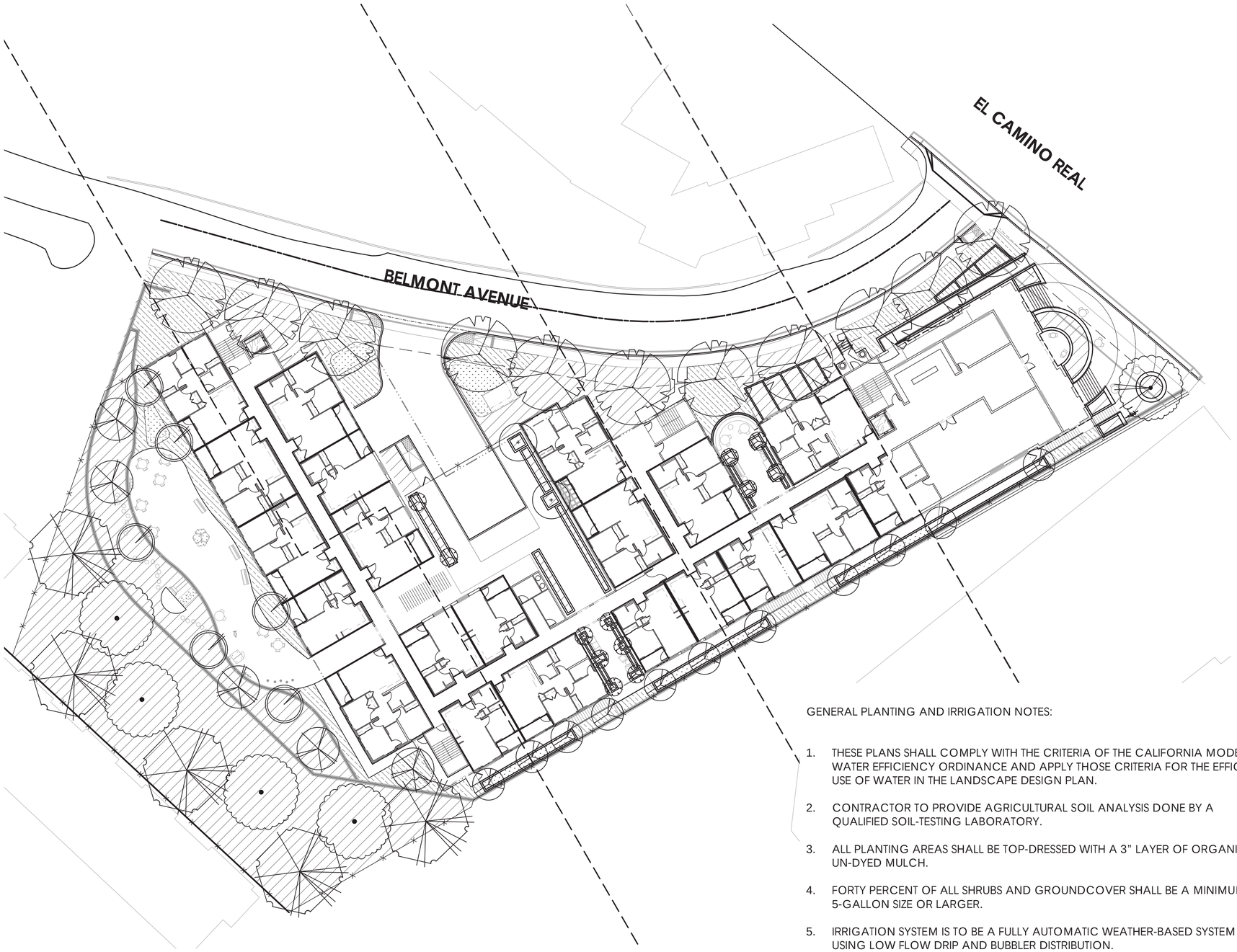
TREE NO.	BOTANICAL NAME	DBH	ACTION	PROTECTED
1	SEQUOIA SEMPERVIRENS	21, 18.5, 17	REMOVE	YES
2	QUERCUS AGRIFOLIA	13.5	NONE	YES
3	PRUNUS SP.	3, 4, 6	NONE	YES
4	ERIOBOTRYA JAPONICA	5.5	REMOVE	NO
5	EUCALYPTUS SP.	9, 8	REMOVE	YES
6	EUCALYPTUS SP.	12.5	REMOVE	YES
7	EUCALYPTUS SP.	9.5	REMOVE	NO
8	EUCALYPTUS SP.	9, 5, 9, 10	REMOVE	YES
9	EUCALYPTUS SP.	9.5, 9, 5, 8, 13, 9, 6	REMOVE	YES
10	EUCALYPTUS SP.	30	REMOVE	YES
11	EUCALYPTUS SP.	10.5	REMOVE	YES
12	EUCALYPTUS SP.	9.5, 9	REMOVE	YES
13	EUCALYPTUS SP.	8	REMOVE	YES
14	EUCALYPTUS SP.	15, 11, 4	REMOVE	YES
15	EUCALYPTUS SP.	10.5	REMOVE	YES
16	EUCALYPTUS SP.	8, 6, 18, 18, 10	REMOVE	YES
17	EUCALYPTUS SP.	16, 10, 7, 6	REMOVE	YES
18	EUCALYPTUS SP.	36, 12, 14	REMOVE	YES
19	EUCALYPTUS SP.	15.5, 17, 16, 6, 6	REMOVE	YES
20	EUCALYPTUS SP.	28, 26	REMOVE	YES
21	EUCALYPTUS SP.	10, 6	REMOVE	YES
22	EUCALYPTUS SP.	18, 24, 30	REMOVE	YES
23	EUCALYPTUS SP.	9, 7	REMOVE	YES
24	EUCALYPTUS SP.	22, 36	REMOVE	YES
25	EUCALYPTUS SP.	15	REMOVE	YES
26	EUCALYPTUS SP.	34	REMOVE	YES
27	EUCALYPTUS SP.	23.5, 28, 27, 15, 4, 6	REMOVE	YES

ROEM
1650 Lafayette Street
Santa Clara, CA 95050

803 BELMONT AVE
BELMONT, CA

TREE REMOVAL PLAN
March 31, 2021

JETT Landscape Architecture + Design



KEY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE	DROUGHT TOLERANCE	QTY
TREES								
T-1		ACER PALMATUM	JAPANESE MAPLE	24" BOX	PER PLAN	M	Y	1
T-2		ARBUTUS UNEDO 'MARINA'	STRAWBERRY TREE	24" BOX	PER PLAN	L	Y	4
T-3		CERCIS 'FOREST PANSY'	FOREST PANSY REDBUD	15 GAL	PER PLAN	M	Y	13
T-4		CORNUS SERICEA	EDDIE'S DOGWOOD	24" BOX	PER PLAN	M	Y	13
T-5		GINKGO BILOBA 'AUTUMN GOLD'	MAIDENHAIR TREE	24" BOX	PER PLAN	M	Y	11
T-6		LAGERSTROEMIA SPP.	CRAPE MYRTLE	24" BOX	PER PLAN	L	Y	7
T-7		KOELREUTERIA BIPINNATA	CHINESE FLAME TREE	24" BOX	PER PLAN	M	Y	5
T-8		PISTACHIA CHINENSIS	CHINESE PISTACHE	24" BOX	PER PLAN	L	Y	1
T-9		PLATANUS ACERIFOLIA 'COLUMBIA'	LONDON PLANE TREE	24" BOX	PER PLAN	M	Y	5
								TOTAL= 60

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WTR USE
LARGE SHRUBS					
	ARCTOSTAPHYLOS X 'SUNSET'	SUNSET MANZANITA	5 GAL	6'-0" OC	L
	PITTOSPORUM TOBIRA 'VARIEGATA'	VARIEGATED MOCK ORANGE	5 GAL	4'-0" OC	L
	RHAMNUS CALIFORNICA	COFFEEBERRY	5 GAL	7'-0" OC	L
	RIBES SANGUINEUM	FLOWERING CURRANT	5 GAL	5'-0" OC	L
MEDIUM SHRUBS, GRASSES, & PERENNIALS					
	ACACIA COGNATA 'COUSIN ITT'	LITTLE RIVER WATTLE	5 GAL	3'-0" OC	L
	AGAVE ATTENUATA	BLUE FOX TAIL AGAVE	5 GAL	3'-0" OC	L
	BUXUS 'GREEN MOUNTAIN'	GREEN MNTN BOXWOOD	5 GAL	3'-0" OC	M
	DIETES BICOLOR	FORTNIGHT LILY	1 GAL	3'-0" OC	L
	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	1 GAL	3'-0" OC	L
	LOROPETALUM 'SUZANNE'	FRINGE FLOWER	5 GAL	4'-0" OC	L
	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	4'-0" OC	L
	PHORMIUM HYBRID	NEW ZEALAND FLAX	5 GAL	3'-0" OC	L
	PITTOSPORUM 'WHEELERS DWARF'	VARIEGATED MOCK ORANGE	5 GAL	4'-0" OC	L
SMALL SHRUBS, GRASSES, & PERENNIALS					
	ANIGOZANTHOS SPP.	KANGAROO PAWS	5 GAL	2'-0" OC	L
	LIMONIUM PEREZII	SEA LAVENDER	1 GAL	3'-0" OC	L
	ORTHROSANTHUS MULTIFLORUS	MORNING FLAG	1 GAL	2'-0" OC	L
	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	1 GAL	3'-0" OC	M
	ASPIDISTRA ELATIOR	CAST IRON PLANT	1 GAL	2'-0" OC	L
	LIRIOPE 'SILVER DRAGON'	SILVERY LILYTURF	1 GAL	2'-0" OC	M
	PENSTEMON 'MARGARITA BOP'	BEARD TONGUE	1 GAL	2'-0" OC	L
VINES					
	BOUGAINVILLEA SPP.	BOUGAINVILLEA	1 GAL	PER PLAN	L
GROUNDCOVERS					
	ARCTOSTAPHYLOS UVA URSI 'GREEN SUPREME'	GREEN SUPREME MANZANITA	1 GAL	5'-0" OC	L
	CEANOTHUS G. 'ANCHOR BAY'	PT. REYES CEANOTHUS	1 GAL	5'-0" OC	L
	COPROSMA KIRKII 'VARIEGATA'	CREEPING MIRROR PLANT	1 GAL	4'-0" OC	L
	RIBES VIBURNIFOLIUM	CATALINA CURRANT	1 GAL	4'-0" OC	L
	SARCOCOCCA H. VAR HUMILIS	HIMILAYAN SWEET BOX	1 GAL	3'-0" OC	L
STORMWATER PLANTING MIX					
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL	2'-0" OC	L
	CHONDROPETALUM TECTORUM	CAPE RUSH	1 GAL	3'-0" OC	L
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL	2'-0" OC	L
	SYSRINCHIUM BELLUM	BLUE-EYED GRASS	1 GAL	3'-0" OC	L

GENERAL PLANTING AND IRRIGATION NOTES:

1. THESE PLANS SHALL COMPLY WITH THE CRITERIA OF THE CALIFORNIA MODEL WATER EFFICIENCY ORDINANCE AND APPLY THOSE CRITERIA FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.
2. CONTRACTOR TO PROVIDE AGRICULTURAL SOIL ANALYSIS DONE BY A QUALIFIED SOIL-TESTING LABORATORY.
3. ALL PLANTING AREAS SHALL BE TOP-DRESSED WITH A 3" LAYER OF ORGANIC, UN-DYED MULCH.
4. FORTY PERCENT OF ALL SHRUBS AND GROUNDCOVER SHALL BE A MINIMUM OF 5-GALLON SIZE OR LARGER.
5. IRRIGATION SYSTEM IS TO BE A FULLY AUTOMATIC WEATHER-BASED SYSTEM USING LOW FLOW DRIP AND BUBBLER DISTRIBUTION.
6. STREET TREES SHALL BE INSTALLED WITH ROOT BARRIERS TO PROTECT EXISTING UTILITY LINES.
7. PLANT PALETTE COMPRISED OF APPROPRIATE TREE, SHRUB, AND GROUND COVER SPECIES THAT ARE CALIFORNIA NATIVE OR ADAPTED, NON-INVASIVE (PER CAL-IPC), DROUGHT TOLERANT, AND DEER RESISTANT.
8. SHRUB AND GROUNDCOVER QUANTITIES TO BE PROVIDED ON FINAL PLANTING PLAN FOR BUILDING PERMIT.

