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

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**CITY COUNCIL REGULAR MEETING AGENDA**
**Tuesday, February 13, 2024**
**7:00 PM**
City Council Chambers
City Hall, One Twin Pines Lane, Belmont, California

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 Chambers and address the Council from the Chambers.

**PUBLIC COMMENT:**
To maximize time for live public comment, we encourage members of the public to provide comments by joining the Committee 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 Committee Chair.

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**

**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. **Fiscal Year 2024-25 Budget Calendar**
*Recommendation:* Adopt motion approving Fiscal Year 2024-25 Budget Calendar

*Attachment(s):*
Staff Report
Proposed FY 2024-25 Budget Calendar

B. **Service Agreement with Maze & Associates for Audit and Related Services**
*Recommendation:* Adopt a resolution authorizing the City Manager to execute a service agreement for audit and related services with Maze & Associates through fiscal year 2027-28

*Attachment(s):*
Staff Report
Resolution
Maze & Associates' Fee Proposal

C. **Annual Investment Policy**
*Recommendation:* Receive the City of Belmont Investment Policy as submitted by the Finance Director/City Treasurer

*Attachment(s):*
Staff Report
Investment Policy

D. **Monthly Financial Reports - December 2023**
*Recommendation:* Motion to approve December 2023 Monthly Financial Reports

*Attachment(s):*
Monthly Financial Reports - December 2023

E. **San Juan Blvd Sewer Capacity Improvement Project Task Order**
*Recommendation:* Adopt a resolution authorizing the City Manager to execute a Task Order with Schaaf and Wheeler Consulting Civil Engineers for an amount not to exceed $130,320 for design, bid, and construction support services for the San Juan Blvd Sewer Capacity Improvement Project

*Attachment(s):*
Staff Report
Resolution
Schaaf and Wheeler Design Proposal

F. **State Legislative Platform and Advocacy for the City**
*Recommendation:* Motion to adopt the updated City's Legislative Platform for 2024

*Attachment(s):*
Staff Report

2024 Suggested Updated Legislative Platform

G. **Cannabis Regulatory Permit**
*Recommendation:* Motion to adopt an ordinance to amend regulations in the Belmont City Code to allow and regulate commercial cannabis businesses and reorganize massage business regulations

*Attachment(s):*
Cannabis Permit Ordinance

## 8. PUBLIC HEARINGS

A. **Animal Control Regulations Amendment**
*Recommendation:* Conduct public hearing and motion to adopt an ordinance adopting by reference the animal control regulations in San Mateo County Ordinance Code Chapter 6.04 and replacing similar regulations in Belmont City Code Chapter 5, Article 1

*Attachment(s):*
Animal Control Ordinance

B. **Hillside Road Improvement Plan & Single-Family Design Review; 2800 Block of Monte Cresta Drive**
*Recommendation:* 1) Conduct Public Hearing and consider Planning Commission recommendations.
2) Adopt a Resolution approving a Hillside Road Improvement Plan, Single-Family Design Review, Floor Area Transfer, Conditional Use Permit, Grading Permit, Tree Removal Permit, and City Code Exceptions.

*Attachment(s):*
Staff Report
Resolution
Conditions of Project Approval
300-500 Foot Radius Map
Summary and Response to Public Comments
Neighborhood Outreach
Seismic Hazards Map Act Response & Peer Review Letters
Planning Commission Staff Report & PC Reso 23-0025
Cross Slope Analysis & Exception Request
Geotechnical Studies, Responses & Peer Reviews
Biological Assessment 2017, updated 2022
Arborist Report 2018
Certificate of Compliance Final Determination
San Mateo Consolidated Fire Department (SMCFD) and Public Works Department (DPW) Recommendation Letters
Financial Analysis
Categorical Exemption (CE) Evaluation
1988 San Juan Hills Area Plan EIR
Storm Drain Tech Memo
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. **Annual Mobility Update**
*Recommendation:* Informational item, no action required

*Attachment(s):*
Staff Report
PTSC Committee Improvements Table
PPT Presentation

## 10. BRIEF VERBAL REPORTS FROM MEMBERS AND STAFF

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

# STAFF REPORT

| | |
|---|---|
| **Meeting Date:** | February 13, 2024 |
| **Agency:** | City of Belmont |
| **Staff Contact:** | Grace Castaneda, Finance Director, gcastaneda@belmont.gov |
| **Agenda Title:** | Fiscal Year 2024-25 Budget Calendar |
| **Agenda Action:** | Motion |

**Recommendation**
Adopt motion approving Fiscal Year 2024-25 Budget Calendar.

**Strategic Focus Area**
Fiscal and Organizational Sustainability

**Background**
As part of the annual budget development process, the City Council adopts a budget calendar establishing dates leading to review and approval of the annual budget.

**Analysis**
The attached proposed Fiscal Year (FY) 2024-25 Budget Calendar calls for a series of work sessions ultimately resulting in the adoption of the budget on June 11, 2024.

**Alternatives**
1. Take no action.

**Attachments**
A. Proposed FY 2024-25 Budget Calendar

**Fiscal Impact**
☒ No Fiscal Impact
☐ Funding Source Confirmed:

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

# City of Belmont
# FY 2024-25 Budget Calendar

| Day | Event | Responsibility | ✓ |
|---|---|---|---|
| Tuesday, 2/13/2024 | Adopt motion approving Budget Calendar | Finance | ✓ |
| Tuesday, 2/27/2024 | FY 2023-24 Mid-Year Budget Review and Adoption | Finance & All Departments | ✓ |
| March 2024 (Date TBD) | Council Priority Workshop<br>▪ FY 2024-25 Strategic Planning & Financial Forecast<br>▪ Priorities and policy considerations | All Departments & Finance | ✓ |
| Monday, 3/11/2024 | Issue budget priorities, Master Revenue Schedule, and detailed budget instructions and forms to City departments | Finance | |
| Wednesday, 3/27/2024 | Submit proposed initiatives, operating and capital requests, and revenue estimates to Finance | All Departments | |
| Wednesday, 4/3/2024-Friday, 4/12/2024 | Conduct departmental budget meetings | City Manager, Finance, & All Departments | |
| Monday, 4/15/2024 | Begin compilation of FY 2024-25 Budget and preparation of budget message | City Manager, Finance | |
| Friday, 5/10/2024 | Distribute proposed FY 2024-25 Budget | Finance | |
| Tuesday, 5/14/2024 | ▪ Introduce the proposed FY 2024-25 Budget and department presentations<br>▪ Set public hearing on adopting the FY 2024-25 Budget and setting non-Prop. 218 fees and charges – June 11, 2024 | All Departments | ✓ |
| June 2024 (Date TBD) | Audit Committee reviews proposed FY 2024-25 Budget | City Manager, Finance | ✓ |
| Tuesday, 6/11/2024 | ▪ Present Audit Committee recommendation<br>▪ Public Hearing (City Council and Fire Protection District)<br>▪ Adopt resolutions implementing FY 2024-25 Budget | City Manager, Finance | ✓ |

*(✓) Check denotes Council or Council Standing Committee Action*

# STAFF REPORT

| | |
|---|---|
| **Meeting Date:** | February 13, 2024 |
| **Agency:** | City of Belmont |
| **Staff Contact:** | Grace Castaneda, Finance Director, gcastaneda@belmont.gov |
| **Agenda Title:** | Service Agreement with Maze & Associates for Audit and Related Services |
| **Agenda Action:** | Resolution |

## Recommendation

Adopt a resolution authorizing the City Manager to execute a service agreement for audit and related services with Maze & Associates through fiscal year 2027-28.

## Strategic Focus Area

Fiscal and Organizational Sustainability

## Background

Maze & Associates has served as the City's independent external auditor and has provided ancillary services to the City, such as advising on the implementation of new accounting pronouncements from the Government Accounting Standards Board (GASB). With Maze & Associates' thorough and efficient services, the City is able to produce the Annual Comprehensive Financial Report (ACFR) in an expedited manner and receive the Excellence in Financial Reporting Award from the Government Finance Officers Association consecutively since 1998.

With the current agreement with Maze & Associates expiring for activities through fiscal year 2023-24, and in keeping with good business practices of periodically soliciting for audit services, staff issued a Request for Proposals (RFP) for a new multi-year audit contract. The RFP was issued in December 2023, and five firms responded. After an internal evaluation, Maze and Associates was selected as the finalist by the Audit Committee as the top-scoring firm.

## Analysis

The Audit Committee performed their due diligence in evaluating the detailed scoring and evaluation of all five firms by staff. The firms were evaluated based on experience, staffing plan, audit methodology, technical abilities, timeliness, and cost. While each firm met the minimum qualifications to perform the engagement based on these criteria, the Audit Committee concluded that Maze & Associates was most highly qualified. Maze & Associates' proposal shows the firm's extensive experience, both with the City and with other local government agencies throughout California. Their proposed fee in each year of the contract is the lowest amongst all the firms who responded to the RFP.

Along with the Audit Committee's recommendation to retain Maze & Associates, staff worked with the audit firm to subject their engagement plan for a periodic partner rotation, which has been the current practice and is consistent with AB 1345, requiring periodic lead audit partner or coordinating audit partner

rotation.

Following their review of the firm evaluations, the Audit Committee unanimously selected Maze and Associates as the highly qualified firm to be the City's external auditor for services through fiscal year 2027-28, based on the criteria outlined above. The contract consists of a three-year engagement with the option for two one-year extensions.

**Alternatives**

1. With direction, select an alternative auditing services firm
2. Take no action.

**Attachments**

A. Resolution
B. Maze & Associates' Fee Proposal

**Fiscal Impact**

☐ No Fiscal Impact

☒ Funding Source Confirmed: Funding for each year of the agreement will be incorporated as part of the annual budget development process for the respective entities – City of Belmont and Belmont Fire Protection District, and Belmont-San Carlos Fire Department, and will be contingent on Council appropriation.

The professional services agreement with Maze & Associates is for fiscal years 2023-24 through 2027-28. The fees amongst all entities for the respective years are:

| 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 |
|---|---|---|---|---|
| $97,595 | $100,822 | $104,146 | $107,573 | $111,102 |

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

# RESOLUTION NO. 2024 –

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AUTHORIZING AN AGREEMENT WITH MAZE & ASSOCIATES FOR AUDIT AND RELATED SERVICES FOR AN AMOUNT NOT TO EXCEED $97,595 FOR FISCAL YEAR (FY) 2023-24, $100,822 FOR FY 2024-25, $104,146 FOR FY 2025-26, $107,573 FOR FY 2026-27, AND $111,102 FOR FY 2027-28**

WHEREAS, the City of Belmont is required by federal, state, and local statutes to have an annual audit performed of its books and records; and,

WHEREAS, the City of Belmont is obligated under bond covenants to have an annual audit of its financial statements performed by a certified public accountant; and,

WHEREAS, Maze & Associates has performed such services in a satisfactory manner; and,

WHEREAS, the Audit Committee recommends a new contract with Maze & Associates to provide audit and related services.

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 audit and related services agreement with Maze & Associates for an amount not to exceed $97,595 for fiscal year (FY) 2023-24, $100,822 for FY 2024-25, $104,146 for FY 2025-26, $107,573 for FY 2026-27, and $111,102 for FY 2027-28. Funding for each year of the agreement will be incorporated as part of the annual budget development process and is contingent on City Council appropriation.

* * *

ADOPTED February 13, 2024 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

## COST PROPOSAL

***Maze & Associates Certification***

Whitney Crockett, Audit Partner (whitneyc@mazeassociates.com), and Vikki Rodriguez, CEO (vikr@mazeassociates.com) are authorized to represent, sign for and contractually obligate Maze & Associates, a Professional Corporation, located at 3478 Buskirk Avenue, Suite 217, Pleasant Hill, CA, 94523, T(925)-228-2800. The proposal is a firm and irrevocable offer for 90 days.

***Total Cost of Audit***

Our Estimated All-Inclusive Maximum Prices for the services for the fiscal years ending June 30, 2024, 2025, and 2026, with the option of providing services for each of the two subsequent fiscal years are detailed at the end of this section. Our Total All-inclusive Maximum Prices for the services are firm fixed fees. If the City would like to extend further or add additional services, we can provide separate pricing as requested.

***What Our Price Includes***

Our price includes all the basic audit work and reports, statements and other deliverables specified in your request for proposal. Our price also includes the items below at **no additional cost:**

1) Year-round support and telephone consultation on pertinent issues affecting your City,
2) Copies of our journal entries and our leadsheets used to support the amounts in your financial statements,
3) **Free full day of training** at our annual MazeLive event,
4) Active Partner involvement in your work **every year**,
5) Our typed Interim Audit Checklist,
6) Our typed Annual Closing Checklist,
7) Our typed interim Accounting Issues Memorandum,
8) Overviews and summaries of upcoming pronouncements and regulation affecting the audited financial statements.
9) Direct dump of general ledger data into our ProSystems trial balance software which is fully linked to financial statement formats.

***Additional Services***

Any additional services will be performed and billed only after the City's prior authorization at our standard billing rates.

## COST PROPOSAL (Continued)

***Fees and Billings***

Our fees are firm fixed prices. In determining our fees, we understand that the City's records will be in condition to be audited; that is, transactions will be properly recorded in the general ledger and subsidiary records, these accounting records and the original source documents will be readily available to use, we will be furnished with copies of bank reconciliations and other reconciliations and analyses prepared by the City and City personnel will be reasonably available to explain procedures, prepare audit correspondence and obtain files and records.

**We do not post separate rate structures for municipal audit work. We view this work as being every bit as important and valuable as the work we perform for other clients and we put our best people on it.** Any consulting work you request will be performed at the same rates as our audit work.

***Cost Proposal Attachments***

We have always completed our work in the time budgeted and for the agreed upon fee. We have never requested additional fees for work within the scope of the audit after our work was completed. As always, we finish what we start, regardless of the accuracy of our budgets.

Our proposed schedule of charges for labor and expenses that we propose to charge the City for this project for fiscal year ending June 30, 2024 follows:

| | Hours | Standard Hourly Rates | Quoted Hourly Rates | Total |
|---|---|---|---|---|
| Partners | 73.50 | $325 | $325 | $23,890 |
| Supervisory staff | 209.00 | 125 | 125 | 26,125 |
| Staff | 568.00 | 100 | 100 | 56,800 |
| Other -- Administrative | 9.75 | 80 | 80 | 780 |
| Sub-total | 860.25 | | | 107,595 |
| Out of pocket expenses (a) | | | | Included |
| **Continuing Client Discount** | | | | (10,000) |
| Total | | | | $97,595 |

## COST PROPOSAL (Continued)

Our proposed total maximum all-inclusive price for the audit by deliverable based on the workplan outlined in the Proposal is as follows:

**SCHEDULE OF PROFESSIONAL FEES**
**FOR THE AUDIT OF FINANCIAL SERVICES BY REPORT**

| | | | | | Optional | | |
|---|---|---|---|---|---|---|---|
| | **All-Inclusive Maximum Price by Report** | 2023-2024 | 2024-2025 (1) | 2025-2026 (1) | 2025-2026 (1) | 2025-2026 (1) | Total |
| a) | Audit City Annual Comprehensive Financial Report including Management Letter, Memorandum on Internal Control, and Required Communications | $67,670 | $69,700 | $71,791 | $73,945 | $76,163 | $359,269 |
| b) | San Mateo County Measure A Compliance Report | 2,690 | 2,771 | 2,854 | 2,940 | 3,028 | 14,283 |
| c) | San Mateo County Measure W Compliance Report | 2,690 | 2,771 | 2,854 | 2,940 | 3,028 | 14,283 |
| d) | Measure I Report on Revenues and Expenditures | 2,690 | 2,771 | 2,854 | 2,940 | 3,028 | 14,283 |
| e) | GANN Limit Calculation Agreed Upon Procedures Report for the City | 870 | 896 | 923 | 951 | 980 | 4,620 |
| f) | GANN Limit Calculation Agreed Upon Procedures Report for the Belmont Fire Protection District | 870 | 896 | 923 | 951 | 980 | 4,620 |
| g) | Single Audit Report (1 major program, if required) (2) | 6,055 | 6,237 | 6,424 | 6,617 | 6,816 | 32,149 |
| h) | Preparation of the Annual Cities Financial Transactions Report to the State Controller Report for the City | 6,868 | 7,074 | 7,286 | 7,505 | 7,730 | 36,463 |
| i) | Preparation of the Annual Street Report to the State Controller Report for the City | 2,975 | 3,064 | 3,156 | 3,251 | 3,349 | 15,795 |
| j) | Preparation of the Annual Special Districts Financial Transactions Report to the State Controller Report for the Belmont Fire Protection District | 1,913 | 1,970 | 2,029 | 2,090 | 2,153 | 10,155 |
| k) | Preparation of the Annual Special Districts Financial Transactions Report to the State Controller Report for the Belmont Joint Powers Financing Authority | 1,913 | 1,970 | 2,029 | 2,090 | 2,153 | 10,155 |

## *Total Maximum All-Inclusive Price (Continued)*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| l) | Successor Agency to the City of Belmont Redevelopment Agency Footnote Disclosures | 0 | 0 | 0 | 0 | 0 | 0 |
| m) | Audit Belmont-San Carlos Fire Department Basic Financial Statements including Memorandum on Internal Control and Required Communications | 5,010 | 5,160 | 5,315 | 5,474 | 5,638 | 26,597 |
| n) | Preparation of the Annual Special Districts Financial Transactions Report to the State Controller Report for the Belmont-San Carlos Fire Department | 1,913 | 1,970 | 2,029 | 2,090 | 2,153 | 10,155 |
| o) | Audit Transportation Development Act Program (per project, if required) | 3,468 | 3,572 | 3,679 | 3,789 | 3,903 | 18,411 |
| p) | Preparation/production of ACFR and other audit reports including web-ready PDF version | | | (included in ACFR a above) | | | |
| q) | **Continuing Client Discount** | (10,000) | (10,000) | (10,000) | (10,000) | (10,000) | (50,000) |
| | **Total** | $97,595 | $100,822 | $104,146 | $107,573 | $111,102 | $521,238 |

Notes:

(1) Our policy is to attempt to keep our clients fees constant after inflation. Therefore, the fees for years subsequent to 2024 have been adjusted for the future CPI increase of 3%.

(2) Additional major programs will cost $6,055 each in fiscal year 2024.

# STAFF REPORT

| | |
|---|---|
| **Meeting Date:** | February 13, 2024 |
| **Agency:** | City of Belmont |
| **Staff Contact:** | Grace Castaneda, Finance Director, gcastaneda@belmont.gov |
| **Agenda Title:** | Annual Investment Policy |
| **Agenda Action:** | Motion |

## Recommendation
Receive the City of Belmont Investment Policy as submitted by the Finance Director/City Treasurer.

## Strategic Focus Area
Not Applicable

## Background
In past years, the State of California Government Code Section 53646 required the Treasurer to render to the Council, at a public meeting, an annual investment policy. Although Council's approval is no longer required by statute, the City, consistent with best practice, annually reviews and accepts its Investment Policy to provide transparency and disclosure.

## Analysis
The Investment Policy, as recommended, affirms the Finance Director's/City Treasurer's fiduciary responsibility to safeguard public assets. The policy places a high priority on insuring safety of principal first and foremost, and then ensuring that the liquidity needs for payment of City obligations are met, prior to considering yield on investments.

## Alternatives
1. With direction, refer the presented Investment Policy back to the Finance Director/City Treasurer.

## Attachments
A. Investment Policy

## Fiscal Impact
☒ No Fiscal Impact — Acceptance of the City's Investment Policy has no direct fiscal impact.

☐ Funding Source Confirmed:

| Source: | Purpose: | Public Outreach: |
|---|---|---|
| Staff | Discretionary Action | Posting of Agenda |

**CITY OF BELMONT**
**INVESTMENT POLICY**

TO: Belmont City Council
Belmont City Manager

FROM: Grace Castaneda, Finance Director/City Treasurer

RE: Annual Investment Policy

DATE: February 13, 2024

1.0 Policy:

It is the policy of the City of Belmont to invest public funds in a manner which will maximize security, followed by meeting the daily cash flow demands of the entity and then provide the highest investment return consistent with, and conforming to, all state and local statutes governing the investment of public funds.

2.0 Scope:

This investment policy applies to all investments as defined by the State of California Government Code accounted for in the City of Belmont's Annual Comprehensive Financial Report.

3.0 Prudence:

Investments shall be made with judgment and care – under circumstances then prevailing – which persons of prudence, discretion, and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived.

3.1 The standard of prudence to be used by investment officials shall be the "prudent person" standard and shall be applied in the context of managing an overall portfolio. Investment officers acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

4.0 Objectives:

The primary objectives, in priority order, of the City of Belmont's investment activities shall be:

4.1 **Safety:** Safety of principal is the foremost objective of the investment program. Investments of the City of Belmont shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. To attain this objective, **diversification** is required in order that potential losses on individual securities do not exceed the income generated from the remainder of the portfolio. Funds invested with the California Local Agency Investment Fund administered by the California State Treasurer meet this requirement for diversification.

4.2 **Liquidity:** The City of Belmont's investment portfolio will remain sufficiently liquid to enable the City of Belmont to meet all operating requirements as reasonably anticipated.

4.3 **Return on Investments:** The City of Belmont's investment portfolio shall be designed with the objective of attaining a rate of return throughout budgetary and economic cycles, commensurate with the City of Belmont's investment risk constraints and the cash flow characteristics of the portfolio.

5.0 Delegation of Authority:

No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the Finance Director/City Treasurer. The Finance Director/City Treasurer shall be responsible for all investment transactions undertaken and shall establish a system of internal controls to regulate the activities of authorized personnel.

6.0 Ethics and Conflicts of Interest:

Officers and employees involved in the investment process shall refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. Employees and investment officials shall disclose to the Belmont City Clerk any material financial interests in financial institutions that conduct business within this jurisdiction.

7.0 Reporting:

The Finance Director/City Treasurer shall provide to the City Council monthly investment reports which provide a clear picture of the status of the current investment portfolio.

Schedules in the monthly report should include the following:

- A listing of individual securities held at the end of the reporting period by authorized investment category.

- Final maturity of all investments listed.

- Coupon, discount, or earnings rate.

- Par value and market value.

8.0 Investment Policy Adoption:

The City of Belmont's investment policy shall be accepted by the City Council. The policy shall be reviewed annually, and any modifications made thereto must be approved by the City Council.

CITY OF BELMONT

# FISCAL YEAR 2023-24

MONTHLY FINANCIAL REPORT - DECEMBER 31, 2023



## HIGHLIGHTS

### PERFORMANCE AT A GLANCE REPORT

• General Fund balance increased compared to prior YTD

### BUDGET VARIANCE REPORT

• Management Discussion & Analysis
• Tax Trends

### FUND RECAP AT A GLANCE REPORT

**Notable Fund Balance Increase compared to prior YTD:**

•General Fund
•Development Services
•Belmont Fire Protection District
•Street Improvement
•Fleet & Equipment Management
• Sewer Collection System
• Sewer Treatment

**Notable Fund Balance Decrease compared to prior YTD:**

• Planned Park
• Storm Drainage Enterprise

### CASH DISBURSEMENTS & PURCHASE ORDER ACTIVITY REPORT

•Amounts equal to and above $50,000

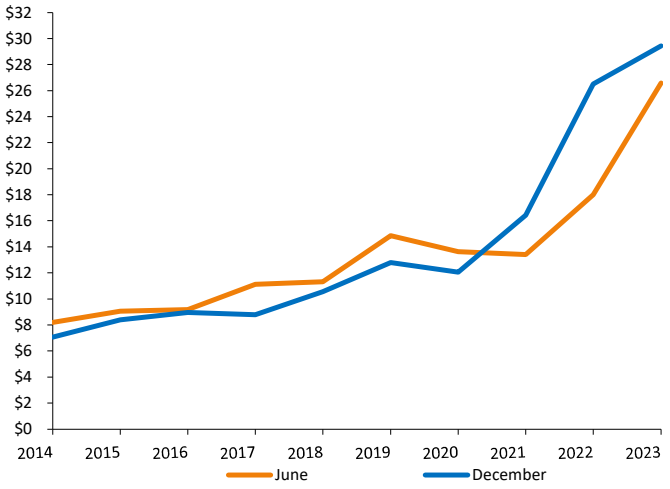
*This report contains financial information which has not been reviewed or audited by an independent auditor, does not reflect the application of generally accepted accounting principles in all instances and is subject to future revision. This report has not been prepared with a view to informing an investment decision in any of the City's bonds, notes or other obligations. Any projections, plans or other forward-looking statements included in this report are subject to a variety of uncertainties that could cause any actual plans or results to differ materially from any such statement. The information herein is not intended to be used by investors or potential investors in considering the purchase or sale of the City's bonds, notes or other obligations and investors and potential investors should rely only on information filed by the City on the Municipal Securities Rulemaking Board's Electronic Municipal Market Access System for municipal securities disclosures and website, maintained on the World Wide Web at https://emma.msrb.org/*

*These financial reports are designed to provide a general overview of the City of Belmont's interim finances. Questions concerning any information provided in these reports should be addressed to financedept@belmont.gov or for additional information regarding the City's financial activities, including past award winning audited financial statements, transparency efforts and best practices please visit the City at www.belmont.gov.*

CALIFORNIA BELMONT

# City of Belmont
# Performance at a Glance
# Results for the Period Ended December 31, 2023
# (000's)

**General Fund Balance Trend**
**(in millions)**

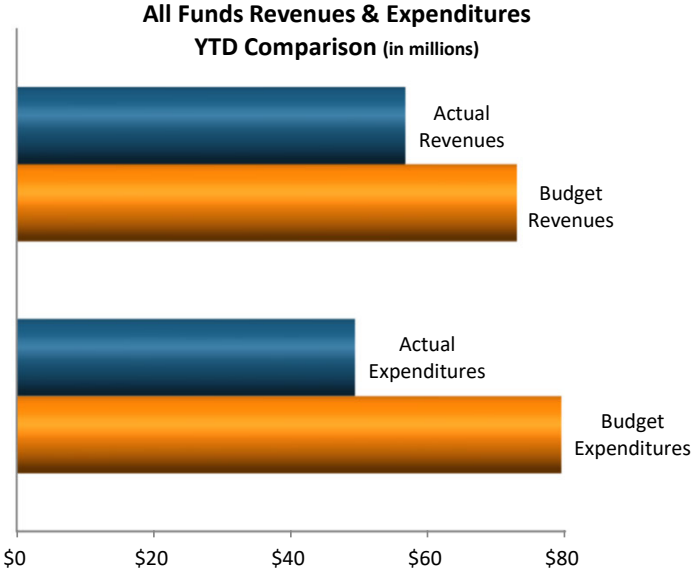



**General Fund Balance Trends***

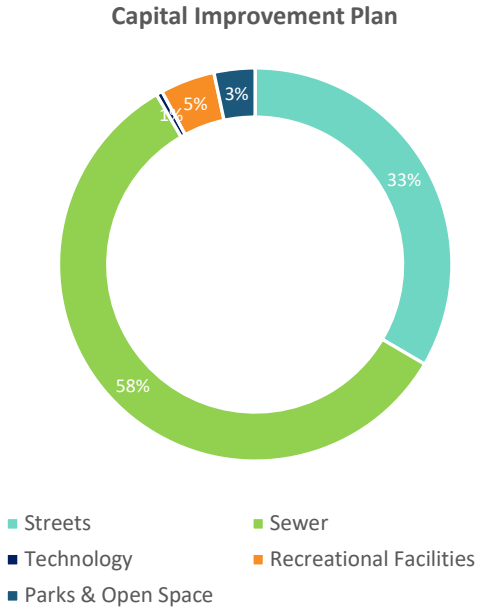
| | | |
|---|---|---|
| 6/30/2014 | $8,204 | Audited |
| 6/30/2015 | $9,049 | Audited |
| 6/30/2016 | $9,177 | Audited |
| 6/30/2017 | $11,128 | Audited |
| 6/30/2018 | $11,325 | Audited |
| 6/30/2019 | $14,846 | Audited |
| 6/30/2020 | $13,637 | Audited |
| 6/30/2021 | $13,398 | Audited |
| 6/30/2022 | $18,013 | Audited |
| 6/30/2023 | $26,586 | Audited |
| 12/31/2023 | $29,448 | Unaudited |

* excludes Measure I

**All Funds Revenues & Expenditures**
**YTD Comparison (in millions)**




**Capital Improvement Plan**




## General Fund

The General Fund balance is $29.4 million, an increase of $2.9 million compared to the amount at the prior fiscal year end. Budgeted operating transfers $2.4 million from the General Fund to various funds will not be recorded until at the end of the fiscal year based on actual results.

## Fund Balance - YTD Fund Deficits

As shown on the Fund Recap at a Glance (page 3) Recreation, Street Maintenance and Facilities Management Fund have deficits and are expected to be elminated in a future period.

**City of Belmont**
**Fund Recap at a Glance**
**Results for the Period Ended December 31, 2023**
**(000's)**

| Fund | Fund Name | Audited Fund Balance 06/30/23 (1) | Revenues YTD Budget | Revenues YTD Actual (2) | Revenues Variance (Under) Over | Revenues % | Revenues PY YTD Actual | Expenditures YTD Budget | Expenditures YTD Actual (3) | Expenditures Variance Under (Over) | Expenditures % | Expenditures PY YTD Actual | Unaudited Fund Balance 12/31/23 (1)+(2)-(3) | PY YTD Fund Balance 12/31/22 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **GENERAL FUND** | | | | | | | | | | | | | | |
| 101 | General | *$26,586* | $14,786 | $15,040 | $254 | 102% | $19,649 | $15,371 | $12,178 | $3,194 | 79% | $11,061 | ***$ 29,448*** | *26,494* |
| 102 | Measure I | *3,937* | 1,155 | 886 | (269) | 77% | 817 | 3,629 | 1,520 | 2,109 | 42% | 426 | ***3,302*** | *3,315* |
| **SPECIAL REVENUE FUNDS** | | | | | | | | | | | | | | |
| 205 | Recreation | *583* | 1,685 | 865 | (820) | 51% | 858 | 1,841 | 1,770 | 71 | 96% | 1,578 | ***(322)*** | *(717)* |
| 206 | Library Maintenance & Operation | *815* | 159 | 170 | 11 | 107% | 162 | 522 | 188 | 334 | 36% | 175 | ***796*** | *820* |
| 207 | Athletic Field Maintenance | *366* | 61 | 59 | (2) | 96% | 68 | 176 | 49 | 127 | 28% | 29 | ***376*** | *413* |
| 208 | City Tree | *284* | 8 | 27 | 19 | 352% | 5 | 43 | 49 | (6) | 115% | 21 | ***262*** | *280* |
| 209 | Senior Services Donation | *92* | 3 | 2 | (1) | 57% | 1 | 3 | 0 | 3 | 0% | 0 | ***94*** | *91* |
| 210 | Development Services | *1,538* | 2,624 | 3,784 | 1,160 | 144% | 2,311 | 3,267 | 2,694 | 572 | 82% | 2,377 | ***2,627*** | *1,013* |
| 212 | General Plan Maintenance | *1,592* | 265 | 290 | 24 | 109% | 410 | 562 | 415 | 147 | 74% | 71 | ***1,467*** | *1,637* |
| 223 | Belmont Fire Protection District | *20,198* | 8,615 | 9,905 | 1,290 | 115% | 8,753 | 6,417 | 9,400 | (2,983) | 146% | 7,045 | ***20,702*** | *17,856* |
| 225 | Police Grants and Donations | *30* | 0 | 1 | 0 | 178% | 0 | 3 | 0 | 2 | 13% | 2 | ***30*** | *31* |
| 227 | Supplemental Law Enforcement | *7* | 88 | 127 | 39 | 145% | 104 | 64 | 62 | 2 | 97% | 88 | ***72*** | *16* |
| 231 | Street Maintenance | *0* | 1,950 | 627 | (1,322) | 32% | 608 | 1,303 | 1,218 | 85 | 94% | 1,150 | ***(591)*** | *(540)* |
| 232 | RMRA Street Project | *606* | 350 | 300 | (50) | 86% | 256 | 659 | 1 | 659 | 0% | 7 | ***905*** | *248* |
| 233 | Measure W | *1,809* | 192 | 167 | (25) | 87% | 323 | 475 | 0 | 475 | 0% | 0 | ***1,976*** | *1,773* |
| 234 | Street Improvements | *1,903* | 624 | 615 | (9) | 99% | 899 | 1,564 | 71 | 1,492 | 5% | 747 | ***2,447*** | *1,053* |
| 237 | Traffic Impact | *97* | 814 | 2 | (812) | 0% | 2 | 0 | 0 | 0 | N/A | 0 | ***98*** | *201* |
| 239 | Public Art | *404* | 154 | 7 | (147) | 5% | 3 | 0 | 0 | 0 | N/A | 0 | ***411*** | *397* |
| 275 | Affordable Housing Successor | *9,448* | 242 | 225 | (18) | 93% | 3,001 | 1,969 | 130 | 1,839 | 7% | 280 | ***9,543*** | *9,174* |
| 277 | Inclusionary Housing | *2,572* | 302 | 4 | (298) | 1% | 1 | 0 | 0 | 0 | N/A | 0 | ***2,575*** | *2,453* |
| | Total Special Revenue | *42,343* | 18,134 | 17,176 | (958) | 95% | 17,767 | 18,866 | 16,048 | 2,818 | 85% | 13,570 | ***43,470*** | *36,197* |
| **CAPITAL PROJECT FUNDS** | | | | | | | | | | | | | | |
| 308 | General Facilities | *734* | 7 | 13 | 6 | 184% | 6 | 301 | 5 | 295 | 2% | 5 | ***741*** | *722* |
| 310 | Infrastructure | *2,395* | 22 | 44 | 22 | 198% | 278 | 707 | 208 | 498 | 29% | 814 | ***2,231*** | *2,263* |
| 312 | Comcast PEG Program | *405* | 4 | 7 | 3 | 186% | 3 | 60 | 0 | 60 | 0% | 0 | ***412*** | *397* |
| 341 | Planned Park | *1,701* | 20 | 28 | 8 | 139% | 423 | 356 | 336 | 20 | 94% | 373 | ***1,393*** | *2,030* |
| 342 | Park Impact | *641* | 1,354 | 24 | (1,329) | 2% | 284 | 328 | 0 | 328 | 0% | 151 | ***666*** | *459* |
| 343 | Open Space | *97* | 0 | 2 | 2 | N/A | 4 | 35 | 0 | 35 | 0% | 24 | ***99*** | *144* |
| 399 | Capital Improvement Projects | - | 18,885 | 7,029 | (11,855) | 37% | 0 | 18,924 | 3,371 | 15,554 | 18% | 0 | ***3,659*** | *0* |
| 704 | Special Assessment Districts | *315* | 3 | 6 | 3 | 186% | 2 | 0 | 0 | 0 | N/A | 0 | ***321*** | *309* |
| | Total Capital Projects | *6,288* | 20,295 | 7,153 | (13,141) | 35% | 1,001 | 20,711 | 3,920 | 16,790 | 19% | 1,367 | ***9,521*** | *6,323* |
| **DEBT SERVICE & OTHER FUNDS** | | | | | | | | | | | | | | |
| 406 | Library Bond Debt Service | *286* | 338 | 348 | 10 | 103% | 347 | 340 | 535 | (195) | 157% | 531 | ***99*** | *86* |
| 501-505 | Sewer Collection System | *31,482* | 9,982 | 8,526 | (1,456) | 85% | 8,236 | 11,041 | 6,010 | 5,032 | 54% | 5,243 | ***33,998*** | *28,407* |
| 507 | Sewer Treatment | *27,391* | 1,617 | 1,647 | 30 | 102% | 1,607 | 2,050 | 2,118 | (67) | 103% | 2,275 | ***26,919*** | *25,304* |
| 525 | Storm Drainage Enterprise | *2,173* | 670 | 581 | (88) | 87% | 609 | 1,613 | 1,011 | 602 | 63% | 810 | ***1,744*** | *2,385* |
| 530 | Solid Waste Management | *1,868* | 317 | 276 | (41) | 87% | 244 | 283 | 264 | 20 | 93% | 257 | ***1,880*** | *1,742* |
| 570 | Worker's Compensation | *1,761* | 445 | 551 | 107 | 124% | 409 | 366 | 686 | (320) | 188% | 648 | ***1,627*** | *1,291* |
| 571 | Liability Insurance | *3,686* | 424 | (49) | (473) | -11% | (111) | 562 | 630 | (68) | 112% | 600 | ***3,008*** | *2,665* |
| 572 | Self Funded Vision | *0* | 0 | 0 | 0 | N/A | 0 | 0 | (4) | 4 | N/A | (5) | ***4*** | *5* |
| 573 | Fleet & Equipment Management | *8,394* | 2,332 | 2,406 | 74 | 103% | 2,274 | 2,629 | 2,367 | 262 | 90% | 2,253 | ***8,433*** | *7,429* |
| 574 | Facilities Management | *(603)* | 1,731 | 1,437 | (294) | 83% | 881 | 1,303 | 1,305 | (2) | 100% | 1,230 | ***(471)*** | *(347)* |
| 575 | Benefit Prefunding | *1,234* | 742 | 735 | (6) | 99% | 702 | 679 | 802 | (123) | 118% | 814 | ***1,168*** | *967* |
| | Total Debt & Other | 77,673 | 18,597 | 16,458 | (2,139) | 88% | 15,197 | 20,867 | 15,722 | 5,145 | 75% | 14,657 | 78,409 | 69,932 |
| | **Total All Funds** | **$156,826** | **$72,966** | **$56,712** | **($16,254)** | **78%** | **$54,431** | **$79,444** | **$49,388** | **$30,055** | **62%** | **$41,081** | **$164,150** | **$142,261** |

**Fund Types:**

**General Fund -** Used to account for and report all financial resources not accounted for and reported in another fund.

**Special Revenue Funds -** Used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditure for specific purposes other than debt service or capital projects.

**Capital Projects Funds** - Used to account for and report financial resources that are restricted, committed, or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets.

**Debt Service & Other Funds** - Includes funds used to account for and report financial resources that are restricted, committed, or assigned to expenditure for principal and interest; funds used to finance and account for special activities and services performed by a designated department for other departments in the City on a cost reimbursement basis; and funds to account for operations financed and operated in a manner similar to a private business enterprise with the intent that the cost of providing goods and services is primarily financed through user charges; and funds used to account for assets held by the City as an agent.

**City of Belmont**
**Budget Variance Report**
**General Fund / All Other Funds**
**Results for the Period Ended December 31, 2023**
**(000's)**

| | General Fund | | | | | | All Other Funds | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Year to Date (YTD) | | | | Annual | PY YTD | Year to Date (YTD) | | | | Annual | PY YTD |
| | Budget | Actual | Variance | % | Budget | Actual | Budget | Actual | Variance | % | Budget | Actual |
| **REVENUES** | | | | | | | | | | | | |
| Taxes | $10,986 | $10,263 | ($723) | 93% **a** | $21,971 | $11,924 | $10,735 | $10,496 | ($240) | 98% **a** | $21,471 | $10,075 |
| Licenses and permits | 594 | 433 | (161) | 73% **b** | 1,188 | 494 | 1,032 | 1,387 | 355 | 134% | 2,064 | 1,180 |
| Intergovernmental | 168 | 243 | 75 | 145% | 336 | 3,400 | 5,002 | 4,866 | (135) | 97% **d** | 10,003 | 1,508 |
| Charge for services | 2,174 | 2,212 | 39 | 102% | 4,347 | 2,282 | 22,464 | 18,152 | (4,311) | 81% **e** | 44,928 | 17,711 |
| Fines and forfeits | 80 | 63 | (17) | 79% | 160 | 60 | - | - | - | N/A | - | - |
| Use of money and property | 606 | 1,810 | 1,204 | 299% | 1,212 | 1,481 | 1,082 | 3,150 | 2,067 | 291% | 2,165 | 1,443 |
| Miscellaneous | 179 | 15 | (163) | 9% **c** | 357 | 8 | 169 | 380 | 212 | 225% | 337 | (82) |
| Other financing sources | - | - | - | N/A | - | - | - | - | - | N/A | - | 2,947 |
| Operating transfers in | - | - | - | N/A | - | - | 17,696 | 3,241 | (14,456) | 18% **f** | 35,393 | - |
| **Total Revenues** | **14,786** | **15,040** | **254** | **102%** | **29,572** | **19,649** | **58,180** | **41,672** | **(16,508)** | **72%** | **116,361** | **34,782** |
| **EXPENDITURES** | | | | | | | | | | | | |
| General government | 3,855 | 3,221 | (634) | 84% | 7,709 | 2,880 | 4,020 | 4,561 | 540 | 113% **g** | 8,041 | 4,325 |
| Public safety | 7,869 | 7,741 | (128) | 98% | 15,738 | 7,174 | 6,458 | 9,439 | 2,980 | 146% **h** | 12,917 | 7,135 |
| Streets and utilities | - | - | - | N/A | - | - | 25,168 | 10,260 | (14,908) | 41% | 50,337 | 9,587 |
| Culture and recreation | 1,280 | 1,204 | (77) | 94% | 2,560 | 1,007 | 4,859 | 3,517 | (1,342) | 72% | 9,719 | 3,350 |
| Urban redevelopment | - | - | - | N/A | - | | 4,795 | 2,441 | (2,354) | 51% | 9,591 | 1,946 |
| Debt service | - | - | - | N/A | - | - | 3,307 | 3,765 | 457 | 114% **i** | 6,614 | 3,677 |
| Operating transfer out | 2,367 | 12 | (2,355) | 1% | 4,735 | | 15,464 | 3,228 | (12,235) | 21% | 30,927 | |
| **Total Expenditures** | **15,371** | **12,178** | **(3,194)** | **79%** | **30,743** | **11,061** | **64,073** | **37,211** | **(26,862)** | **58%** | **128,145** | **30,020** |
| **EXCESS OF REVENUES OVER/ (UNDER) EXPENDITURES** | **($585)** | **$2,862** | | | **($1,171)** | **$8,588** | **($5,892)** | **$4,462** | | | **($11,785)** | **$4,762** |

## Management Discussion and Analysis

(Items with unfavorable budget variance more than $0.1 million)

**General Fund**

*Revenues*

**a) Taxes** - The budget variance is primarily due to the timing of receipts. In addition, the majority of Sales Tax and Transient Occupancy Taxes (TOT) received in July are related to June activities, which are subject to an account adjustment.

**b) Licenses and permits** - The budget variance is primarily due to the timing of receipts and an accounting adjustment.

**c) Miscellaneous** - The budget variance is primarily due to the timing of the annual Crystal Springs Uplands School (CSUS) Public Service Fee, which will be received in a future reporting period.

**Other Funds**

*Revenues*

**a) Taxes** - The budget variance is primarily due to the timing of receipts. In addition, the majority of Sales Tax received in July are related to June activities, which are subject to an accounting adjustment.

**d) Intergovernmental** - The revenue will be received in a future reporting period.

**e) Charge for Services** - Various in lieu/impact fees and sewer connection fee budgeted for are not materialized in the current reporting period.

**f) Operating Transfers In** – Budgeted operating transfers are recorded at the end of the fiscal year based on actual results.

**Other Funds**

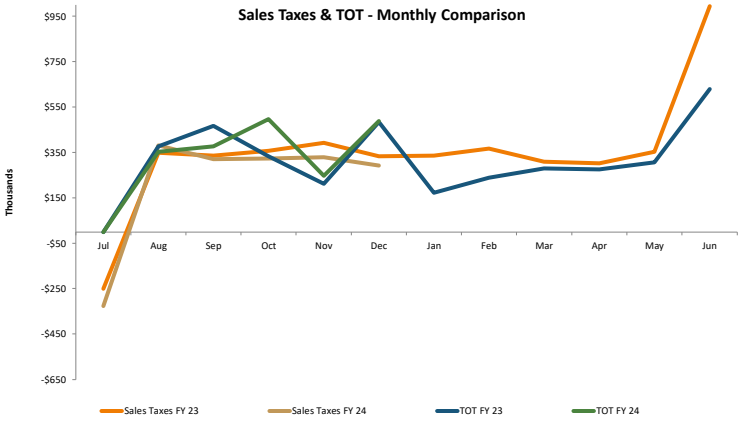
*Expenditures*

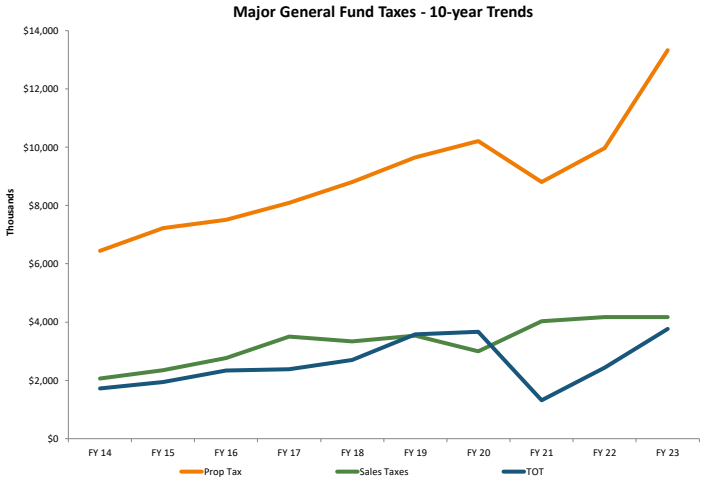
**g) General Government** - The annual insurance premiums and OPEB contributions were paid in July.

**h) Public Safety** - First quarter payments of $1.7M to BSCFD and $2.3M to San Mateo Consolidated Fire Department were made in July.

**i) Debt Service** - Semi-annual debt service on bonds were paid in August and January.

## Trends




** July Sales Tax & TOT revenues received were for June activities and accrued to the previous FY. July revenues will be received in August.

# City of Belmont
# Disbursements & Purchase Order Activity Report
# Results for the Period Ended December 31, 2023

**Disbursements Amounts Equal to $50,000 and Above**

| Vendor | Description | Date | No. | Amount |
|---|---|---|---|---|
| ADP | PAYROLL 11/25/2023 TAXES | 12/1/23 | DAJ000008671 | 123,220.73 |
| ADP | PAYROLL 12/09/2023 TAXES | 12/15/23 | DAJ000008673 | 112,797.36 |
| ADP | PAYROLL 12/23/2023 TAXES | 12/29/23 | DAJ000008677 | 106,752.11 |
| CALPERS | COB CONTRIBUTIONS PPE 11/17/23 | 12/7/23 | DAJ000008643 | 133,705.81 |
| CALPERS | COB HEALTH PREMIUM-JANUARY | 12/11/23 | DAJ000008645 | 187,497.20 |
| CALPERS | COB CONTRIBUTIONS PPE 12/01/23 | 12/20/23 | DAJ000008665 | 128,740.59 |
| CITY OF BELMONT EMPLOYEES | PAYROLL 12/09/2023 | 12/15/23 | DAJ000008674 | 472,004.54 |
| CITY OF BELMONT EMPLOYEES | PAYROLL 12/23/2023 | 12/29/23 | DAJ000008676 | 460,402.81 |
| EYEP SOLUTIONS | FORTINET SUPPORT | 12/15/23 | EFT00033883 | 77,981.66 |
| GOOD CITY COMPANY | PLANNING SERVICES | 12/15/23 | EFT00033903 | 79,281.84 |
| PAVEMENT ENGINEERING INC | DAVEY GLEN ROAD IMPROVEMENTS PROJECT | 12/1/23 | EFT00033813 | 63,100.00 |
| SAN MATEO CONSOLIDATED FIRE DEPARTMENT | FY23/24 Q3 CONTRIBUTIONS AND OCTOBER CONTRACTED SERVICES | 12/8/23 | EFT00033832 | 2,302,334.25 |
| SAN MATEO COUNTY - HEALTH | FY23/24 ANIMAL CONTROL COSTS | 12/15/23 | 1204297 | 157,314.00 |
| SILICON VALLEY CLEAN WATER | COB QTRLY CASH SHARE | 12/8/23 | EFT00033822 | 347,981.60 |
| | **Total Disbursements in Excess of $50,000** | | | **$ 4,753,114.50** |
| | **Total Count** | | | **14** |

**Purchase Order Amounts Equal to $50,000 and Above**

| Vendor | Description | Date | No. | Amount |
|---|---|---|---|---|
| | NONE | | | |
| | **Total Purchase Orders Issued in Excess of $50,000** | | | **$ -** |
| | **Total Count** | | | **-** |

# CITY OF BELMONT
# TREASURER'S REPORT
# December-23

## Agency Receipts and Disbursements Summary

| | Beginning Balance November 30, 2023 | Receipts | Disbursements | Ending Balance December 31, 2023 |
|---|---|---|---|---|
| City of Belmont | $ 107,113,448.82 | $ 15,959,130.26 | $ (3,263,437.79) | $ 119,809,141.29 |
| Belmont Fire Protection District | 15,982,380.79 | 7,151,550.65 | (2,601,288.81) | 20,532,642.63 |
| **Total** | **$ 123,095,829.61** | **$ 23,110,680.91** | **$ (5,864,726.60)** | **$ 140,341,783.92** |
| | | | | - |

## Balance Summary

| | Deposit | Investments | Pool Total |
|---|---|---|---|
| City of Belmont & Belmont Fire Protection District | **$ 1,885,288.56** | **$ 138,456,495.36** | **$ 140,341,783.92** |
| | | | - |

I certify that this report accurately reflects all investments of City of Belmont and Belmont Fire Protection District, and is in conformance with the adopted Investment Policy mandated by Government Code 53646. Furthermore, I certify to the best of my knowledge, sufficient investment liquidity and anticipated revenues are available to meet the Agency's budgeted expenditure requirement for the next six months.

Respectfully Submitted,

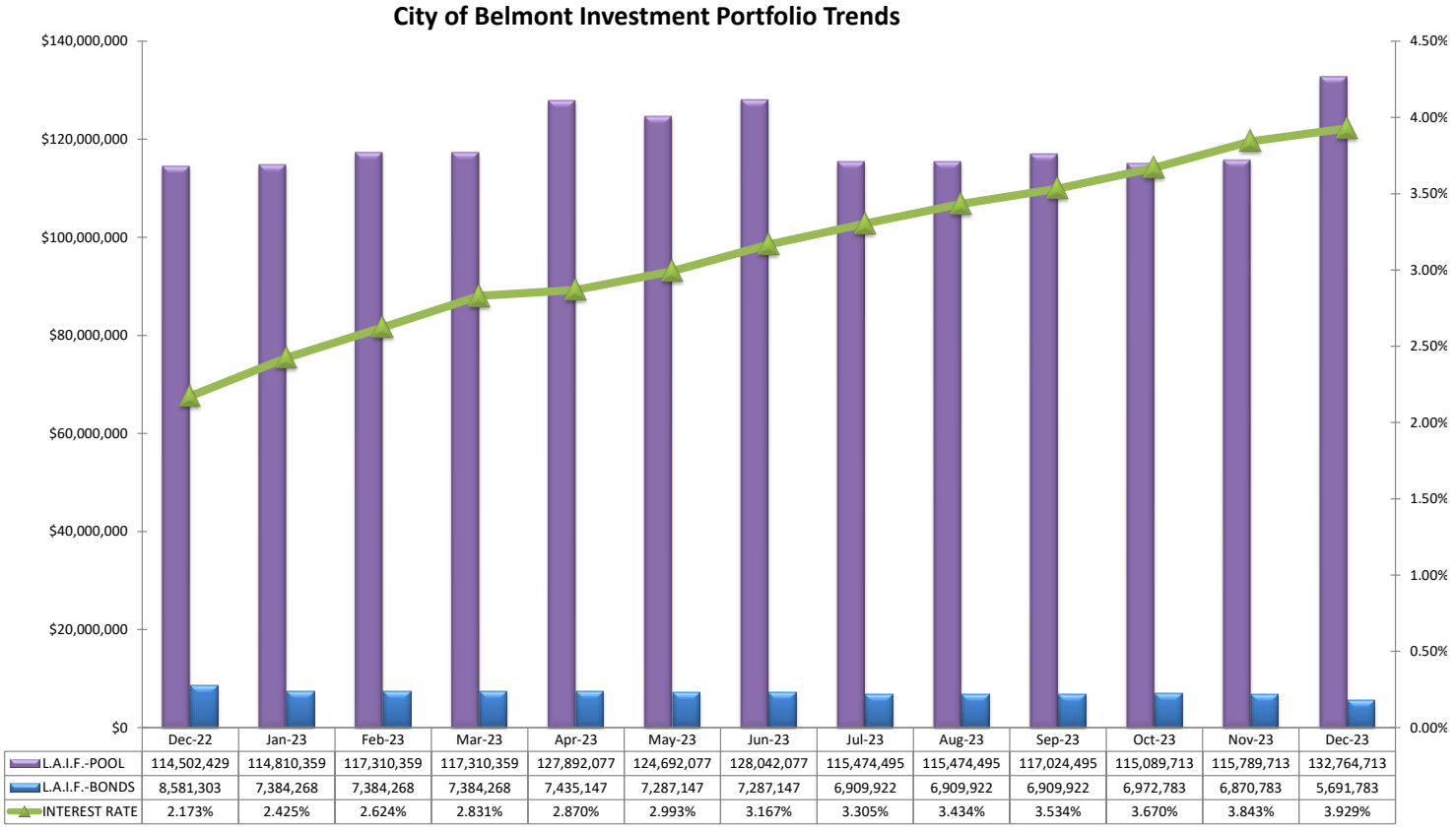
s/b Grace Castaneda

Grace Castaneda
City Treasurer

# CITY OF BELMONT
# TREASURER'S REPORT
# December-23

**Investment Detail**

| Investment Type | Issuer | Maturity Date | Par Amount | Current Market Value | Interest Total | Investment Period | Rate | Pricing Source | Manager |
|---|---|---|---|---|---|---|---|---|---|
| **Deposit** | | | | | | | | | |
| General Account | Wells Fargo | | $ 1,885,288.56 | $ 1,885,288.56 | | | | Bank | Bank |
| **Investments:** | | | | | | | | | |
| L.A.I.F.-POOL | State of California | Daily | 132,764,712.77 | 130,946,863.67 | 434,693.80 | 90 days | 3.929% | LAIF | LAIF |
| L.A.I.F.-BONDS | State of California | Daily | 5,691,782.59 | 5,613,849.22 | 18,635.84 | 90 days | 3.929% | LAIF | LAIF |
| **Total** | | | **$ 140,341,783.92** | **$ 138,446,001.45** | **$ 453,329.64** | | | | |




| | Dec-22 | Jan-23 | Feb-23 | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| L.A.I.F.-POOL | 114,502,429 | 114,810,359 | 117,310,359 | 117,310,359 | 127,892,077 | 124,692,077 | 128,042,077 | 115,474,495 | 115,474,495 | 117,024,495 | 115,089,713 | 115,789,713 | 132,764,713 |
| L.A.I.F.-BONDS | 8,581,303 | 7,384,268 | 7,384,268 | 7,384,268 | 7,435,147 | 7,287,147 | 7,287,147 | 6,909,922 | 6,909,922 | 6,909,922 | 6,972,783 | 6,870,783 | 5,691,783 |
| INTEREST RATE | 2.173% | 2.425% | 2.624% | 2.831% | 2.870% | 2.993% | 3.167% | 3.305% | 3.434% | 3.534% | 3.670% | 3.843% | 3.929% |

# STAFF REPORT

| | |
|---|---|
| **Meeting Date:** | February 13, 2024 |
| **Agency:** | City of Belmont |
| **Staff Contact:** | Bozhena Palatnik, Public Works, (650) 595-7463, bpalatnik@belmont.gov |
| **Agenda Title:** | San Juan Blvd Sewer Capacity Improvement Project Task Order |
| **Agenda Action:** | Resolution |

## Recommendation

Adopt a resolution authorizing the City Manager to execute a Task Order with Schaaf and Wheeler Consulting Civil Engineers for an amount not to exceed $130,320 for design, bid, and construction support services for the San Juan Blvd Sewer Capacity Improvement Project.

## Strategic Focus Area

Infrastructure and Mobility

## Background

As part of the Sanitary Sewer Master Plan, the engineering consultant developed a hydraulic model evaluating current and future flow characteristics observed in the Belmont sanitary sewer system. Capacity evaluation was performed, results of the model were analyzed considering existing needs along with anticipated new development, and a capital improvement program (Sewer CIP) was developed for existing (2023), near-term future (2028), and long-term future (2043) Peak Wet Weather Flow (PWWF) conditions.

The first 2 capital improvement projects (CIPs) identified as a top priority involve capacity deficient sanitary sewer gravity pipes feeding into the City's largest sanitary sewer lift station – San Juan. Below is more information regarding these CIPs.

1. Upsizing of 325 linear feet of 8-inch inlet pipe leading to the San Juan Lift Station to 15-inch.
2. Upsizing of 1,506 linear feet of 6-inch pipe between East Laurel Creek Rd and Marburger Avenue to 10-inch and upsizing downstream 668 linear feet of 6-inch pipe in the same area to 12-inch.

The project will also involve manhole upgrade/replacement along the pipe alignment.

Upon completion of this project, City will work on designing subsequent and related upgrades for the San Juan lift station and force main project that were identified in the new 5-year CIP.

## Analysis

City staff reached out to on-call consultants seeking design service for the project improvements, and Schaaf and Wheeler responded with the most comprehensive proposal that included the following tasks:

1. Data collection, site visits, and review of existing conditions.
2. Utility investigation, surveying, potholing, and coordination.
3. Preparation of 65%, 95% and 100% plans and specifications in accordance with the City's standards.
4. Providing support services to City during bidding phase including responding to Requests for Information (RFIs) from bidders and evaluating bids received.
5. Providing construction phase support services including but not limited to review of submittals, contract change order preparation and/or review, responding to RFIs, and as-built preparation.

This project is on a critical path for completion prior to next year's wet season. The design is expected to take 2.5 months followed by construction, which is tentatively scheduled to start in July and finish by October 2024 before the start of the rainy season.

**Alternatives**

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

**Attachments**

A. Resolution
B. Proposal from Schaaf and Wheeler Consulting Civil Engineers

**Fiscal Impact**

☐ No Fiscal Impact

☒ Funding Source Confirmed: San Juan Sewer Main Capacity Improvements Project# 7086 (Account #399-3-730-7086-9030)

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

# RESOLUTION NO. 2024 –

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT APPROVING SAN JUAN BLVD SEWER CAPACITY IMPROVEMENT PROJECT - DESIGN TASK ORDER WITH SCHAAF AND WHEELER CONSULTING CIVIL ENGINEERS**

WHEREAS, as part of the Sanitary Sewer Master Plan 5-year Capacity Improvement Plan, two (2) projects were identified involving capacity deficient sanitary sewer gravity pipes feeding into the City's San Juan sanitary sewer lift station; and,

WHEREAS, staff solicited proposals from qualified civil engineering firms under existing on-call agreements; and,

WHEREAS, staff selected Schaaf and Wheeler Consulting Civil Engineers to design this project for an amount not to exceed $130,320; and,

WHEREAS, $170,000 is budgeted in fiscal year 2023-24 under San Juan Sewer Main Capacity Improvements Project Account #399-3-730-7086-9030.

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

SECTION 1. The City Manager is authorized to execute a Task Order with Schaaf and Wheeler Consulting Civil Engineers for an amount not to exceed $130,320 for design, bid, and construction support services for the San Juan Blvd Sewer Capacity Improvement Project..

* * *

ADOPTED February 13, 2024 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

Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS



PROPOSAL FOR

# City of Belmont

San Juan Boulevard Sewer Capacity Improvement Project

January 31, 2024

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**Appendix: Resumes**

Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS
4699 Old Ironsides Dr., Ste. 350
Santa Clara, CA 95054
(408) 246-4848

# Cover Letter

January 31, 2024

Bozhena Palatnik, PE, Sr. Civil Engineer
Public Works Department
City of Belmont
One Twin Pines Lane
Suite 385 Belmont, CA 94002

**Subject: Proposal for San Juan Boulevard Sewer Capacity Improvement Project**

Dear Ms. Palatnik,

Schaaf & Wheeler is pleased to submit the enclosed proposal to provide sanitary sewer improvement design services to the City of Belmont. Our firm is positioned to provide design services for the gravity sewer capacity improvements on San Juan Boulevard that meet the City's desired schedule.

Our firm has provided sewer rehabilitation services to the City and surrounding public agencies for almost 40 years. Our extensive knowledge and experience working with the City will ensure that the project is completed successfully.

I will be the project manager, bringing more than 20 years of experience providing wastewater rehabilitation services throughout the Bay Area, including several projects for the City. Charles D. Anderson, PE will be the principal-in-charge, with more than 30 years overseeing water resources engineering projects in California.

The enclosed proposal presents our team qualifications and project scope. We welcome the opportunity to meet with the City to discuss our proposal further. Should you need additional information, please contact me at (707) 528-4848 or bshick@swsv.com.

Sincerely,
Schaaf & Wheeler

**Benjamin L. Shick, PE**
**Vice President**

# Firm Qualifications

## About Schaaf & Wheeler

| | |
|---|---|
| Firm Name: | Schaaf & Wheeler |
| Type of Organization: | Corporation – Incorporated in California since 1985, in business 39 years |
| Primary Contact: | **Benjamin L. Shick, PE**<br>(707) 528-4848; bshick@swsv.com |
| Offices: | HQ: 4699 Old Ironsides Drive, Suite 350, Santa Clara, CA 95054<br>870 Market Street, Ste. 1278, San Francisco, CA 94102<br>2200 Range Avenue, Ste. 201, Santa Rosa, CA 95403<br>3 Quail Run Circle, Ste. 101, Salinas, CA 93907<br>10232 Donner Pass Road #4, Truckee, CA 96161 |
| Professional Registrations and Affiliations: | Certified State of California Small Business Enterprise Certification No. 40527 |

Schaaf & Wheeler is a civil engineering firm focused in water resources. With almost 40 years of commitment to solving flood control, stormwater, wastewater, potable water, and recycled water problems, Schaaf & Wheeler is recognized by public and private sector clients for its value-added engineering. We are certified as a small business enterprise by the State of California and operate from five locations: Santa Clara, San Francisco, Santa Rosa, Salinas, and Truckee.

Schaaf & Wheeler has 10 areas of focus within the water resources discipline:

- Hydrology and hydraulics analyses, including site evaluations and modeling;
- Flood control analyses, including floodplain studies and channel design, filing of letters of map revision, and FEMA coordination;
- Watershed assessments, erosion and sediment control, and bioengineered channel stabilization;
- Water quality, including design or review of best management practices (BMPs) for stormwater treatment and hydromodification flow control facilities;
- Stormwater management and drainage services, including master planning, engineering, and design of urban storm drain systems and pump stations;
- Wastewater system master planning, engineering, and design of conveyance systems, including lift stations;
- Potable water system master planning, modeling, engineering; and design of supply, storage, collection and distribution systems, including tanks and booster stations;
- Recycled water systems planning, engineering, and design; including reclamation feasibility studies and customer retrofits;
- Construction management, construction site observation, construction inspection services, value engineering, construction cost analysis, and constructability reviews; and
- Project management, including management of subconsultants, containment of schedule and cost, and communications with client and stakeholders.

## Relevant Project Examples

Schaaf & Wheeler has served municipal clients continuously throughout our 39-year history. We have assembled a team of specialists with extensive experience in sewer rehabilitation. The below relevant experience highlights projects similar in size and scope to the City's requested services.

**Client & Contact:**
Bozhena Palatnik, Senior Civil Engineer
City of Belmont
Department of Public Works
One Twin Pines Ln, Ste. 385
Belmont, CA 94002
(650) 595-7463
bpalatnik@belmont.gov

**Contract Value:** Various

**Team Members:**
Benjamin L. Shick, PE; Glen M. Anderson, PE; Curran L. Price, PE; Jonathan F. Ondracek, EIT

### Sanitary Sewer Rehabilitation Projects: 2015, 2016, 2017, 2019, and 2023

The City of Belmont selected Schaaf & Wheeler to evaluate, prioritize, and design the rehabilitation and replacement of their high priority gravity sewer lines throughout the City. Our most recent projects have included the 2017 sewer rehabilitation project, which involved 2.5 miles of sewer rehabilitation throughout the City, mostly in tightly congested areas and in backyard easements.

The 2019 project consisted of over 11,000 linear feet of sewer rehabilitation and replacement within sewer easements with limited and difficult access throughout the City. The 2023 sewer project included addressing condition related issues within streets with upcoming pavement rehabilitation projects. Construction methods include pipe bursting, open trench excavation, and CIPP lining.




**Client & Contact:**
Bozhena Palatnik, Senior Civil Engineer
City of Belmont
Department of Public Works
One Twin Pines Ln, Ste. 385
Belmont, CA 94002
(650) 595-7463
bpalatnik@belmont.gov

**Contract Value:** ~$284,815

**Construction Cost:** $4.15M

**Team Members:**
Benjamin L. Shick, PE; Charles D. Anderson, PE; Curran L. Price, PE

### North Road Pump Station Rehabilitation Project: 2017 – 2018

The City of Belmont conducted pump station and force main condition assessments, which identified the need to rehabilitate and upsize the North Road Pump Station to address a lack of room to expand and multiple utilities.

Schaaf & Wheeler was hired to design the installation of a new wet well, pumps, associated equipment, and force main along El Camion Real. Schaaf & Wheeler's team performed detailed utility investigations, potholing, geotechnical investigations, and permitting coordination during preliminary design.

After confirming the feasibility of the proposed project, Schaaf & Wheeler prepared detailed design documents for a new pump station, new force main, re-routing of existing sewer and storm drain infrastructure, and rehabilitation of existing manholes.

Schaaf & Wheeler obtained a Caltrans Encroachment Permit for the project, obtained approval from Caltrain for work within their parking lot, and coordinated the project with SamTrans. Our design met all local, state, and federal requirements.