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PLANTING PLAN
March 31, 2021

JETT Landscape Architecture + Design

L-3

TREES


ACER PALMATUM


CORNUS SERICEA


GINGKO BILOBA


ARBUTUS UNEDO ‘MARINA’


CERCIS ‘FOREST PANSY’


PLATANUS X ACERIFOLIA


KOELREUTERIA BIPINNATA


LAGERSTROEMIA SPP.


PISTACHIA CHINENSIS

LARGE SHRUBS


ARCTOSTAPHYLOS X ‘SUNSET’


PITTOSPORUM TOBIRA ‘VARIEGATA’


RHAMNUS CALIFORNICA


RIBES SANGUINEUM

MEDIUM SHRUBS


ACACIA COGNATA ‘COUSIN ITT;


AGAVE ATTENUATA


BUXUS ‘GREEN MOUNTAIN’


DIETES BICOLOR


LOMANDRA LONGIFOLIA ‘BREEZE’


LOROPETALUM ‘SUZANNE’

SMALL SHRUBS


MUHLENBERGIA RIGENS


PHORMIUM HYBRID


PITTOSPORUM ‘WHEELER’S DWARF’


ANIGOZANTHOS SPP.


ASPIDISTRA ELATIOR


LIMONIUM PEREZII


LIRIOPE ‘SILVER DRAGON’

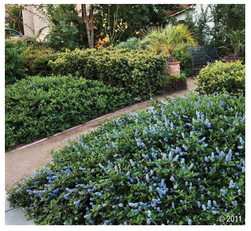

OTHROSANTHUS MULTIFLORUS


PENSTEMON ‘MARGARITA BOP’


POLYSTICUM MUNITUM

GROUNDCOVERS AND VINES


ARCTOSTAPHYLOS UVA URSI


CEANOTHUS ‘ANCHOR BAY’


COPROSMA KIRKII ‘VARIEGATA’


RIBES VIBURNIFOLIUM


SARCOCOCCA H. VAR HUMILIS


BOUGAINVILLEA SP.

STORMWATER


CAREX DIVULSA


CHONDROPETALUM TECTORUM


JUNCUS PATENS


SYSRINCHIUM BELLUM

NOTE:

1. ALL PLANTS ARE OF APPROPRIATE TREE, SHRUB, AND GROUND COVER SPECIES THAT ARE CALIFORNIA NATIVE OR ADAPTED, NON-INVASIVE (PER CAL-IPC), DROUGHT TOLERANT, AND DEER RESISTANT.

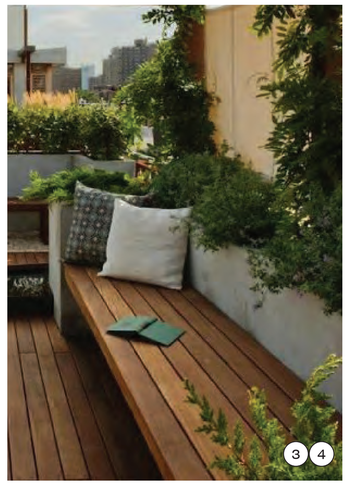
LEGEND

1. DECORATKIVE VEHICYLAR ENTRY GATE
2. BARBEQUE AND DINING
3. INTIMATE SEATING AREA
4. BENCH SEATING
5. STORMWATER TREATMENT
6. RAISED PLANTERS
7. ENTRY PLAZA WITH BICYCLE PARKING

NOTE:

1. REFER TO ARCHITECTURAL MATERIALS BOARD FOR WALL FINISHES.















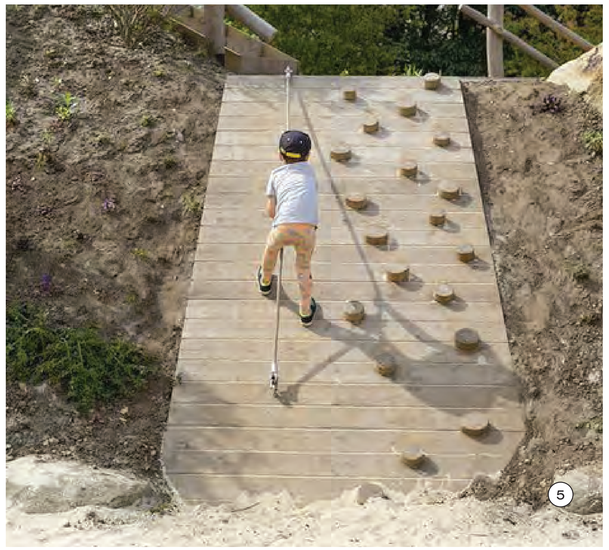


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COURTYARD LANDSCAPE PROGRAM
March 31, 2021

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LEGEND

1. 5-12 PLAY STRUCTURE + ADA COMPLIANT STRUCTURE
2. HILLSIDE SLIDE
3. ADA COMPLIANT AGE 2-5 PLAY ELEMENTS
4. NATURE-INSPIRED PLAY ELEMENTS
5. HILLSIDE CLIMBING FEATURE













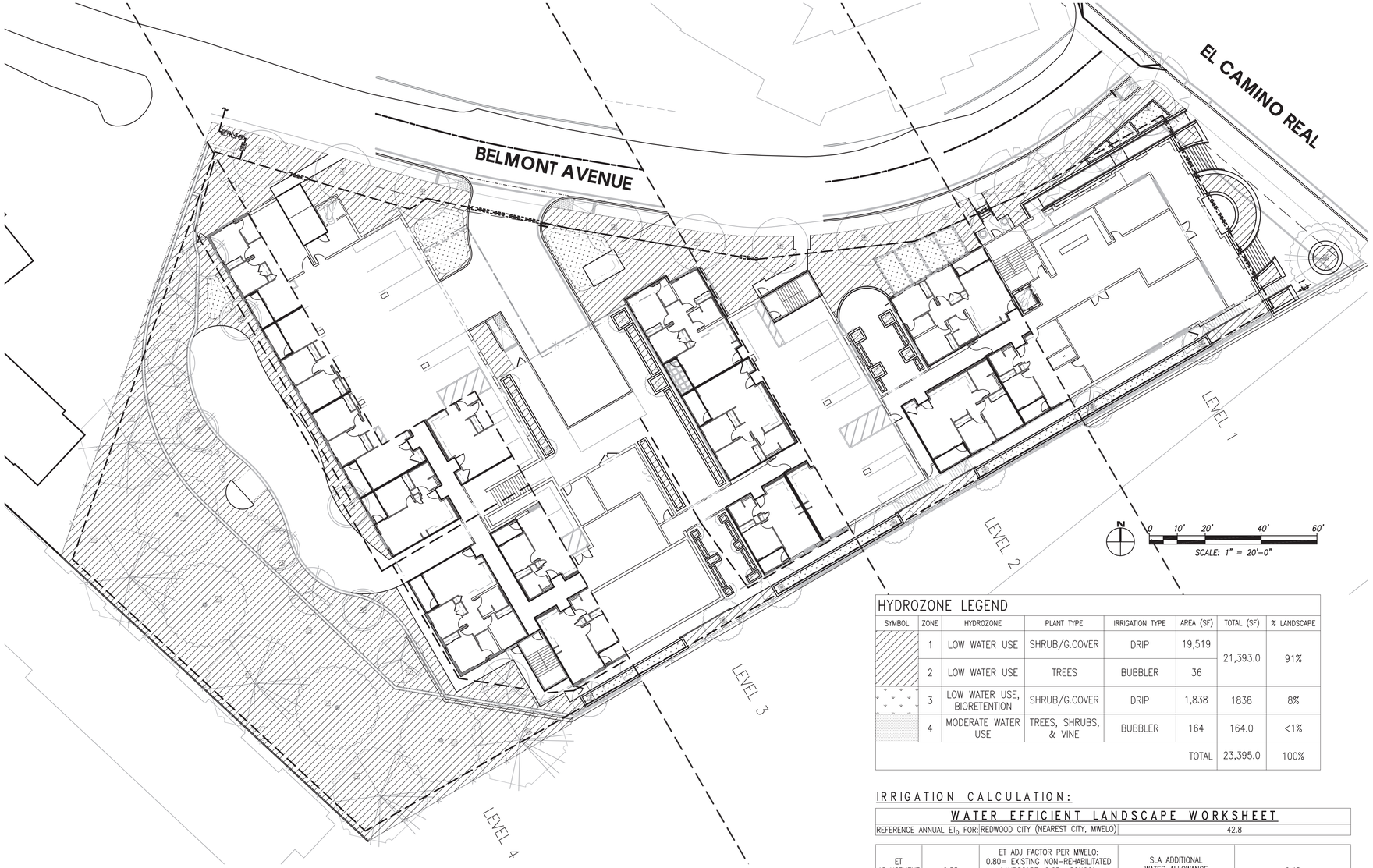


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REAR YARD LANDSCAPE PROGRAM
March 31, 2021

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IRRIGATION SCHEDULE

KEY		MODEL NUMBER	DETAIL
POINT OF CONNECTION & IRRIGATION CONTROLLER			
⊠		POINT OF CONNECTION	SCD & SEE MEP
BFP		BACKFLOW PREVENTER ASSEMBLY	SCD
C		EPA CERTIFIED SMART CONTROLLER	–
RS		WIRELESS RAIN & FREEZE SENSOR	–
VALVE			
	ALSO SEE PLANTING PLAN TO AVOID TREE LOCATION	ICV–XXXG SERIES, RCV	–
		LT–####–T LINE SIZE TYP (2" AND SMALLER)	–
PB		CARSON #1419 CHRISTY #N–9 (PAVING)	–
PR		*MODEL 500XLYSBR, PRESSURE REGULATOR WITH REDUCER, INSTALL ONLY WHEN PRESSURE ≥ 80 PSI	–
FS		HC–100–FLOW 1" FLOW SENSOR–METER	–
MV		2000 SERIES, 1–1/2"	
IRRIGATION LINES			
C	ALSO SEE MEP	COPPER K, LATERAL	SPD
K		COPPER K, MAINLINE	
		NON–PRESSURE LATERAL IRRIGATION PIPE IN PLANTING AREA. PVC: SCHEDULE 40	–
		PVC: CLASS 315 SCHEDULE 40	
		SLEEVE, PVC: CLASS 315	

HYDROZONE LEGEND

SYMBOL	ZONE	HYDROZONE	PLANT TYPE	IRRIGATION TYPE	AREA (SF)	TOTAL (SF)	% LANDSCAPE
	1	LOW WATER USE	SHRUB/G.COVER	DRIP	19,519	21,393.0	91%
	2	LOW WATER USE	TREES	BUBBLER	36		
	3	LOW WATER USE, BIORETENTION	SHRUB/G.COVER	DRIP	1,838	1838	8%
	4	MODERATE WATER USE	TREES, SHRUBS, & VINE	BUBBLER	164	164.0	<1%
					TOTAL	23,395.0	100%

IRRIGATION SCHEDULE

REDWOOD, MONTHLY ET_0						1.5	1.8	2.9	3.8	5.2	5.3	6.2	5.6	4.8	3.1	1.7	1.0	
ALLOWABLE MONTHLY RAINFALL						0	0	0	0	0	0	0	0	0	0	0	0	
STATION/ HYDROZONE	AREA (SF)	PLANT FACTOR	DIST. UNIFORM. (DU)	CONVER. FACTOR (1/DU)	AREA X CONVER. FACTOR	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	ANNU TOTAL (GAL)	ANNU TOTAL (CU FT)
1	20357	0.3	0.9	1.11	12621.34	6310.7	7572.8	12200.6	15987.0	21877.0	22297.7	26084.1	23559.8	20194.1	13042.1	7152.1	4207.1	180485.2	24127.4
2	36	0.3	0.7	1.43	22.32	14.3	17.2	27.7	36.3	49.7	50.7	59.3	53.6	45.9	29.7	16.3	9.6	410.4	54.9
3	1001	0.3	0.9	1.11	620.62	310.3	372.4	599.9	786.1	1075.7	1096.4	1282.6	1158.5	993.0	641.3	351.7	206.9	8874.9	1186.4
4	164	0.6	0.7	1.43	101.68	130.7	156.9	252.7	331.2	453.2	461.9	540.4	488.1	418.3	270.2	148.2	87.2	3738.9	499.8
–	0	0	0	10.00	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MONTHLY TOTAL (GAL)						6766.1	8119.3	13081.0	17140.7	23455.7	23906.7	27966.4	25260.0	21651.4	13983.2	7668.2	4510.7	193,509.3	
MONTHLY TOTAL (CU FT)						904.5	1085.4	1748.7	2291.4	3135.6	3195.9	3738.6	3376.8	2894.4	1869.3	1025.1	603.0		25,868.5
RUN TIME (MINUTE/CYCLE)						3.0	4.5	6.0	7.0	7.0	7.5	8.0	7.0	7.5	6.0	4.0	4.0		
CYCLE / WATERING DAY						2	2	3	3	4	4	4	4	3	3	2	1		
CYCLE / WEEK						(2) AS NEEDED	2	2	2	3	3	3	3	2	2	2	(2) AS NEEDED		
THE FOLLOWING FORMULA IS USED TO CALCULATE THE LANDSCAPE WATER REQUIREMENT (LWR) FOR EACH HYDROZONE. EPA WATER SENSE, WATER BUDGET TOOL						$LWR = 1/DU \times [(ET_0 \times K_L) - R] \times A \times C_U$													

IRRIGATION CALCULATION:

WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE ANNUAL ET_0 FOR:	REDWOOD CITY (NEAREST CITY, MWELO)	42.8			
ET ADJUSTMENT FACTOR	0.55	ET ADJ FACTOR PER MWELO: 0.80= EXISTING NON–REHABILITATED LANDSCAPE, 0.65= SCHOOL 0.55= RESIDENTIAL, 0.45= NON–RESIDENTIAL	SLA ADDITIONAL WATER ALLOWANCE (1.0–ETAF)	0.45	

HYDROZONE	WUCOLS IV PLANT FACTOR (PF)	IRR METHOD DRIP:0.81 ROTOR:0.75 BUBB:0.81 SPRAY:0.75	IRRIGATION EFFICIENCY (IE)	$ETAF_Z$ (PF/IE)	LANDSCAPE AREA (SQ FT)	$ETAF_Z$ X AREA	ESTIMATED TOTAL WATER USE (ETWU)
1	0.3	D	0.81	0.37	19,519	7,23	191.84
2	0.3	B	0.81	0.37	36	13.33	353.81
3	0.3	D	0.81	0.37	1,838	0.68	18.06
4	0.6	B	0.81	0.74	164	121.48	3223.63
–	0.0	–	0.00	0.00	0	0.00	0.00
				TOTAL	221.36	142.72	3,787.35
SPECIAL LANDSCAPE AREAS							
--				1	0	0.00	0.00
				TOTAL	0	0.00	0.00
TOTAL LANDSCAPE AREA (LA + SLA)					221.36		

TOTAL ETWU	TOTAL ETWU ALL AREAS (SLA AND REGULAR LA)	TOTAL ETWU	3,787.35
MAWA	(ANNUAL ETO)(0.62 CONVERSION FACTOR) [(ET ADJUSTMENT FACTOR)(TOTAL LANDSCAPE AREA) + (1–ETAF)*SLA))]	MAWA	3,230.66

ETAF CALCULATION		
AVERAGE ETAF	SUM($ETAF_Z$ X AREA) / TOTAL AREA (AVERAGE ETAF AS DESIGNED, EXCLUSIVE OF SLA_S)	0.64
SITEWIDE ETAF	TOTAL ETAF X AREA / TOTAL LANDSCAPE AREA (INCLUDES SLA_S)	0.64

IRRIGATION DESIGN INTENT

1. THIS PLAN SHALL COMPLY WITH THE REQUIREMENTS OF THE STATE OF CALIFORNIA'S MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO), CITY OF BELMONT, MID–PENINSULA WATER DISTRICT (MPWD), AND THE STATE WATER ORDINANCE.
2. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE THE MINIMUM AMOUNT OF WATER NECESSARY TO SUSTAIN GOOD PLANT HEALTH.
3. THE IRRIGATION SYSTEM IS TO BE A FULLY AUTOMATIC, WEATHER–BASED SYSTEM USING RAIN SENSOR, LOW FLOW DRIP, BUBBLER DISTRIBUTION, AND ROTOR IN STORMWATER TREATMENT PLANTING AREAS, LAWN AREA, AND LARGE SLOPE PLANTING AREA WITH MATCHED PRECIPITATION RATE NOZZLES DESIGNED FOR HEAD–TO–HEAD COVERAGE.
4. ALL SELECTED COMPONENTS SHALL BE PERMANENT, COMMERCIAL GRADE, SELECTED FOR DURABILITY, VANDAL RESISTANCE AND MINIMUM MAINTENANCE REQUIREMENT, INSTALLED BELOW–GRADE, AND DESIGNED FOR 100% COVERAGE.
5. THE SYSTEM SHALL INCLUDE A MASTER CONTROL VALVE AND FLOW SENSING CAPABILITY WHICH WILL SHUT DOWN ALL OR PART OF THE SYSTEM IF LEAKS ARE DETECTED.
6. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO DELIVER WATER TO HYDROZONES BASED ON MOISTURE REQUIREMENTS OF THE PLANT GROUPING.
7. IRRIGATION DRAWINGS ARE DIAGRAMMATIC, IRRIGATION COMPONENTS TO BE INSTALLED WITHIN PLANTING AREA WHEN POSSIBLE, INSTALL WITH CONCRETE BOX WITHIN PAVING, TURF BLOCK, DG, OR GRAVEL AREA.
8. POINT OF CONNECTION (P.O.C.) AFTER BACKFLOW PREVENTER FOR IRRIGATION, SCD. IRRIGATION DEMAND: **18 GPM** AT **65 PSI** STATIC PRESSURE AFTER BACKFLOW ASSEMBLY. CONTRACTOR TO FIELD VERIFY WATER PRESSURE & FLOW BEFORE ANY NEW WORK IS STARTED AND NOTIFY THE LANDSCAPE ARCHITECT IF THE PRESSURE IS DIFFERENT THAN NOTED.

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IRRIGATION PLAN
March 31, 2021

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LUMINAIRE SCHEDULE

TYPE	MTG.	#	LAMP CODE WATT/LUMENS COLOR	LUMINAIRE DESCRIPTION	MANUFACTURER & CATALOG NUMBER	INPUT WATTS, VOLTS	REF. SYMBOLS
A4	WALL	1	15W LED 3000K	EXTERIOR WALL MTD AREA LIGHT– LED TYPE 4 DIST.	HUBBELL LIGHTING TRP1–12L15–3K7–4 TYPE 4	15W VOLTS	
A3	WALL	1	15W LED 3000K	EXTERIOR WALL MTD AREA LIGHT– LED TYPE 3 DIST.	HUBBELL LIGHTING TRP1–12L15–3K7–3 TYPE 3	15W VOLTS	
A2	WALL	1	15W LED 3000K	EXTERIOR WALL MTD AREA LIGHT– LED TYPE 2 DIST.	HUBBELL LIGHTING TRP1–12L15–3K7–2 TYPE 2	15W VOLTS	
B	STEP	1	6W LED 3000K	RECESSED EXTERIOR STEP LIGHT	WE–EF 615–1321	6W VOLTS	
C	WALL	1	19W LED 3000K	EXTERIOR WALL MTD LED LIGHT	INDESSA LIGHTING 501–LED	19W VOLTS	
D5	POLE	1	25W LED 3000K	EXTERIOR DECORATIVE LED POST TOP LTG TYPE 5 DIST.	KIM LIGHTING UR–24L–25–3K7–5QM TYPE 5	25W VOLTS	
D4	POLE	1	25W LED 3000K	EXTERIOR DECORATIVE LED POST TOP LTG TYPE 4 DIST.	KIM LIGHTING UR–24L–25–3K7–4–BC TYPE 4	25W VOLTS	

NEDC
NEDC, INC.
ELECTRICAL DESIGN CONSULTANTS
AN ENGINEERING CORPORATION
3103 FALCON STREET, SUITE J
SAN DIEGO, CALIFORNIA 92103
(619) 278-0070 FAX (619) 278-0078
NEDINC@PACBELL.NET