**Client and Contact:**
Chris Good
Town of Corte Madera
300 Tamalpais Drive
Corte Madera, CA 94925
(415) 927-5794
CGood@tcmmail.org

**Contract Value:** $299,384

**Constrution Cost:** $2.1M

**Team Members:**
Benjamin L. Shick, PE; Curran Price, PE; Jonathan Ondracek, EIT

## Sanitary District No. 2, 2020 Sewer Rehabilitation Project

Schaaf & Wheeler contracted with the Town of Corte Madera to design sewer repair and replacement on Harbor Dr, Echo Dr, Yolo St, Channel Dr, Edgemear Way, Baja Ct, and Madera Del Presidio Dr.

The project consists of sanitary sewer spot repairs, replacement of the sewer using open trench and bursting, re-alignment of the sewer, replacement of all lower laterals, replacement of manholes, rehabilitation of manholes. This project occurred in an area that is relatively flat with high groundwater and bay mud.

**Key Elements:**
- 3,000+ LF of sanitary sewer main replacement
- 4,000+ LF of lateral replacement
- Manhole inspections and rehabilitation design
- Utility investigations & potholing
- Surveying
- Geotechnical Investigation
- CCTV Sewer Inspections



**Client and Contact:**
Chris Good
Town of Corte Madera
300 Tamalpais Drive
Corte Madera, CA 94925
(415) 927-5794
CGood@tcmmail.org

**Contract Amount:** $342,263

**Construction Cost:** $2.64M

**Team Members:**
Benjamin L. Shick, PE; Curran L. Price, PE; Jonathan F. Ondracek, EIT

## Sanitary District No. 2, 2021 Sewer Rehabilitation Project

Schaaf & Wheeler contracted with the Town of Corte Madera (Sanitary District No. 2) to design sewer rehabilitations and replacement on El Camino Dr, Granada Dr, Estrada Ln, Paloma Dr, Sonora Way, Endeavor Dr, and Endeavor Cove.

**Key Elements:**
- 3,900+ LF of sanitary sewer main replacement
- 4,400+ LF of lateral replacement
- Manhole rehabilitation and replacement
- Utility investigations and potholing
- Surveying
- Geotechnical investigation in area underlain with Bay Mud
- CCTV sewer inspections

The project consists of sanitary sewer spot repairs, replacement of the sewer using open trench and pipe bursting, re-alignment of the sewer, replacement of all lower laterals, replacement of manholes, and rehabilitation of manholes.

The project occurred in an area that is relatively flat with high groundwater and poor soils (underlain with deep layer of Bay Mud).




## Sanitary Sewer Repair Projects: 2019 – 2020

**Client and Contact:**
Ahmed Aly, Public Works
City of Mill Valley
26 Corte Madera Avenue
Mill Valley, CA 94941
(415) 384-4755
AAly@ci.alameda.ca.us

**Contract Amount:** $129,495

**Construction Cost:** $1.06M

**Team Members:**
Benjamin L. Shick, PE; Curran L. Price, PE; Jonathan F. Ondracek, EIT ; Daniel J. Schaaf, PE

The City of Mill Valley identified 21 “Hot Spot” locations with considerable maintenance issues. Most of the “Hot Spot” sewer lines are located on steep hillsides and backyard easements where access is limited and difficult.

Schaaf & Wheeler assessed each location to determine the cause of the issues, assessed the condition of the pipe and connecting manholes, and provided capital improvement recommendations along with estimates of probable construction costs.

Subsequently, Schaaf & Wheeler conducted additional surveys, investigations, and inspections at each project location to develop detailed bid documents for the recommended improvements.

The proposed construction methods include open trench replacement, spot repairs, pipe bursting, and cured-in-place pipe rehabilitation. The bid documents included detailed plan and profiles of pipes to be rehabilitated and replaced, construction details, photographs and descriptions of existing site improvements, details and descriptions for construction site access issues and restrictions, and technical specifications.

## Sanitary Sewer Rehabilitation Design, Basin E: 2020 – Present

**Client and Contact:**
Laura Webb
City of San Mateo
330 West 20th Ave
San Mateo, CA 94403
(650) 522-7322
lwebb@cityofsanmateo.org

**Contract Value:** $1,323,790

**Constrution Cost:** $6,486,711

**Team Members:**
Benjamin L. Shick, PE; Curran Price, PE; Jonathan Ondracek, EIT; Christian Encarnacion, EIT

Schaaf & Wheeler provided the City of San Mateo with CCTV inspection and cleaning, assessment, and design for the Basin E sewer system.

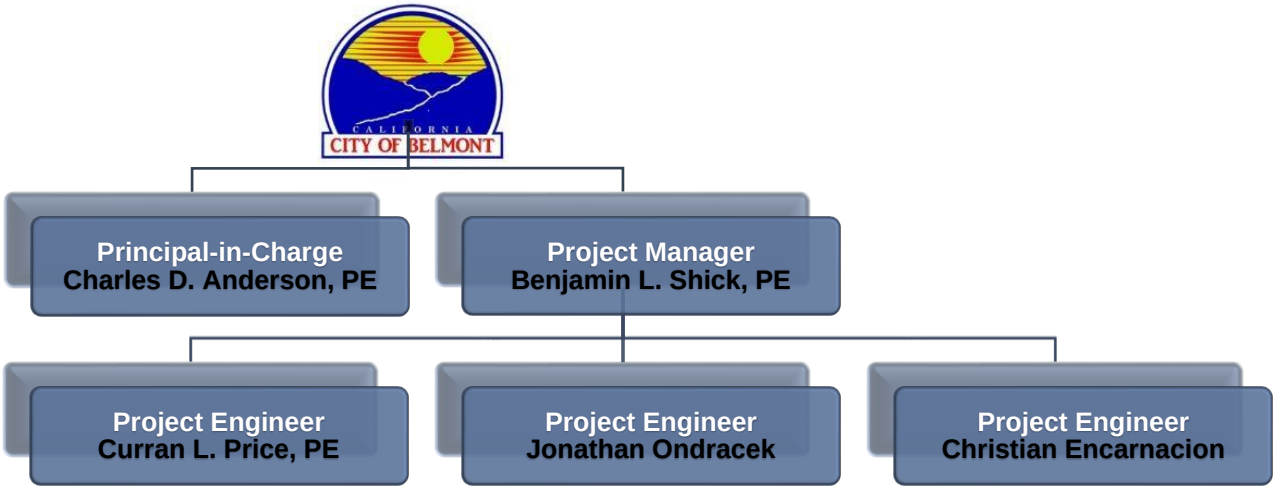
The project consisted of cleaning, inspecting, and assessing 286,417 LF of sewer mains and 1,387 manholes and designing the recommended improvements.

The design included over 33,000 LF of sanitary sewer rehabilitation, 187 spot repairs, and replacement, and rehabilitation of over 200 manholes. The project is located within easements, street right-of-way, and within Caltrans jurisdiction (El Camino Real and US-101). Schaaf & Wheeler completed 60%, 90%, and 100% design submittals, which included a presentation and review meeting with the City and application of comments.

The project is currently under construction.

## Proposed Team

Schaaf & Wheeler has assembled a dedicated team of in-house engineers to complete the proposed project for the City. A summary of the management team is included below, with resumes of the full team included in the Appendix.




**Benjamin L. Shick, PE: Project Manager**
Ben has more than 20 years of experience in infrastructure planning and design of wastewater, potable water systems, and stormwater. Ben has served as project manager and project engineer of sewer replacement and rehabilitation, gravity sewers, sewage lift stations, stormwater pumping stations, floodplain investigation, shoreline protection studies, drainage studies, channel design and modeling, water rights permitting, wetland analysis and design, small bridge design for public agencies throughout the Bay Area.

*As project manager, Ben will be responsible for day-to-day project management for the entire length of the project. He will assign project tasks and focus and maintain the project schedule and budget as well as undertake ultimate responsibility for the quality of all work products. Ben will hold regular team meetings to make sure issues are resolved effectively and to allocate resources to critical tasks. He will work closely with the City staff and City's project manager to make sure contractual and procedural issues are identified and resolved.*

**Charles D. Anderson, PE: Principal-in-Charge**
Chuck is an owner and president of Schaaf & Wheeler. He has over 30 years of experience in hydrology and hydraulics, flood protection solutions, floodplain evaluation, flood insurance studies, stormwater management, design of wastewater and water supply, conveyance, and pumping infrastructure design. Chuck has engineered several bayfront protections including floodwalls, levees, and tidal gates; designed storm drain pump stations, and authored drainage master plans. He often interacts with FEMA, having completed numerous flood insurance studies (FIS) and letters of map revision (LOMRs) on behalf of public and private clients. His San Mateo Bayfront Levee Improvement project has won several state and regional awards.

*As principal-in-charge, Chuck will be responsible for contract negotiation and will work with Ben to maintain the project schedule and budget. He will work with City staff to make sure contractual issues are resolved. He will also provide peer review as part of his QA/QC services.*

# Scope of Services

This Scope of Work includes the preparation of bid documents, bid support services, and construction support services for the gravity sewer capacity improvement projects on San Juan Boulevard as identified in the Sanitary Sewer Master Plan Update, January 2024. The scope includes CIP Projects CCIP 1 and CCIP 2, which includes a total of approximately 2,500 linear feet of new 10-inch to 15-inch gravity sewer mains within San Juan Boulevard from the San Juan Pump Station to just east of Marburger Avenue.

This scope includes review of existing available data, preparation of project basemapping based on existing data, development of bid documents, bid support, and construction support services.

## Task 1: Project Management and Coordination

Schaaf & Wheeler will schedule and attend a formal project kick-off meeting with the City of Belmont as soon as possible following a Notice to Proceed. This meeting's purpose is to understand the City's goals and to ensure that proposed work products thoroughly meet the City's needs. Agenda topics will include gathering relevant available existing data, verifying City standards, and identifying known issues and concerns. We will also discuss the project schedule and costs to make certain all team members and client stakeholders are coordinated.

Schaaf & Wheeler will provide project management and internal design reviews for the duration of the project, including attendance at two design review meetings, and routine coordination with the City. Schaaf & Wheeler's project manager has developed an estimated schedule and fee for each project task, which are included in this proposal.

## Task 2: Data Collection and Review

Schaaf & Wheeler will collect existing available information from the City, including as-builts, reports, CCTV data, utility mapping, hydraulic modeling data and reports, and any other pertinent data available from the City.

## Task 3: Site Visits

Schaaf & Wheeler will perform site visits throughout the project limits to verify existing conditions, inspect manholes, identify visible utilities, identify construction impacts, and take field measurements.

## Task 4: Utility Coordination

Schaaf & Wheeler will coordinate with the utility companies to obtain their service maps and to coordinate the project. Utility maps will be used to develop the project basemap, this scope does not include any additional detailed utility investigations. The City's desired project schedule does not allow for detailed utility investigation such as utility location and/or potholing. Utility investigations will be required by the Contractor prior to construction. Adjustments to the plans may be necessary during construction to avoid utility conflicts, which may result in construction contract change orders.

### Task 5: 65% Design

Schaaf & Wheeler will initiate the detailed design effort which will include project basemapping, layouts of sewer lines, lateral locations based on CCTV data, utility locations based on utility basemaps and site visits, construction details, construction cost estimate, and a construction schedule. This scope assumes the following:

- All improvements will be prepared under one set of construction documents.
- The detail and accuracy of the existing City's sewer basemaps will be sufficient to develop construction documents for the project. Sewer re-alignment, easement research, and easement acquisition are not included within this scope of services. Topographic surveying is not included within this scope of services.

### Task 6: 95% Design

After receiving and reviewing comments from the City, Schaaf & Wheeler will prepare the 95% construction documents. Construction documents will include detailed plans, technical specifications, and engineer's estimates.

The 95% plans will include detailed plan and profiles for all pipe segments. The location of all laterals will be identified based on CCTV data and will be shown on the plans.

### Task 7: Final Design

After receiving and reviewing comments from the City Schaaf & Wheeler will prepare the final construction documents. Construction documents will include bid-ready plans, technical specifications, City front-end specifications, and engineer's estimates.

### Task 8: Bid Support Services

Schaaf & Wheeler will provide bid support services which may include attendance at the pre-bid meeting, responding to questions from bidders, prepare addenda, and evaluation of bids.

### Task 9: Construction Support

Schaaf & Wheeler will be available to assist the City as desired throughout the construction process. Construction support assistance may include:

- Pre-construction meeting attendance;
- Review and approve shop drawings and submittals;
- Review contractor's request for information (RFIs) and furnish additional drawings and/or specifications for supplementing, clarifying, and/or correcting purposes;
- Attend meetings and site visits when necessary (up six online or telephone meetings and two on site meetings/visits are included);
- Assist with the review of construction, and other activities, as required;
- Prepare, review, and recommend approval of change orders as required;
- Provide one set of reproducible record drawings that reflect the changes to the work during construction based upon Contractor markups, drawings and other data furnished by the Contractor, City, and Consultants. The record drawings will also be provided in AutoCAD format.

## Assumptions

The tasks, approach, schedule, and proposed fees included within this proposal assumes the following:

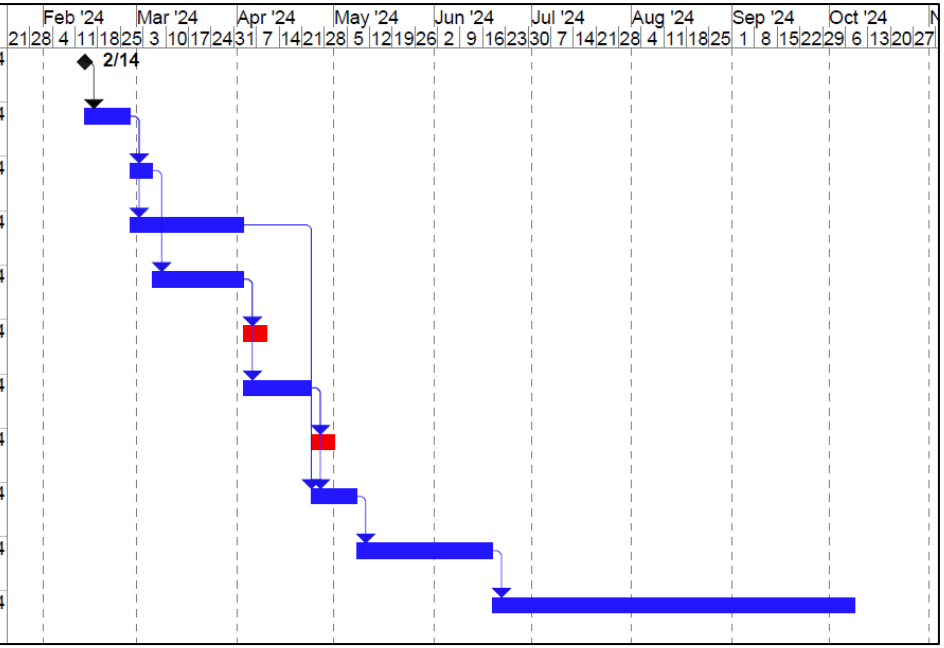
- Topographic surveying is not included within this scope of services due to project time constraints. Project plans will be developed based on existing available data provided by the City and field measurements.
- This scope does not include detailed utility investigations and potholing.
- This scope excludes geotechnical investigations and assistance.
- This scope excludes easement research and obtaining title reports.
- This scope excludes hydraulic modeling to confirm required pipe sizes and potential impacts to the downstream sewer system and pump station. Pipe sizes and locations identified in the Sanitary Sewer Master Plan Update, January 2024 will be used.

# Cost Proposal

| City of Belmont<br>San Juan Blvd Sewer Capacity Improvement Project<br>Schaaf & Wheeler<br>Fee Proposal - January 31, 2024 | | Project Manager | Senior Engineer | Assistant Engineer | Total |
|---|---|---|---|---|---|
| | Hourly Rate | $250 | $220 | $185 | |
| Task 1 | Project Management and Coordination | 16 | 14 | 0 | $ 7,080 |
| A | Design Review Meetings (2) | 4 | 6 | | $ 2,320 |
| B | Project Management and Coordination | 12 | 8 | | $ 4,760 |
| Task 2 | Data Collection and Review | 4 | 12 | 16 | $ 6,600 |
| A | Collect and Review Existing Data | 4 | 12 | 16 | $ 6,600 |
| Task 3 | Site Visits | 4 | 12 | 12 | $ 5,860 |
| A | Site Visits | 4 | 12 | 12 | $ 5,860 |
| Task 4 | Utility Coordination | 4 | 6 | 8 | $ 3,800 |
| A | Obtain utility maps | 2 | | 8 | $ 1,980 |
| B | Coordination w/ MPWD | 2 | 6 | | $ 1,820 |
| Task 5 | 65% Design | 6 | 42 | 116 | $ 32,200 |
| A | Prepare Project Basemap | | 16 | 40 | $ 10,920 |
| B | Prepare 65% Plans | 6 | 24 | 72 | $ 20,100 |
| C | Prepare 65% Engineer's Estimate | | 2 | 4 | $ 1,180 |
| Task 6 | 95% Design | 16 | 58 | 60 | $ 27,860 |
| A | Prepare 95% Plans | 8 | 32 | 56 | $ 19,400 |
| B | Prepare 95% Specifications | 8 | 24 | | $ 7,280 |
| C | Prepare 95% Engineer's Estimate | | 2 | 4 | $ 1,180 |
| Task 7 | Final Design | 14 | 42 | 42 | $ 20,510 |
| A | Prepare Final Plans | 8 | 24 | 40 | $ 14,680 |
| B | Prepare Final Specifications | 6 | 16 | | $ 5,020 |
| C | Prepare Final Engineer's Estimate | | 2 | 2 | $ 810 |
| Task 8 | Bid Support Services | 6 | 12 | 0 | $ 4,140 |
| A | Bid Support Services | 6 | 12 | | $ 4,140 |
| Task 9 | Construction Support | 25 | 86 | 16 | $ 28,130 |
| A | Pre-Construction Meeting | 4 | 4 | | $ 1,880 |
| B | Review Submittals | 8 | 50 | | $ 13,000 |
| C | Review RFIs | 8 | 8 | | $ 3,760 |
| D | Attend Site Visits/Meetings | | 14 | | $ 3,080 |
| E | Review Change Orders | 4 | 4 | | $ 1,880 |
| F | Record Drawings | 1 | 6 | 16 | $ 4,530 |
| | TOTAL DESIGN AND CONSTRUCTION TASKS | 91 | 272 | 258 | $ 130,320 |

# Proposed Schedule

| Task Name | Duration | Start | Finish |
|---|---|---|---|
| **Notice to Proceed (Assumed)** | 0 days | Wed 2/14/24 | Wed 2/14/24 |
| **Task 2: Data Collection and Review** | 10 days | Wed 2/14/24 | Tue 2/27/24 |
| **Task 3: Site Visits** | 5 days | Wed 2/28/24 | Tue 3/5/24 |
| **Task 4: Utility Coordination** | 25 days | Wed 2/28/24 | Tue 4/2/24 |
| **Task 5: 65% Design** | 20 days | Wed 3/6/24 | Tue 4/2/24 |
| City Review 65% Design | 5 days | Wed 4/3/24 | Tue 4/9/24 |
| **Task 6: 95% Design** | 15 days | Wed 4/3/24 | Tue 4/23/24 |
| City Review 95% Design | 5 days | Wed 4/24/24 | Tue 4/30/24 |
| **Task 7: Final Design** | 10 days | Wed 4/24/24 | Tue 5/7/24 |
| **Task 8: Bid Support Services** | 30 days | Wed 5/8/24 | Tue 6/18/24 |
| **Task 9: Construction Support** | 80 days | Wed 6/19/24 | Tue 10/8/24 |



# Appendix: Resumes

# Benjamin L. Shick, PE
# Vice President



**Benjamin L. Shick, PE** has more than 20 years of experience in water resources infrastructure planning and design of wastewater conveyance systems, water supply and distribution systems, stormwater systems, and pump stations.

Ben has conducted floodplain investigation, shoreline protection studies, drainage studies, channel design and modeling, water rights permitting, wetland analysis and design, small bridge design, infrastructure design, surveying, construction management, and construction quality control testing. He has been involved with all project phases, from initiation to construction document preparation and construction support.

Education

BSCE, Montana State University-Bozeman

MSCE, Montana State University-Bozeman

Licenses

Registered Civil Engineer California C68813

Affiliations

American Society of Civil Engineers

Floodplain Management Association

Software

AutoCAD, WaterCAD, HEC-RAS, HEC-HMS, GeoRAS, MOUSE, ArcGIS 9.0

## Selected Project Experience

Wastewater Systems

2023 Sanitary Sewer Rehabilitation Project
City of Belmont

Frontage Road Force Main Replacement
City of Mill Valley

Basin C Sewer Rehabilitation
City of San Mateo

Basin E Sewer Rehabilitation
City of San Mateo

West Valley Logistics Sanitary Sewer Pump Station
City of Fontana

El Camino Drive Sewer Rehabilitation
Town of Corte Madera

FY 2020/21 Sewer Assessment and Design
City of Mill Valley

2020 Sewer Repair and Replacement Project
San Rafael Sanitary District

Sanitary Sewer Improvement Project
City of Morgan Hill

Old County Road and El Camino Sewer and Storm Drain Improvements
City of Belmont

2020 Sewer Rehabilitation Project
Town of Corte Madera

Woodland Avenue Sewer Improvements
San Rafael Sanitary District

2019 Sewer Repair Project
City of Mill Valley

El Camino Sewer Rehabilitation
City of San Mateo

FY 2019/20 Force Main Appurtenance Project
Ross Valley Sanitary District

North Road Sanitary Sewer Pump Station and Force Main
City of Belmont

East San Mateo Sanitary Sewer Pump Station
City of San Mateo

Ocean Colony Pump Station and Force Main Design
City of Half Moon Bay

Sewer Main and Water Main Replacement
Mid-Peninsula Water District & City of Belmont

Sanitary Sewer Lift Station Rehabilitation Design
City of San Mateo

Wastewater Pump Stations Assessment
Delta Diablo

Sanitary Sewer Rehabilitation and Replacement Rehabilitation Projects
City of Belmont

Sanitary Sewer Rehabilitation Project
City of San Mateo

Force Main Appurtenance Projects
Ross Valley Sanitary District

On-Call Mechanical Engineering Services for Stormwater Pump Stations
City of Alameda

Sewer and Pump Station Maintenance Services
City of Half Moon Bay

Pump Station Improvements Project
City of Oakland

Northside & Rabello Sanitary Sewer Pump Station Bypass & Meter Relocation
City of Santa Clara

Sanitary Sewer Pump Station Evaluation and Design
Town of Hillsborough

Sanitary Sewer Pump Station Evaluation
Ross Valley Sanitary District

Pump Station Review and Recommendations
Sewer Authority Mid-Coastside

Cabrillo Avenue Sewer Main Abandonment and Replacement
City of Santa Clara

Citywide Sanitary Sewer Pump Station Rehabilitation
City of Fontana

Rehabilitation Design of 32 Sanitary Sewer Pump Station
City of Alameda

Mariner's Island #5 and #6 Pump Station Replacement
City of San Mateo

Sanitary Sewer Pump Station Evaluation
City of Santa Clara

Citywide Sanitary Sewer Pump Station Study
City of San Mateo

El Camino Real Sanitary Sewer Improvement Project
BRE Properties, Inc./City of Santa Clara

Kingridge Sanitary Sewer Improvement Project
City of San Mateo

Alameda Sanitary Sewer Pump Station Assessment
City of Alameda

E. Garrison Sanitary Sewer Pump Station and Sewer Main Replacement
Marina Coast Water District

Calabazas Creek Sewer Siphon Design
City of Santa Clara (2009)

Stormwater Planning and Design

Laurel Ave Storm Drain Improvement Project
City of Larkspur

2022 Storm Drain Improvements
Town of Corte Madera

Large Full Trash Capture Device Project
City of Hayward

Storm Drain Pump Station Assessment
City of Larkspur

MCSTOPP Full Trash Capture Device Project
City of San Rafael

Old County Road Storm Drain Improvements
City of Belmont

NEI Stormwater Pump Station Design
City of Tracy

Storm Drain Pump Station Improvements
City of Alameda

Los Gamos Storm Drain Alternatives
City of San Rafael

Storm Drain Rehabilitation Design
City of Belmont

Livermore Flood Damage Assistance
City of Livermore

Grass Valley Culvert Rehabilitation and Replacement
Colantuono, Highsmith & Whatley, PC

Mechanical Engineering Services
City of Alameda

Cove Stormwater Pump Station and Collection System Evaluation
Marin County

Woodside Storm Drain Rehabilitation, Phase I and II
Town of Woodside

16th Avneue Storm Drain Study
City of San Mateo

Sears Point Stormwater Pump Station Design
Ducks Unlimited

Ageno-Brisa Storm Drain Design
City of Livermore

Design for Replacement of Pump Station Hatches
City of Belmont

Ukiah Storm Drain Maintenance and Rehabilitation Study
City of Ukiah

Kingridge Storm Drain Rehabilitation
City of San Mateo

Storm Drain Rehabilitation Design
City of Belmont

Stormwater Master Plan
City of Los Altos

Storm Drain Improvement Design
City of Belmont

Storm Drain Capital Improvement Program
City of Belmont

# Charles D. Anderson, PE President



**Charles D. Anderson, PE** has more than 30 years of experience in the areas of flood control and drainage, water supply and distribution, wastewater collection and pumping, surface water hydrology, and groundwater. As a project manager, he is involved in all phases of project management and implementation, from project feasibility to construction document preparation and construction support for a wide range of public and private clients.

He has completed numerous flood insurance studies (FIS) and letters of map revision (LOMRs) for FEMA. Chuck's projects generally have multidisciplinary teams that help policy makers arrive at reliable decisions for protecting communities from flood risk and the threat of climate change, most particularly sea level rise.

Chuck demonstrates expertise in watershed and stochastic hydrology, open channel hydraulics, closed conduit hydraulics, pump station design, and storm drainage as well. His background also includes pipeline design, storage tank design, pump station design, hydraulic network modeling, wastewater collection includes septic systems, sanitary sewer design, pump station design, sanitary sewer modeling, and master planning.

Education

BCE, Georgia Institute of Technology

MSCE (Water Resource Engineering), Stanford University

Licenses

Registered Civil Engineer, California C43776

Hawaii 15647

Nevada 11518

Washington 39715

Affiliations

American Council of Engineering Consultants

American Society of Civil Engineers

Floodplain Management Association

## Selected Project Experience

Wastewater System Planning and Design

Sierra Point Sewage Pump Station
City of Brisbane/Wilsey Ham

Sanitary Sewer Pump Station Assessements
City of Alameda

Rehabilitation of So. San Francisco Sewage Pump Stations 1, 2, 3, 4, 6, 7 and 8
City of South San Francisco

South Trunk Relief Line
City of San Mateo

Sanitary Sewer Disposal System and Leachfields for Coyote Creek Golf Club
Castle & Cooke

Purissima Sanitary Pumping Station
Los Altos Hills

O'Keefe Road Sanitary Pump Station Relocation
Biggs Cardosa Inc.

Mariner's Island No. 2 Sanitary Sewer Pump Station
City of San Mateo

Stormwater System Planning and Design

Diridon Station Area Infrastructure Analysis
HMH Engineers

Warren Avenue Storm Drain Assessment
City of San Mateo

Storm Drain Master Plans
Half Moon Bay, Santa Clara, Milpitas, Alameda, Livermore, and San Mateo

Laguna Area Storm Drain Analysis
City of Burlingame

Esplanade Storm Drain Outfall Replacement
Cotton Shires/City of Pacifica

Storm Drain Infrastructure Program Management
City of Belmont

East Laurel Creek Culvert Repair and Erosion Control
City of Belmont

Floodplain Management and Infrastructure

West Channel Enhancement
Google, Inc.

San Francisquito-Adobe Creek Flood Study
Wood Rogers/Valley Water

Miller Creek Floodplain Forensics and Testimony
Marin County/SMART

San Felipe Road Floodplain
Giacalone Management, Inc.

Foster City Levee Improvments
City of Foster City

Annual Levee Inspection
City of San Mateo

Millbrae and Burlingame Shoreline Area Protection and Enhancement Project
San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline)

Downtown West Los Gatos Creek Restoration
Google, Inc.

Berryessa/Penitencia Watershed Flood Study
Wood Rogers/Valley Water

Palo Alto Flood Basin Sea Level Rise Impact Study
Valley Water

Lower Penitencia Creek Improvements
Wood Rogers/Valley Water

Colma Creek Floodplain Analaysis
City of South San Francisco

Guadalupe River Bridge Hydraulics at Railyard Place
Biggs Cardosa Associates

Upper Llagas Creek Flood Protection Project
Woodard & Curran/Valley Water

Permanente Creek Flood Protection Project
Mott MacDonald/Valley Water

Storm Water Detention Basins at Truckee River
Reno-Sparks Indian Colony

San Francisquito Creek Hydrology Study Peer Review
Valley Water

Christopher Ranch Flood Study (Uvas Creek)
Christopher Ranch

Bayfront Canal Redwood City Flooding Issues
Stanford Real Estate

Old Mountain View Alviso Road Bridge Replacment Hydraulic Study
Biggs Cardosa Associates

Highway 101 Pedestrian/Bicycle Overcrossing at Adobe Creek
Biggs Cardosa Associates

Wrigley-Ford Creek Long Term Monitoring
HT Harvey & Associates

North Gilroy Neighborhood District Urban Services Area Amendment
EMC Planning Group

Silicon Valley BART Extension Floodplain Analysis
Santa Clara Valley Transportation Authority

Bayfront Levee Improvement Project
City of San Mateo

San Tomas Aquino Creek Flood Study
Valley Water

Recertification of Uvas, Stevens and Lower Penitencia Creek Levees
Valley Water

Stormwater Pump Stations

Chrysler Pump Station Rehabilitation (230 cfs)
City of Menlo Park

Coyote Point and Poplar Avenue Pump Station Rehabilitation (350 cfs each)
City of San Mateo

Matadero Creek Storm Water Pump Station (390 cfs)
City of Palo Alto

Design of Gippetti Pump Stations, Stormwater and Sewer Pump Stations
RJA & Assoc.

City of Sunnyvale WPCP Master Plan and Primary Treatment Design
HDR, Inc.

Northside Pump Station Upgrades (180 cfs)
City of Alameda

San Francisquito Creek Storm Water Pump Station (300 cfs)
City of Palo Alto

Baylands Storm Water Pump Station No. 1
City of Sunnyvale

Railroad Avenue OC Pumping Plant for Route 4 in Pittsburg
Mark Thomas & Company/Caltrans

Freedom Circle Stormwater Pump Station (70 cfs)
City of Santa Clara

Nelo-Victor Stormwater Pump Station Rehabilitation (200 cfs)
City of Santa Clara

Rambo Pump Station (150 cfs)
City of Santa Clara

North First Street Pump Station for Highway 237 in San Jose
Mark Thomas & Company/Caltrans

Gianera Pump Station
City of Santa Clara

# Curran L. Price, PE
# Associate Engineer



**Curran L. Price, PE** has over 15 years of experience in infrastructure and capital improvement design including wastewater facilities, water pipelines, flood control, and slope stabilization projects.

Curran has been involved with all phases from project conception to document preparation and construction support. Curran is adept at preparing plans and specifications, performing calculations, cost estimates, and site inspections.

Curran has provided engineering services for sewer mains and water pipelines in Caltrans and railroad right of ways. Curran has completed the design of over 100 constructed projects.

Education

BSCE, California State Polytechnic University, Pomona

Licenses

Registered Professional Engineer, California C74913

Certificates

NAASCO PACP, LACP, MACP #U-815-07000537

Affiliations

Redwood Empire ASCE

## Selected Project Experience

Wastewater Systems

Shalako Pump Station
Rancho Cordova

Prologis Sanitary Sewer Pump Station
Brisbane

Sewer Siphon Cleaning and Inspection, Phase 2
City of Sunnyvale

Lower Linda Mar Rehabilitation and Repair Project
City of Pacifica

East Blithedale Rehabilitation Project
City of Mill Valley

Frontage Road Force Main Replacement
City of Mill Valley

Redwood Highway Sewer Rehabilitation Project
Town of Corte Madera

2020 Sewer Rehabilitation Project
Town of Corte Madera

Woodland Avenue Sewer Improvement Project
San Rafael Sanitation District

Pump Station Rehabilitation
City of Alameda

Sanitary Sewer Rehabilitation Projects
City of Belmont

North Road Pump Station Rehabilitation
City of Belmont

Ocean Colony Sanitary Sewer and Force Main Rehabilitation Project
City of Half Moon Bay

Force Main Appurtenance Project
Ross Valley Sanitary District

Shoreway Road Sanitary Sewer Replacement
City of Belmont

Sanitary Sewer and Manhole Rehabilitation Project
City of San Mateo

Basin E Sanitary Sewer Rehabilitation
City of San Mateo

Sewer Pump Station Improvements Project
Town of Hillsborough

Sanitary Sewer Pump Station Rehabilitation Project
City of Oakland

Sanitary Sewer Main Emergency Repair
City of Half Moon Bay

Sanitary Sewer Pump Station Evaluation
City of Half Moon Bay

Trunk Main Replacement Phase 4
Sonoma

Agua Caliente Creek Replacement of Sewer Trunk Main with Double Barrel Siphon
Sonoma

Sanitation Local Hazard Mitigation Plan
Sonoma & Guerneville

Lateral Sewer Replacement Program
Occidental

Gloria Meekland Sewer and Water Replacement
Santa Rosa

Water Delivery Systems

Sanitary Sewer and Water Rehabilitation Project
City of Belmont & Mid-Peninsula Water District

McGill Road Recycled Water Pipeline
Sonoma

Fifth Street East Recycled Water Pipeline
Sonoma

Sesimic Hazards Mitigation for 48-inch Pipeline at Russian River Crossing
Forestville

Alternative Pipe Material for Corrosion Resistance, Collector 6 Chlorine Lines
Forestville

Storm Water, Hydrology and Hydraulics, and Floodplain Management

San Pablo Creek Culvert Repair Project
City of Orinda

2023 Storm Drain Rehabilitation Project
City of Larkspur

Stormwater Drainage Improvement, Stone Valley Middle School
Alamo

Floodplain Storage Analysis for Z-Best Compost Facility
Santa Clara County

El Camino Real and Old County Road Rehabilitation Project
City of Belmont

Storm Drain Improvement Project
City of Belmont

Storm Drain Master Plan
City of Alameda

Storm Drain Master Plan
City of Carmel

Storm Drain Rehabilitations for Detriorated Culverts
Town of Woodside

Cove Stormwater Pump Station Evaluation
Marin County

Crest Stormwater Pump Station Evaluation
Marin County

Flood Study Green Valley Creek Crossing
Graton

Other Projects

Shoring Systems Design for Water Pipelines at 405 Freeway
Los Angeles

Soil Nail Wall Design for Hyrum Water Tanks
Provo, Utah

Excavation Design for Transbay Transit Center
San Francisco

Project Management of Soil Nail, MSE, and Soldier Pile Walls Rambla Vista Dr.
Malibu

Perimeter Wall Design for Protection from Liquifiable Soils
Kaiser Hospital, Redwood City

# Jonathan F. Ondracek, EIT Assistant Engineer



**Jonathan F. Ondracek, EIT** has experience in modeling and design for stormwater and wastewater infrastructure projects. He is proficient in running hydraulic models to solve drainage issues and conduct level surveys for small design projects. Jonathan has 7 years of experience working on drainage issues, and sanitary sewer projects with the City of Fort Wayne, Indiana. He also has 7 years of experience working throughout the Bay area on a variety of projects such as: sanitary sewer pump station rehabilitation projects, storm drain improvements, roadway improvements, and sanitary sewer rehabilitation projects.

Education

BSCE, Purdue University, Indiana

Licenses

Registered EIT Indiana

Affiliations

Dale Carnegie Management Training

Software

AutoCAD Civil3d, AutoCAD LT, EPASWMM 5, Mike Urban, ArcGIS

## Selected Project Experience

Wastewater System Planning and Design

On-Call Sanitary Sewer Design
City of San Mateo

Mill Valley Citywide Sanitary Sewer Assessment and CIP
City of Mill Valley

2019 Sewer Repair Project
City of Mill Valley

2021 Sewer Repair and Replacement Project
City of Mill Valley

2024 Sanitary Sewer System Improvements Project
City of Mill Valley

2020 Sewer Pipe Repair and Replacement
City of San Rafael

2023 Sewer Pipe Repair and Replacement
City of San Rafael

Rich & Industrial Sewer Improvement Project
Town of Corte Madera

2021 Sewer Rehabilitation Project
Town of Corte Madera

2020 Sewer Rehabilitation Project
Town of Corte Madera

Citywide Sanitary Sewer Assessment and Capital Improvement Plan
City of Mill Valley

Port of Oakland Seaport CCTV Inspection
Port of Oakland

Tamarind Pump Station Improvement
City of Fontana

2020 Inflow and Infiltration Sewer Repair Project
City of Morgan Hill

FY 2019/20 Force Main Appurtenance Project
Ross Valley Sanitation District

Sewer Pump Station Improvements – Phase 2
Town of Hillsborough

North Road Pump Station and Force Main Rehabilitation Project
City of Belmont

Building M101 Sanitary Sewer Lateral Repair
Port of Oakland

Industry Pump Station Improvement
City of Fontana

Shoreway Sewer Replacement Project
City of Belmont

Sanitary Sewer Easement Rehabilitation Project
City of Belmont

El Camino Real Sanitary Sewer Rehabilitation Project
City of San Mateo

East San Mateo Sanitary Sewer Lift Station Rehabilitation Project
City of San Mateo

Laurie Meadows and Woodbridge Lift Station Project
City of San Mateo

Northside and Rabello Flow Meter and Force Main Appurtenance Project
City of Santa Clara

Pump Station Facilities Repair Project Antioch Pump Station Project
County of Contra Costa

West Valley Logistics Center Sanitary Sewer Pump Station Project
City of Fontana

Basin E Sanitary Sewer Rehabilitation Project
City of San Mateo

Heatherwood Storm Water Pump Station Rehabilitation Project
City of Larkspur

2023 Storm Damage Repair Project
City of Livermore

2023 Storm Damage Repairs Project Arroyo Mocho
City of Livermore

Stormwater Systems Planning and Design

Storm Drain Pump Station Electrical Upgrades
City of Alameda

Athlone Pump Station Investigation
City of Atherton

Belmont Storm Drain Improvement Project
City of Belmont

Little Wolf Creek Culvert Rehabilitation Pipe Replacement Project
City of Grass Valley

MCSTOPPP/ San Rafael Trash Capture Project
City of San Rafael

Laurel Avenue Storm Drain Improvements Project
City of Larkspur

Sandy Tatum Learning Center First Tee Harding Park Project
City of San Francisco

Pilarcitos Avenue/Kehoe Watercourse Outfall Repair Project
City of Half Moon Bay

Hydrology & Hydraulics

Los Gamos and Oleander Drainage Study
City of San Rafael

# Christian Encarnacion, Assistant Engineer



**Christian Encarnacion** has four years of experience providing engineering services. Recently, Christian has worked in wastewater systems rehabilitations and stormwater system rehabilitation projects.

Christian has reviewed CCTV for wastewater and stormwater systems for different projects and have proposed recommended repairs. Christian has also been involved with all related project phases from project initiation to construction document preparation and construction support.

In the past, he worked as a project engineer for Technology, Engineering & Construction Inc, where he performed site inspections and designed plans for submission to public agencies and clients. Christian has helped clients resolve violations and permitting concerns.

He also worked as an intern for the City of Milpitas Public Works Department, Christian developed asset inventory for the water, sewer, and storm systems for the City's Emergency Master Plan. He managed the City's water service lines by inspecting city as-builts, details, and standards and analyzed pipeline failures. He also drafted a design for backbone pipelines to assist with the installation of about 4,000 ft of water pipes.

Education

BS, Civil and Environmental Engineering
San Jose State University

Certifications

EIT 171857

Cal/OSHA 10-Hour Construction

Software

AutoCAD

## Selected Project Experience

Wastewater Systems

Basin E Sewer Rehabilitation
City of San Mateo

Basin C Sewer Rehabilitation
City of San Mateo

Madera Gardens Storm and Sewer Rehabilitation Project
Town of Corte Madera

West Valley Logistics Center Sanitary Sewer Pump Station
City of Fontana

Lower Linda Mar Rehabilitation and Repair Project
City of Pacifica

Crystal Springs County Sanitation District CCTV and Assessment
County of San Mateo

Tidewater Hatch Replacement
City of Oakland

Stormwater Planning and Design

San Clemente Creek Pump Station Outfall Pipe Repair and Rehabilitation
Town of Corte Madera

Storm Drain Pump Station Assessment
Town of Corte Madera

Azalea and Vasco Storm Drain Disconnect
City of Mill Valley

Kingridge Storm Drain Improvements
City of San Mateo

# STAFF REPORT

**Meeting Date:** February 13, 2024
**Agency:** City of Belmont
**Staff Contact:** Afshin Oskoui, City Manager, (650) 595-7410, aoskoui@belmont.gov
**Agenda Title:** State Legislative Platform and Advocacy for the City
**Agenda Action:** Motion

## Recommendation
Motion to adopt the updated City's Legislative Platform for 2024.

## Strategic Focus Area
Fiscal and Organizational Sustainability

## Background

*Review of Current Legislative Platform*
The City has retained the Renne Public Policy Group (RPPG) for the last four years to provide guidance and advocacy services when appropriate on state legislation that may affect the City's operations or finances, as directed. The City established a Legislative Platform as part of this partnership and annually reviews and provides *suggested* updates, as appropriate, to Belmont City Council.

The objective in pursuing a legislative program for the City is to keep the City Council, staff and residents abreast of proposed legislation that may have the potential to impact the City. The City's Legislative Platform contains broad policy statements pertaining to a variety of issues important to us. Additionally, it provides a policy framework for the City to respond to issues in a timely manner, including correspondence from the Mayor or City Manager to the Legislature and/or Congress.

By implementing and maintaining an active legislative advocacy program/platform, the City can ensure the City Council and staff continue to be fully apprised of evolving state initiatives that may affect the City's key priorities, programs, or operation. As part of a multi-layered approach, it is intended that the Legislative Platform document be updated at least once prior to the start of every two-year legislative session, with annual review and update as needed to ensure that RPPG and city staff continue to engage on polices that matter most to Belmont.

## Analysis
*2024 Legislative Platform*
In accordance with the adopted Council strategic priorities and in advance of the 2024 Legislative session RPPG worked with City staff to conduct a review of the 2023 Belmont Legislative Platform. This resulted in minor suggested amendments in the area of Governmental Transparency and Public Access. These *suggested* changes were presented to the Council for review and discussion on January 23, 2024.

At that meeting, among other revisions the Council discussed the suggested modification to include a monitor and evaluate statement pertaining to the use and regulation of Artificial Intelligence (AI). After Council discussion, RPPG and staff have expanded the statement with additional language to include workforce training. The Council directed the addition rooted in the desire to ensure that residents in Belmont continue to be able to live and work in the City as technology evolves toward a fully integrated AI future that will change the ebb and flow of the workforce. The draft legislative platform is provided herewith for further review, discussion, and consideration for adoption.

**Alternatives**

1. Provide direction and postpone for future discussion.

**Attachments**

A. Redlined Draft revisions and comments to 2023 Legislative Platform

**Fiscal Impact**

☒ No Fiscal Impact

☐ Funding Source Confirmed:

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

**City of Belmont**
**STATE AND FEDERAL LEGISLATIVE PLATFORM**
**2023 LEGISLATIVE PLATFORM UPDATE**

## Platform Overview

The Legislative Platform contains broad policy statements pertaining to a variety of issues that impact the City of Belmont—reflecting the mission, vision and values of the City to enrich the quality of life for our community with services that provide for a safe, fulfilling and vibrant life. The Legislative Platform provides a policy framework for the City to respond to state and federal legislative issues important to the City in a timely manner. Outlining policy guidelines will also serve to provide direction to City staff and legislative consultants to engage on state legislation on behalf of the City in real time—including correspondence from the Mayor or City Manager to the Legislature and/or Congress.

The City's primary legislative focus include: protecting local government control, improving public safety, maintaining local government revenue, obtaining funding for environmental sustainability, transportation, recreational, technology and infrastructure improvements. Furthermore, our focus remains committed to finding ways to work collaboratively with federal, state and local partners to further our City's ability to achieve its strategic goals.

## Legislative Issues

### *Local Control*

The City values its ability and authority to exercise local control and to protect and enhance the quality of life for Belmont's residents. Support Legislation that enhances local control of resources and that allows cities to address the needs of local constituents within a framework of regional cooperation. Encourage the use of federal and state incentives for local government action rather than mandates (funded or unfunded).

Oppose preemption of local authority whether by state or federal legislation or ballot propositions. Support efforts to streamline regulations that simplify the job of running a city and oppose efforts that erode the city's authority to control its own affairs.

*Governmental Transparency and Public Access*

Support legislation that balances increased public trust, confidence, and access to public meetings while realizing the fiscal and operational constraints of local government.

Support legislation that would increase civic participation and engagement, including the ~~continued~~ allowance of legislative subcommittees, advisory committees, and commissions to

participate virtually ~~(post-COVID-19 state of emergency)~~ without physical location posting requirements under the Ralph M. Brown Act.

*Monitor and Evaluate proposed policies related to the use of technology in government operations including the use of artificial intelligence pertaining to ethical considerations, privacy, and emerging technologies, and cybersecurity measures.* ***Monitor and Evaluate*** *funding opportunities for local governments to bolster* ***economic development with workforce training to evolve with emergent technologies, as well as*** *protect* ***local*** *communications infrastructure and capabilities.*

***Fiscal and Administrative Initiatives***

Support fiscal sustainability and 'best in class' administrative initiatives to ensure the delivery of superlative city services. Monitor initiatives which seek changes in fiscal relationships at the local, state and federal level, and support legislation that guarantees ongoing revenue sources for local government.

Support opportunities that allow the City to compete for its fair share of regional, state and federal funding, and that maintain funding streams. Opportunities may include competitive grant and funding programs. Pursue funding opportunities for public facilities and services including capital improvement projects, public works projects, homeland security, library, parks and social service facilities.

Support legislative, administrative and/ or funding mechanisms that enable the City to better provide core services and respond to the needs of its residents. Options may include regional service delivery, flexibility around seasonal workforce, project specific workforce or other innovate tools to adapt to changing fiscal conditions and resident's needs.

Support long term statutory solutions to adequately reimburse cities from the Vehicle License Fee (VLF) Swap of 2004 as well as short term, temporary adjustments.

Oppose efforts to decrease, restrict, eliminate, seize, divert, supplant, or otherwise restrict local revenues. Oppose any efforts at the state level to eliminate, restrict, or redirect revenues currently dedicated to local government for state purposes.

***Housing and Land Use***

Support incentive-based housing legislation to encourage expanding affordable housing supply including development of fiscal tools and incentives to assist local governments in their efforts to encourage housing, finance the infrastructure to support housing, establish an ongoing state commitment to funding affordable housing, and fund and support affordable housing programs, including supportive housing programs and necessary infrastructure.

Support funding programs that promote the development and enhancement of safe, affordable, and accessible housing within the City for all economic segments of the population, including workforce housing.

Support reforms and improvements to housing element law to provide clear processes and flexibility to allow regional cooperation and establish realistic housing goals and performance standards—including modifications in criteria to meet the State's Regional Housing Needs Assessment (RHNA) goals.

Support legislation that provides incentives (tax benefits, grants, loans, credits for affordable units) to local agencies, private developers and non-profit groups in order to rehabilitate residential units and commercial properties.

Monitor and evaluate housing proposals that take a "one-size-fits-all" approach. Specifically, advocate for modifications in proposals to recognize and incentivize communities like Belmont that are good actors in addressing community-housing needs.

Oppose state mandated attempts to usurp local discretion over matters relating to local housing and land use policies.

Advocate for recognition and use of inclusionary housing requirements as a condition of development and other tools in an effort to incorporate affordable housing into market rate development.

Support funding opportunities provided to local jurisdictions through statewide bond efforts.

Support efforts to provide dedicated funding and technical assistance to local governments to adopt and implement plans and process improvements and for the administration and ongoing compliance of state housing programs.

Review and evaluate legislation that would directly tie production mandates to the regional housing needs assessment process.

***Transportation***

Support state and federal legislation that enhances the safety of the City's streets for automobile, bicycle and pedestrian traffic, including issues related to speed enforcement, traffic congestion reduction programs and regional transportation improvements.

Support protection of dedicated transportation-related tax revenues and enhance the ability of local agencies to finance local transportation programs and facilities (e.g. Gas Tax, State bond funds).

Support efforts to maximize the State's purchasing power to lower materials costs for local streets and road repair.

Support federal and state funding and policy goals to enhance multi-modal transportation efforts.

Support and advocate for clear investments to make public transportation an accessible, affordable, and sustainable alternative to driving, especially efforts to enhance local multi modal transportation options.

***Environmental Sustainability***

Support cost-effective, sustainable and responsible environmental policy programs in the areas of energy efficiency, greenhouse gases, climate change, wastewater, solid waste removal and stormwater, among others. Support measures that expand markets for recyclable materials and maintain local authority and flexibility to regulate solid waste and recyclables.

Oppose waste and resource recovery measures imposing state-mandated costs when there is no guarantee of local cost recovery or offsetting benefit.

***Community Services***

Support funding for ADA facility and park upgrades. Promote legislation that provides for increased services to or funding for youth and at-risk populations such as the frail elderly, homeless, disabled and other challenged populations.

Support funding for vital regional and community services including access to parks, open space, bike lanes, after school programming, youth services, senior services, food programs, facilities that provide critical community services, protect natural resources, promote resource management, and strengthen safety and security. Oppose efforts that erode funding for these vital regional and community services.

***Infrastructure Maintenance and Rehabilitation***

Support legislation and policies that promote investing in the maintenance and rehabilitation of aging infrastructure (streets, stormwater, wastewater, parks and facilities). Support the lowering of the threshold for voter-approved capital financing and opportunities for innovative public financing.

Support legislation and funding opportunities that would help the City fund improvements for parks, open space, green infrastructure, and fuel mitigation and reduction.

Support legislation and funding opportunities that enhance the capacity of local government to enact climate change adaptation and mitigation, promote disaster risk reduction and community resilience, and/or advance sustainability through capital improvement to City facilities.

***Utilities***

Support efforts that maintain the ability to retain existing fees on telecommunications services and for public, educational and governmental channels. Oppose efforts to restrict the authority of cities to zone and plan for the deployment of telecommunications infrastructure. Support the ability of cities to maintain and manage the public right-of-way and receive compensation for its use.

Support California PUC efforts to require enhanced, more effective and timely notification for planned and unplanned repairs resulting in power outages to customers. Monitor California PUC regulatory system for impacts to overall safety, health, and quality of life of the residents of Belmont.

***Public Safety***

Support legislative efforts to improve local law enforcement, fire suppression and prevention, hazardous materials mitigation, rescue, emergency medical services, and disaster preparedness. Including legislation and grant funding opportunities for innovate fire suppression technology.

Support legislation that promotes and strengthens law enforcement and first-responder access to mental health services, including peer support, training, family resources, suicide prevention, and other promising practices for wellness programs.

Support forward thinking legislative, administrative and funding polices that promote civic engagement, community partnerships and public education.

Support legislative efforts to grant state and federal funding to supplement local law enforcement to increase staffing, equipment and capital improvements to maintain public safety.

Evaluate legislation on implementation of best practices regarding law enforcement procedures and policies.

# ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF BELMONT AMENDING REGULATIONS IN THE BELMONT CITY CODE TO ALLOW AND REGULATE CERTAIN COMMERCIAL CANNABIS ACTIVITIES AND REORGANIZE MASSAGE BUSINESS REGULATIONS**

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

SECTION 1. CHP 13 RENAMED, REORGANIZED, AND AMENDED

Belmont City Code Chapter 13 is renamed "Regulated Businesses" and reorganized by adding Article I entitled "Business Operation Permits" before Section 13-1 to read:

**Chapter 13 – Regulated Businesses**

**Article I –General Provisions**

**Sec 13-1 Purpose**

This chapter sets minimum qualification and operational performance standards upon regulated business owners and operators to promote legitimate business activities, discourage illegitimate activity, and to mitigate the potential for avoidable negative effects related to the business's presence and operation. Compliance with this chapter does not relieve or lessen regulated business owners and operators of responsibility for negative health, safety or welfare impacts or nuisances caused by or related to the presence or operation of the business, whether occurring on or off the premises.

**Sec. 13-2 Definitions**

The definitions in this section apply to the words and phrases use in this chapter unless the context clearly indicates otherwise.

*Applicant* means all business owners and operators of a regulated business.

*Applicant representative* means the person designated in an application as the primary operator of the regulated business.

*Business entity* means any organization or enterprise whether or not operated for profit, including but not limited to a proprietorship, partnership, firm, business trust, joint venture, syndicate, corporation or association.

*Business Owner* means any of the following persons:

(1) Any person who has a direct or indirect investment in a business entity that owns, manages, or operates a regulated business unless the person demonstrates to the satisfaction of the registration authority that the person who has no control over or right to influence directly or indirectly the management or operation of the business.

(2) Any person who is a member of a limited liability company that owns, manages, or operates a regulated business.

(3) Any person who is a general partner of a general or limited partnership that owns, manages or operates a regulated business.

(4) A sole proprietor of a regulated business.

*Convicted* and *conviction* means a plea or finding of guilty or plea of no contest.

*Investment* means any financial interest in or security issued by a business entity, including, but not limited to, common stock, preferred stock, rights, warrants, options, debt instruments, and any partnership or other ownership interest owned directly, indirectly, or beneficially.

*Premises* includes any structure or portion of structure or exterior or outdoor area in close proximity to a regulated business which is subject to lawful possession or control by a responsible person.

*Operator* includes any person who has the right to direct and control some or all business operations, whether independently or in concert with others.

*Registration Certificate* means a certificate issued by the registration authority to a regulated business upon registration.

*Registration Authority* means the chief of police, his or her authorized representatives, or the person designated by the city manager.

*Regulated business* means a business regulated by this chapter.

*Responsible person* means

(1) a person in possession of real property comprising the premises;

(2) a registration certificate holder under this chapter;

(3) each person upon whom a duty, requirement or obligation is imposed by this chapter;

(4) each person who is otherwise responsible for the operation, management, or policy of a regulated business; and

(5) an employee who is in apparent charge of the premises.

**Sec. 13-3 Regulated Businesses**

This chapter regulates the following businesses:

(a) Massage businesses as defined in article two.

(b) Cannabis businesses as defined in article three.

**Sec. 13-4 Registration Certificate Required**

It is unlawful for any person to establish or operate a regulated business within the City unless the business is registered and holds a valid City registration certificate in good standing under this chapter.

**Sec. 13-5 Application for Registration**

(a) An application to register a regulated business, together with the required application fee, must be filed with the City Clerk who will forward the application to the registration authority. A new or renewal application may not be processed without the required application fee.

(b) A registration application must be filed:

(1) for new registration at least 45 days before the proposed operation of the regulated business;

(2) for registration renewal at least 45 days before the expiration of the current registration.

(c)(1) If the registration authority determines the application is incomplete or that additional information is necessary to determine whether registration of the business complies with this chapter, the registration authority must promptly inform the applicant in writing to cure the incompleteness or provide additional information required within 30 days or such time as the registration authority determines to be reasonable under the circumstances.

(2) If the applicant does not cure all incompleteness or provide all additional information requested within the time specified by the registration authority, the registration authority may deny the application.

(d) An applicant whose application is denied for incompleteness is not eligible to reapply for 90 days.

**Sec. 13-6 Application requirements**

(a) *Form*. An application to register or renew registration must be on a form approved by the registration authority. The registration authority may develop a form for mandatory use. The application must include the information and documents in subsection (b) and any additional information or documents that the registration authority determines appropriate to carry out the intent and purpose of this chapter.

(b) *Applicant contents*. A registration application must include the following.

(1) *Applicant information*. The legal name and address of the applicant and the applicant's representative if applicable.

(2) *Business information*.

(A) Legal name of the regulated business and if a business entity proof of registration in good standing with the California Secretary of State and Franchise Tax Board;

(B) The form of business under which the regulated business will be operating (i.e., corporation, general or limited partnership, limited liability company, or other form) and state of organization;

(C) If the regulated business is an entity, corporate formation and organization documentation (i.e., articles of incorporation, management agreement, partnership agreement, etc.)

(D) Address and telephone number of the regulated business;

(E) A complete list of all of the regulated business's current and anticipated employees and any independent contractors anticipated to periodically supply or participate in the operation of the regulated business;

(F) A complete list of all person who currently hold a financial interest or held a financial interest in the regulated business in the previous 24 months;

(3) *Real Property*. For the physical location from which the regulated business will operate in the City, provide the following.

(A) The address of the location and assessor's parcel number for the unit of real property comprising the location.

(B) Documentary evidence of the applicant's legal right to occupy and use the location which may include a deed granting a fee simple interest or lease agreement.

(C) A current preliminary title report for the unit of real property comprising the location.

(D) A chain of title report showing all conveyances for the previous five years and all instruments reflected in the chain of title for the previous five years for the unit of real property comprising the location.

(4) *Business Owners*.

(A) Legal names, and if a business entity, the principal place of business and state of corporate organization, of all owners of the regulated business; for a general partnership, the names of the individual partners; for a limited partnership, limited liability company, or a corporation, the name of the entity.

(B) Residential address and telephone number of all business owners who are natural persons.

(C) Business address and telephone number of all business owners;

(5) *Background application.* For each owner of a regulated business, a background check application with the following information. The registration authority may accept:

(A) the owner's business, occupation, and employment history if a natural person for the seven years preceding the date of the application,

(B) the inclusive dates of any employment history,

(C) the name and address of any regulated business or similar business owned or operated by the owner wherever located,

(D) Applicant must complete a California Department of Justice Live Scan BCIA 8016 form and submit to a live scan fingerprinting process through the Belmont Police Department or an authorized law enforcement agency unless the applicant currently holds a valid CAMTC license and the registration authority in its sole discretion approves processing the application without a separate Live Scan submission;

(E) If the business owner is a natural person, a current driver's license or identification issued by a state or federal governmental agency or other authenticable photographic identification bearing a bona fide seal by a foreign government;

(F) Any arrest or conviction within the previous seven years for violation of local, state or federal law;

(G) Any administrative or civil proceeding in which a license, permit, or other permission to operate a business was suspended or revoked or in which a civil penalty or fine was imposed or stipulated to in the previous seven years.

(6) *Real Property Owners*. Provide the following for each real property owner:

(A) If a natural person, their residential address and telephone number.

(B) Business address and telephone number.

(C) A statement that the real property owner acknowledges their responsibilities under this chapter and consents to the applicant operating the regulated business on the property.

(D) A complete and accurate description of the nature and extent of any financial interest in the regulated business.

(7) *Attestations*. From each business owner and real property owner, a signed statement:

(A) attesting under penalty of perjury that all of the information contained in the application is complete, true and accurate to the best of their knowledge;

(B) acknowledging that all business and property owners are jointly and severally responsible for the lawful operation of the business and conduct of the business's employees, agents, and independent contractors engaged in business activity on the premises; and,

(C) acknowledging that failure to comply with any local, state, or federal law, or the provisions of this chapter may result in revocation of the business's registration certificate.

(b) *Signature*. The application must be signed by all business owners and the signatures notarized. Signatures for business entities must conform to the following requirements unless alternative requirements are approved by the city attorney.

(1) For a general partnership, the application must be signed by each of the partners.

(2) For a limited partnership, the application for any registration must be signed by each of the general partners.

(3) For a limited liability company that has elected to be managed by its members, the application must be signed by each member or by an officer authorized by the articles of organization or the operating agreement to bind the company. In the case of a limited liability company that has elected to be managed by a manager or managers, the application must be signed by the manager or managers or by an officer authorized by the articles of organization or the operating agreement to bind the company.

(4) For a corporation, the application must be signed by two officers of the corporation, one from each of the following categories.

(A) the chairperson of the board, the president, or a vice president, and

(B) the secretary, assistant secretary, chief financial officer, or assistant treasurer.

(c) *Addresses*. Address information required by this section must be a physical address and may not be a USPS Post Office box or private mail box.

**Sec. 13-7 Registration**

(a) *Registration certificate*. Registration is specific to the ownership and the location of the business. The registration authority effectuates registration by issuing a registration certificate to the applicant representative.

(b) *Term*. Registration is valid for a period ending on June 30th that is greater than one year and up to two years from the date the registration authority issues a registration certificate unless revoked, surrendered, or expires by change of ownership or location. Suspension of a registration certificate does not extend the term of registration.

(c) *Change of ownership*. Registration expires upon the addition of any new owner of the regulated business. The new ownership must apply for registration, pay a new application fee, and secure a new registration certificate from the registration authority.

(d) *Change of location*. Registration expires upon a business changing its location.

(e) *Not transferable*. Registration and a registration certificate are not transferable to another person or location.

(f) *Renewal*. Registration may be renewed subject to the same requirements as registration, except as expressly otherwise provided in this chapter. A registration holder is solely responsible to timely submit a complete renewal application. Failure to timely submit a renewal application may result in the expiration of the registration before the renewal application is granted or denied.

(g) *Other approvals*. Registration required by this chapter is in addition to any other license or permit required under any other provisions of the Belmont City Code or Belmont ordinances, including but not limited to a business license, zoning administrator permit, conditional use permit, building permit, occupancy certification or permit, or any other permit or license required by law. The issuance of a registration certificate does not modify the requirements of any other permit or approval and is not a substitute for obtaining any other permit, license or approval otherwise required. The issuance of a registration certificate may not be construed as a factor in favor of the issuance of any other permit, license, or

approval necessary under this Code for the operation of a regulated business.

(h) A regulated business whose registration has expired under subsections (b), (c) or (d) must immediately cease all business operation.

**Sec. 13-8 Registration certificate issuance or denial**

(a) *Determination*. Within 45 days of receiving a complete application, the registration authority must register the regulated business and issue a registration certificate to the owner unless he or she finds one or more grounds for denial under this section.

(b) *Mandatory grounds for denial*. The registration authority may not issue a registration certificate and must deny the application for registration if:

(1) The application fee has not been fully paid;

(2) The application, once complete, does not conform to the requirements of this chapter;

(3) The regulated business is disqualified from registration under Section 13-9;

(4) Registration or operation of the regulated business at the proposed location, as conditioned, is not consistent with state and local laws, rules, and regulations, or any final administrative decision or court order; or

(5) Another ownership group is or was operating a regulated business at that location and any one of the following conditions exist:

(A) the City has initiated administrative, civil, or criminal proceedings against one or more members of that ownership group for violation of this chapter and the proceedings, including any appeal, are not final;

(B) the regulated business registration is currently suspended;

(C) the regulated business registration was revoked within seven years from the date of the pending application, or;

(D) the ownership surrendered its registration certificate or any land use permit or other approval necessary to operate a regulated business on the premises within seven years from the date of the pending application while an enforcement proceeding was pending against one or more owners for conduct arising out of operation of the business.

(c) *Permissive grounds*. The registration authority may deny a registration application if:

(1) There are outstanding health, safety, zoning or nuisance violations associated with a condition or use of the property or the operation of an existing regulated business;

(2) An owner held an approval to operate a business located in another jurisdiction that if presently located in the City would be a regulated business and within the last seven years the owner either surrendered the approval while an enforcement proceeding was pending or had the approval revoked;

(3) An owner holds an approval to operate a business located in another jurisdiction that if presently located in the City would be a regulated business and enforcement proceedings are pending in that jurisdiction based on conduct that if committed in relation to a regulated business located in the City of Belmont would be grounds to deny or revoke registration. The registration authority must make an independent determination based on substantial evidence as to whether the conduct occurred; or,

(4) Another ownership group is or was operating a regulated business at that location and conduct occurred on the premises that would be grounds to deny or revoke a registration certificate or any land use permit or other approval necessary to operate a regulated business on the premises within seven years from the date of the pending application. The registration authority must make an independent determination based on substantial evidence as to whether the conduct occurred. If the registration authority finds the conduct occurred, the authority may deny the application unless the authority determines that the conduct likely will not reoccur.

(d) *Written decision*. If the registration authority denies the application, he or she must notify the applicant of the reasons for the denial in writing, the right of appeal under this chapter, and that the failure to request a timely appeal will waive the applicant's to right to contest the decision.

(e) *Location*. For purposes of subsection (b), location of a regulated business includes:

(1) the parcel which the business is located, or a contiguous parcel owned in whole or part by an owner of the parcel on which the business is located, and

(2) any unit within the same condominium subdivision.

**Sec. 13-9 Registration disqualification**

(a) A massage business is disqualified from registration as provided in section 13-35.

(b) A cannabis business is disqualified from registration as provided in section 13-54.

**Sec. 13-10 Registration revocation or suspension**

(a) The registration authority must revoke the registration of a Massage Business found to be disqualified under 13-35(a) and a Cannabis Business found to be disqualified under 13-54(a).

(b) The registration authority must either revoke or suspend the registration for a Massage Business found to be disqualified under 13-35(b) or a Cannabis Business found to be disqualified under 13-54(b).

(c) The registration authority must revoke a registration under subsection (b) unless he or she finds based on substantial evidence that the circumstance or conduct giving rise to the disqualification is not likely to be repeated.

(d) The registration authority may either revoke or suspend the registration for a regulated business determined to have violated the reporting or operating requirements in this chapter for the particular type of regulated business. When imposing a suspension, the registration

authority may also impose operating conditions to discourage or prevent similar violations in the future.

(e) The remedies in this section are in addition to and cumulative of other remedies at law.

(f) Before suspending or revoking the registration of a regulated business under this section, the registration authority must provide the ownership notice and an opportunity to be heard in accordance with procedures in this chapter.

**Sec. 13-11 Notice of proposed registration decision**

(a) This section applies to existing registrations only.