PLOT DATE 04/06/20

803 BELMONT AVENUE BELMONT, CA 94002

ELECTRICAL SITE PLAN

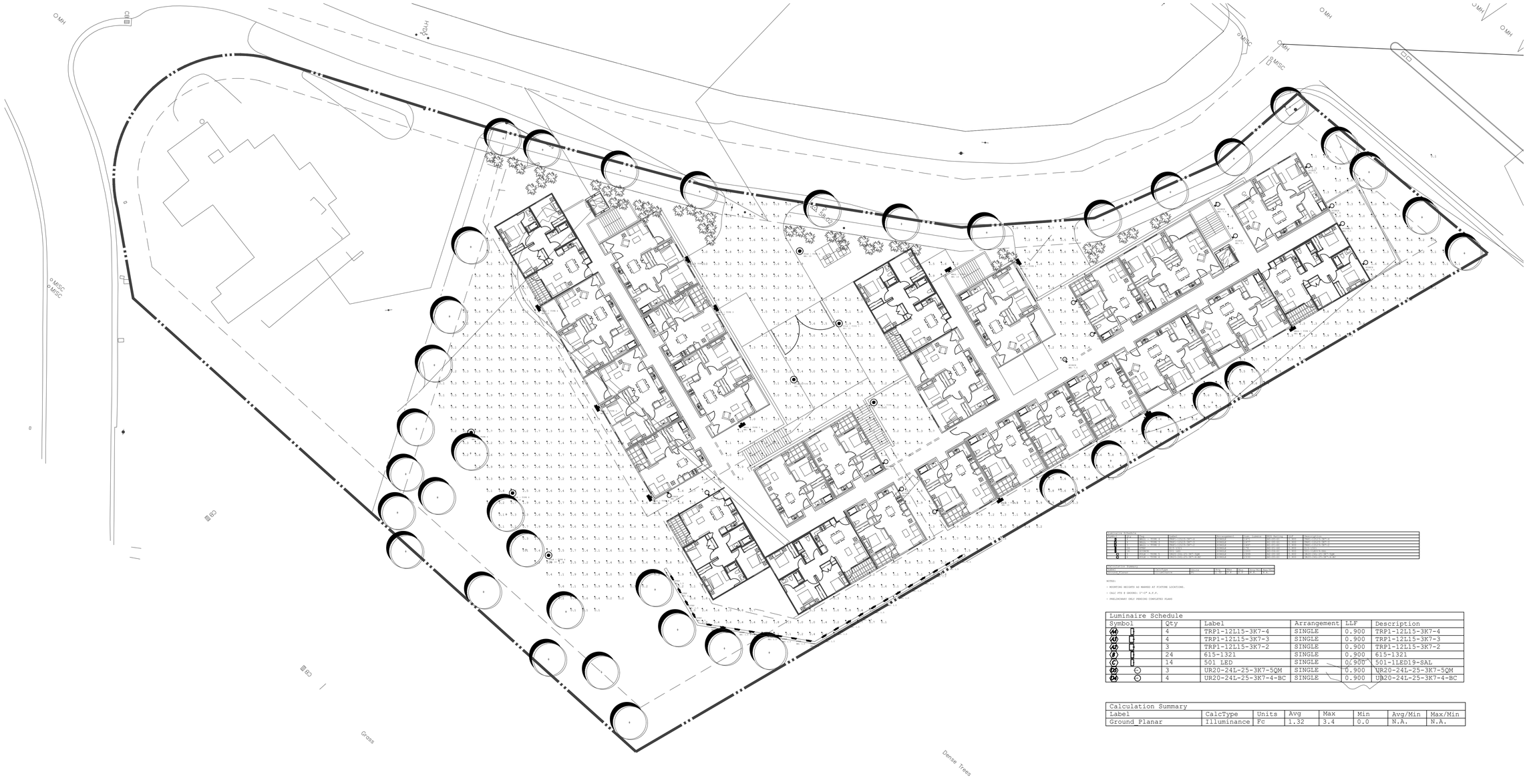
APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1" = 20'-0"
0 20 40 60 80

WITHEE MALCOLM ARCHITECTS, LLP
2251 West 190th Street Torrance, CA 90504
t. 310. 217. 8885
f. 310. 217. 0425

JOB. B9055 March 10, 2020
PRINTED: April 06, 2020

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Luminaire Schedule					
Symbol	Qty	Label	Arrangement	LLF	Description
M4	4	TRP1-12L15-3K7-4	SINGLE	0.900	TRP1-12L15-3K7-4
M3	4	TRP1-12L15-3K7-3	SINGLE	0.900	TRP1-12L15-3K7-3
M2	3	TRP1-12L15-3K7-2	SINGLE	0.900	TRP1-12L15-3K7-2
B	24	615-1321	SINGLE	0.900	615-1321
C	14	501 LED	SINGLE	0.900	501-11LED19-SAL
D2	3	UR20-24L-25-3K7-5QM	SINGLE	0.900	UR20-24L-25-3K7-5QM
D4	4	UR20-24L-25-3K7-4-BC	SINGLE	0.900	UR20-24L-25-3K7-4-BC

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Ground_Planar	Illuminance	Fc	1.32	3.4	0.0	N.A.	N.A.

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PLOT DATE 04/06/20

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ELECTRICAL PHOTOMETRIC PLAN

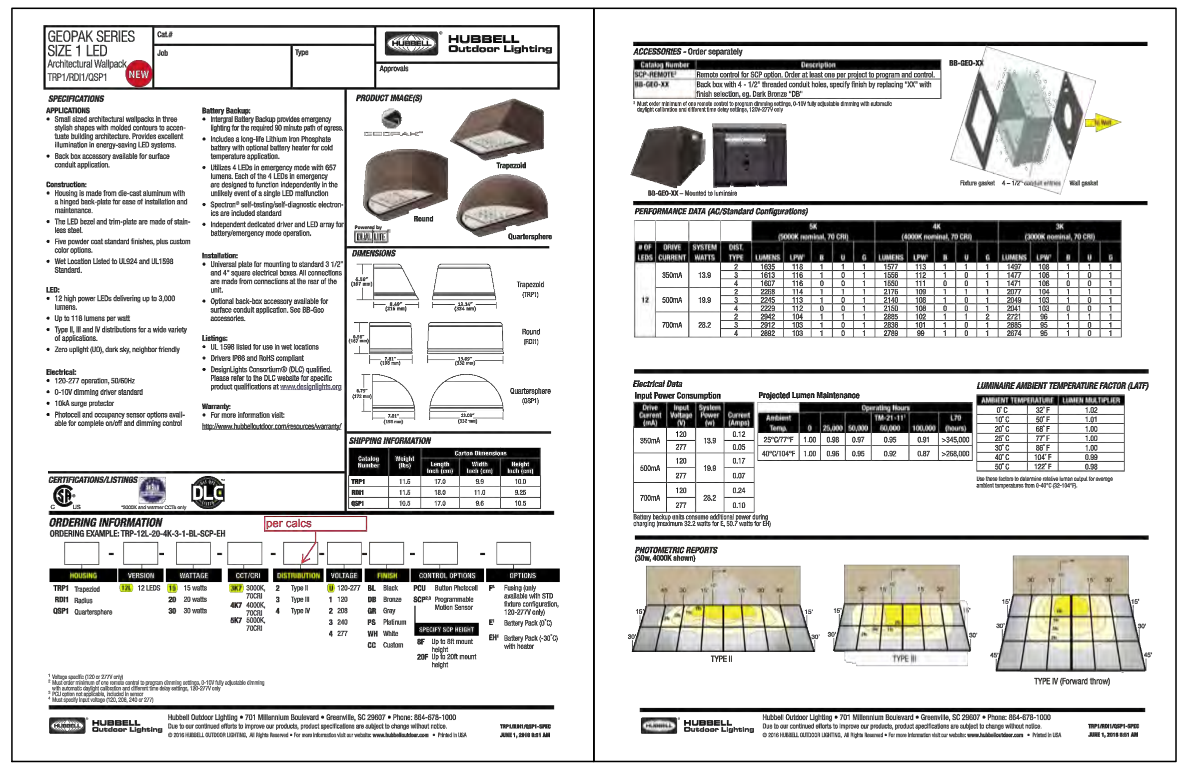
APPLICANT / OWNER
ROEM
1650 Lafayette Street
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scale: 1" = 20'-0"
0 20 40 60 80

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JOB. B9055 March 10, 2020
PRINTED: April 06, 2020

E1.0PH



GEOPAK SERIES
SIZE 1 LED
Architectural Wallpack NEW
TRP1/RDI1/QSP1

Cat.# | Job | Type | Approvals

HUBBELL Outdoor Lighting

SPECIFICATIONS

APPLICATIONS
- Small sized architectural wallpacks in three stylish shapes with molded contours to accentuate building architecture. Provides excellent illumination in energy-saving LED systems.
- Back box accessory available for surface conduit application.

Construction:
- Housing is made from die-cast aluminum with a hinged back-plate for ease of installation and maintenance.
- The LED bezel and trim-plate are made of stainless steel.
- Five powder coat standard finishes, plus custom color options.
- Wet Location Listed to UL924 and UL1598 Standard.

LED:
- 12 high power LEDs delivering up to 3,000 lumens.
- Up to 118 lumens per watt
- Type II, III and IV distributions for a wide variety of applications.
- Zero uplight (U0), dark sky, neighbor friendly

Electrical:
- 120-277 operation, 50/60Hz
- 0-10V dimming driver standard
- 10kA surge protector
- Photocell and occupancy sensor options available for complete on/off and dimming control

Battery Backup:
- Intergral Battery Backup provides emergency lighting for the required 90 minute path of egress.
- Includes a long-life Lithium Iron Phosphate battery with optional battery heater for cold temperature application.
- Utilizes 4 LEDs in emergency mode with 657 lumens. Each of the 4 LEDs in emergency are designed to function independently in the unlikely event of a single LED malfunction
- Spectron® self-testing/self-diagnostic electronics are included standard
- Independent dedicated driver and LED array for battery/emergency mode operation.

Installation:
- Universal plate for mounting to standard 3 1/2" and 4" square electrical boxes. All connections are made from connections at the rear of the unit.
- Optional back-box accessory available for surface conduit application. See BB-Geo accessories.