(b) The registration authority must serve a notice of intent to suspend or revoke a registration or condition or deny a registration renewal at least 14 calendar days before the effective date of the proposed decision. The notice must contain:

(1) A summary of the facts and evidence establishing the grounds for the condition, suspension, or revocation.

(2) A statement that the owner may request a meeting on the proposed registration decision by submitting a request in writing to the registration authority within seven calendar days of the date of service of the notice or appeal the registration decision as provided in Section 13-12 and that the failure to either request a meeting or timely appeal waives the right to contest the decision.

(c) The owner may request a meeting with the registration authority to present information as to why the proposed licensing decision should be modified or set aside by submitting a written request to the registration authority within seven calendar days of the date of service of the notice. The owner may appear at the meeting with or by a representative.

(d) Upon receipt of a timely request, the registration authority must schedule a meeting within five calendar days, or as soon as reasonably possible thereafter.

(e) The registration authority must render a written decision before the effective date of the proposed registration decision, or as soon as reasonably possible thereafter, confirming, modifying or setting aside the proposed registration decision unless the registration authority and the owner mutually agree in writing to extend the time to render a decision. The final decision must inform the owner of the right to appeal the decision to the city manager.

**Sec. 13-12 Appeal to city manager**

(a) An owner wishing to contest a registration decision denying a new registration or renewal, imposing modifications or conditions on a registration, or suspending or revoking a registration must timely appeal the matter to the city manager as set forth in this section. An owner who fails to submit a complete and timely notice of appeal waives the right to contest the registration decision.

(b) A written notice of appeal contesting the decision ("notice of appeal") must be submitted to the city clerk within 14 calendar days after service of the registration authority's decision. The notice of appeal must specify and contain:

(1) The name, address, and phone number of the appellant and the principal applicant or owner, and the name and location of the regulated business.

(2) A detailed factual basis for the appeal. Grounds for the appeal not reflected in the notice of appeal

(3) A complete copy of the most recent application.

(4) A complete copy of the registration authority's written decision.

(c) Upon receipt of a complete and timely filed notice of appeal, the city manager must:

(1) hire or appoint a hearing officer and schedule a hearing not less than five business days, nor more than 14 calendar days from the date of the filing of the notice of appeal with the city clerk or as soon thereafter as reasonably possible, and

(2) serve a notice of the hearing on the principal applicant or owner providing the date, time and place of the hearing.

(d) Notwithstanding subsection (c), appeals of the denial of a new registration may be heard by the city manager and may be decided based on written submissions without a hearing.

(e) A hearing under this section is informal. All relevant evidence may be admitted if it is the sort of evidence on which responsible persons are accustomed to rely in the conduct of serious affairs. Relevant admissible evidence includes, but is not limited to, incident reports and witness affidavits. A formal oath is not required for witnesses to provide testimony.

(f) The city bears the burden of proof at the hearing to establish facts sufficient to support the findings necessary for the registration decision.

(g) All parties may be represented by counsel, and may present oral and written evidence.

(h) Oral hearings are to be open to the public to observe unless the hearing officer determines that closure of the hearing is necessary to protect a witness, receive sensitive or confidential information, or maintain order. The hearing officer may exclude any person who disrupts the hearing.

(i) The hearing officer's duties include audio recording the proceedings and regulating the course of the proceeding. The hearing officer may limit the use of witnesses, testimony, evidence, rebuttal, and argument. The hearing official may allow the cross-examination of witnesses to the extent necessary to ensure a fair hearing and may limit cross-examination of witnesses as necessary to maintain proper decorum.

(j) In the event the applicant or owner or his or her counsel fails to appear or present any evidence at the hearing, the hearing officer must render a determination based on the evidence in the record and offered at the hearing by the registration authority.

(k) The hearing officer must issue a written determination to the city manager within 10 calendar days following completion of the hearing. The determination must make written findings of fact and recommend a decision based upon the findings. The findings of fact must

be supported by the weight of the evidence. The determination must explain the reasons for the recommendation. The failure of the hearing officer to issue a timely decision does not prejudice the city's right to act in the matter.

(l) Within five business days or as soon as reasonably practical thereafter of receiving the hearing officer's determination, the city manager must render a final registration decision based on the findings of fact contained in the hearing officer's determination, or remand the matter to the hearing officer to clarify the findings, make additional findings, or take additional evidence. The city manager's final licensing decision is conclusive as to the city and must inform the principal applicant or owner that the time limit to seek judicial review is governed by Code of Civil Procedure Section 1094.6.

(m) The city manager may establish rules or regulations governing the selection and duties of hearing officers.

**Sec. 13-13 Operating Requirements**

(a) Massage businesses must comply with the operating requirements in Section 13-36.

(b) Cannabis businesses must comply with the operating requirements in Section 13-55.

**Sec. 13-14 Inspection**

The investigating and enforcing officials of the City, including but not limited to the police chief, health officer, building official and zoning administrator, or their designees, are authorized to enter the premises from time to time during regular business hours for the purpose of making reasonable inspections to observe and enforce compliance with the regulations, laws, and statutes and with the provisions of this chapter applicable to the regulated business, and to charge inspection fees established therefore.

**Sec. 13-15 Reporting**

(a) A registrant must report to the registration authority any of the following within 96 hours of the occurrence:

(1) arrests of any employees or owners of the regulated business for an offense other than a misdemeanor traffic offense;

(2) resignations, terminations, or transfers of an employee of the regulated business;

(3) any event involving the regulated business or individuals employed or contracted by the business that may constitute a non-compliance with this chapter or state law governing the regulated business or person engaged in activities related to the regulated business;

(4) any change in the ownership of the regulated business.

(b) This section requires reporting to the registration authority even if the regulated business believes that the registration authority has or will receive the required information from another source. Reporting does not relieve the registrant of any other requirements of this chapter including a requirement to cease operating.

**Sec. 13-16 Duties of real property owners**

(a) The owner of real property on which a regulated business operates must manage their property in a manner to avoid violation of this chapter.

(b) The owner of real property on which a regulated business operates must not create or allow others to create any nuisance condition on the property and must promptly abate any nuisance condition.

(c) A real property owner is liable for a nuisance condition or a violation of this chapter occurring on the real property where a regulated business operates regardless of any contract with any third party regarding the property or business. When there are multiple property owners, the property owners are jointly and severally liable.

**Sec. 13-17 Violation**

(a) It is unlawful for a responsible person to establish or operate, or to allow the establishment or operation of a regulated business in violation of this chapter.

(b) Every building or place in which a regulated business is established or operated in violation of this chapter is a public nuisance that may be enjoined, abated, and prevented and for which damages may be recovered. Knowledge of a violation by a responsible person is not required for a violation to be a public nuisance, for civil damages to be imposed, or for the remedy of abatement.

**Sec. 13-18 Enforcement**

(a) A violation of this chapter is a misdemeanor offense that may be charged as an infraction at the discretion of the initiating enforcement official.

(b) Violation of this chapter may be remedied by any means available to remedy a violation of this Code. The remedies are cumulative and non-exclusive.

(c) Notwithstanding Section 30-12, administrative fines issued under chapter 30 for violation of this chapter may be issued in amount between $100 and $1,000 as determined by the registration authority for each offense.

(d) Every person violating this chapter is subject to a civil penalty of $1,000 for each day of each violation which may be recovered in a civil action.

(e) An offense charged as a misdemeanor violation of this chapter is punishable by imprisonment in the county jail not exceeding six months, or by fine not exceeding $1,000, or by both.

**Sec. 13-19 Mandatory duty**

This chapter is not intended to create a mandatory duty on the part of the city to protect any person from any injury or damage arising out of the establishment or operation of a regulated business or the enforcement or non-enforcement of this chapter.

**Article II – Massage Businesses**

**Sec. 13-30 Purpose**

(a) The City Council recognizes that commercial massage therapy is a professional pursuit which can offer the public valuable health and therapeutic services. The City Council further recognizes that, unless properly regulated, the practice of massage therapy and the operation of massage businesses may be associated with unlawful activity and pose a threat to the quality of life in the local community. Accordingly, the City Council's objective in enacting this article is to protect the public health, safety, and welfare by providing for the orderly regulation of businesses providing massage therapy services, discouraging prostitution and related illegal activities carried on under the guise of massage therapy, and establishing certain sanitation, health, and operational standards for massage businesses. The City Council intends that this article reduce and prevent neighborhood blight, protect and preserve the quality of City neighborhoods and commercial districts, and enhance enforcement of criminal statutes relating to the conduct of operators and employees of massage businesses.

(b) In enacting this article, the City Council is relying upon the uniform statewide regulations applicable to massage practitioners and establishments enacted by the State Legislature to restrict the commercial practice of massage in the City to those persons duly certified to practice by the California Massage Therapy Council.

**Sec. 13-31 Massage Business Definitions**

The definitions in this section apply to the words and phrases use in this article unless the context clearly indicates otherwise.

*California Massage Therapy Council* or *CAMTC* means the Massage Therapy Organization formed under Business and Professions Code section 4600.5.

*Certified Massage Practitioner* means any individual certified by the California Massage Therapy Council as a Certified Massage Therapist or as a Certified Massage Practitioner under Business and Professions Code sections 4600 et seq.

*Health Officer* means the person appointed by the City under the Health and Safety Code or his or her authorized representatives or designees.

*Massage* or *massage therapy* means and refers to any method of treating the external parts of the body for remedial, health, or hygienic purposes for any form of compensation by means of pressure on or friction against, or stroking, kneading, rubbing, tapping, pounding, or stimulating the external parts of the body, with or without the aid of any mechanical or electrical apparatus or appliances; or with or without supplementary aids, such as rubbing alcohol, liniments, antiseptics, oils, powders, creams, lotions, ointments, or other similar preparations commonly used in this practice; or by baths, including but not limited to Turkish, Russian, Swedish, Japanese, vapor, shower, electric tub, sponge, mineral, fomentation, or any other type of bath.

*Massage business* means any business that offers massage therapy in exchange for compensation, whether at a fixed place of business or at a location designated by the client through outcall massage services, and includes businesses that offer massage therapy as well as other goods or services. "Massage business" includes a Certified Massage Practitioner who is the sole owner, operator and employee of a massage business operating as a sole

proprietorship.

*Massage business operator* means any and all operators and owners of a massage business.

*Outcall massage* means the engaging in or carrying on of massage therapy for compensation in a location other than the business operations address set forth in the massage business's City Registration Certificate.

*Practitioner* or *massage practitioner* mean any person who administers massage to another person, for any form of consideration whether for the massage, as part of other services or a product, or otherwise.

*Reception and waiting area* means an area immediately inside the front door of the massage business dedicated to the reception and waiting of massage business clients and visitors, and which is not a massage therapy room or otherwise used for the provision of massage therapy services.

*School of massage* means any school or institution of learning that is recognized as an approved school under Business and Professions Code Division 2, Chapter 10.5.

**Sec. 13-32 Scope and exemptions**

(a) The provisions of this article apply to all massage businesses and individuals performing massage within the City of Belmont, except those businesses and individuals in subsection (b).

(b) The provisions of this article do not apply to the following classes of businesses or individuals:

(1) Physicians, surgeons, chiropractors, osteopaths, nurses, physical therapists or other practitioners who are duly licensed to practice their respective professions in the State of California while engaged in activities within the scope of their state license, and persons working directly under the supervision of or at the direction of such licensed persons, working at the same location as the licensed person, and administering massage services subject to review or oversight by the licensed person acting within the scope of their state license.

(2) Barbers and beauticians who are duly licensed under the laws of the State of California while engaging in practices within the scope of their licenses, except that this provision applies solely to the massaging of the neck, face and/or scalp, hands or feet of the clients.

(3) Hospitals, nursing homes, mental health facilities, or any other health facilities duly licensed by the State of California, and employees of these licensed institutions while acting within the scope of their employment.

(4) Accredited high schools, junior colleges, and colleges or universities whose coaches and trainers are acting within the scope of their employment.

(5) Trainers of amateur, semi-professional or professional athletes or athletic teams while engaging in their training responsibilities for and with athletes; and trainers working in conjunction with a specific athletic event.

(6) Individuals administering massages or health treatment involving massage to persons participating in single-occurrence athletic, recreational or festival events, such as health fairs, road races, track meets, triathlons and other similar events; provided, that all of the following conditions are satisfied:

(A) The massage services are made equally available to all participants in the event;

(B) The event is open to participation by the general public or a significant segment of the public such as employees of sponsoring or participating corporations;

(C) The massage services are provided at the site of the event and either during, immediately preceding or immediately following the event;

(D) The sponsors of the event have been advised of and have approved the provisions of massage services;

(E) The persons providing the massage services are not the primary sponsors of the event.

**Sec. 13-33 CAMTC certification and local registration required**

(a) *Individuals*. It is unlawful for any individual to practice massage therapy for compensation within the City unless that individual is a certified massage practitioner.

(b) *Businesses*. It is unlawful for any person to operate a massage business within the City unless all individuals employed or contracted by the massage business to perform massage including a sole proprietor are certified massage practitioners and the business is registered and holds a valid regulated business registration certificate in good standing under this chapter.

**Sec. 13-34 Application for massage business registration**

(a) A person desiring to register a massage business must submit a complete registration application to the registration authority and pay an application fee as provided in Section 13-5.

(b) In addition to the application requirements in Section 13-6, the application must include a list of all of the massage business's employees and independent contractors who are performing massage and their CAMTC certification.

**Sec. 13-35 Registration disqualification**

(a) A massage business is disqualified from registration and possessing a Registration Certificate if:

(1) An individual providing Massage Therapy for the business does not currently possess a valid CAMTC-certification;

(2) An owner -

(A) is required to register under Penal Code section 290 (sex offender registration),

(B) was convicted of -

(i) Penal Code section 266i (pandering),

(ii) Penal Code Section 315 (keeping or residing in a house of ill-fame),

(iii) Penal Code Section 316 (keeping disorderly house),

(iv) Penal Code Section 318 (prevailing upon person to visit a place for prostitution),

(v) Penal Code Section 647(a) (engaging in or soliciting lewd or dissolute conduct in public),

(vi) Penal Code Section 647 (b) (engaging in or soliciting prostitution),

(vii) Penal Code Section 653.22 (loitering with intent to commit prostitution),

(viii) Penal Code Section 653.23 (supervision of prostitute),

(ix) any crime involving dishonesty, fraud, deceit, violence, or moral turpitude,

(x) a felony offense involving the sale of a controlled substance, or

(xi) an offense in any other state which if committed in this state, would have been punishable as an offense listed in this subdivision,

(C) made a material misrepresentation on the registration application,

(D) within the last 5 years from the date of the pending application -

(i) made a material misrepresentation in a registration application;

(ii) had a registration certificate, a land use permit, or other approval revoked by the City,

(iii) while an administrative, civil or criminal proceeding was pending against the owner or the massage business for conduct arising out of the operation of the business, surrendered a registration certification, a land use permit, or other approval issued by the City and necessary to operate a business, or

(E) who is or was, or owned a business or property that is or was, subject to injunction under Penal Code sections 11225-11235;

(3) Registration or operation of the business at the proposed location, as conditioned, is not consistent with federal, state or local laws or regulations or this chapter.

(b) The registration authority may disqualify a massage business from registration if authority finds that:

(1) An owner or any massage business personnel committed an act that violates Business and Professions Code Section 4609, subdivision (a);

(2) An owner or any massage business personnel have a history of committing, permitting or failing to prevent significant violations of City of Belmont Ordinances in relationship to the operation of the business; or

(3) An owner had an approval from another jurisdiction to operate a business in that jurisdiction that if presently located in the City would be a massage business and within the last seven years either -

(A) the jurisdiction revoked the approval, or

(B) while an administrative, civil or criminal proceeding was pending against the business, an owner, or personnel of the business for conduct arising out of the operation of the business, surrendered the approval.

**Sec. 13-36 Massage business operating requirements**

(a) No person may perform or permit any Massage within the City unless all requirements of this section are met.

(b) CAMTC-certification must be worn by and clearly visible on the Massage Practitioner's person during working hours and at all times when the Massage Practitioner is inside a massage business or providing outcall massage.

(c) A massage business may be open and provide massage only between the hours of 7:00 a.m. and 9:00 p.m. All massage services must cease and the business must ensure that all clients exit the premises by 9:00 p.m.

(d) A list of the services available, described in readily understandable language, and the cost must be posted in the reception area. Outcall service providers must provide such a list to clients in advance of performing any service. No owner, manager, operator, or responsible managing employee may permit, and no massage practitioner may offer or perform, any service other than those posted as required herein, nor may an operator or a massage practitioner request or charge a fee for any service other than those on the list posted or provided to the client in advance of any outcall services.

(e) A copy of the CAMTC certificate for each Massage Practitioner employed in the business must be displayed in the reception area. CAMTC certificates of former employees or contractors must be removed as soon as those practitioners are no longer employed by or offering services through the massage business.

(f) For each Massage service provided, every massage business must keep a complete and legible written record of the following information: the date and hour that service was provided; the service provided; the name or initials of the employee entering the information; and the name of the Massage Practitioner administering the service. Such records must be open to inspection and copying by police officers, or other City officials charged with enforcement of this chapter. These records may not be used by any Massage Practitioner or operator for any purpose other than as records of service provided and may not be provided to other parties by the Massage Practitioner or operator unless otherwise required by law. Such records must be retained on the premises of the massage business for a period of two years and be immediately available for inspection during business hours.

(g) Massage businesses must at all times be equipped with an adequate supply of clean sanitary towels, coverings, and linens. Clean towels, coverings, and linens must be stored in enclosed cabinets. Towels and linens must not be used on more than one client, unless they have first been laundered and disinfected. Disposable towels and coverings must not be used on more than one client. Soiled linens and paper towels must be deposited in separate, approved receptacles.

(h) Wet and dry heat rooms, steam or vapor rooms or cabinets, toilet rooms, shower and bath rooms, tanning booths, whirlpool baths and pools must be thoroughly cleaned and disinfected as needed, and at least once each day the premises are open, with a disinfectant approved by the Health Officer. Bathtubs must be thoroughly cleaned after each use with a disinfectant approved by the Health Officer. All walls, ceilings, floors, and other physical facilities for the business must be in good repair, and maintained in a clean and sanitary condition.

(i) Instruments utilized in performing massage must not be used on more than one client unless they have been sterilized, using approved sterilization methods.

(j) All massage business operators and their employees, including Massage Practitioners, must wear clean, non-transparent outer garments. The garments must not expose their genitals, pubic areas, buttocks, or chest, and must not be worn in such manner as to expose the genitals, pubic areas, buttocks, or chest. For the purposes of this section, outer-garments means a garment worn over other garments and does not include garments like underwear, bras, lingerie or swimsuits.

(k) No person may, and the owner, operator, responsible managing employee, or manager must not permit a person to possess an open container of alcohol, consume an alcoholic beverage, unlawfully ingest controlled substances, or ingest cannabis on the premises of a massage business.

(l) A massage business may not operate as a school of massage, or use the same facilities as that of a school of massage.

(m) A massage business may not place, publish or distribute, or cause to be placed, published or distributed any advertising matter that depicts any portion of the human body that would reasonably suggest to prospective clients that any service is available other than those services listed in accordance with subsection (d), and a massage business may not employ language in the text of such advertising that would reasonably suggest to a prospective client that any service is available other than those services as described in compliance with the provisions of this chapter.

(n) Massage may not be given unless the client’s genitals are, at all times, fully covered. A massage practitioner may not, in the course of administering any massage, make physical contact with the genitals or private parts of any other person regardless whether the contact is over or under the person’s clothing.

(o) Where the business has staff available to assure security for clients and massage staff are behind closed doors, the entry to the reception area of the massage business must remain unlocked when the business is open for business or when clients are present.

(p) When a massage business is located in a building or structure with exterior windows fronting a public street, highway, walkway, or parking area, clear visibility of the interior reception and waiting area through those windows may not be obstructed during business hours by any means including curtains, blinds, tints, or placement of materials in the line if sight. For the purpose of this subsection, there is an irrefutable presumption that the visibility is impermissibly blocked if more than 10 percent of the interior reception and waiting area is not visible from the exterior window.

(q) All signs must conform with City regulations.

(r) Minimum lighting consisting of at least one artificial light rated at not less than 450 lumens must be provided and must be operating undimmed in each room or enclosure where massage services are being performed on clients, and in all areas where clients are present.

(s) Ventilation must be provided in accordance with applicable building codes and regulations.

(t) Hot and cold running water must be provided at all times.

(u) Adequate dressing, locker and toilet facilities must be provided for clients.

(v) A minimum of one wash basin for employees must be provided at all times. The basin must be located within or as close as practicable to the area devoted to performing of massage services. Sanitary towels must be provided at each basin.

(w) Pads used on massage tables must be covered with material acceptable to the Health Officer.

(x) All massage businesses must comply with all state and federal laws and regulations for handicapped clients.

(y) A Massage Practitioner must operate only under the name specified in his or her CAMTC certificate.

(z) A massage business must operate only under the name specified in its Registration Certificate.

(aa) A massage business must not allow any person to reside within the massage business or in attached structures owned, leased or controlled by the massage business.

(bb) Other than custodial or maintenance staff, no persons are permitted within the premises of a massage business between the hours of 11:00 p.m. and 6:00 a.m.

## Article III – Cannabis Businesses

### Sec. 13-50 Purpose

This chapter establishes standards for operation of cannabis businesses that are permitted, but which have the potential to create significant effects on the community and surrounding properties

**Sec. 13-51 Cannabis business definitions**

The definitions in this section apply to the words and phrases use in this article unless the context clearly indicates otherwise.

"Cannabis" means all the following:

(1) Cannabis as defined by Business and Professions Code Section 26001(f).

(2) Any other strain or varietal of the genus Cannabis not included in Business and Professions Code Section 26001(f) that may exist, be discovered or developed, whether growing or not.

"Cannabis products" is defined in Business & Professions Code Section 26001.

"Cannabis retail" means a use involving the retail sale of cannabis or cannabis products to customers at fixed located location or by delivery.

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

"Cannabis Business" means any business operating a cannabis retail or a cannabis distribution use, either as the sole use or in combinations with other uses, on or from property located within the City of Belmont and includes not-for-profit retail and distribution uses.

**Sec. 13-51 Scope and exemptions**

(a) This article applies to all cannabis businesses operating within the City of Belmont except as provided in subsection (b).

(b) This article does not apply to a cannabis business operating from a fixed location outside the City of Belmont whose only business contact with the City is the mobile delivery of cannabis to a consumer within the City.

**Sec. 13-52 Registration required**

It is unlawful for any person to operate a cannabis business within the City unless the business is registered and holds a valid regulated business registration certificate in good standing under this chapter.

**Sec. 13-53 Cannabis Business Application Requirements**

(a) A person desiring to register a cannabis business must submit a complete registration application to the registration authority and pay an application fee as provided in Section 13-5.

(b) In addition to the application requirements in Section 13-6, the application must include the following.

(1) A site plan depicting:

(A) The building footprint;

(B) Boundary and property lines;

(C) On-site parking spaces and loading areas;

(D) Any changes to the site plan that have occurred since the original city building, fire, and planning division approval(s) and include a notation identifying the date the modification was approved by the city if such approval was required.

(2) A detailed security plan including:

(A) Narrative and annotated drawings of security camera and alarm system layout incorporating the operating standards in Section 13-55;

(B) Minimum number and training of security guards on duty;

(C) Patron screening procedure and queuing, if any, for admission to the establishment;

(D) Patron access points into the establishment and entry control protocol;

(E) Procedure for removal of disorderly or intoxicated patrons from the premises; and

(F) Procedure for ensuring dispersal of patrons from the establishment, on-site parking area, and public rights-of-way (e.g., sidewalk or street) within 50 feet of any entrance to the establishment.

**Sec. 13-54 Cannabis business registration disqualification**

(a) A cannabis business is disqualified from registration and possessing a City registration certificate to operate at a particular location if:

(1) An owner of the business does not currently possess a valid state cannabis business license in good standing to operate the business at the location;

(2) The application contains a material misrepresentation including false or misleading information, the application fails to include all required information, or a material fact is omitted;

(3) An owner of the business has been convicted of an offense that is substantially related to the qualifications, functions, or duties of the business or profession for which the application is made which include, but not be limited to, the following:

(A) A violent felony, as specified in subdivision (c) of Section 667.5 of the Penal Code,

(B) A serious felony, as specified in subdivision (c) of Section 1192.7 of the Penal Code,

(C) Any crime involving dishonesty, fraud, deceit, violence, or moral turpitude,

(D) A felony for hiring, employing, or using a minor in transporting, carrying, selling, giving away, preparing for sale, or peddling, any controlled substance to a minor; or

selling, offering to sell, furnishing, offering to furnish, administering, or giving any controlled substance to a minor,

(E) A felony for drug trafficking with enhancements under Health and Safety Code Section 11370.4 or 11379.8, or

(F) Any crime involving the possession sale, manufacture, distribution or transportation of a controlled substance;

(4) An owner of the business has within the last 10 years from the date of the pending application:

(A) made a material misrepresentation in an application for license, permit or other permission to operate a cannabis business in the City,

(B) had a cannabis business registration, a land use permit, or other approval revoked by the City, or

(C) while an administrative, civil or criminal proceeding was pending against the owner or the business for conduct arising out of the operation of a business, surrendered the business permit, a land use permit, or other approval issued by the City and necessary to operate the business;

(5) An owner of the business is or was, or owned a business or property that is or was, subject to court-issued injunction, abatement order, or other decree or adverse judgment under Civil Code Sections 3490 through 3496, Penal Code sections 11225 through 11235, Health and Safety Code sections 11570 through 11587, or Business and Professions Code Section 17200 through 17210;

(6) Subsection (3)(F) does not apply to a conviction for which the sentence, including any term of probation, incarceration, or supervised release, was completed more than ten years before the date of application; or

(7) The City receives credible information that the federal government will commence enforcement against the type of cannabis business or the local governments that regulate them.

(b) The registration authority may disqualify a cannabis business from registration if the authority finds based on a preponderance of evidence that:

(1) A responsible person committed any act that violates any requirement of Division 10 of the Business and Professions Code.

(2) An owner of the business has engaged in conduct comprising all of the elements of any crime identified in subsection (a).

(3) A responsible person has a history of committing, permitting or failing to prevent significant violations of City of Belmont Ordinances in relationship to the operation of the business.

(4) A responsible person had an approval from another jurisdiction to operate a cannabis

business in that jurisdiction within the last 5 years and either:

(A) the jurisdiction revoked the approval, or

(B) while an administrative, civil or criminal proceeding was pending against the business, an owner, or personnel of the business for conduct arising out of the operation of the business, surrendered the approval.

(5) A responsible party has a history of committing, permitting or failing to prevent significant violations of federal, state or local employee wage and hours laws.

(c) As used in this section the term conviction includes convictions that are dismissed under Penal Code Section 1203.4, 1203.4a, or 1203.41 or any other provision allowing for dismissal of a conviction.

**Sec. 13-55 Cannabis business operating standards**

(a) **Operating requirements.** Cannabis businesses must operate in accordance with approved the operating plan, security plan, the standards in this section and in strict compliance with state law licensing and operational standards. To the extent that one or more standards conflict, the most prescriptive standard applies.

(b) **Surveillance system**. Cannabis businesses must be protected by a surveillance system that meets the standards of this section and any additional standards determined by the chief of police.

(1) The premises must be equipped with, and at all times be monitored by, a secure web-based security system that includes a security camera system and a security alarm system. Off-site monitoring and video recording storage of the premises by the operator or an independent third-party is authorized as long as standards exercised at the remote location meet or exceed all standards for on-site monitoring.

(2) Security camera video must be kept for a minimum of sixty days in a format that can be easily accessed for viewing.

(3) All surveillance video must be either recorded and stored off-site via a secure web-based security system or, for on-premise based security systems, backed up in real time to a secure, web-based storage provider.

(3) Operators must cooperate with all law enforcement investigations and provide video footage related to any such investigation upon request in a manner that is readily viewable by law enforcement at their offices.

(4) Alarm and camera systems must be equipped with a failure notification system that provides prompt notification to the operator of any prolonged surveillance interruption or failure of the system.

(5) All surveillance control and monitoring equipment, and records must be stored in a secured area that is only accessible to management staff. Operators must keep a current list of all authorized employees who have access to the surveillance system or alarm system.

(6) All security measures installed on the premises shall have the capability to remain fully operational during a power outage.

(c) **Security Camera System.**

(1) The camera and recording system must be of adequate quality, color rendition and resolution to allow the ready identification of an individual on the premises and the ability to capture license plates entering and exiting the premises.

(2) Security cameras must record continuously twenty-four hours per day, seven days per week.

(3) The recording system must continuous save footage to a web-based repository from which live feed may be monitored in real time and recordings reviewed.

(d) **Security Camera Coverage**.

(1) Security cameras must capture activity at all entry points to the property, and within all buildings and structures on the premises, including all entrances, exits, perimeter windows and all areas where customers and employees may have access, with the exception of any restroom area.

(2) Areas where cannabis is handled or kept must have camera placement in the room facing the primary entry door at a height which will provide a clear unobstructed view of activity without sight blockage from lighting hoods, fixtures, or other equipment.

(3) Cameras must be placed at each location where cannabis is handled and positioned to record all weighing, packaging, transport preparation, processing, or labeling activities.

(4) At least one camera must be dedicated to record the access points to the secured surveillance control and monitoring area.

(5) At each point-of-sale location, camera coverage must enable recording of the customer(s) and employee(s) facial features with sufficient clarity to determine identity.

(e) **Security Alarm System.**

(1) The premises must be protected by a professionally designed, installed and monitored security system that includes motion-sensor lighting, and burglar and panic alarms.

(2) An operator must maintain up-to-date and current records and existing contracts on the premises that describe the location and operation of security alarm systems, a schematic of security zones, the name of any alarm installation company, and the name of any monitoring company.

(3) All monitoring companies must be licensed by the Bureau of Security and Investigative Services to monitor motion-sensor lighting and alarms.

(4) Panic buttons must be installed in all commercial cannabis use premises with easy access by employees and all employees shall be properly trained on its use.

(5) Installation and operation of alarm systems must comply Belmont City Code Sections 18-50 through 18-63

(6) The operator must immediately notify police dispatch of an activated alarm and must promptly verify if actual emergency exists that requires an emergency police response.

(f) **Firearms**.

(1) Weapons and firearms are prohibited on the premises, unless authorized by the police chief. This provision does not apply to peace officers engaged in official duty.

(2) The premises must be posted with a sign prohibiting firearms on the premises.

(g) **Building security.**

(1) All structures used for commercial cannabis use must have locking doors, with commercial-grade nonresidential locks, to prevent free access.

(2) Any security bars installed on the windows or the doors of the cannabis business must be installed only on the interior of the building in compliance with all applicable codes.

(3) Windows and roof hatches of the premises must be secured from the inside with effective means so as to prevent unauthorized entry, and must be equipped with latches or a similar mechanism that may be released quickly from the inside to allow exit in the event of emergency in compliance with all applicable provisions in this Code.

(4) Minimum lighting level of one foot-candle shall be provided at building entrances and in parking lot areas. All lighting must be fully shielded, downward casting and not spill over onto structures, other properties or the night sky. Exterior lighting on the premises must be balanced to complement surveillance systems to ensure all areas of the premises are visible, and provide increased lighting at all entrances to the premises. The lighting required must be turned on from dusk to dawn.

(5) The site security plan must include a photometric plan meeting these requirements and fixture details if new or upgraded lighting is required.

(h) **Personnel**.

(1) Owner-operators, employees and all persons working on the premises must be at least twenty-one years of age.

(2) Security guards must be state-licensed and provided by a reputable private security guard firm. All other persons working on the premises must be employees of the business subject to the operator's direction and control and not independent contractors except that the business may use an independent contractor to monitor the surveillance systems.

(3) All employees and persons working on the premises must submit to a background investigation and approval by the police chief before performing any work on the premises.

(4) The registration authority may deny authorization to a person to work on the premises if the person:

(A) Has been convicted of a crime of moral turpitude;

(B) Has been convicted of any misdemeanor or felony within the last ten years involving the following: the use of violence, force, fear, fraud or deception; or the unlawful possession, sale, manufacture, use, distribution or transportation of a controlled substance; or the use of money to engage in criminal activity; or the unlawful possession or use of a firearm; or

(C) Has been convicted of a crime that substantially relates to the qualifications, functions, or duties of the business or profession, including a felony conviction involving fraud, deceit, or embezzlement, a criminal conviction for the sale or provision of illegal controlled substances to a minor, or any criminal conviction for a crime moral turpitude as determined by the registration authority.

(4) An operator may not employ an individual or permit a person to work on the premises that has not received authorization from the registration authority.

(5) The registration authority is authorized to take all actions necessary in order to implement an employee authorization system, which may include requiring any employee of an operator to obtain a work permit from the City or requiring an employee of an operator to undergo future background investigations and pay a fee.

(6) The registration authority may revoke authorization to an employee based on any of the grounds for denial of authorization.

(7) The operator may appeal a registration authority decision to deny or revoke work authorization, and an affected employee may appeal a registration authority decision to revoke work authorization, the same manner and subject to the same requirements as an appeal of a registration decision under Section 13-12.