Listings:
- UL 1598 listed for use in wet locations
- Drivers IP66 and RoHS compliant
- DesignLights Consortium® (DLC) qualified. Please refer to the DLC website for specific product qualifications at www.designlights.org

Warranty:
- For more information visit: http://www.hubbelloutdoor.com/resources/warranty/

PRODUCT IMAGE(S)

Trapezoid | Round | Quartersphere

DIMENSIONS

Trapezoid (TRP1) | Round (RDI1) | Quartersphere (QSP1)

SHIPPING INFORMATION

Catalog Number	Weight (lbs)	Length inch (cm)	Width inch (cm)	Height inch (cm)
TRP1	11.5	17.0	9.9	10.0
RDI1	11.5	18.0	11.0	9.25
QSP1	10.5	17.0	9.6	10.5

CERTIFICATIONS/LISTINGS

ORDERING INFORMATION
ORDERING EXAMPLE: TRP-12L-20-4K-3-1-BL-SCP-EH

per calcs

HOUSING	VERSION	WATTAGE	CCT/CRI	DISTRIBUTION	VOLTAGE	FINISH	CONTROL OPTIONS	OPTIONS
TRP1 Trapezoid RDI1 Radius QSP1 Quartersphere	12L 12 LEDS	15 15 watts 20 20 watts 30 30 watts	3K7 3000K, 70CRI 4K7 4000K, 70CRI 5K7 5000K, 70CRI	2 Type II 3 Type III 4 Type IV	U 120-277 1 120 2 208 3 240 4 277	BL Black DB Bronze GR Gray PS Platinum WH White CC Custom	PCU Button Photocell SCP Programmable Motion Sensor SPECIFY SCP HEIGHT 8F Up to 8ft mount height 20F Up to 20ft mount height	F Fusing (only available with STD fixture configuration, 120-277V only) E Battery Pack (0°C) EH Battery Pack (-30°C) with heater

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

ACCESSORIES - Order separately

Catalog Number	Description
SCP-REMOTE	Remote control for SCP option. Order at least one per project to program and control.
BB-GEO-XX	Back box with 4 - 1/2" threaded conduit holes, specify finish by replacing "XX" with finish selection, eg. Dark Bronze "DB"

BB-GEO-XX – Mounted to luminaire

Fixture gasket | 4 – 1/2" conduit entries | Wall gasket

PERFORMANCE DATA (AC/Standard Configurations)

Electrical Data

Input Power Consumption

Drive Current (mA)	Input Voltage (V)	System Power (w)	Current (Amps)
350mA	120	13.9	0.12
	277		0.05
500mA	120	19.9	0.17
	277		0.07
700mA	120	28.2	0.24
	277		0.10

Projected Lumen Maintenance

Ambient Temp.	0	25,000	50,000	60,000	100,000	L70 (hours)
25°C/77°F	1.00	0.98	0.97	0.95	0.91	>345,000
40°C/104°F	1.00	0.96	0.95	0.92	0.87	>268,000

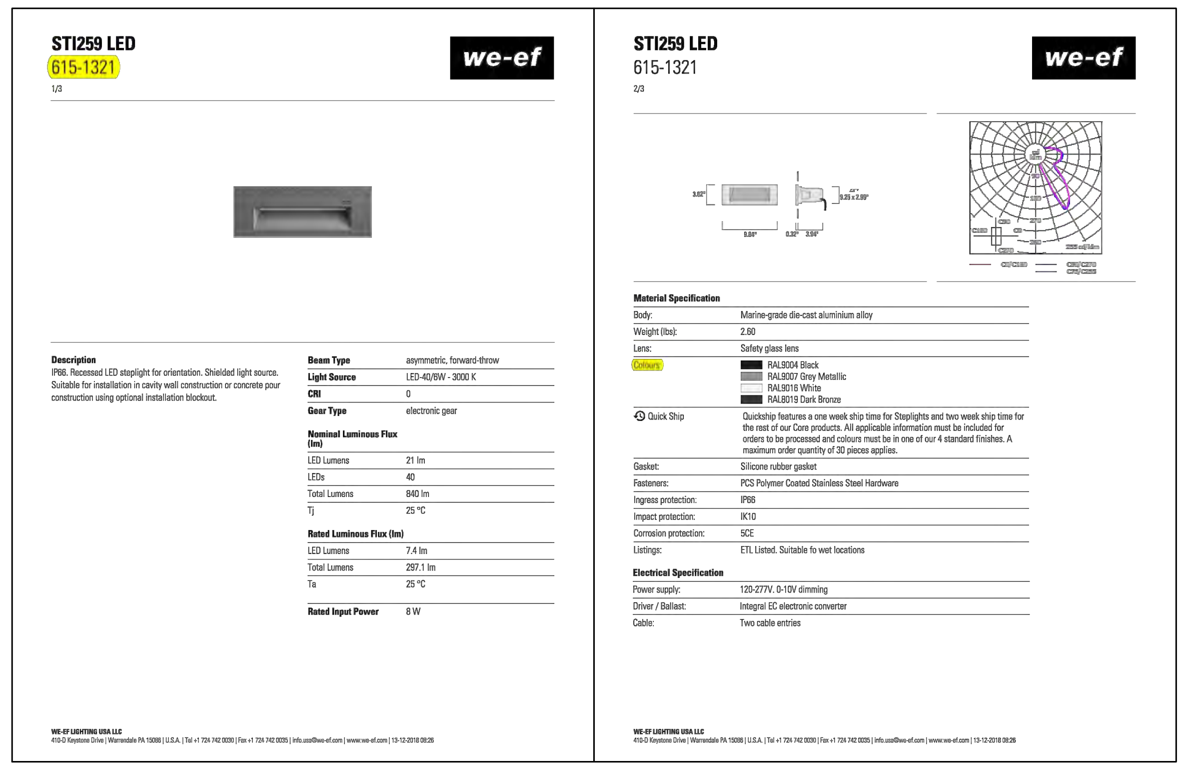
LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99
50°C	122°F	0.98

PHOTOMETRIC REPORTS (30w, 4000K shown)

TYPE II | TYPE III | TYPE IV (Forward throw)

TYPE A2 A3 A4



STI259 LED
615-1321
1/3

we-ef

Description
IP66. Recessed LED steplight for orientation. Shielded light source. Suitable for installation in cavity wall construction or concrete pour construction using optional installation blockout.

Beam Type	asymmetric, forward-throw
Light Source	LED-40/8W - 3000 K
CRI	0
Gear Type	electronic gear
Nominal Luminous Flux (lm)	
LED Lumens	21 lm
LEDs	40
Total Lumens	840 lm
Tj	25 °C
Rated Luminous Flux (lm)	
LED Lumens	7.4 lm
Total Lumens	297.1 lm
Ta	25 °C
Rated Input Power	8 W

STI259 LED
615-1321
2/3

Material Specification

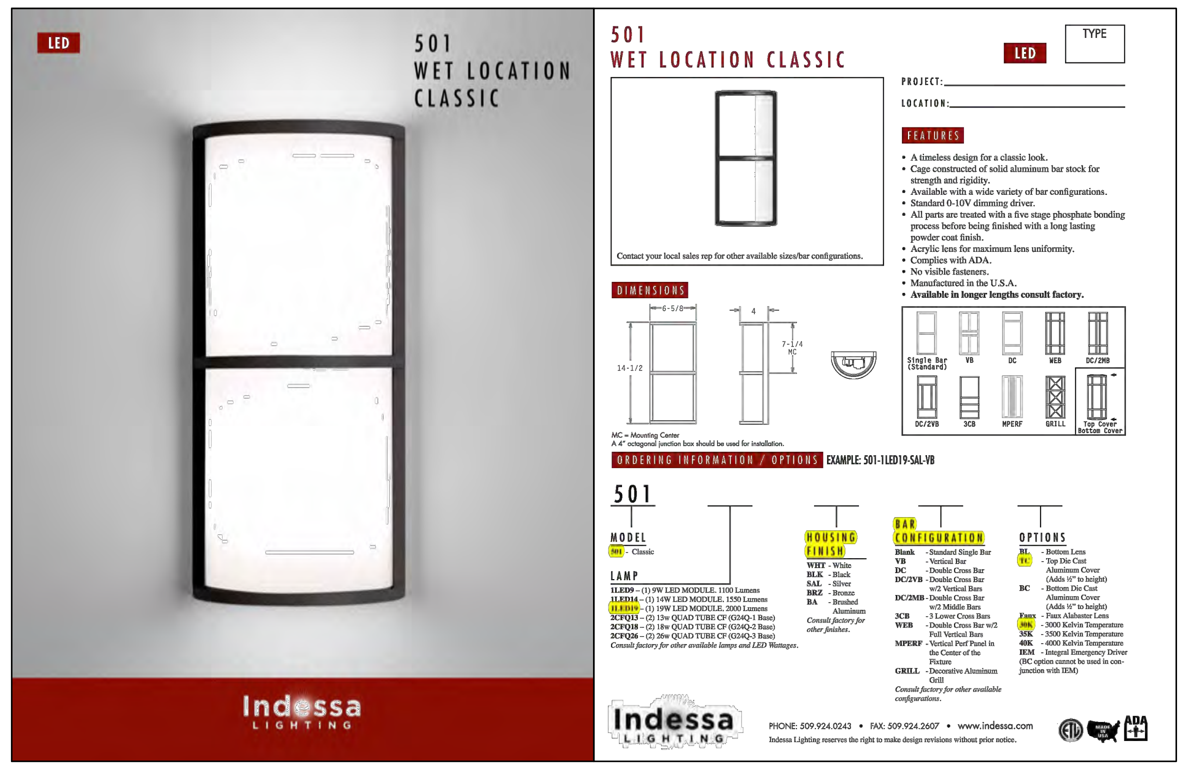
Body:	Marine-grade die-cast aluminium alloy
Weight (lbs):	2.60
Lens:	Safety glass lens
Colours	RAL9004 Black RAL9007 Grey Metallic RAL9016 White RAL8019 Dark Bronze
Quick Ship	Quickship features a one week ship time for Steplights and two week ship time for the rest of our Core products. All applicable information must be included for orders to be processed and colours must be in one of our 4 standard finishes. A maximum order quantity of 30 pieces applies.
Gasket:	Silicone rubber gasket
Fasteners:	PCS Polymer Coated Stainless Steel Hardware
Ingress protection:	IP66
Impact protection:	IK10
Corrosion protection:	5CE
Listings:	ETL Listed. Suitable fo wet locations

Electrical Specification

Power supply:	120-277V. 0-10V dimming
Driver / Ballast:	Integral EC electronic converter
Cable:	Two cable entries

WE-EF LIGHTING USA LLC
410-D Keystone Drive | Warrendale PA 15086 | U.S.A. | Tel +1 724 742 0030 | Fax +1 724 742 0035 | info.usa@we-ef.com | www.we-ef.com | 13-12-2018 08:26

TYPE B



LED

501
WET LOCATION
CLASSIC

Indessa LIGHTING

501
WET LOCATION CLASSIC

LED | TYPE

PROJECT:
LOCATION:

Contact your local sales rep for other available sizes/bar configurations.

FEATURES
- A timeless design for a classic look.
- Cage constructed of solid aluminum bar stock for strength and rigidity.
- Available with a wide variety of bar configurations.
- Standard 0-10V dimming driver.
- All parts are treated with a five stage phosphate bonding process before being finished with a long lasting powder coat finish.
- Acrylic lens for maximum lens uniformity.
- Complies with ADA.
- No visible fasteners.
- Manufactured in the U.S.A.
- **Available in longer lengths consult factory.**

Single Bar (Standard) | VB | DC | WEB | DC/2MB | DC/2VB | 3CB | MPERF | GRILL | Top Cover Bottom Cover

DIMENSIONS

6-5/8 | 4 | 7-1/4 MC | 14-1/2

MC = Mounting Center
A 4" octagonal junction box should be used for installation.

ORDERING INFORMATION / OPTIONS EXAMPLE: 501-1LED19-SAL-VB

501

MODEL
501 - Classic

LAMP
1LED9 – (1) 9W LED MODULE. 1100 Lumens
1LED14 – (1) 14W LED MODULE. 1550 Lumens
1LED19 – (1) 19W LED MODULE. 2000 Lumens
2CFQ13 – (2) 13w QUAD TUBE CF (G24Q-1 Base)
2CFQ18 – (2) 18w QUAD TUBE CF (G24Q-2 Base)
2CFQ26 – (2) 26w QUAD TUBE CF (G24Q-3 Base)
Consult factory for other available lamps and LED Wattages.

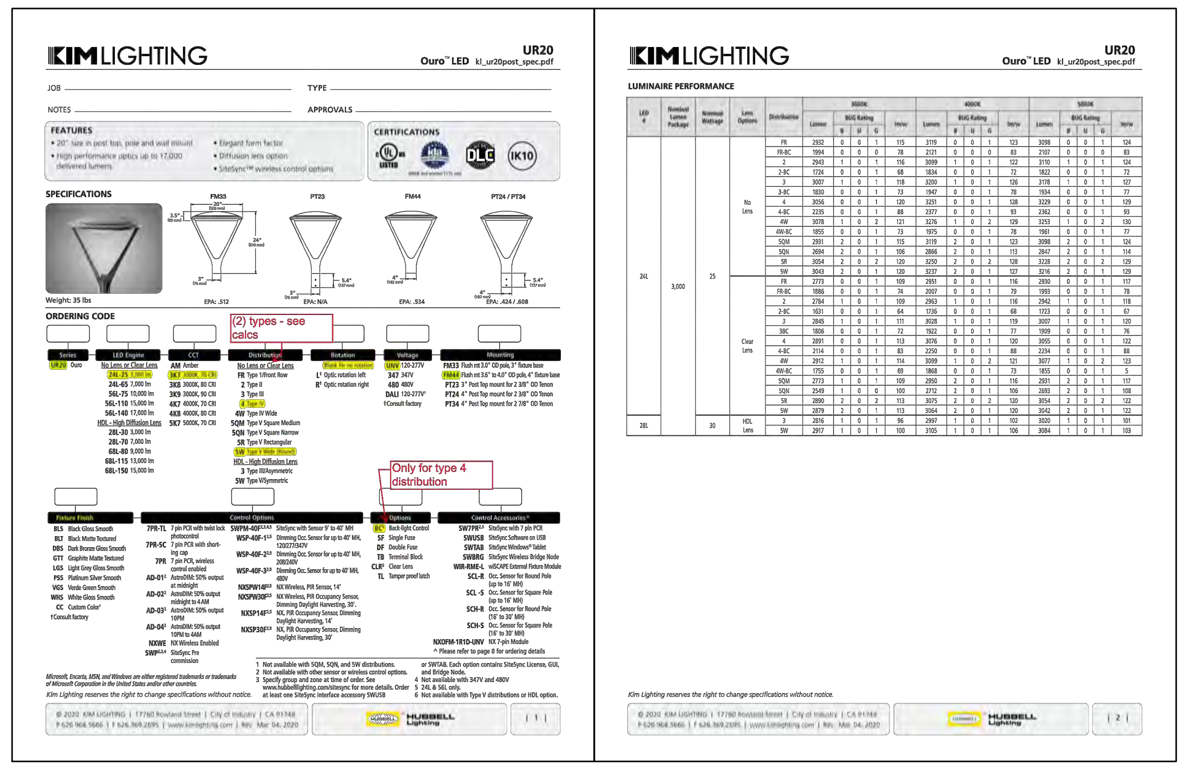
HOUSING FINISH
WHT - White
BLK - Black
SAL - Silver
BRZ - Bronze
BA - Brushed Aluminum
Consult factory for other finishes.

BAR CONFIGURATION
Blank - Standard Single Bar
VB - Vertical Bar
DC - Double Cross Bar
DC/2VB - Double Cross Bar w/2 Vertical Bars
DC/2MB - Double Cross Bar w/2 Middle Bars
3CB - 3 Lower Cross Bars
WEB - Double Cross Bar w/2 Full Vertical Bars
MPERF - Vertical Perf Panel in the Center of the Fixture
GRILL - Decorative Aluminum Grill
Consult factory for other available configurations.

OPTIONS
BL - Bottom Lens
TC - Top Die Cast Aluminum Cover (Adds ½" to height)
BC - Bottom Die Cast Aluminum Cover (Adds ½" to height)
Faux - Faux Alabaster Lens
30K - 3000 Kelvin Temperature
35K - 3500 Kelvin Temperature
40K - 4000 Kelvin Temperature
IEM - Integral Emergency Driver (BC option cannot be used in conjunction with IEM)

Indessa LIGHTING
PHONE: 509.924.0243 • FAX: 509.924.2607 • www.indessa.com
Indessa Lighting reserves the right to make design revisions without prior notice.

TYPE C



KIM LIGHTING
UR20
Ouro™ LED kl_ur20post_spec.pdf

JOB | TYPE
NOTES | APPROVALS

FEATURES
- 20" size in post top, pole and wall mount
- High performance optics up to 17,000 delivered lumens
- Elegant form factor
- Diffusion lens option
- SiteSync™ wireless control options

CERTIFICATIONS

SPECIFICATIONS

FM33 | PT23 | FM44 | PT24 / PT34

Weight: 35 lbs

EPA: .512 | EPA: N/A | EPA: .534 | EPA: .424 / .608

ORDERING CODE

(2) types - see calcs

Series	LED Engine	CCT	Distribution	Rotation	Voltage	Mounting
UR20 Ouro	No Lens or Clear Lens 24L-25 3,000 lm 24L-65 7,000 lm 56L-75 10,000 lm 56L-110 15,000 lm 56L-140 17,000 lm HDL - High Diffusion Lens 28L-30 3,000 lm 28L-70 7,000 lm 68L-80 9,000 lm 68L-115 13,000 lm 68L-150 15,000 lm	AM Amber 3K7 3000K, 70 CRI 3K8 3000K, 80 CRI 3K9 3000K, 90 CRI 4K7 4000K, 70 CRI 4K8 4000K, 80 CRI 5K7 5000K, 70 CRI	No Lens or Clear Lens FR Type I/Front Row 2 Type II 3 Type III 4 Type IV 4W Type IV Wide 5QM Type V Square Medium 5QN Type V Square Narrow 5R Type V Rectangular 5W Type V Wide (Round) HDL - High Diffusion Lens 3 Type III/Asymmetric 5W Type V/Symmetric	Blank for no rotation L Optic rotation left R Optic rotation right	UNV 120-277V 347 347V 480 480V DALI 120-277V †Consult factory	FM33 Flush mt 3.0" OD pole, 3" fixture base FM44 Flush mt 3.6" to 4.0" OD pole, 4" fixture base PT23 3" Post Top mount for 2 3/8" OD Tenon PT24 4" Post Top mount for 2 3/8" OD Tenon PT34 4" Post Top mount for 2 7/8" OD Tenon

Only for type 4 distribution

Fixture Finish	Control Options	Options	Control Accessories
BLS Black Gloss Smooth BLT Black Matte Textured DBS Dark Bronze Gloss Smooth GTT Graphite Matte Textured LGS Light Grey Gloss Smooth PSS Platinum Silver Smooth VGS Verde Green Smooth WHS White Gloss Smooth CC Custom Color †Consult factory	7PR-TL 7 pin PCR with twist lock photocontrol 7PR-SC 7 pin PCR with shorting cap 7PR 7 pin PCR, wireless control enabled AD-01 AstroDIM: 50% output at midnight AD-02 AstroDIM: 50% output midnight to 4AM AD-03 AstroDIM: 50% output 10PM AD-04 AstroDIM: 50% output 10PM to 4AM NXWE NX Wireless Enabled SWP SiteSync Pre commission SWPM-40F SiteSync with Sensor 9' to 40' MH WSP-40F-1 Dimming Occ. Sensor for up to 40' MH, 120/277/347V WSP-40F-2 Dimming Occ. Sensor for up to 40' MH, 208/240V WSP-40F-3 Dimming Occ. Sensor for up to 40' MH, 480V NXSPW14F NX Wireless, PIR Sensor, 14' NXSPW30F NX Wireless, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30' NXSP14F NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 14' NXSP30F NX, PIR Occupancy Sensor, Dimming Daylight Harvesting, 30'	BC Back-light Control SF Single Fuse DF Double Fuse TB Terminal Block CLR Clear Lens TL Tamper proof latch	SW7PR SiteSync with 7 pin PCR SWUSB SiteSync Software on USB SWTAB SiteSync Windows® Tablet SWBRG SiteSync Wireless Bridge Node WIR-RME-L wiSCAPE External Fixture Module SCL-R Occ. Sensor for Round Pole (up to 16' MH) SCL-S Occ. Sensor for Square Pole (up to 16' MH) SCH-R Occ. Sensor for Round Pole (16' to 30' MH) SCH-S Occ. Sensor for Square Pole (16' to 30' MH) NXOFM-1R1D-UNV NX 7-pin Module ^ Please refer to page 8 for ordering details

1 Not available with 5QM, 5QN, and 5W distributions.
2 Not available with other sensor or wireless control options.
3 Specify group and zone at time of order. See www.hubbelllighting.com/sitesync for more details. Order at least one SiteSync interface accessory SWUSB or SWTAB. Each option contains SiteSync License, GUI, and Bridge Node.
4 Not available with 347V and 480V
5 24L & 56L only.
6 Not available with Type V distributions or HDL option.

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Kim Lighting reserves the right to change specifications without notice.

© 2020 KIM LIGHTING | 17760 Rowland Street | City of Industry | CA 91748 | P 626 968 5666 | F 626 369 2695 | www.kimlighting.com | Rev. Mar. 04, 2020 | 1 |

KIM LIGHTING
UR20
Ouro™ LED kl_ur20post_spec.pdf

LUMINAIRE PERFORMANCE

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TYPE D4 D5

PROFESSIONAL ENGINEER
MILTON CHARLES NIEDERHAUS
No. E 8636
Exp. 09/30/20
ELECTRICAL

NEDC, INC.
ELECTRICAL DESIGN CONSULTANTS
AN ENGINEERING CORPORATION

3103 FALCON STREET. SUITE J
SAN DIEGO, CALIFORNIA 92103
(619) 278-0076• FAX (619) 278-0078
NEDINC@PACBELL.NET

PLOT DATE 04/06/20

803 BELMONT AVENUE BELMONT, CA 94002

LIGHTING CUT SHEETS

APPLICANT / OWNER
ROEM
1650 Lafayette Street
Santa Clara, CA 95050

scale: 1" = 20'-0"
0 20 40 60 80

WITHEE MALCOLM ARCHITECTS, LLP
2251 West 190th Street Torrance, CA 90504
t. 310. 217. 8885
f. 310. 217. 0425

JOB. B9055 March 10, 2020
PRINTED: April 06, 2020

E2.0

STAFF REPORT

Meeting Date:	May 10, 2022
Agency:	City of Belmont
Staff Contact:	Jared Barrilleaux, Public Works Department, (650) 595-7469, jbarrilleaux@belmont.gov
Agenda Title:	Ralston Corridor Improvement Project – Segment 3 Pavement Rehabilitation
Agenda Action:	Resolution

Recommendation

Adopt a resolution 1) authorizing a budget appropriation of $350,000 in available Measure I funds to the Ralston Avenue Corridor Improvement Project Segment 3 #3223 (234-3-730-3223-9030), 2) authorizing the City Manager to execute Change Order Number 9 for $512,000 for the Ralston Corridor Improvements Project - Segment 3, City Contract Number 2020-589, and 3) authorizing the City Manager to execute a Task Order Amendment with MNS Engineers for additional Construction Management services not to exceed $300,000.