(i) **Operational security**

(1) The operator must establish and promptly execute procedures to prevent individuals from remaining on the premises of the commercial cannabis use if they are not engaging in activities expressly related to the operations of the commercial cannabis use.

(2) The operator must establish a transportation plan that details the procedures for the safe and secure transport of cannabis, cannabis products, and currency to and from the premises, including the transfer of currency for remitting City tax payments.

(3) Except for products on display for sale at dispensaries during hours which the business is open to the public, all cannabis and cannabis products must be stored in a secured and locked room, safe, or vault that meets approval of the registration authority.

(4) To the fullest extent possible, all cannabis and cannabis products must be kept in a manner that prevents theft and loss, except for limited amounts used for the purposes of display or immediate sales.

(5) The operator must provide contact information for a liaison who will be available at all times to meet with the police chief regarding security measures and operational issues.

(j) **Tracking.**

(1) Operators must comply with any track and trace program established by the state or local agencies.

(2) Operators must maintain records tracking all cannabis production and products, and must make all records related to commercial cannabis use available to the City upon request.

(k) **Police Notification.** Operators must notify the police department immediately upon discovering any of the following:

(1) Significant discrepancies identified during inventory. Discrepancy exceeding two percent of inventory or State regulations must be reported.

(2) Diversion, theft, or loss, or any criminal activity involving the commercial cannabis use or any agent or employee of the commercial cannabis use.

(3) Any other breach of security.

(l) **Alcohol Sales and consumption**

Alcoholic beverages may not be sold, dispensed, or consumed on or about the premises of a cannabis business.

(m) **Record Keeping and Auditing**

(1) An operator must maintain accurate records detailing all revenues and expenses of the cannabis business and all assets and liabilities, follow accepted cash handling practices and maintain a general ledger of cash transactions.

(2) At or before the time of the renewal of a permit, or at any time upon reasonable request of the City, each operator must file a sworn statement detailing on a per-month basis the number of sales, gross receipts, and applicable taxes paid or due to be paid during the permit period.

(3) On an annual basis, each operator must submit to the City a financial audit of the business conducted by an independent certified public accountant. Each operator is subject to a regulatory compliance review and financial audit as determined by the registration authority. The business must allow the City to access the books, records, accounts and all data relevant to its operations for purposes of conducting an audit or examination to determine compliance with this Code, conditions of approval, and applicable laws. Books, records, accounts and all relevant data must be produced no later than twenty-four hours after receipt of the City's request.

(4) An operator must maintain and provide to the registration authority upon request a current register of the names and the contact information (including the name, address, and telephone number) of

(A) anyone owning or holding an interest in the commercial cannabis use, and

(B) all the officers, managers, employees, and agents currently employed or otherwise engaged by the business.

(5) The operator must maintain a log of customer and neighborhood complaints and must make the log available to the City upon request. The log must contain at a minimum: the date of the complaint, the complainant, the nature of the complaint, and the action taken by the business to address the complaint.

(n) **Persons allowed on premises**

(1) The operator must not allow anyone to remain on the premises who is not an on-duty employee, customer, vendor, supplier or contractor of the business or a public employee engaged in the course and scope of their employment.

(2) No person under the age of eighteen may be allowed on a cannabis business site at any time.

(3) No person between the age of eighteen and twenty-one may be allowed on a cannabis business premises unless the business holds a state-issued M-license and strictly complies with California Business and Professions Code Section 26140(c).

(4) All persons entering the premises must present a government issued photo identification except a public employee engaged in the course and scope of their employment.

(5) The operating plan must specify how the operator will comply with and enforce this section.

(o) **Sales regulated.** A cannabis business must not conduct or engage in the commercial sale of any product, good or service unless otherwise approved by the permit.

(p) **Required Signage**. The following signs, in measurements of not less than eight by ten inches, must be clearly and legibly posted in a conspicuous location inside the cannabis dispensaries where they will be visible to customers in the normal course of a transaction, stating:

"The sale of cannabis without a State license is illegal."

"Smoking cannabis on this property, within twenty feet of the dispensary, or in any public place is illegal under California law."

For M-licensees: "No one under the age of eighteen is allowed on the premises, unless they are a qualified patient or a primary caregiver."

For A-licensees: "No one under the age of twenty-one is be allowed on the premises."

**Sec. 13-56 Liability and Indemnification**

To the maximum extent permitted by law, cannabis business operators must defend (with counsel acceptable to the City), indemnify and hold harmless the City and its respective officials, officers, employees, representatives, agents and volunteers from any liability,

damages, actions, claims, demands, litigation, loss (direct or indirect), causes of action, proceedings, or judgment (including legal costs, attorneys' fees, expert witness or consultant fees, city attorney or staff time, expenses or costs) against the City to attack, set aside, void or annul, any cannabis-related approvals and actions or for the failure of the operator to strictly comply with the conditions under which such permit is granted. The City may elect, in its sole discretion, to participate in the defense of an action and the operator must reimburse the City for its reasonable legal costs and attorneys' fees.

**Sec. 13-57 Operating Plan**

(a) The application must include an operating plan that specifies the manner in which operations will be handled and security provided, and which details the number of employees, hours and days of operation allowed and approved.

(b) The operating plan must provide that the cannabis dispensary require, at a minimum, a doctor's written recommendation in compliance with State law for medical cannabis sales, as well as a photo identification for any person entering the site.

(c) Any commercial cannabis use issued a permit must be operated in conformance with the approved operating plan and must meet any specific, additional operating procedures and measures as may be imposed as conditions of approval to ensure that the operation of the business is consistent with protection of the health, safety and welfare of the community and customers and will not adversely affect surrounding uses.

SECTION 2. BCC § 15-110 AMENDED

Belmont City Code Chapter 15, Article IX, Section 15-110 is amended to read:

**Sec. 15-110 Purpose.**

(a) The purpose of this article is to promote the public health, safety and welfare by:

(1) Protecting citizens from the secondary impacts associated with medical cannabis dispensaries and commercial cannabis activity, including, but not limited to, loitering, fraud in obtaining or use of medical cannabis identification cards, robbery, assaults, and other crimes.

(2) Protecting citizens from secondary impacts associated with cannabis cultivation and distribution, including, but not limited to, electrical fires and ignition of volatile chemical substances utilized in the cultivation process, crimes occurring at grow sites, odors perceptible in neighborhoods, and related nuisances.

(3) Preventing increased demands for police response resulting from activities at cannabis cultivation sites, storage facilities, dispensaries, and retail outlets, and thereby avoiding reduction in the ability of the city's public safety officers to respond to other calls for service.

(b) The city adopts this article under its authority granted by California Constitution Article XI, Section 7, Proposition 215 (the Compassionate Use Act), Proposition 64 (the "Control, Regulate and Tax Adult Use of Marijuana Act" or the "AUMA") and Health and Safety Code Section 11362.2.

SECTION 3. BCC § 15-111 AMENDED

Belmont City Code Chapter 15, Article IX, Section 15-111 is amended to read:

**Sec. 15-111 Cannabis businesses**

(a) Except as provided in subsections (b) and (c), to the extent permitted by law, the City of Belmont prohibits the establishment or operation of a cannabis business or activity licensed under Business and Professions Code Division 10 within the city's jurisdiction, including the establishment or operation of medical cannabis collectives, cooperatives, or dispensaries.

(b) Only those cannabis businesses authorized, properly registered, in good standing and conducting business in accordance with Chapter 13 may be established and operate in the city.

(c) This section does not prohibit mobile delivery of cannabis or cannabis products to a residence within the city from a business located outside the city.

SECTION 4. SEVERABILITY

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

SECTION 5. EFFECTIVE DATE.

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

* * *

The City Council of the City of Belmont, California introduced the foregoing ordinance, on January 23, 2024 and adopted the ordinance at a regular meeting held on February 13, 2024 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

_____ _____

City Clerk Mayor

APPROVED AS TO FORM:

_____

City Attorney

# ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF BELMONT ADOPTING BY REFERENCE SAN MATEO COUNTY ORDINANCE CODE CHAPTER 6.04 RELATED TO ANIMAL CONTROL AND AMENDING BELMONT CITY CODE CHAPTER 5, ARTICLE 1 REGARDING THE REGULATION OF ANIMALS**

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

SECTION 1. BCC CHP 5, ART 1, § 5-1 REPEALED AND REPLACED

Belmont City Code Article 5, Article I, section 5-1 is repealed and replaced to read:

**Sec. 5-1 Adoption and Enforcement of San Mateo County Ordinance Code Chapter 6.04 (Animal Control)**

(a)(1) Except as provided in subsection (2), San Mateo County Ordinance Code Title 6, Chapter 6.04, entitled "Animal Control" as adopted by the San Mateo County Board of Supervisors Ordinance No. 4486 on January 9, 2024, is adopted by reference under Government Code Section 50022.9.

(2) San Mateo County Ordinance Code Title 6, Chapter 6.04, sections 6.04.230 and 6.04.240 are not adopted.

(b) Amendments to Chapter 6.04 as may be adopted by the board of supervisors are not effective unless subsequently adopted by the city council in accordance with Government Code Section 50022.7.

(c) The city clerk is directed to maintain at least one copy of Chapter 6.04 on file in the city clerk's office for public inspection.

(d) The regulations in Chapter 6.04 as adopted by subsection (a) are effective and will be enforced in the City of Belmont on the effective date of this ordinance.

(e) Subject to such terms and conditions as may be required by the city manager, the County of San Mateo is authorized to administer and enforce Chapter 6.04, as adopted herein within the City of Belmont, including issuing of administrative fines and holding hearings. The city manager is authorized to execute agreements with the county necessary to implement the authority provided by this section. The County may charge the fees set forth in Chapter 6.04 in administering and enforcing Chapter 6.04 within the City of Belmont.

(f) The authority provided in subsection (f) supplements all other authority of the city and does not limit the authority of the city to enforce the regulations adopted by reference in this section.

(g) For purposes of administration and enforcement by the City of Belmont, all references in San Mateo County Ordinance Code Chapter 6.04, to county officers means the city manager or designee.

(h) It is unlawful for any person to violate the regulations in Chapter 6.04 as adopted by this section. Violation is an offense that may be charged as set forth in section 1-8. Violation

may be remedied by any means available to remedy a violation of this Code. The remedies for violation are cumulative.

(i) Administrative fines issued under chapter 30 for violation of the regulations adopted by this section are be as follows:

One hundred dollars for a first violation;

Two hundred dollars for a second violation; and

Five hundred dollars for a third and subsequent violations.

SECTION 2. BCC CHP 5, ART 1, §§ 5-3 THROUGH 5-27 REPEALED

Belmont City Code Article 5, Article I, sections 5-3, 5-4, 5-5, 5-6, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, 5-13, 5-14, 5-15, 5-16, 5-16.1, 5-17, 5-18, 5-19, 5-20, 5-21, 5-22, 5-23, 5-23.1, 5-24, 5-26, 5-27 are repealed.

SECTION 3. SEVERABILITY.

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

SECTION 4. EFFECTIVE DATE.

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

* * *

The City Council of the City of Belmont, California introduced the foregoing ordinance, on [insert date], 2024 and adopted the ordinance at a regular meeting held on [insert date], 2024 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

# STAFF REPORT

| | |
|---|---|
| **Meeting Date:** | February 13, 2024 |
| **Agency:** | City of Belmont |
| **Staff Contact:** | Rob D. Gill, Senior Planner, (650) 598-4204, rgill@belmont.gov |
| **Agenda Title:** | Hillside Road Improvement Plan & Single-Family Design Review; 2800 Block of Monte Cresta Drive |
| **Agenda Action:** | Resolution |

## Recommendation

1) Conduct Public Hearing and consider Planning Commission recommendations.
2) Adopt a Resolution approving a Hillside Road Improvement Plan, Single-Family Design Review, Floor Area Transfer, Conditional Use Permit, Grading Permit, Tree Removal Permit, and City Code Exceptions.

## Strategic Focus Area

Economic Development and Housing

## Background

At their November 21, 2023 meeting, the Planning Commission held a public hearing, considered public testimony, and reviewed the proposed project. There were a number of public comments (in writing, in person, and virtually on Zoom). Staff has provided a brief summary of comments received and responses – see Attachment D.

At the conclusion of the hearing, the Commission adopted a Resolution (four in favor, and one absent) recommending the City Council approve the project entitlements. The Commission's recommendation also required that: 1) the Geotechnical Engineer of Record (GEOR) provide an updated letter to the project Geotechnical Investigation report addressing the 2018 Seismic Hazards Map Act (SHMA) requirements, and 2) the City Council receive a peer review letter confirming the SHMA requirements have been satisfactorily addressed by the GEOR and that seismic slope stability issues would not preclude development of the project. The geotechnical information addressing the 2018 SHMA was submitted by the GEOR for the project on January 4, 2024, and was peer reviewed by the City's geotechnical consultant in a letter dated January 26, 2024. The SHMA requirements pertaining to this project has been satisfied, and no further investigative action is required. Copies of the geotechnical and peer review letters are included in Attachment F.

## Project Location and Site Description

The project site is located in western Belmont at the western terminus of Monte Cresta Drive, adjacent to 2817 Monte Cresta Drive. The site is a steeply sloping 0.22-acre parcel (Assessor Parcel Number (APN) 043-165-180 Lot 55) bounded by the residence at 2817 Monte Cresta Drive to the east, the residence at 2810 Alhambra Drive to the south, vacant parcels to the west of Monte Cresta Drive, and Monte Cresta

Drive and the residence at 2828 Monte Cresta Drive to the north. The project site is currently undeveloped and contains vegetation and wildlife habitats consisting primarily of non-native annual grassland and coast live oak woodland. The site has relatively steep slopes with an average slope of 48.7%.

**Project Proposal**

The applicant proposes to construct a 3,299 square-foot multi-story residence with an attached garage, including a driveway extending from the terminus of Monte Cresta Drive. The proposed construction also includes a road segment extending Monte Cresta Drive with a fire truck turn-around/cul-de-sac at the western terminus of Monte Cresta Drive, requiring construction of retaining walls and drainage control measures. A roadway extension is required to comply with the Americans with Disabilities Act (ADA) and design standards of the City's Hillside Road Standards – San Juan Hills, as specified in Section 7-13 of the City Code. The applicant also requests a Conditional Use Permit requesting a smaller lot size pursuant to Belmont Zoning Ordinance 4.7.9 to bring the property into compliance with the Subdivision Map Act.

**Zoning and Land Use**

The project site is zoned HRO-2 (Hillside Residential Open Space - subdivided) and located in a hillside residential area of the San Juan Hills area of Belmont. Lands to the north and west of the roadway extension are primarily undeveloped residentially designated parcels zoned HRO-2. The paved portion of Monte Cresta Drive to the east of the project site has been developed with hillside residences and the area is zoned R-1/B. According to Section 4.7 of the City of Belmont Zoning Code, one-family residences are permitted in the HRO-2 District.

The project site has a General Plan Designation of HROS – Hillside Residential Open Space. The HROS land use designation allows for the construction of a single-family residence and accessory structures. The project's proposed single-family dwelling and attached garage is consistent with the allowed uses of the HROS land use designation. The property is located within the San Juan Hills Specific Plan Area (SJHSP). The SJHAP is a part of the Belmont General Plan. The SJHAP establishes policies specific to activities and development occurring in the San Juan Hills Area in which the project site is located. The project's consistency with applicable General Plan and San Juan Hills Area Plan policies is demonstrated in the Categorical Exemption Evaluation (see Attachment O, Table – 3 titled *Project Consistency with Applicable General Plan Policies* and Table – 4 titled *Project Consistency with Applicable San Juan Hills Area Plan Policies*).

**Roadway Improvement Plan**

*Background*

The property included in the application is located within the San Juan Hills. The lotting and road pattern in the area generally follows subdivision maps filed in 1926 and 1927 before the modern Subdivision Map Act that gave local jurisdictions authority to require improvement of roads as part of the subdivision approval process. As a result, many lots in those early subdivisions are served by "paper roads" that have never been built. The subject property is sited just beyond the improved portion of Monte Cresta Drive, one of the original "paper roads." The lot is accessible only from the unimproved portion of the road right of way.

The San Juan Hills Area Plan (SJHAP) was adopted by the City in 1988 to deal with the problems posed by the antiquated subdivision of the San Juan Hills. Chief among those problems are steep slopes and potential geologic instability at locations where roads were laid out on the subdivision maps but were never improved. A survey of these areas of geologic instability was prepared and incorporated in the Area Plan (Figure 4 – SJHAP Geologic Hazard Policy Map) and adopted by City Code Section 7-12(d). The Area Plan also adopted policies for the development of roads in areas of geologic instability shown on the Geologic Hazard Policy Map to ensure safe development. In particular, Natural Conditions Policy 5 and Infrastructure Road Policy 8 require appropriate mitigation of moderate geologic hazards affecting road development. Moderate geologic hazards are defined by the policies to include areas categorized on Figure 4 (and shown in City Code Section 7-12(d)) as "PDF" (potential debris flow movement[1]), which is the category of hazard affecting the proposed road segment.

To facilitate these policies, Infrastructure Road Policy 10 requires an application for a home within the San Juan Hills that is not located on an improved road be accompanied by a road improvement plan for either the entire unimproved road through to an existing improved road, or for an unimproved road segment only. A road segment plan extends from the end of an existing improved road to the point where extending the road would become infeasible due to physical constraints. Policy 10 states that examples of such constraints are "extremely steep slopes and areas categorized on Figure 4 as moving deep landslides (Md)."

City Code Section 7-13(e) implements Infrastructure Policy 10 by establishing application requirements and findings for approval of a through road or road segment. A road segment plan may be approved when, among other findings, it can be demonstrated that a stable, safe, through road cannot be reasonably constructed because of physical constraints. (City Code Section 7-13(e)(10)h.1.) One of the application submittal requirements for a road segment plan is "a report signed by a licensed geotechnical engineer concluding that the physical constraints are such that a stable road cannot be reasonably constructed through to a paved road. The report must describe the specific constraints precluding a through road and evaluate the impacts and costs of methods of overcoming the constraints through removal or engineering solutions." (City Code Section 7-13(e)(9)(b.1.).

*Feasibility of a Through Road*

To show infeasibility, City Code Section 7-13(e)(9)(b.1.) requires a report signed by a licensed geotechnical engineer containing certain facts and findings. To meet this standard, the applicant has submitted a feasibility report from 2008 from a previous road improvement project (see Attachment I). Although the 2008 feasibility report was reviewed by the City's geologic and geotechnical consultant and concluded that they were in fundamental agreement with the basic findings of the report, the application for the road improvement plan was ultimately not pursued, no decision was ever made, and the City made no final decision on the adequacy of the submitted report. Thus, City staff requested that the report be updated.

[1] "Pdf" is defined as *"steep to very steep terrain mantled with a thick cover of soil, colluvium, and landslide debris... susceptible to rapid downslope movement in the form of debris flows or earth flows".*

In a 2017 appeal decision (upholding the decision of the Planning Department that the Application is incomplete), the Planning Commission in their review asked that the requirements regarding the feasibility report be met in the manner least burdensome to the applicant. To provide more direction to the applicant, the City's geologic and geotechnical consultant reviewed its earlier recommendations and required that the project geotechnical consultant to make observations and inspect the entire length of the unimproved section of Monte Cresta Drive and make recommendations and perform additional testing and borings, if needed. The project geotechnical consultant was also required to update any conclusions and recommendations regarding the feasibility of the through roadway. The City's geologic and geotechnical consultant's recommendations was included with a list of requirements that had to be submitted to the Planning Department to complete the application as a part of a 2017 City Council Resolution (upholding the Planning Commission's decision that the project application was incomplete).

In February 2017, the project geotechnical consultant (Romig Engineers) walked the entire unimproved roadway section between the existing improved and paved ends of Monte Cresta Drive to observe current conditions. The results of this site investigation determined that the site conditions have not changed significantly since the 2008 feasibility study that was prepared. Based on the project geotechnical engineer's site investigation, they concluded that constructing a through road remains impractical and economically infeasible. The results of this site investigation are further detailed in Romig Engineers' *Geologic and Geotechnical Update Letter*, dated February 23, 2017 (see Attachment I).

The geotechnical information that was submitted for the project was peer reviewed by the City's geologic and geotechnical consultant Cotton, Shires, and Associates (CSA). CSA concurred with the project geotechnical consultant that the through road remains impractical and economically very costly because of very significant landslide constraints (*Cotton, Shires and Associates Peer Review Letter, October 26, 2017 – see Attachment I*).

*Roadway Segment Plan*

The proposed road plan would be for a segment of roadway that will serve as access to the property. The applicable section of the Belmont City Code to this roadway improvement plan, Section 7-13(e)(9.b.), states that a plan for an unimproved road segment may be approved, instead of a plan for the entire roadway, when the segment lies between an existing paved road and an area where physical constraints, such as very steep slopes or geologic instability effectively preclude construction of a through connection (such as areas mapped or designated Md or Pdf on the current geologic hazards map). The roadway alignment west of the project site is mapped as "PDf" indicating potential debris flow movement which is the category of hazard affecting the proposed road segment.

According to the applicant's geotechnical engineer (Romig Engineers), with confirmation by the City's consulting geotechnical engineer (CSA) through peer review, the proposed road segment is feasible with proper design and construction. Recommended construction measures for the proposed road segment / fire truck turnaround is summarized in the Romig Engineers' 2016 design-level geotechnical report for the residence (see Attachment I).

*Road Access*

The road extension would provide driveway access to the proposed development site, and potentially

provide access to the adjacent vacant lot zoned HRO-2 (Hillside Residential and Open Space) west of the new road terminus. However, this lot is not proposed for development. In addition, this lot may not be feasible for development because of the mapped potential debris flow (PDf) and landslide movement (Pd[2]) on the lot.

*Width Standards for Hillside Roads*

The project proposes to extend Monte Cresta Drive approximately 50 feet to the west from its current paved terminus with the construction of a cul-de-sac / vehicle turnaround. The adjacent right-of-way fronting the site is considered an unimproved roadway section of Monte Cresta Drive. Belmont City Code (BCC) Section 7-13(e)(9) provides that a road improvement plan is required to be approved by the City Council to "…ensure adequate emergency access, public safety and drainage improvements."

Per BCC section 7-13(e)(5) Table 1, hillside roads are required to include two traffic lanes and gutters, curbs, parking lanes, and sidewalks on both sides of the road. Per BCC 7-13(e)(6), the width of a proposed hillside road or road segment may be reduced by eliminating sidewalks and/or parking lanes depending on the related cross slopes as described in BCC 7-13(e)(6) and shown in table below.

**Hillside Road Width Related to Cross Slopes Table**

| Cross Slope | Traffic Lanes | Curbs & Gutters | Parking Lanes | Sidewalk | Total Width |
|---|---|---|---|---|---|
| 21% - 30% | 20' | 2' both sides | *5.5' both sides | 5' one side | 40' |
| *Per the SMCFD the turnaround should be designated as "No Parking" and "rolled red curb" | | | | | |

The project engineer has prepared a cross slope analysis that indicates an average slope of 29% (see Attachment H). Per Section 7-13(e)(6) and Table 2 - Hillside Road Width Related to Cross Slopes, the roadway shall be 40 feet in width, including two 10-foot-wide travel lanes, two 5.5-foot-wide parking lanes, two two-foot-wide curb and gutters and one five-foot wide sidewalk. However, per San Mateo Consolidated Fire Department (SMCFD) comments, parking within the turnaround should be designated as "No Parking" and "rolled red curb" to provide for adequate emergency access. Thus, the practical layout for the proposed turnaround includes 20-foot travel lanes, two two-foot curb and gutters, and one five-foot sidewalk along the southern side of the turnaround. The applicant has requested an exception to install parking lanes. The exception is discussed further in this report.

*Standards for Hillside Roads*

The standards for an unimproved road segment terminating in a cul-de-sac are set forth in Belmont City Code Section (BCC) 7-13(4)(i). In general, the length of a cul-de-sac may not be longer than 800 feet (from the turnaround to the open street) with a turn-around radius of 32 feet, unless the city engineer in consultation with the fire chief recommend a longer cul-de-sac or smaller turnaround based an analysis of several factors.

[2]"Pd" is defined as *"relatively unstable landslide debris, commonly more than 10 feet in thickness on moderately steep to very steep slopes ... susceptible to renewed deep landslide movement".*

The existing terminus of Monte Cresta Drive is a cul-de-sac[3] with a bulb design turnaround[4]. The existing cul-de-sac is approximately 820 ft. long that extends from the existing turnaround to the open street at the intersection of Barclay Way and Monte Cresta Drive, and currently serves 17 homes along the 2800 block of Monte Cresta Drive. Since the current terminus of Monte Cresta Drive does not have adequate space for fire truck turnaround, the proposed project includes construction of a fire truck turnaround within the Monte Cresta Drive right-of-way. A portion of the subject lot frontage will be dedicated right-of-way to accommodate the construction of the turnaround.

The project would extend the length of the existing cul-de-sac by 50 feet to approximately 870 ft. with a turnaround radius of 29.5 feet at the end. Although the project would not meet the general specifications for a cul-de-sac, the City Engineer in consultation with the fire chief evaluated the following factors in Section 7-13(4)(i):

1. *Availability of a through connection via an emergency road.*
2. *Number of lots/houses/occupants to be served by the cul-de-sac.*
3. *Type of construction of buildings (e.g., fire-retardant roofs and siding, interior sprinklers).*
4. *Water pressure and availability of a secondary water main.*
5. *Proximity to fire station and hydrant.*
6. *Street width.*

The SMCFD and Public Works Department (PWD) has reviewed the proposed turnaround design and determined that the length and turnaround design is appropriate with the stipulation that the turnaround includes "No Parking" and "red curb" to provide for adequate emergency access (see SMCFD and PWD Recommendation Letters - Attachment M). Thus, the project will meet the hillside road width standards related to the cross slopes with the granted exception to eliminate parking lanes.

*Maintenance*

The road extension is considered a public right-of-way and would not be a private drive. The adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road under Civil Code section 845 until such time as the city council formally accepts the road into the city street system consistent with Streets and Highways Code section 1806.

**Floor Area Transfer**

The Area Plan adopted policies for vacant subdivided areas in the San Juan Hills Area Plan. In particular, Land Use and Site Development Policy 9 established regulations allowing the voluntarily transfer of development potential from one parcel to another within the HRO-2 (Hillside Residential Open Space Subdivided) Zoning District. In addition, the policy established regulations preserving open space on sending sites. These regulations provide incentives to landowners who voluntarily transfer development

[3]Belmont City Code Definition Sec. 7-13 (e)(3)(b) Cul-de-sac is a street open at only one end with a turnaround at the other.

[4]Belmont City Code Definition Sec. 7-13 (e)(3)(k) Turnaround is a space in a public right-of-way or a private road large enough to permit the turning around of a large vehicle, particularly a firetruck. It may take various configurations, including, for example, a circle, bulb, or hammerhead.

potential from one parcel to another. These incentives may include reduced minimum lot sizes, increases in the sizes of houses, or density bonuses.

The proposed project includes a Floor Area Transfer as described in the San Juan Hills Area Plan. Floor Area Transfers are permitted to allow development to occur on "receiving sites" while preserving open space on "sending sites". Pursuant to Belmont Zoning Ordnance Section 4.7.11(d), non-contiguous parcels within the HRO-2 Zoning District are permitted a permanent transfer of floor area (1,200 sq. ft.) from one parcel to another. A conservation easement is required to be recorded over the entire sending property. As a part of this project, the applicant proposes to transfer floor area from two non-contiguous parcels along the unimproved portion of Monte Cresta Drive (APN 043-242-210 Lot 19 & APN 043-165-090 Lot 43). The parcels are located approximately 470 feet northwest (Lot 43) and approximately 590 feet north (Lot 19) of the existing terminus of Monte Cresta Drive.

*Development Potential*
BZO Section *4.7.11.(c) Substandard Lots* states*, "Vacant lots which are nonconforming to the required lot size shall be allowed a floor area which is the larger of 1,200 sq. ft. or the floor area ratio applicable to the lot's slope category, except when the average lot slope exceeds 30%, then the allowed floor area shall be the larger of the minimum floor area or the floor area ratio applicable to the lot's slope category as shown on Table 2 – HRO-2 Floor Area Ratio Standards."*

Based on the ordinance section above, and the *HRO-2 Floor Area Ratio Standards Table*, the subject building site at 49% slope is allowed 900 sq. ft. of floor area. As mentioned earlier, the applicant proposes to transfer floor area from two non-contiguous parcels along the unimproved portion of Monte Cresta Drive allowing the permanent transfer of 2,400 square feet of floor area to the building site. Thus, the site would be allowed a maximum of 3,300 sq. ft. of floor area.

**Single Family Dwelling**
The project applicant proposes to construct a 3,299 sq. ft. multi-level residence with an attached garage with a driveway extending from the terminus of Monte Cresta Drive. The residence would also contain an ADA-compliant elevator, connecting the upper and main levels of the building. (See Dwelling Floor Area Summary Table below).

**Floor Area Summary Table**

| Proposed Floors | Type of Rooms |
|---|---|
| Upper Floor (Street Level) – 822 Sq. Ft. | Entry / living area, stairs, elevator, and two-car garage. |
| Main Level – 1,445 Sq. Ft. | Great room, kitchen, pantry, two bedrooms, two and a half bathrooms, stairs, and elevator. |
| Basement – 1,032 Sq. Ft. | Three bedrooms, two bathrooms, laundry area, stairs, and elevator. |
| Total = Sq. Ft. 3,299 | |

The upper level of the proposed residence would be constructed roughly at grade with Monte Cresta Drive. The main level of the residence would extend downslope from the upper level of the dwelling. The building façade would have a combination of vertical wood siding, stucco finish, metallic cladding, stone cladding, and two-sided metallic cladding and horizontal wood siding. The façade of the building would be articulated with recessed windows, parapets, exposed hollow structural section columns, and wall extensions. Glass guardrails would enclose the driveway and walkway and surround the upper, mid, and lower decks that would be located along the south-facing façade of the building.

**Project Data Table**

| **Criteria** | **Existing** | **Proposed** | **Required or Max. Allowed** |
|---|---|---|---|
| Lot Size | 9,729 sq. ft. | 9,147 sq. ft.* | No Change |
| **Slope** | 49% | No Change | No Change |
| **FAR** | NA | 0.360 | 0.360 |
| **Square Footage** | NA | 3,299 sq. ft. | 3,300 sq. ft. max. per BZO 4.7.11(c) & (d) |
| **Parking** | NA | Two-car garage (20' x 20')<br>Two uncovered | Two-car garage<br>Two uncovered |
| *Adjusted lot size (lot area minus the dedicated right-of-way). | | | |

*Residential Design Criteria*

The applicant has incorporated the standard of *Daylight Plane* to mitigate perceived building bulk at the rear elevation. The project plans effectively demonstrate that the rear elevation would fall beneath the required plane. The applicant also incorporated the standard of *Prescribed Articulation* to moderate building massing at the front, rear and side elevations. The building elevations will feature offset walls, decks, recessed windows, and complementary exterior building materials that would distribute the architectural volume of the residence. The plans sufficiently demonstrate that the building elevations would be articulated beyond the minimum required amount. As such, the project is in compliance with the City's Residential Design Criteria standards.

*Residential Design Guidelines*

The applicant has made significant efforts to ensure the proposed dwelling would be substantially compliant with the Residential Design Guidelines. The project would maintain a consistent architectural theme and avoid mixing features of different styles, as dictated by Guideline A-1. In accordance with Guideline B-1, the project avoids flat two-story building walls and includes varying rooflines. Furthermore, the proposed design effectively minimizes the requisite grading by conforming to the natural slope of the property, thus maintaining consistency with Guideline B-3. As such, the proposal is substantially compliant with the Residential Design Guidelines.

*Landscaping & Site Improvements*
Site landscaping improvements would include a paved driveway and walkway off Monte Cresta Drive, an uncovered deck off the south end of the new residence, retaining walls, and various plantings. The new driveway and walkway would consist of a concrete deck on structural steel with recessed artificial turf decorative inserts. New plantings would consist of 21 trees, all California native tree species, and a mix of California native and non-native shrubs and groundcover. All new plantings would be low water use vegetation. The landscape plantings would be established consistent with Cal Fire Defensible Space requirements for the HFHSZ.

The project proposes to construct a retaining wall off site and in the public road right-of-way along the curve of the cul-de-sac that would serve as the terminus of the proposed road extension. This retaining wall would extend on site to span underneath and support the proposed on-site driveway bridge. Additional retaining walls would be constructed along both sides of the proposed residence to stabilize and support the disturbed slope. Retaining walls have been designed according to the specifications set forth in geotechnical investigations and reports prepared for the proposed project.

*Utilities/Water Supply/Sanitary Sewer*
The project site currently does not contain any utilities infrastructure. The project proposal includes the installation of new water, sanitary sewer, electricity, and storm drain utilities.

The proposed residence would receive water from the Mid-Peninsula Water District. The project would install a water supply lateral that would connect to an existing water main in Monte Cresta Drive. The project would also relocate an existing fire hydrant on Monte Cresta Drive as part of the proposed road extension.