Strategic Focus Area

Infrastructure and Mobility

Background

Ralston Avenue Corridor Improvements – Segment 3 will improve safety along Ralston Avenue from Alameda De las Pulgas to South Road for people biking, walking, and driving. The project is funded by a few sources; $1 million One Bay Area (OBAG 2) federal grant, $1 million grant from the County Transportation Authority, specifically for the sidewalk and bike lane portions, $400,000 from Measure W, and $580,000 in Measure I funds. In all, the project's funding totals just over $3 million.

The project consists of sidewalk rehabilitation aimed to replace asphalt sidewalk previously in poor condition on the Ralston Avenue corridor. New lasting concrete sidewalk paths have been widened to provide adequate width for pedestrians and Americans with Disabilities Act (ADA) paths of travel, and two new rapid flashing beacons have been added to improve pedestrian safety. Curb faces have also been realigned to allow room for new contiguous Class II bike lanes in areas where current bike lane gaps exist. Conflict areas of the bike lanes as they cross intersections will be painted green to increase visibility and provide a safer path of travel for drivers and bicyclists. New curb ramps are included in the project at street corners to meet ADA guidelines. The original project design and scope also included localized asphalt dig-outs and a slurry seal surface applied to the existing asphalt within the project limits to extend pavement life.

The project was originally anticipated to take approximately 90-days to completes, however, unforeseen issues along the way related to PG&E delays in adjusting utility boxes, survey corrections, and custom driveway approach changes, resulted in additional delay days and is now it has evolved to over 150 working days, thus the original scope of inspection and construction management (CM) services has been also consumed.

Staff proposes to use Measure I funds and utilize other cost-saving measures as identified in this report for allocation to this project to cover the proposed pavement enhancements and construction management services to complete the project this year.

Analysis

The original asphalt preservation scheme of asphalt dig-outs and slurry seal was deemed most appropriate at the time of initial project scoping, in 2019. However over recent years, the condition of the asphalt in many locations along the project corridor has deteriorated considerably. Slurry seal pavement maintenance is generally a cyclical treatment measure and would need to be performed again in 5-8 years. Furthermore, slurry seal is best suited for roads which have slight to moderate distress, no rutting, and generally narrow crack widths where the treatment would help extend the pavement life until new pavement resurfacing can be arranged. Due to the current condition of Ralston along this stretch, significantly more dig-outs and base failure repairs are needed beyond the quantity shown in the original plans, which would increase project costs even as originally planned.

Staff has evaluated the quantity of additional dig-outs and related work needed to make the 5–8-year slurry seal product a viable solution and this results in approximately $150,000 additional remediation costs beyond the original scope identified in the construction documents. Combined with the total bid item cost for slurry and dig-outs the revised pavement restoration cost will be approximately $416,000 for pavement restoration. Given the high vehicular volumes and installation of new improvements staff views this as a relatively high cost for what amounts to a pavement maintenance strategy. Thus, other options were investigated to provide a more robust pavement treatment, due to current pavement condition and to provide a better life cycle value, to improve the pavement longevity, at an incremental cost increase of approximately $362,000.

Cold In-place Recycling (CIR)

A longer-lasting pavement restoration solution appropriate for this heavily traveled segment of Ralston is climate-friendly Cold In-place Recycling. This pavement rehab process involves breaking and pulverizing a 3” thick top layer of the old pavement and recycling it in place for reuse as a new pavement section. This recycling process involves introducing a bituminous asphalt binder and cement with the grindings and immediately placing it back into the road. A final 1 ½” wearing course of hot-mix asphalt is then applied over the top for a smooth final new road surface. This method of pavement treatment has many environmental benefits, namely significantly reduced trucking emissions and cost savings since the existing road material is recycled in place and not hauled off to be disposed at landfills. An additional benefit of the proposed CIR solution is the shortened installation time, whereas slurry seal takes several hours to cure and is more of an inconvenience to the community.

Staff has reviewed cost proposals for CIR and related work (roadway utility adjustment, traffic control, etc.) and determined that with the existing budget and an additional $350,000 allocated to this project from Measure I funds, a new paved surface from South Rd to Villa Ave can be achieved and significantly increase the pavement quality and extend useful life beyond the original dig-out and slurry seal option.

Pavement Rehabilitation Cost Summary Table		
	Dig-outs + Slurry Seal	CIR
Bid Items Included in Contract for Pavement Work	$262,000	$262,000
Additional Funds Needed to Complete	$150,000	$512,000
Total For Pavement Work	$412,000	$774,000
	(a difference of $362,000)	

Construction Management (CM) Services

Additional CM services are needed to complete the paving portion of the project. The project's challenges have been unique, namely that it requires adequate on-site inspection to address technical construction, traffic control, and community interaction during construction.

The construction management and inspection services are vital for successful project implementation, and staff recognize that its consultant, MNS Engineers, continues to provide quality, fiscally prudent services. As indicated above, the project's challenges have been unique, namely that it requires adequate on-site inspection to address technical construction, traffic control, and community interaction during construction. Staff is therefore requesting authorization to execute a Task Order Amendment with MNS Engineers to complete the remaining work.

Alternatives

1. Refer back to staff for more information

Attachments

A. PCO #48 Final – Asphalt Roadway Design Changes

Fiscal Impact

☐ No Fiscal Impact

☒ Funding Source Confirmed:

- Appropriation of $350,000 from available Measure I fund balance.
-

Source:	**Purpose:**	**Public Outreach:**
Staff	Discretionary Action	Posting of Agenda

RESOLUTION NO. 2022 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AUTHORIZING A BUDGET APPROPRIATION OF $350,000 IN MEASURE I FUNDS, AND AUTHORIZING THE CITY MANAGER TO EXECUTE CHANGE ORDER NUMBER 9 FOR $512,000 FOR THE RALSTON CORRIDOR IMPROVEMENT PROJECT – SEGMENT 3, CITY CONTRACT NUMBER 2020-589 AND AUTHORIZING THE CITY MANAGER TO EXECUTE TASK ORDER NUMBER 8 AMENDMENT FOR CONSTRUCTION MANAGEMENT SERVICES

WHEREAS, On January 26, 2021 City Council adopted a resolution approving plans and specifications, authorizing advertisement for sealed bids, authorizing the City Manager to execute a contract with the lowest responsible bidder for the Ralston Avenue Corridor Improvement Project Segment 3, CCN 2020-589, and authorizing the City Manager to execute a Task Order for Construction Management Service with MNS Engineers, Inc.; and,

WHEREAS, On April 27, 2021 the City Council approved a resolution authorizing the City Manager to execute an amendment to an agreement with MNS Engineers, Inc. for an increased amount of $119,954 for a total aggregate amount of $387,649 for the Ralston Avenue Corridor Project – Segment 3; and,

WHEREAS, On May 19, 2021 the Notice to Proceed was issued to Interstate Grading & Paving, Inc. for the Ralston Avenue Corridor Improvement Project Segment 3, CCN 2020-589; and,

WHEREAS, On May 10, 2022 the City received proposed change order 48R.01 itemizing costs for 3” Cold In-place Recycle (CIR) and 1.5” asphalt overlay; and,

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

SECTION 1. A budget appropriation of $350,000 from available Measure I balance to the Ralston Avenue Corridor Improvement Project Segment 3, CCN 2020-589 (234-3-730-3223-9030); and,

SECTION 2. The City Manager is authorized to execute Change Order Number 9 to perform Cold In-place Recycle pavement improvements for a total amount not to exceed $512,000 for Ralston Avenue Corridor Improvement Project Segment 3, CCN 2020-589; and,

SECTION 3. The City Manager is authorized to execute an amendment to Task Order No. 8 with MNS to add 300,000 to MNS Engineers Construction Management consultant costs for a new total not to exceed $687,649

* * *

ADOPTED May 10, 2022 by the City of Belmont City Council by the following vote:

Ayes:

Noes:
Absent:
Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

INTERSTATE GRADING & PAVING, INC.
Contractor's License No. 366020
DIR# 1000000755

April 14, 2022

City of Belmont
c/o Jim Scott at MNS Corp
1 Twin Pines Lane, Suite 385
Belmont, CA 94002

Re: Ralston Ave Corridor Improvement Project Segment 3
Sub: PCO #48R.01 – Asphalt Roadway Design Changes

Dear Jim:

Option 1: Double Wedge Grind, Leveling Course, 1.5" AC Overlay
For the additional lump sum cost of **Five Hundred Eighty Three Thousand Dollars ($583,000.00),** we propose the following work:

- Provide Traffic Control operations for full duration of this work
- Post and notify residents of the updated construction schedule
- Lower just the iron located within the perimeter double wedge cut (41 EA)
  - Per Humza Mansoor email on 4/7/22 at 12:44pm
  - If additional pieces of iron are required to be lowered, it will be charged at a unit rate of $850.00 for EA additional
  - Excluding any PG&E, Pacbell or other non City-owned utilities
- Survey, layout, grind, sweep, haul and dispose for grade correction at five (5) ADA path of travel locations: Villa Ave, Barret Park, Chevy St, & NDHS (two @ ND)
  - 8,000 SF
- 12' wide double wedge grind from 2.5" to 0" for 9,200 Lineal Feet
- 8" Base repair of 2,060 SF @ 4 locations (1@South Rd, 2@ND, 1@Academy Ave)
  - ***As per 3/25/22 field meeting with Humza***
- Furnish & install SS-1 Emulsified Asphalt Tack Coat prior to leveling course
- Furnish & install a 1" thick crack relief layer of 3/8" asphalt concrete, which will also serve as a leveling course, improving roadway planarity (approximately 1,390 Tons)
- Furnish & install SS-1 Emulsified Asphalt Tack Coat prior to final overlay
- Furnish & install a 1.5" thick wearing course of ½" HMA (approximately 2,112 Tons)
- Furnish & install temporary pavement markings consisting of temp markers & tape
- Raise the iron located within overlay limits (41 EA)
  - Per Humza Mansoor email on 4/7/22 at 12:44pm
  - If additional pieces of iron are required to be raised, it will be charged at a unit rate of $1,250 for EA additional

Enclosure

  - Excluding any PG&E, Pacbell or other non City-owned utilities
- Limit of work is per the 3/3/22 field meeting at 1:30pm – South Rd to Villa Ave
- Price is based upon the liquid AC price of $755.00/ton. Any escalation of that price will result in a $0.30 per ton AC mix surcharge for every $5.00 per ton increase in liquid oil cost. There is approximately 3602 tons needed for this treatment process.
- **<4" HMA Base Failure Credit (33,500 SF @ $5.00/SF)>**
- **<Slurry Seal Credit (26,250 SY @ $3.60/SY)>**

Option 2: 3" Cold in Place Recycle and 1.5" HMA Overlay

For the additional lump sum cost of **Six Hundred Sixty Three Thousand Dollars ($663,000.00),** we propose the following work:

- Provide Traffic Control operations for full duration of this work
- Post and notify residents of the updated construction schedule
- Lower the iron located within overlay limits (41 EA)
  - Excluding any PG&E, Pacbell or other non City-owned utilities
  - Per Humza Mansoor email on 4/7/22 at 12:44pm
  - If additional pieces of iron are required to be lowered, it will be charged at a unit rate of $850.00 for EA additional
- Survey, layout, grind, sweep, haul and dispose for grade correction at five (5) ADA path of travel locations: Villa Ave, Barret Park, Chevy St, & NDHS (two @ ND)
  - 8,000 SF
- 12' wide double wedge grind from 2.5" to 0" for 9,200 Lineal Feet
- 8" Base repair of 2,060 SF @ 4 locations (1@South Rd, 2@ND, 1@Academy Ave)
  - ***As per 3/25/22 field meeting with Humza***
- Perform a 3" Cold in Place Recycle process throughout existing roadway consisting of: Mill existing pavement 3", mix with 2.5% new bituminous asphalt binder and 1% Portland cement, spread, roll, compact, fog seal and sand the new CIR roadway
  - Approximately 225,250 SF
- Furnish & install SS-1 Emulsified Asphalt Tack Coat prior to final overlay
- Furnish & install a 1.5" thick wearing course of ½" HMA (approximately 2,112 Tons)
- Furnish & install temporary pavement markings consisting of temp markers & tape
- Raise the iron located within overlay limits (41 EA)
  - Excluding any PG&E, Pacbell or other non City-owned utilities
  - Per Humza Mansoor email on 4/7/22 at 12:44pm
  - If additional pieces of iron are required to be raised, it will be charged at a unit rate of $1,250.00 for EA additional
- Limit of work is per the 3/3/22 field meeting at 1:30pm – South Rd to Villa Ave
- Price is based upon the liquid AC price of $755.00/ton. Any escalation of that price will result in a $0.30 per ton AC mix surcharge for every $5.00 per ton increase in liquid oil cost. There is approximately 2112 tons needed for this treatment process.
- **<4" HMA Base Failure Credit (33,500 SF @ $5.00/SF)>**
- **<Slurry Seal Credit (26,250 SY @ $3.60/SY)>**

128 SOUTH MAPLE AVENUE, SOUTH SAN FRANCISCO, CA 94080-6302 (650) 952-7333 FAX (650) 952-685

The two provided prices above are based off the working hours & traffic lane closure hours being from 7:00am – 5:00 pm for the change order work above. If you have any questions feel free to contact me at (650) 952-7333. Please provide Interstate with an executed change order per the contract documents with a contract extension of 80 working days.

Very truly yours,

Interstate Grading and Paving, Inc.

David Flores

Project Manager

Enclosure
210501 PCO #48

STAFF REPORT

Meeting Date:	May 10, 2022
Agency:	City of Belmont
Staff Contact:	Brigitte Shearer, Parks & Recreation Director, (650) 595-7488, bshearer@belmont.gov
Agenda Title:	Establishing a City Historian
Agenda Action:	Resolution

Recommendation

Adopt a resolution establishing a volunteer position of City Historian and posthumously appointing Denny Lawhern as Belmont's first Historian and appointing Karl Mittelstadt to serve as the second City Historian for Belmont for a 3-year term.

Strategic Focus Area

Quality of Life

Background

City Council's Vision Statement includes creating "a thriving culture in which our history makes Belmont what it is, and we preserve that heritage for our children." Furthermore, the community's collective identity is enriched by learning and understanding our heritage, which is in keeping with the City's commitment to Diversity, Equity, and Inclusion.

Currently, the Belmont Historical Society researches and preserves Belmont's long and diverse history. In addition, on February 8, 2022, City Council introduced an "Item 11" agenda report proposing that a Belmont Historian could formally highlight Belmont's cultural, economic, and sociological history at City events, through presentations, and by other creative mechanisms.

In 2026, Belmont will also proudly observe the 100th anniversary of its incorporation. With that in mind, and as part of the City's Quality of Life Strategic Focus Area, creating a City Historian position, like Belmont's Poet Laureate role, would further engage the community while preserving the City's rich history.

On April 26th, 2022, the City Council considered the staff report to establish the City Historian position. After further discussion the City Council decided to posthumously appoint Denny Lawhern as the City's first Historian. Denny who had recently passed away, was a long-time resident of Belmont, and his commitment to preserving Belmont's rich history was instrumental to the founding of the Belmont Historical Society which continues to benefit the City today.

Analysis

The City Historian will be an honorary position that is both ceremonial and educational. The City Historian role would include the following:

- Serve as an ambassador and steward of the City's history
- Ensure that the conservation of Belmont's history is inclusive, sustainable, and relevant to 21st century
- Promote and coordinate opportunities for lifelong learning
- Expand access to meaningful and relevant cultural experiences
- Collaborate with the Belmont Historical Society to assist in the preservation of the City's growth, development, and evolution into the vibrant community of today
- Assist in highlighting and incorporating the City's history into City projects, events, and programs
- Assist in planning the City's 100th Anniversary.

As previously mentioned, it's recommended that in appreciation for his dedication to Belmont that Denny Lawhern be posthumously appointed as the City's first Historian. His commitment to preserving Belmont's rich history was instrumental to the founding of the Belmont Historical Society and the many other related initiatives.

Furthermore, it's recommended that City Council consider the appointment of Karl Mittelstadt as Belmont's second City Historian. As an integral co-founder of the Belmont Historical Society, a long-time Belmont resident, and a dedicated volunteer as a Parks & Recreation Commissioner, his tenure would help further define the scope and opportunities for future historians of Belmont and provide historical context as needed by the City.

Additionally, it's recommended that the City follow a similar selection process to how the Poet Laureate is appointed as a model to appoint the future City Historians. The application process will be coordinated by the Parks & Recreation Department, and the position will have a 3-year term, with option for reappointment. Ideal applicants will have demonstrated knowledge of Belmont's cultural history from within local and regional perspectives and possess an interest in sharing that knowledge through and with City projects, events, and programs. Appointments will be formally made by City Councill following a recommendation by the Historian Selection Committee, consisting of the Parks & Recreation Director and a representative of the Belmont Historical Society.

Alternatives

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

Attachments

A. Belmont Historian Responsibilities & Application Process

Fiscal Impact

☒ No Fiscal Impact

☐ Funding Source Confirmed:

Source:	**Purpose:**	**Public Outreach:**
Staff	Discretionary Action	Posting of Agenda

RESOLUTION NO. 2022 –

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT ESTABLISHING THE VOLUNTEER POSITION OF CITY HISTORIAN AND APPOINTING KARL MITTELSTADT TO SERVE AS THE FIRST CITY HISTORIAN FOR BELMONT FOR A 3-YEAR TERM

WHEREAS, Belmont City Council's Vision Statement includes creating "a thriving culture in which our history makes Belmont what it is, and we preserve that heritage for our children"; and,

WHEREAS, the community's collective identity is enriched by learning and understanding our heritage, which is in keeping with the City's commitment to Diversity, Equity, and Inclusion; and,

WHEREAS, a Belmont Historian could formally highlight Belmont's cultural, economic, and sociological history at City events, through presentations, and by other creative mechanisms; and,

WHEREAS, a future application and appointment process for this role has been developed and will be administered by the Parks & Recreation Department; and,

WHEREAS, Denny Lawhern, co-founder of the Belmont Historical Society, dedicated over 40 years to helping to preserve the treasures of Belmont's past; and

WHEREAS, co-founder of the Belmont Historical Society Karl Mittelstadt has long demonstrated his dedication to preserving Belmont's rich history and meets all eligibility for the role of Historian.

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

SECTION 1. Denny Lawhern is hereby posthumously appointed as the first Belmont Historian.

SECTION 2. Karl Mittelstadt is hereby appointed as the second Belmont Historian, to serve in this role for a 3-year term commencing May 2022.

* * *

ADOPTED May 10, 2022 by the City of Belmont City Council by the following vote:

Ayes:
Noes:
Absent:
Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

Belmont Historian

Responsibilities & Application Process

Role

The City Historian will be an honorary position that is both ceremonial and educational and is given to an individual who has a demonstrated knowledge of Belmont's cultural history from within local and regional perspectives. In this way, the City Historian could play an active role in advancing the City's objective of cultural and historic outreach and provide opportunities to educate the community about the City's history, arts, and culture.

Eligibility Criteria

- 18 years or older
- Ability to serve a 3-year term, first term commencing May 2022
- Belmont resident for at least 5 years
- Demonstrated knowledge of Belmont history (including, among others, the Ramaytush, Ohlone and Muwekmas Ohlone peoples' history and the Californio and Spanish history that followed)
- Demonstrated commitment to and passion for history
- Embraces the opportunity to engage in community service to make Belmont History accessible and available
- Willingness to serve as ambassador for Belmont and to engage Belmont's citizens in historical relevance at public events and projects

Responsibilities

- Consult with Belmont Historical Society for historical context for signage and park improvement projects or other City projects
- Provide an annual summary of Historian activities to City Council and attend additional Council meetings as necessary to provide historical context for select agenda items
- Participate in the City's centennial celebration planning
- Assist the City with website content development, social media, or other publications containing Belmont history
- Ensure that the conservation of Belmont's history is inclusive, sustainable, and relevant to 21st century
- Promote and coordinate opportunities for lifelong learning
- Support community efforts to create meaningful and relevant cultural experiences

Considerations for Application

- Provide 2-3 paragraphs on why applicant should be Belmont's Historian
- Describe how the applicant would contribute and participate as Belmont's Historian based on the position description and the mission and goals of the program

- Describe applicant's demonstrated accomplishments and appreciation of Belmont regarding its culturally diverse community and how one might incorporate or advance that topic as a historian

Accompanying Documents for Application

- A current resume or summary of professional activities and achievements, including significant awards and training, selected exhibitions, performances, presentations, and/or publications
- An example of written or oral work (speech, lecture, or remarks) on a topic of historical interest to Belmont or other demonstrated knowledge of and commitment to the preservation of Belmont history selection and appointment
- At least one letter of support from a member of the Belmont community

Application Process

- Applications will be reviewed by the Parks & Recreation Director and a representative of the Belmont Historical Society
- A recommendation for appointment will be brought to City Council for approval
- Incumbent may apply for and be appointed to successive term(s)
- City Council may appoint a Historian without application, should there be sufficient reason for doing so