The proposed residence would receive sanitary sewer collection service from the City of Belmont. Wastewater collected from the residence would be conveyed via the City of Belmont's sanitary sewer system and treated at the Silicon Valley Clean Water wastewater treatment plant in Redwood City. The project would install a 6-inch sewer lateral and sewer manhole that would connect to an existing sewer main in Monte Cresta Drive.

*Electricity*
The proposed residence would receive electricity services from Pacific Gas & Electric Company (PG&E). The project would install a new electrical line that would connect to an existing PG&E vault and power infrastructure on Monte Cresta Drive.

*Stormwater Drainage*
The project would install stormwater capture and treatment features onsite, including storm drain lines, a trench drain, and a separate sub-drain system consisting of retaining wall subdrains, a sump pit and pump, and a force main that would connect to a curb-thru drain on Monte Cresta Drive. Stormwater collected onsite would be collected via the storm drain downspouts and lines, directed to the sump pit, and conveyed via the force main into the City's stormwater collection system on Monte Cresta Drive. Stormwater runoff from the road extension will be conveyed to the existing gutter along the northeast section of Monte Cresta Drive and divert the stormwater to the nearest existing catch basins located at Barclay & Monte Cresta Drive.

**Certificate of Compliance**

In 2020 the applicant applied for a Certificate of Compliance ("COC") for the subject property and a parcel which would potentially be a candidate for the floor area transfer. In 2021 the applicant also applied for a COC for another parcel which would also potentially be a candidate for the floor area transfer. After reviewing the applications, the Community Development Director, in consultation with the City Attorney, determined that a Conditional Certificate of Compliance ("CCOC") was warranted. A CCOC is issued when it has been determined that a property does not comply with the State of California's Subdivision Map Act ("SMA") and includes a list of conditions that must be satisfied in order to bring the property into compliance with the SMA. The CCOC's were issued and subsequently recorded with the County of San Mateo later in 2021 and 2022. The attached Notice of Final Determination provides background information and context related to the issuance of the CCOC (see Attachment L).

**Conditional Use Permit (CUP)**

Belmont Zoning Code (BZO) Section 4.7.9 sets forth general residential density and minimum lot size requirements which are based on the average lot slope. A condition identified in the CCOC was that the subject property must comply with all relevant Subdivision Ordinance and Zoning Ordinance standards for lot size, dimensions, and standards at the time the property owner acquired the property (October 21, 2015).

As described in the HRO Zoning Ordinance Density & Lot Size Standards Table below, the property does not satisfy the requisite minimum lot area. If a lot zoned HRO-2 does not conform to minimum lot size standards, the owner may apply for an exception under City's Subdivision Ordinance or apply for a conditional use permit for a smaller lot size as part of a floor area transfer under BZO section 4.7.11 and San Juan Hills Area Plan Land Use Policy 9.c[5]. (See also "Floor Area" discussion on page 7). As part of their effort to bring the property into compliance with subdivision requirements, the applicant has applied for a Conditional Use Permit requesting a smaller lot size pursuant to BZO Section 4.7.9[6].

**HRO Zoning Ordinance Density & Lot Size Standards Table**

| Development Criteria | Minimum Required | Proposed |
|---|---|---|
| **Lot Size (sq. ft.)** | 403,333 sq. ft.* | 9,137 sq. ft** |
| **Avg. Lot Width** | 60 ft. | Approx. 77 ft.** |
| **Frontage** | 40 ft. | Approx. 64 ft.** |
| *Based on the BZO Sec. 4.7.9 Table 1 (*HRO Density and Minimum Lot Size Standards*), the subject site at 49% slope is required a minimum lot size of 403,333 sq. ft.<br><br>** Adjusted lot size and lot dimension after right-of-way dedication. | | |

[5] SJHAP Policy 9.c, states, "Regulations shall be developed to provide incentive to landowners who purchase the development potential. These incentives may include reduced minimum lot sizes, increases in the sizes of houses, or density bonuses."

[6] BZO Sec. 4.7.9 General Residential Density and Lot Size Standards, in part states, "The maximum allowed residential dwelling unit densities and minimum lot sizes in the HRO districts shall be computed in accordance with the applicable provisions of the Slope Density Table in this Section unless a conditional use permit authorizing a smaller lot size is approved pursuant to provisions in the respective HRO Zone."

**Grading Permit**

Estimated earthwork quantities for the project include 150 cubic yards (CY) of cut and 650 CY of fill (500 CY fill-import). Development projects that exceed 500 cubic yards of grading require a Grading Plan or Permit approval by the approval authority. 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 (i.e., construction of building foundation, road improvements, retaining walls and installation of landscaping, frontage improvements, and storm water control measures).

The project grading would be visually compatible with the surrounding area, as it entails the construction of a single-family residential building on a down sloping lot, surrounded by similar development. A final grading plan will be reviewed and approved by the Public Works Department, prior to building permit issuance. The City's consulting geotechnical engineer has provided several recommendations that have been included in the conditions of approval.

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 the applicant to adhere to specific best management practices (BMPs) to avoid air and water quality impacts. In addition, City standard conditions would require the applicant to address potential noise, vibration, cultural, 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.

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).

**Tree Removal Permit**

The project proposes the removal of one of the four onsite trees. The tree to be removed is a Coast live oak in fair condition that is recommended for removal. The project applicant submitted an arborist report (Kielty Arborist Services LLC, 1/24/16, and updated on 7/24/18) evaluating the potential impacts of project construction on trees (see Attachment K). The arborist report and the plans submitted as part of the project indicate that the tree proposed for removal is directly impacted by the project construction. The applicant proposes to plant two preferred species Coast live oak (*Quercus agrifolia*) trees as part of the project in conformance with Section 25-10 (a) of the City Code. In determining whether to approve a Tree Removal Permit, decision makers must balance established criteria supporting removal of protected trees against criteria supporting retention. These criteria are provided in the attached resolution (Attachment A).

*Criteria Supporting Removals & Retention*

The project includes the removal of one protected tree. The arborist report and plans submitted as part of the project indicate that the tree proposed for removal is directly impacted by project construction (criteria for removal). Based upon review of the arborist report, and the site and grading plans, staff recommends that the proposed tree removal is necessary for the construction of the project.

**Environmental Clearance (CEQA)**

*Applicability of CEQA Categorical Exemption*

Based on the site plans, information provided by the project applicant, and documentation of potential environmental impacts resulting from the proposed project, the project is eligible for a categorical exemption under CEQA Guidelines Section 15303 (a), (d) and (e), New Construction or Conversion of Small Structures, and Section 15332, In-Fill Development Projects (see Attachment O - Categorical Exemption Evaluation).

*Class 3 Exemption – New Construction or Conversion of Small Structures*

Projects falling under the 15303 exemption are considered Class 3 projects. Class 3 projects consist of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in Section 15303 are the maximum allowable on any legal parcel.

Of the example project types included under Section 15303, the project would qualify for types (a) and (d):

(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.
(d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.
(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences."

Class 3 Projects do not have specific conditions as part of their approval. The project proposal includes the construction of a single-family home, a road extension to serve said single-family home and provide adequate emergency services access to the site, and the installation of associated landscaping features, including retaining walls, and utilities extensions. The proposed project would qualify for a Class 3 exemption under items (a) and (d), as it would involve the construction of one single-family residence; associated water main, sewage, electrical, gas, and storm drain utility extensions; and street improvements (i.e., a road extension) designed to serve the residence and comply with the City's municipal code requirements.

*Class 32 Exemption – In-Fill Development Projects*

Projects falling under the 15332 exemption are considered Class 32 projects. Class 32 projects are characterized as in-fill development meeting the conditions listed below:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare, or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services. The project would not qualify for a Class 32 exemption if it does not meet all the conditions listed above. The project's consistency with the Class 32 exemption requirements listed above have been assessed as described below and the project has been found eligible for a Class 32 exemption.

The project qualifies as Categorically Exempt under the California Environmental Quality Act (CEQA), Section 15332 ("In-Fill Development Projects") because it is characterized as an in-fill development which is consistent with the applicable General Plan and zoning designation; is on a project site that is less than five acres; contains no value as habitat for endangered, rare, or threatened species; would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can adequately be served by all required utilities and public services.

Based on the information provided in the Categorical Exemption Evaluation, the proposed project qualifies for a categorical exemption under CEQA Section 15332, In-Fill Development Projects.

*Cumulative Impacts*

The proposed project would construct a new single-family home on a vacant parcel located in an existing neighborhood in a built-out area in the City of Belmont. Although there may be additional private development projects underway in the project vicinity and additional in-fill development may be proposed in the project vicinity in the future, remaining undeveloped land in the project vicinity and City of Belmont is limited and development of remaining undeveloped lands may be infeasible due to zoning or general plan land use designation and other constraints. Further, similar projects that may be proposed in the future would be subject to City conditions of approval and mitigation measures, if needed, to reduce potentially significant impacts. Therefore, the project would not have a significant cumulative impact.

*1988 San Juan Hills Area Plan (SJHAP) Environmental Impact Report (EIR)*

The SJHAP EIR, adopted by the Belmont City Council on March 22, 1988, considered all potential environmental impacts under an assumed maximum buildout of 372 residences, 267 of which were anticipated to occur on vacant lots that were not served by an improved road. These lots were later designated under one of the Hillside Residential Open Space ("HRO") zoning districts in the San Juan Hills Area, HRO-1 and HRO-2. However, development in the San Juan Hills Area has not occurred to that extent for the HRO lots, and that level of development is now highly unlikely to occur due to a variety of factors and subsequent actions by the City, including limitations on density transfers, an adopted lot merger program, geologic hazard regulations, slope density/intensity ordinances, more restrictive development standards, an Initiative prohibiting increases in density without voter approval, and the rezoning of many properties to O/S (Open Space). Therefore, there would not be cumulative impacts for the project in excess of those studied in the SJHAP EIR.

**Neighborhood Outreach & Public Notice**

December 2015 **-** The applicant performed neighborhood outreach as detailed in the Neighborhood Outreach Strategy attached to this report (Attachment E). The applicant reported mailing notices to all property owners within 300 feet of the site, informing residents of the project. The applicant reported holding an open house. During this time, several neighbors illustrated several project concerns relating to the size of the proposed dwelling, private views, and construction related activities.

December 2016 **-** The City posted and sent Public Notice for the Planning Commission appeal hearing to all property owners within 300 feet of the site.

January 2017 **-** The City posted and sent Public Notice for the City Council appeal hearing to all property owners within 300 feet of the site.

November 2017 - As required, the applicant sent notices to property owners abutting the unimproved portion of Monte Cresta Drive requesting their input on the proposed project. The applicant also reported holding a meeting on site. Three property owners attended the meeting. During this time, one property owner raised concerns related to geologic hazards. The applicant reported that no other comments were received.

January 2020 - The City posted and sent Public Notice for the Planning Commission hearing to deny the Single-Family Design Review request to all property owners within 300 feet of the site.

November 2023 - The City posted and sent Public Notice for the Planning Commission hearing to all property owners within 300 feet of the site, abutting the proposed road segment, and other interested parties.

February 2024 - The City posted and sent Public Notice for the City Council hearing to all property owners within 300 feet of the site, abutting the proposed road segment, and other interested parties.

## Alternatives

1. Direct staff to prepare resolutions based on findings provided by the City Council to deny the entitlement applications.
2. Continue the matter and direct staff to prepare an alternative course of action.
3. Refer back to staff for additional information.

## Attachments

A. Resolution Approving Project Entitlements
B. Conditions of Project Approval – Exhibit A
C. 300-500 Foot Radius Map
D. Summary and Response to Public Comments
E. Neighborhood Outreach
F. Seismic Hazards Map Act Response Letter (January 4, 2024) & Geotechnical Peer Review Letter January 26, 2024)
G. Planning Commission Resolution (No.2023-0025) – November 21, 2023, Agenda 6.A Public Hearings
H. Cross Slope Analysis & Exception Request (August 25, 2017)
I. Geotechnical Studies, Responses & Peer Reviews (2008 - 2023)
J. Biological Assessment (October 14, 2017, and updated June 3, 2022)
K. Arborist Report (July 24, 2018)
L. Certificate of Compliance Final Determination
M. San Mateo Consolidated Fire Department and Public Works Department Recommendation and Exception Letters
N. Financial Analysis
O. Categorical Exemption (CE) Evaluation – Exhibit B
P. 1988 San Juan Hills Area Plan EIR
Q. Storm Drain Technical Memo
R. Project Plans

## Fiscal Impact

☒ No Fiscal Impact

| Source: | Purpose: | Public Outreach: |
|---|---|---|
| Staff | Discretionary Action | Posting of Agenda |

*The City posted and sent Public Notice for both the Planning Commission and City Council hearings to all property owners within 300 feet of the site, abutting the proposed road segment, and other interested parties.

# RESOLUTION NO. 2024 –

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT APPROVING A HILLSIDE ROAD IMPROVEMENT PLAN, SINGLE-FAMILY DESIGN REVIEW, FLOOR AREA TRANSFER, CONDITIONAL USE PERMIT, GRADING PERMIT, TREE REMOVAL PERMIT, AND EXCEPTION TO PARKING LANES UNDER BELMONT CITY CODE (BCC) SECTION 7-13(E)(7)(A-C) AND AN EXCEPTION TO STANDARDS FOR CUL-DE-SACS UNDER BCC SECTION 7-13(4)(I) TO ALLOW FOR THE CONSTRUCTION OF A ROAD SEGMENT AND SINGLE-FAMILY HOME LOCATED AT THE WESTERN TERMINUS OF MONTE CRESTA DRIVE (APN: 043-165-180) (APPL. NO. 2015-0057)**

WHEREAS, Jeff Kraft & Angela Schmiede, applicant and property owners, requests approval of entitlements to construct a 3,299 square-foot single-family residence for the vacant site (APN: 043-165-180), and a road segment (Hillside Road Improvement Plan) at the western terminus of Monte Cresta Drive; and,

WHEREAS, on November 21, 2023, the Planning Commission, following notification in the prescribed manner, conducted a public hearing, at which hearing the Commission considered public testimony and at which hearing the Commission considered the Project, received public testimony and evidence, and adopted a resolution recommending the City Council approve the project entitlements and exceptions; and,

WHEREAS, the November 21, 2023 Planning Commission action also included a recommendation that the Geotechnical Engineer of Record (GEOR) provide an updated letter to the project Geotechnical Investigation report addressing the 2018 Seismic Hazards Map Act (SHMA) requirements, and the City Council receive a peer review letter confirming the SHMA requirements have been satisfactorily addressed by the GEOR and that seismic slope stability issues would not preclude development of the project; and,

WHEREAS, The geotechnical information addressing the 2018 SHMA was submitted for the project on January 4, 2024 and was peer reviewed by the City's geotechnical consultant in a letter dated January 26, 2024; and,

WHEREAS, the City Council finds that the project is consistent with the purposes and policies of the General Plan and San Juan Hills Area Plan, in that:

1. All the goals and objectives outlined by the Plan have been met. These include geologic stability with supporting geotechnical analysis; minimizing public liability and private injury; and preserving natural resources and public views.

WHEREAS, the City Council further finds that the proposed project provides for safe vehicular and pedestrian movement, in that:

1. The project conforms with all accepted City engineering standards for road design to ensure safety.

WHEREAS, the City Council further finds the road has been designed to minimize grading and vegetation removal to the extent feasible in that:

1. The road has been placed in the most level area of the site and will have minimal impact on the ground areas.

WHEREAS, the City Council further finds that drainage, erosion control and slope stability have been fully addressed in the design of the road improvements in that:

1. Conditions contained in the project approval will ensure that all acceptable standards for drainage, erosion control and slope stability have been incorporated in the project design.

WHEREAS, the City Council further finds that the applicants have demonstrated that adequate financing is available to construct and maintain the road as proposed:

1. The property owner/applicant will post a bond to ensure completion of the proposed road, and the adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road under California Civil Code Section §845 until such time as the city council formally accepts the road into the city street system consistent with California Streets and Highways Code Section §1806.

WHEREAS, the City Council further finds that access to abutting properties has been adequately considered in the design of the road improvements, in that:

1. The access rights of abutting property owners to their properties will be maintained.

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

SECTION 1. Findings

Environmental Review

The proposed new single-family home is categorically exempt from the provisions of the California Environmental Quality Act by provision of Section 15303, Class 3(a):

*"Class 3 consists of construction and location of limited numbers of new, small facilities or structures…Examples of this exemption include but are not limited to:*

*(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.*

*(d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.*

*(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences."*

The project proposal includes the construction of a single-family home, a road extension to serve said single-family home and provide adequate emergency services access to the site, and the

installation of associated landscaping features, including retaining walls, and utilities extensions. The proposed project would qualify for a Class 3 exemption under items (a) and (d), as it would involve the construction of one single-family residence; associated water main, sewage, electrical, gas, and storm drain utility extensions; and street improvements (i.e., a road extension) designed to serve the residence and comply with the City's municipal code requirements.

Class 32 Exemption – In-Fill Development Projects

Projects falling under the 15332 exemption are considered Class 32 projects. Class 32 projects are characterized as in-fill development meeting the conditions listed below:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare, or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The project qualifies as Categorically Exempt under the California Environmental Quality Act (CEQA), Section 15332 ("In-Fill Development Projects") because it is characterized as an in-fill development which is consistent with the applicable General Plan and zoning designation; is on a project site that is less than five acres; contains no value as habitat for endangered, rare, or threatened species; would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can adequately be served by all required utilities and public services.

Based on the information provided in the Categorical Exemption Evaluation in Exhibit "B", the proposed project qualifies for a categorical exemption under CEQA Sections 15303 (a) and (d), New Construction or Conversion of Small Structures, and Section 15332, In-Fill Development Projects.

SECTION 2. Findings

Hillside Road Improvement Plan

To adopt a hillside road improvement plan, the City Council must make each of the following findings as per Belmont City Code Section 7-13.e.10 (a-h):

*(a) The road improvement plan is consistent with the purposes and policies of the San Juan Hills Area Plan.*

The goals of the San Juan Hills Area Plan (SJHAP) are implemented by the policies of the SJHAP. The SJHAP establishes policies for unimproved roadways in subdivided areas. The following is an analysis of the project's conformance with specific Area Plan Road policies.

*San Juan Hills Area Plan Applicable Policies*

*Infrastructure – Policy 9: Minimize Road Improvements to Protect Natural Resources.* This policy encourages avoidance of steep slopes, stands of substantial trees and creeks/riparian corridors in order to minimize road improvements to protect natural resources. The proposed roadway is sized and located to minimize its effects on steep slopes, avoids trees and does not cross any creeks or riparian corridors. No protected trees are anticipated to be removed with development of the proposed road extension.

*Infrastructure – Policy 10: Require Overall Road Improvement, Plans and Financing Prior to Granting any Building Permits on Unimproved Roads.* This policy requires property owners to resolve design and financing of road improvements along the entire unimproved road on which their property is located prior to receiving a building permit for a new structure or of enlargement of an existing structure. There are two possible methods of accomplishing this objective: A) submitting a plan for improving the entire roadway with an acceptable design, geotechnical, and financing information for approval by the City; or B) submitting a plan for improving a section of a roadway between an existing paved road and an area where existing physical constraints (such as extremely steep slopes or moving deep landslides) make further road extensions infeasible or undesirable.

If option B is chosen, the applicant must submit 1) A roadway design plan; 2) Evidence that the road will be geologically safe, 3) A method and timetable for financing, 4) A method and financing for maintenance if the road is to be maintained as a private road, and 5) A plan to access properties located along the rest of the unimproved road. There is a sixth provision in the policy that has been deemed unenforceable by the City; a requirement that the applicant provide the City with evidence of support by the affected landowners. This submittal requirement was not intended to give unconstitutional delegation of authority of a property owner to make a government decision whether the project can be approved based on their yes or no decision. The intent of the requirement was to ensure that access to abutting properties along the unimproved road section has been adequately considered in the design of the road improvements, and that any comments received from property owners abutting the unimproved portion of the roadway would be included in the application submittal.

The applicant has proposed option B as noted above. According to the applicant's geotechnical engineer, with confirmation by the City's consulting geotechnical engineer through peer reviews, the proposed roadway extension is geotechnically feasible with utilization of appropriate geotechnical design criteria. The applicant, with private financing, would fund all upfront costs associated with construction. The applicant has provided the proposed plans and financing mechanisms for the road segment. The applicant intends to self-finance the design, permitting, inspection and construction. The road extension is considered a public right-of-way and would not be a private drive. The adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road until such time as the city council formally accepts the road into the city street system. A conceptual plan to access properties along the remainder of unimproved Monte Cresta was submitted with the project application. Such access, however, may not be feasible or undesirable due to geological constraints.

*Infrastructure – Policy 16: Hillside Road Standards.* This policy establishes four policy standards relating to hillside road standards. The standards include: a) to establish special hillside road improvement standards, including but not limited to right-of-way width, on-street parking, sidewalks, paving requirements and maximum street grade; b) to minimize the right-of-way and the paved area of the road in order to lessen the amount of grading and vegetation removal, while maintaining adequate width for emergency vehicles and required parking; c) to provide some on-street parking, and d) to consider the use of paths and narrower sidewalks as an alternative to standard sidewalks in steep areas.

One of the methods used to implement Policy 16 of the San Juan Hills Area Plan was the establishment of Hillside Road Standards as incorporated in the Belmont City Code Section 7-13. Under those standards, in order for the City Council to adopt a plan for improvement of an unimproved road segment, a plan must include all items specified in Section 7-13(9)(a)(1-11) as well as a report signed by a licensed geotechnical engineer concluding that the physical constraints are such that a stable road cannot be reasonably constructed through to a paved road, including a description of the constraints and an evaluation of the costs and impacts of overcoming the constraints. The applicant has provided these statements consistent with the aforementioned requirement through studies and letters that were prepared by a licensed geotechnical engineer.

The project's consistency with applicable San Juan Hills Area Plan policies is further demonstrated in the Categorical Exemption Evaluation in "Exhibit "B". This finding is affirmed.

*(b) The proposed project provides for safe vehicular and pedestrian movement.*

The proposed road design would provide adequate vehicular turnaround space, and pedestrian movement, providing a new sidewalk along the southern side of the turnaround. The San Mateo Consolidated Fire Department has reviewed the project plans and has expressed no concerns regarding emergency access to the site. This finding is affirmed.

*(c) The road has been designed to minimize grading and vegetation removal to the extent feasible.*

Grading and vegetation removal will occur only to the extent needed to develop the road extension and infrastructure improvements. Based on the City Arborist's report, no protected trees are anticipated to be removed as part of the road construction. This finding is affirmed.

*(d) Drainage, erosion control and slope stability have been fully addressed in the design of the road improvements.*

The applicant has submitted a C-3 Checklist, drainage study, and landscaping, grading, and drainage plans. The submitted materials identify appropriate methods to treat drainage from the roadway. 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 with storm water measures 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 storm drain impact study and drainage plans and has provided conditions of approval.

Section 7-12 of the Belmont City Code requires a determination of geotechnical hazards and preparation of geotechnical reports for proposed development activities in the San Juan Hills area prior to issuance of a building or grading permit. The area involved in the proposed hillside road improvement plan has been evaluated through geotechnical investigations conducted by licensed geotechnical engineers and peer reviewed by the City's consulting geotechnical engineer. According to the applicant's geotechnical engineer, with confirmation by the City's consulting geotechnical through peer review, the proposed roadway extension is geotechnically feasible with utilization of appropriate geotechnical design criteria. The project design and construction would be required to comply with all geotechnical recommendations contained within the project geotechnical reports and must comply with the City's building standards for development in areas that may be subject to geological hazards to receive a building permit(s). The proposed extension of Monte Cresta Drive would not extend into the adjacent areas of moderate to critical geologic hazard (identified as Pdf and Md). This finding is affirmed.

*(e) The applicant has demonstrated that adequate financing is available to construct and maintain the road as proposed.*

The applicant has provided the proposed plans and financing mechanisms for the road improvement. The applicant intends to self-finance the design, permitting, inspection and construction of the roadway and enter into reimbursement agreements with the other property gaining access to their property from the road segment. Such access, however, may not be feasible due to geological constraints. At this time, copies of the reimbursement agreement have not been submitted for review and adequacy cannot be determined. Reimbursement agreements are not required as the submittal requirements for a Road Improvement Plan or the financing plan. The applicant, with private financing, would fund all upfront costs associated with construction. The property owner/applicant will be required to post a bond to ensure completion of the proposed road. The adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road until such time as the city council formally accepts the road into the city street system. Maintenance will include but not be limited to retaining walls, sidewalk, curb & gutter, pavement, signs, striping and drainage improvements. This finding is affirmed.

*(f) Access to abutting properties has been adequately considered in the design of the road improvements.*

The project plans include provision of driveway access to the subject undeveloped lot abutting the road extension. The road extension could potentially provide access to the adjacent vacant lot to the west of the new road terminus. However, this lot is not proposed for development. In addition, this lot may not be feasible for development because of the mapped potential debris flow (PDf) and landslide movement (Pd) on the lot. This finding is affirmed.

*(g) If the project is for a cul-de-sac, the length and turnaround design are appropriate and consistent with emergency access requirements.*

The San Mateo Consolidated Fire Department (SMCFD) and the Public Works Department has reviewed the proposed plans and determined that the length and turnaround design is appropriate with the stipulation that the turnaround includes "No Parking" and "red curb" to provide for adequate emergency access. SMCFD has expressed no concerns regarding emergency access to the site. This finding is affirmed.

*(h) If the plan is for an unimproved road segment, the City Council must have made all of the above findings in the affirmative, plus:*

1. *A stable, safe, through road cannot be reasonably constructed because of physical constraints; and,*
2. *Recommendations for access to properties abutting the part of the road which would not be improved under the plan are reasonable and consistent with the purposes and policies of the San Juan Hills Area Plan.*

According to the project geotechnical engineer, with confirmation by the City's consulting geotechnical engineer through peer review, a stable, safe, through road cannot be reasonably constructed because of very significant landslide constraints. In addition, a through road would extend through geologically hazardous soils (Md and Pdf) as noted on the City's Ground Movement Potential Map, across active landslide zones and other potentially unstable areas that would hinder safe, stable through road access.

A conceptual plan to access properties along the remainder of unimproved Monte Cresta was submitted with the project application. The plan provides recommendations for access to properties abutting the part of the road which would not be improved under the plan along the route. Such access, however, may be infeasible or undesirable due to geotechnical issues and environmental conditions inconsistent with the purposes and policies of the San Juan Hills Area Plan (e.g., excessive grading, vegetation, and tree removal). These findings are affirmed.

Residential Design Review

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

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

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

Although the proposed structure would have a roof height of 28 feet, the project does not appear to disrupt any public views as assessed from Monte Cresta Drive and the surrounding streets. Given the significant downslope on-site, the bulk of the structure would be screened by the

natural grade of the property. The proposal does not appear to disrupt the profile of any prominent ridgelines. This finding is affirmed.

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

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

Building bulk

The applicant proposes to construct a contemporary multi-story home which includes a two-car garage. The building façade would have a combination of vertical wood siding, stucco finish, metallic cladding, stone cladding, and two-sided metallic cladding and horizontal wood siding. The exterior façade walls of the house would be stepped back at varying distances to break up the building mass of the dwelling. The project includes window and door detailing to help reduce building mass by breaking up the various building planes. The project will include new tree, shrub and groundcover plantings that will serve to soften the overall mass of the site development. The architectural details appear to moderate the building bulk and are appropriate for this structure and the neighborhood.

Grading/ Hardscape

Estimated earthwork quantities for the project include 150 cubic yards (CY) of cut and 650 CY of fill for the construction of the road segment, undergrounding of utilities and foundation work for the dwelling (500 CY fill-import). Hardscape visible to the surrounding area is located at the driveway/uncovered parking area and walkway/entry. The hardscape features at the front of the site are necessary to gain access and provide parking for the project. New landscaping within the front yard area would generally screen and soften these hardscape features as seen from public vantage points.

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

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

The proposed driveway, entry area and site retaining walls are integrated well into the overall project design. The site landscaping at the driveway will assist to conceal the understory of the driveway structure. The installation of new utilities (i.e., sewer connection, electric, etc.) to serve the dwelling would be governed by standard conditions of approval. This finding is affirmed.

*(d) The proposed landscape plan will incorporate:*

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

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

The applicant proposes a landscape planting plan for the site that includes a variety of shrub planting (1 & 5-gallon sizes) and tree plantings (36" and 24" box size). The proposed landscape plan includes a variety of plantings in locations that would soften and screen the home and site features as seen from the street. This finding is affirmed.

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

Residential Design Criteria

The applicant has incorporated the standard of *Daylight Plane* to mitigate perceived building bulk at the rear elevation. The project plans effectively demonstrate that the rear elevation would fall beneath the required plane. The applicant also incorporated the standard of *Prescribed Articulation* to moderate building massing at the front, rear and side elevations. The building elevations will feature offset walls, decks, recessed windows, and complementary exterior building materials and that would distribute the architectural volume of the residence. The plans sufficiently demonstrate that the building elevations would be articulated beyond the minimum required amount. As such, the project is in compliance with the City's Residential Design Criteria standards.

Residential Design Guidelines

The applicant has made significant efforts to ensure the proposed dwelling would be substantially compliant with the Residential Design Guidelines. The project would maintain a consistent architectural theme and avoid mixing features of different styles, as dictated by Guideline A-1. In accordance with Guideline B-1, the project avoids flat two-story building walls and includes varying rooflines. Furthermore, the proposed design effectively minimizes the requisite grading by conforming to the natural slope of the property, thus maintaining consistency with Guideline B-3. As such, the proposal is substantially compliant with the Residential Design Guidelines. This finding is affirmed.

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

The City's consulting geotechnical engineer has provided recommendations that have been included in the Conditions of Approval. The Project Site would be graded in compliance with the City's grading ordinance and standard conditions of approval to assure that project construction and operation do not result in offsite soil or water erosion. Best Management Practices (BMP's) are a standard condition of approval which requires that soil, gravel and water

do not migrate off site and cause erosion. BMP's require the use of soil and water erosion controls. Staging areas, recycling and disposal procedures and adequacy of erosion control measures will be reviewed by the Building Division as part of the structural plan check. All construction would be completed in compliance with the California Building Code and NPDES standards as administered by the City of Belmont. A condition of approval will require that a final construction management plan be reviewed and approved prior to building permit issuance. Tree protection measures have also been included as conditions of project approval. This finding is affirmed.

Floor Area Transfer

The required Conditional Use Permit Findings, Section 4.7.11 (d)(3)(a-f), are made in the affirmative as follows:

*(a) The proposed transfer of density is consistent with the policies of the San Juan Hills Area Plan and the Geologic Hazards Ordinance.*

The transfer is consistent with the goals of the San Juan Hills Area Plan (SJHAP). The goals in the Hillside Residential and Open Space (HROP) Areas include preserving and enhancing the present character of established residential areas. The subject receiving lot is in a residential area. The transfer of floor area will occur from two vacant "sending" lots to the receiving vacant lot. Establishment of a restrictive covenant on the sending sites will expand the more rural, open residential character of the neighborhood. In addition, the SJHAP also seeks to reflect natural constraints in land use planning by achieving a land use pattern, density and distribution of development that is consistent with the existing slopes and geologic hazards in the undeveloped parts of the San Juan Area. By establishing a restrictive covenant on the sending parcels, future development on the geologically sensitive sites will be prohibited. This finding is affirmed.

*(b) Adequate infrastructure exists or its construction is assured, and for sites requiring road improvement plans, such plans have been approved.*

The project site currently does not contain any utilities / infrastructure. The applicant has submitted a road improvement plan concurrently with the subject floor area transfer application. The project proposal includes the installation of new water, sanitary sewer, electricity, and storm drain utilities. This finding is affirmed.

*(c) The pattern of development which would result from the transfer of floor area is better than could be achieved through the application of this ordinance without floor area transfer, due to less grading, less street and utility extension, and better building site locations.*

The proposal would transfer floor area from two lots that is not served by adequate infrastructure and has documented landslide hazards, ultimately resulting in less development-related disturbance in the area (i.e., grading, roadway and utility extensions, and geologic hazard mitigation efforts). The proposed receiving parcel is more favorable for development given its location to infrastructure access. As such, the proposed transfer would result in a preferable

building site location and a better pattern of development by allowing greater intensity where appropriate, and less intensity where it is less desirable. This finding is affirmed.

*(d) The sending property will be protected from development by the establishment of a conservation easement over its entirety, or be merged with an adjacent lot and a conservation easement established over land equal in area to the sending site, and the ownership and management of such property will be adequately provided for.*

The proposal would include the recordation of a conservation easement, effectively preserving the proposed sending parcels as privately maintained open space. This finding is affirmed.

*(e) The proposed building sites will not be in an area designated Md or Pdf on the current geologic hazards map.*

The City's Ground Movement Potential and Geologic Hazard Policy Map of the San Juan Hills Study Area identifies the receiving parcel as "Ps" and "Pfs", meaning development and roadway expansions are conditionally permitted. There is no documented portion of the proposed receiving site identified with a "Pdf" or "Md" geologic hazard. This finding is affirmed.

*(f) All floor area transfer standards will be met.*

All requisite standards of the Floor Area Transfer, including the recordation of a conservation easement on the proposed sending parcel, would be required to be met prior to the issuance of any building permit for a project using the additional floor area granted. This finding is affirmed.

Conditional Use Permit (CUP)

The applicant has requested an exception to provisions of the Belmont Zoning Ordinance (BZO) (Section 4.7.9 "*a Conditional Use Permit authorizing a smaller lot size*"). The required minimum lot area established by the Belmont Zoning Ordinance (Section 4.7.9 and the Slope Density Table – 1 HRO Density and Minimum Lot Size Standards). The exceptions sought would allow the applicant to comply with all relevant Belmont Subdivision Ordinance and Zoning Ordinance standards, thus satisfying one of the conditions outlined in the Conditional Certificate of Compliance ("CCOC") issued and recorded in 2021. The CUP findings necessary for City Council approval is in Section BZO Section 10.7.3 of the Belmont Zoning Ordinance and are provided as follows:

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

The subject property was originally shown on the "Map of Subdivision No. 10, Belmont Country Club Properties, Belmont, San Mateo County, California" recorded in the Office of the Recorder of San Mateo County, California, on March 24, 1927 ("1927 Map"). By and large, the properties indicated on said map generally remain in the same configuration today. Some of the properties sold in reference to the 1927 Map may not have been created in compliance with the Subdivision

Map Act ("SMA"); however, by approving development upon those lots at some point, the City de facto "legalized" them. As such, it is fair to assume that at least some of the lots in the neighborhood were allowed to develop in the absence of compliance with the SMA.

As described in the Table below, the property does not satisfy the requisite minimum lot area. The property owner has very limited opportunities to acquire the additional land necessary to meet the requisite minimum lot area standard defined in the BZO. At the estimated 49% average slope for the subject site, the property owner would need a minimum of 403,333 square feet; a property this size would be significantly larger than any other in the neighborhood. The only avenue for meeting the standard available to the property owner would be acquiring adjacent properties to amass the necessary lot area. However, none of the HRO-2 lots sharing a border with the subject property are large enough to provide the square footage necessary; as such, the property owner would need to acquire multiple lots to obtain sufficient land area at the subject site.

| Development Criteria | Minimum Required | Proposed |
|---|---|---|
| **Lot Size (sq. ft.)** | 403,333 sq. ft.* | 9,137 sq. ft** |
| **Avg. Lot Width** | 60 ft. | Approx. 77 ft.** |
| **Frontage** | 40 ft. | Approx. 64 ft.** |
| *Based on the BZO Sec. 4.7.9 Table 1 (*HRO Density and Minimum Lot Size Standards*), the subject site at 49% slope is required a minimum lot size of 403,333 sq. ft.<br><br>** Adjusted lot size and lot dimension after right-of-way dedication. | | |

The project would involve the construction of one single-family residence. The project is an in-fill development project surrounded by existing residential uses. Thus, authorization of the requested exception (authorizing a smaller lot size) would not increase traffic and will not unduly impact utilities or services in the vicinity. 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.*

As outlined in the paragraphs above, the history of development in the neighborhood and remaining site conditions have left the property owner with limited availability to meet the requirement of the BZO with respect to minimum lot area. However, the subject site is sufficient in size to accommodate the proposed single-family residential use. All setbacks and building height requirements will be met in accordance with the HRO-2 development standards. The project proposal will include four car off-street parking spaces (two covered/two uncovered) in compliance with the Parking Ordinance. This finding is affirmed.

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

The subject property is located in a developed residential neighborhood. The existing residential use and proposed project will not result in a change in the amount of traffic generated in the

neighborhood. The local streets are adequate to accommodate the proposed single-family residence. 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 applicant has requested an exception authorizing a smaller lot size. The exception sought would allow the applicant to comply with the conditions outlined in the Conditional Certificate of Compliance ("CCOC") issued for the property in 2021. The requested an exception would not adversely affect other properties in the vicinity or the general welfare of the City. This finding is affirmed.

Grading Permit

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

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

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

The City's consulting geotechnical engineer prepared an independent peer review of the geotechnical investigations proposed as part of the project and concurs with the characterization of the project site, findings, and design specifications. The City's consulting geotechnical engineer adds that the project geotechnical consultant shall review all plans, field work and conditions to assure that the project is built to specifications. The project geotechnical reports and the City's independent peer review requirements will, as a matter of grading and building permit procedures, be required of the project as conditions of project approval.

Based on reviews by City departments and the City's consulting geotechnical engineer, the project will not endanger the stability of the site and adjacent properties with utilization of appropriate geotechnical design criteria and drainage standards. Thus, as proposed, and conditioned, the project will not endanger the stability of the site or adjacent properties or pose a significant ground movement hazard to adjacent properties. This finding is affirmed.

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

There are no streams or rivers on the site. The applicant has submitted a C-3 Checklist, drainage study, geotechnical evaluations, landscaping, grading, and drainage plans. The submitted materials identify appropriate methods to treat drainage from the site. 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 with storm water measures 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, landscaping, and erosion control measures would be adequate to control erosion or flooding and would not degrade riparian habitats, stream channel capacity or water quality. This finding is affirmed.

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

A grading and drainage plan has been prepared by the project civil engineer, and grading estimates have been provided for the project. Approximately 150 cubic yards (CY) of cut and 650 CY of fill (500 CY fill-import) would be necessary for the construction of the project. The amount of grading proposed would allow for installation of required, storm water treatment measures, landscaping, and construction of the 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 does not appear to be excessive in consideration of the site conditions, and it does not appear that the project would be visually incompatible with the surrounding area, which is similarly developed with residential uses. The grading would provide for the construction of site improvements, and off-street parking consistent with the parking requirements in the Parking Ordinance. This finding is affirmed.

*(e) The proposed grading will meet the standards and specifications of Article IV of Chapter 9 in the CityCode (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 the 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.*

Development of the proposed single-family dwelling includes the removal of one protected size Coast live oak tree. The tree removal is necessary for the proposed development of the site. A site-specific arborist report was prepared for the project which includes protection measures for trees to be retained. This finding is affirmed.

<u>Tree Removal Permit</u>

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 (b)-(c):

*(1) Blue Gum Eucalyptus* (Eucalyptus globulus);

*(b) "The reviewing authority shall issue a permit to remove the following trees without consideration of the criteria in subsection (c):*
*(2) Dwarf Blue Gum Eucalyptus* (Eucalyptus globulus 'Compacta');
*(3) Monterey Pine;*
*(4) Palm (all species);*
*(5) Acacia (all species);*
*(6) a dead tree (any species); and*
*(7) Any tree that a public utility is required to remove under California Public Utility Commission regulations."*

| *(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.*<br>*(B) The particular tree species is undesirable due to characteristics such as invasiveness, tendency toward limb failure, and fire hazard.*<br>*(C) The tree is damaging or interfering with existing structures, site improvements, or utility services.*<br>*(D) Removal of the tree is needed in order to construct improvements or otherwise allow conforming use of the property.*<br>*(E) Proximity of the tree to existing or proposed structures.* | *(A) The tree is located outside the developable area of the property.*<br>*(B) The tree and its location contribute substantially to the aesthetic appeal of the property or the neighborhood.*<br>*(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 one protected size Coast live oak tree. The arborist report and the plans submitted as part of the project indicate that the tree proposed for removal is directly impacted by project construction. As such, the tree proposed for removal are in line with criteria *D* supporting removal. The criteria supporting retention (*A – C*) does not apply. 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 City Council finds that adequate arrangements would be made for the protection of trees to be retained as conditioned.

Preferred Tree Species & Conditions of Permit

The Tree Ordinance indicates that for each protected tree removed, the applicant shall plant a *Preferred Species* tree, minimum 15-gallon size, or pay an in-lieu planting fee. The applicant has proposed to replant two preferred species Coast live oak trees as in accordance with City Code *Chapter 25 -Trees*. Conditions of the project approval require the applicant to implement all tree protection measures and payment of tree removal fees.

Exceptions to Hillside Road Standards

The applicant is requesting an exception to the Road Standards to eliminate parking lanes. Pursuant to BCC 7-13(e)(7)(a-c), exceptions to any of the hillside road standards may be granted by the administrative or legislative body approving the road improvement project upon recommendation of the city engineer based on consultation with the fire chief and appropriate engineering evaluations. The following Findings necessary to grant the exception are made in the affirmative as follows:

*(a) Granting the exception will not unduly impair vehicular or pedestrian safety, or emergency access.*

The Public Works Department and the San Mateo Consolidated Fire Department (SMCFD) has reviewed the project plans and has expressed no concerns regarding emergency access. As a condition, the SMCFD is requiring the proposed turnaround to be designated as "No Parking" and "rolled red curb" to provide for adequate emergency access. This finding is affirmed.

*(b) Granting the exception will result in a road improvement which is consistent with the San Juan Hills Area Plan and other city ordinances.*

Granting of the exception will not result in a road improvement inconsistent with the San Juan Hills Area Plan and other city ordinances as established in the project Staff Report and Categorical Exemption (CE) Evaluation prepared for the project. This finding is affirmed.

*(c) Reducing the standard is necessary to avoid excessive grading or vegetation removal or to reduce the risk of erosion, flooding or slope failure.*

Due to the existing unimproved right-of-way width fronting the site, there is not adequate space to construct a larger turnaround to accommodate parking lanes and a fire truck turnaround. The construction of a larger turnaround would require right-of way dedications from the adjacent privately owned properties, resulting in additional grading (cut and fill material), vegetation removal, construction of steep retaining walls, and additional project hardscape. This finding is affirmed.

The standards for an unimproved road segment terminating in a cul-de-sac are set forth in Belmont City Code Section (BCC) 7-13(4)(i). In general, the length of a cul-de-sac may not be longer than 800 feet (from the turnaround to the open street) with a turn-around radius of 32 feet. The project proposes an 870-foot-long cul-de-sac (from the turnaround to the open street) with a turnaround radius of 29.5 feet. Longer cul-de-sacs and smaller turnarounds may be permitted by the authority approving a road improvement upon the recommendation of the city engineer based on consultation with the fire chief and specific evaluation of the following:

*(1) Availability of a through connection via an emergency road.*

**Response.** Based on the geotechnical feasibility study prepared by the project engineer (*Romig Engineers Inc.*) and peer reviews by the City's consulting geotechnical engineer, a through-road

extension is infeasible due to geotechnical issues and environmental conditions. The project proposes a road segment with a fire truck turnaround.

*(2) Number of lots/houses/occupants to be served by the cul-de-sac.*

**Response.** The existing cul-de-sac at the terminus of Monte Cresta Drive currently serves 17 homes along the 2800 block of Monte Cresta Drive. The road extension would provide driveway access to the proposed development site, and potentially provide access to the adjacent lot west of the new road terminus.

*(3) Type of construction of buildings (e.g., fire-retardant roofs and siding, interior sprinklers).*

**Response.** Construction for the proposed dwelling will be conditioned to meet Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) of the California Building Code and that the home construction includes an automatic fire sprinkler system.

*(4) Water pressure and availability of a secondary water main.*

**Response.** The project site is in a residential neighborhood surrounded by existing single-family homes with existing water service. The project would install a water supply lateral that would connect to an existing water main in Monte Cresta Drive. Water pressure for the newly installed water lines will be tested during construction of the proposed single-family home.

*(5) Proximity to fire station and hydrant.*

**Response.** Fire Station #15 is located approximately 0.8 miles from the project site and a fire hydrant is proposed at the turn-around / cul-de-sac.

*(6) Street width.*

**Response.** The project will meet the hillside road width standards related to the cross slopes with the granted exception to eliminate parking lanes.

San Mateo Consolidated Fire Department (SMCFD) and Public Works Department (PWD) has reviewed the proposed turnaround design and determined that the length and turnaround design is appropriate with the stipulation that the turnaround includes “No Parking” and “red curb” to provide for adequate emergency access.

* * *

ADOPTED February 13, 2024 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"

PROJECT CONDITIONS – ROAD IMPROVEMENT PLAN, CONDITIONAL USE PERMIT, GRADING PERMIT, DESIGN REVIEW, TREE REMOVAL PERMIT, FLOOR AREA TRANSFER, AND CITY CODE EXCEPTION APPLICATION – KRAFT – MONTE CRESTA ROAD

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 and shall be completed and/or installed prior to a building final except as otherwise specified in the conditions:

Planning Division

1. The Applicant 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 which the City has informed the Developers of as of the date of project approval of the adopted City fee schedule found at www.belmont.gov. Failure to file a protest in compliance with all of the requirements of Government Code §66020 will result in a legal bar to challenging the dedications, reservations, fees or other exactions.

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

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

5. 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 Submittal Plans, date stamped 2/11/22 and inclusive of the architectural drawings (Sheets A.001 through A.301); Civil Engineering Plans (Sheets C.0.0 through C6.2), and Landscape Plans (Sheets L.1 through L.4).

6. Design Plans to be submitted for a Building Permit must be stamped and signed be a license architect.

7. An application for a reimbursement agreement may be submitted for the purpose of achieving the equitable sharing of new roadway and public utility extension costs among benefitting properties pursuant to an approved hillside road improvement plan. Such application for a reimbursement agreement must be submitted in accordance with Belmont City Code Section 7-13(12)(a-d).

8. <u>Air Quality</u>

   a. 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.

b. 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.

c. 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.

d. 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.

   i. 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.
   ii. All haul trucks transporting soil, sand, or other loose material offsite will be covered.
   iii. 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.
   iv. All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph.
   v. 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.
   vi. 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.

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

   i. Idling times must be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California

Code of Regulations). Clear signage must be provided for construction workers at all access points.

ii. All construction equipment must be maintained and properly tuned in accordance with manufacturer's specifications. All equipment must be checked by a certified mechanic and determined to be running in proper condition prior to operation.

9. Green House Gas

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

b) A minimum of 65% of the construction waste generated by this project must be recycled or salvaged for use. Documentation must be provided before the final building permit inspection. Sample forms located at *https://www.hcd.ca.gov/* may be used to assist in documenting compliance.

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

10. Biological Recourses

a. Nesting Birds

i. 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.

ii. 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.

b. Bats

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

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

c. San Francisco Dusky-Footed Woodrat

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

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

iii. Avoidance / Buffer Plan. Woodrat houses within 50 feet of the construction activities area must not be physically disturbed and must be protected with the maximum feasible dispersal buffer, as determined by a qualified biologist. The buffer areas must be clearly marked with flagging. The buffer areas must be left in a natural, vegetated state and no construction activities or staging of equipment may take place within the buffer areas. The applicant must demonstrate that the buffer areas are in place and inspected by a qualified biologist, prior to grading, grubbing or tree removal activities.

iv. Unexpected Woodrats. In the event that unexpected woodrat nests are encountered during construction activities, all construction activity in the area of the find shall be halted, and the Community Development Director shall be notified; a qualified biologist must examine the find and make appropriate recommendations for buffer installation (avoidance measures) or relocation of woodrat nests with approval by the California Department of Fish and Wildlife. The applicant must demonstrate that the buffer is in place or the woodrats have been properly relocated, prior to resuming activities in the area of the find.

v. Relocation Plan. If woodrat nests are to be relocated, then a woodrat relocation plan must be prepared and submitted to California Department of Fish and Wildlife (CDFW) for approval. Relocations must be performed under the direct supervision of a qualified biologist approved for this project by the CDFW.

11. Tree Protection

a. The applicant shall implement the Tree Protection Guidelines identified in the project Arborist Report (Kielty Arborist Services, Inc dated July 24, 2018); the project arborist must review the final building and grading plans and confirm in writing any changes to the design recommendations. The guidelines must be included on a plan sheet submitted with the building permit application.

b. Any approved grading, construction, demolition, or other work within the tree protection zone must 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 must provide an evaluation of the construction impacts to the subject tree's health or structural stability and must identify any additional provisions that may be required to these address impacts. The applicant is responsible to implement these recommendations. A final report may be required on the effectiveness of the measures.

f. The project must include the following tree protection measures:

i. *Tree Protection Zones* - Tree protection zones should be installed and maintained throughout the entire length of the project. Fencing for tree protection zones should

be 6' tall, metal chain link material supported by metal 2" diameter poles, pounded into the ground to a depth of no less than 2'. The location for the protective fencing should be as close to the dripline of desired trees as possible, still allowing room for construction to safely continue. No equipment or materials shall be stored or cleaned inside the protection zones. Areas outside protection zones, but still beneath the tree's driplines, where foot traffic is expected to be heavy, should be mulched with 4-6" of chipper chips. The spreading of chips will help to reduce compaction and improve soil structure. Tree protection fencing shall be up before the start of the project.

ii. *Tree Protective Fencing* – All tree protection fencing must be erected prior to any heavy machinery traffic or construction material arrival on site. The contractor/representative shall meet with the project arborist on site prior to commencement of the project to determine fencing locations.

iii. *Tree Roots* - Any roots to be cut should be monitored and documented. Large roots or large masses of roots to be cut should be inspected by the site arborist. The site arborist may recommend fertilizing or irrigation if root cutting is significant. Cut all roots clean with a saw or loppers. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist,

iv. *Trenching* - Trenching for irrigation, drainage, electrical or any other reason shall be done by hand when inside the dripline of a protected tree. Hand digging and the careful placement of pipes below or besides protected roots will significantly reduce root loss, thus reducing trauma to the tree. All trenches shall be backfilled with native materials and compacted to near its original level, as soon as possible. Trenches to be left open for a period of time, will require the covering of all exposed roots with burlap and be kept moist. The trenches will also need to be covered with plywood to help protect the exposed roots.

v. *Irrigation* - *Irrigation* - Irrigation for the coast live oak trees will only be needed if their root zones are impacted. At the time of drilling the piers the site arborist shall set up an irrigation plan as part of the mitigation measures if needed although not likely.

12. Archeological Resources

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

b. 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.

13. Cultural Resources

a. 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:

i. The San Mateo County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
ii. If the remains are of Native American origin:

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

14. Noise

a. Noise Control Plan. The applicant must prepare and implement a noise control plan. Said plan must incorporate the noise reduction measures identified in the standard construction noise COAs.

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

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

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

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

c. Noise Barrier Standards. When noise barriers are required or proposed, their design and placement must be reviewed and approved by the project noise consultant, prior to issuance of grading or building permits. These barriers must be installed prior to grading and excavation activities and must be inspected by the project noise consultant to ensure that it has been properly constructed/installed. The barrier must remain in place for the duration of grading and excavation activities, unless approved for removal by the noise consultant to allow work at that location.

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

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

15. Construction Vibration

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

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

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

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

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

16. Conditions of Compliance

a. The project approval shall be subject to the satisfaction of all conditions identified in the recorded Conditional Certificate of Compliance. Failure to satisfy any of the conditions listed in the Conditional Certificate of Compliance shall render any approved entitlements null and void, as the City cannot approve development on a property that does not comply with the Subdivision Map Act. The conditions must be satisfied before the issuance of a building permit or other grant of approval for development of the parcel:

    i. The property owner shall submit a record of survey, stamped by a California-licensed surveyor, that describes the property by metes and bounds. A parcel Map is required.
    ii. The subject property must comply with all relevant design and improvement requirements of the Belmont Subdivision Ordinance applicable to a minor subdivision.
    iii. Prior to issuance of Building Permit, the applicant shall pay Park In-Lieu Fees in the amount specified in the Belmont Master Revenue Schedule at the time the property owner acquired the property (10/21/15).
    iv. Property owner must pay planned drainage fee in the amount specified in Belmont subdivision ordinance section 6.13.

17. Mid-Peninsula Water District Conditions

a. 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 Resource Coordinator (650) 591-8941 or brandons@midpeninsulawater.org for more information.

18. Fees

a. The applicant/developer agrees to pay all applicable regulatory, connection, and impact fees, including plan check, building permit, tree removal permit, General Plan Maintenance, Park Impact, Transportation Impact, Park-In Lieu, Sewer Impact and Sewer Connection Fees, as specified by each respective City Ordinance or the City's Master Fee Schedule.

b. Prior to issuance of Building Permits, the applicant must pay all required Transportation Impact Fees (TIF), as identified in the City's adopted Ordinance. The current fee for the project per the City's Master Fee Schedule is $7,697 per unit for Single-Family development. Fees will be adjusted to the most current adopted fee schedule at the time of payment.

c. Prior to issuance of Building Permit, the applicant must pay all required Park Impact Fees, as identified in the City's adopted Ordinance. The current calculated fee for the project per the City's Master Fee Schedule is $14,242 per unit for Single-Family development. Fees will be adjusted to the most current adopted fee schedule at the time of payment.

19. Building Division

a. Specify that the 2022 California Code of Regulations as amended by the State of California and all applicable City of Belmont ordinances will be employed during this project. The project is also subject to compliance with the City's Reach Code, which requires all-electric construction for the single-family dwelling.

b. The City of Belmont is located in a region once inhabited by Native Americans. A significant archaeological site has been formally identified at the Northeast quadrant of the City. Human remains and artifacts have been discovered elsewhere within the city limits. Consequently, amend the cover sheet of the plans to state in the event human remains are discovered, work will be stopped, and the County Coroner will be contacted immediately. In addition, it is a violation of Public Resources Code 5097.99 to retain any Native American Artifacts. Health and Safety Code 7050.5.

c. All retaining walls shall be engineered and subject to the California Building Code Standards.

d. The City of Belmont Municipal 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. BMC 7-12, IBC 106.1 & 1804.3.

e. The contractor/property owner shall be responsible to post hours of operation and phone numbers for noise complaints.

f. A minimum of 65% of the construction waste generated by this project shall be recycled or salvaged for use. Documentation shall be provided before the final inspection. Sample forms found in "A Guide to the California Green Building Standards Code (Residential)" located at www.hcd.ca.gov/CALGreen.html may be used to assist in documenting compliance. CALGreen Section 4.408.

g. All activities shall be subject to the requirements of the Belmont Noise Ordinance (maximum 65 dBA for daytime hours, Maximum 55 dBA for nighttime hours).

II. COMPLY WITH THE FOLLOWING CONDITIONS OF THE SAN MATEO CONSOLIDATED FIRE DEPARTMENT:

A. The following Conditions of Approval shall be included on the plans submitted for a Building Permit:

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

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

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

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

5. Every building, or structure, shall be provided with an address. Numerals shall be located where clearly visible from the street or roadway upon which it fronts. Residential Structures shall have numerals a minimum of four (4) inches in height with a stroke width not less the one-half inch in width. Numerals shall be of contrasting color to their background and illuminated at night. Numerals shall be white in color when located upon glazing.

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

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

8. 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.

Fire Hazards

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

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

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

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

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

6. Attic ventilation openings, foundation or under-floor vents or other ventilation openings in vertical exterior walls and vents through roofs shall not exceed 144 square inches (0.0929 m2) each. Such vents shall be covered with noncombustible corrosion-resistant mesh with

openings not to exceed ¼ inch (6.4 mm) or shall be designed and approved to prevent flame or ember penetration into the structure. Attic ventilation openings shall not be located in soffits, in eave overhangs, between rafters at eaves, or in other overhang areas. Gable end and dormer vents shall be located at least 10 feet (3048 mm) from property lines. Under-floor ventilation openings shall be located as close to grade as practical.

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

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

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

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

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

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

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

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

15. Retrofit of Residential Projects - additions representing a 50% increase from the original floor area, and in a High Fire Hazard Zone: Building Permit plans must state how the existing and new parts of the structure will comply with the Cal Fire Low Cost Retrofit list.

Fire Truck Turn-Around

16. Sidewalks must be rolled curb type and be painted red. "No Parking" signage must be installed around the circumference of the turnaround and cite appropriate code language per the California Vehicle Code.

17. The road surface must be of an all-weather type and capable of supporting a 75,000lbs. vehicle. The geotechnical engineer of record shall provide a letter at the time of a building permit indicating that the proposed road segment will support the weight of such a vehicle.

III. COMPLY WITH THE FOLLOWING CONDITIONS OF THE 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.

3. A flag person shall be required for street closures and positioned at both ends of any closure.

4. 24-hour written notice to and approval from the Belmont Police Department (BPD) is required before any lane closure. (Contact BPD Traffic Unit or Watch Commander for approvals.)

5. A signage plan is required for closures/detours – this plan must be approved by the PD Traffic Unit.

6. Any burglar alarm shall be registered with the BPD per BCC 18-50 et. Seq.

7. A minimum roadway width of 12' shall be maintained at all times for emergency access.
8. The applicant shall provide the Police Department a security 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. The security plan and emergency contact information shall be provided to Sgt. Adam via email tadams@belmont.gov.

9. Prior to issuance of building permits, the applicant shall submit a truck and hauling route plan for review and approval of the PD Traffic Unit and Public Works Department. See Section Sec. 14-46. of the City Code for designated truck routes.

IV. COMPLY WITH THE FOLLOWING CONDITIONS OF THE PUBLIC WORKS DEPARTMENT:

A. The following conditions shall be shown on plans 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 for the life of the project, except as otherwise specified in the conditions.

Public Improvements

1. Street improvements and dedications shall be in accordance with City Standards and specifications as required by the Department of Public Works and the San Juan Area Plan.

2. Storm drainage, sanitary sewer, and emergency vehicle access easements shall be provided to the City as necessary.

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

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

5. The Applicant shall prepare and submit offsite improvement plans for the proposed cul-de sac on Monte Cresta Drive concurrently with the on-site improvement plans for review and approval by the Public Works Department. The cul-de-sac layout, dimensions, radius, slopes, curb & gutter, sidewalk, drainage design, pavement repair/replacement shall be prepared in substantial conformance with the preliminary design previously approved by the Fire Department in 2017, including rolled curb & gutter, and to the satisfaction of the City Engineer.

6. The adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road in a state of good repair consistent with *California Civil Code §845*.

Grading and Drainage

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

8. The owner/applicant shall submit an updated C3 & C6 stormwater pollution prevention checklist for the proposed roadway improvement, impervious calculation checklist and BMP measures checklist prior to the construction permit approval. Subsequent checklist and report are required for each parcel development.

9. 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.

10. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas. Stormwater treatment of the 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.

11. Construct sidewalks, walkways, patios, bike lanes, driveways, and/or uncovered parking lots with permeable surfaces where feasible. These include porous pavement (asphalt and concrete), turf block, and permeable joint pavers. Use of permeable surfaces may reduce the size of the required treatment measure by lowering the amount of runoff generated, however, run-off from permeable surfaces will not be exempt from having to receive treatment unless properly designed as "self-treating areas" or "self-retaining areas". Refer to sections 4.2 or 4.3 of the C.3 Tech Guidance, respectively.

12. 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.

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

    a. Direct roof runoff into cisterns or rain barrels and use rainwater for irrigation or other non-potable use.

    b. Direct roof runoff onto vegetated areas.

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

    d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas e.g. construct sidewalks, walkways, and/or patios with permeable surfaces.

    e. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.

    f. The Applicant shall install an energy dissipator structure behind the property line on the private property for the proposed lot force main prior to discharging any storm runoff into the thru curb drains in Monte Cresta Drive. The design of the energy dissipator shall be submitted to the Public Works Department for review and approval.

    g. The Applicant shall submit complete design, calculations and plans for the proposed on-site storm drain sump, pump station and force mains for review and approval by the

Public Works Department. The storm drain sump shall be designed to maximize storage to delay pumping of the on-site drainage until after the 10-year peck flow storm events to minimize impact to the existing drainage on Monte Cresta Drive to the satisfaction of the City Engineer. The storm drain pump station shall be equipped with alarm, automatic flow controls and back up pumps to avoid water being released onto downslope adjacent neighboring properties in case of pump failure.

h. The project is not subject to C.3 low impact development (LID) storm water treatment requirements, however it is required to meet the Site Design Measures requirements in accordance with the requirements outlined in the San Mateo County C.3 Regulated Projects Guide, dated January 2020. The Applicant shall demonstrate compliance to the Site Design Measures and provide design and details on the Building Permit submittal drawings for Public Works Department's review and approval.

Construction Traffic

14. Prior to issuance of an encroachment, 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.

B. The following conditions shall be met prior to the issuance of an encroachment permit for roadway construction and issuance of the first building permit (i.e., foundation permit), and/or site development permit except as otherwise specified in the conditions:

Public Works Permits

1. 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.

2. 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

3. 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.

Grading and Drainage

4. The owner/applicant shall provide field survey data permit retracing all survey monuments set to establish the street rig of way both public and private.

5. 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.

6. 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:

a. All soils stockpiled on the site during construction shall be covered or otherwise protected from wind and water erosion.

b. During construction, erosion and sedimentation control plans shall be implemented in order to retain sediments on-site.

c. Site grading and finished construction shall be designed and executed in such a manner as to avoid diverting runoff onto other properties.

d. Restrictions and recommendation of the Geologic and Soils report as approved by the City's Geologist.

7. 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.

Utilities

8. Applicant shall install the sanitary sewer connection in accordance with Department of Public Works approved standards and pay the applicable sewer connection fee.

9. The Applicant shall install a sanitary sewer cleanout at the property line in accordance with the City Standard Details and Specifications. The sanitary sewer cleanout shall be shown on the utility plans for review and approval by the Public Works Department.

10. Prior to issuance of a permit, a construction management plan shall be submitted for review and approval by the Department of Public Works. The construction management plan shall implement the following:

- Routes for construction-related traffic (hauling, deliveries, workers, etc.) shall be identified in consultation with the Department of Public Works.
- No staging shall be permitted on the public right-of-way.
- Said plan shall include notice to surrounding property owners two weeks prior to grading, and identification of haul route(s) and staging areas for the project.

- Grading, hauling and construction delivery traffic shall be timed to avoid peak hour school and work commute traffic.
- Said plan shall also 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.
- Failure to abide by the established construction management plan may result in a stop work order.

11. Sanitary sewer shall include a back-flow prevention device, if required.

12. 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.

Improvements

13. All utilities to each lot including, but not limited to, electric power, telephone, cable television, and streetlights, shall be provided underground.

14. The owner/applicant shall provide a traffic control plan for all construction staging and storage areas.

15. 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.

16. The applicant shall construct all on and off-site improvements according to standards approved by the City Engineer. The applicant shall enter into an improvement agreement and post 100% improvement performance and labor/material bonds with the City for the construction of the road.

17. The improvement 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.

18. The improvement agreement shall provide for payment of City inspection and plan check charges associated with the installation of public and private improvements including, but not limited to streets, sanitary sewers, and storm drains. 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.

NPDES Stormwater Controls

19. The project shall comply with all requirements of the Municipal Regional Stormwater NPDES Permit Provision C.3.

20. 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 appropriate to the uses to be conducted on-site to effectively prohibit the discharge of pollutants with stormwater run off.

21. 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.

22. 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 stockpiles and/or other measures.

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

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

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

23. 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.

24. 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.

C. The following conditions shall be met prior to occupancy except as otherwise specified in the conditions.

Public Works Permit

1. 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.

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

Grading and Drainage

3. 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.

NPDES Stormwater Controls

4. 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.

5. If construction is not complete by the start of the wet season (November 15 through April 15), prior to November 15 the developer shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, 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.

6. 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.

7. 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.

8. Construct sidewalks, walkways, patios, bike lanes, driveways, and/or uncovered parking lots with permeable surfaces. These include porous pavement (asphalt and concrete), turf block, and permeable joint pavers.

Public Improvements

9. "As-built" drawings for any public improvement including streets, sewers, etc. shall be submitted to the City in AutoCAD on CD ROM.

D. The project is subject to Public Works Department and City Geologist review and approval with the following conditions:

Geotechnical

1. The applicant's geotechnical consultant shall review and approve all geotechnical aspects of the project building and grading plans (i.e., site preparation and grading, site drainage improvements and design parameters for retaining walls and pavement) to ensure that their recommendations have been properly incorporated.

2. The applicant's geotechnical engineer shall review the geotechnical aspects of the structural plans and calculations for the new residence and provide a professional certification letter to the City.

3. Final construction plans for the project on-site drainage system (e.g., cross section through the sump area, and design details) shall be submitted to the City for review by the City Engineer and Geotechnical Peer Reviewer for the proposed project. These design plans should be submitted with a letter indicating that geotechnical design aspects have been completed to the satisfaction of the Project Geotechnical Consultant.

4. Final construction plans for project retaining walls should be submitted to the City for review by the City Engineer and Geotechnical Peer Reviewer for the proposed project. These design plans should be submitted with a letter indicating that geotechnical design aspects have been completed to the satisfaction of the Project Geotechnical Consultant.

5. The project geotechnical consultant shall review the asphalt sections for the project to ensure their recommendations have been properly incorporated. The design plans should be submitted with a letter indicating that geotechnical design aspects have been completed to the satisfaction of the Project Geotechnical Consultant.

6. The geotechnical engineer shall be retained to observe the geotechnical and foundation aspects of the construction. Testing and observation, as applicable, are required for all grading operations and soils testing, and the engineer shall observe all foundation excavations and confirm that adequate embedment has been achieved in supporting materials judged to be competent supporting material as identified by the geotechnical engineer.

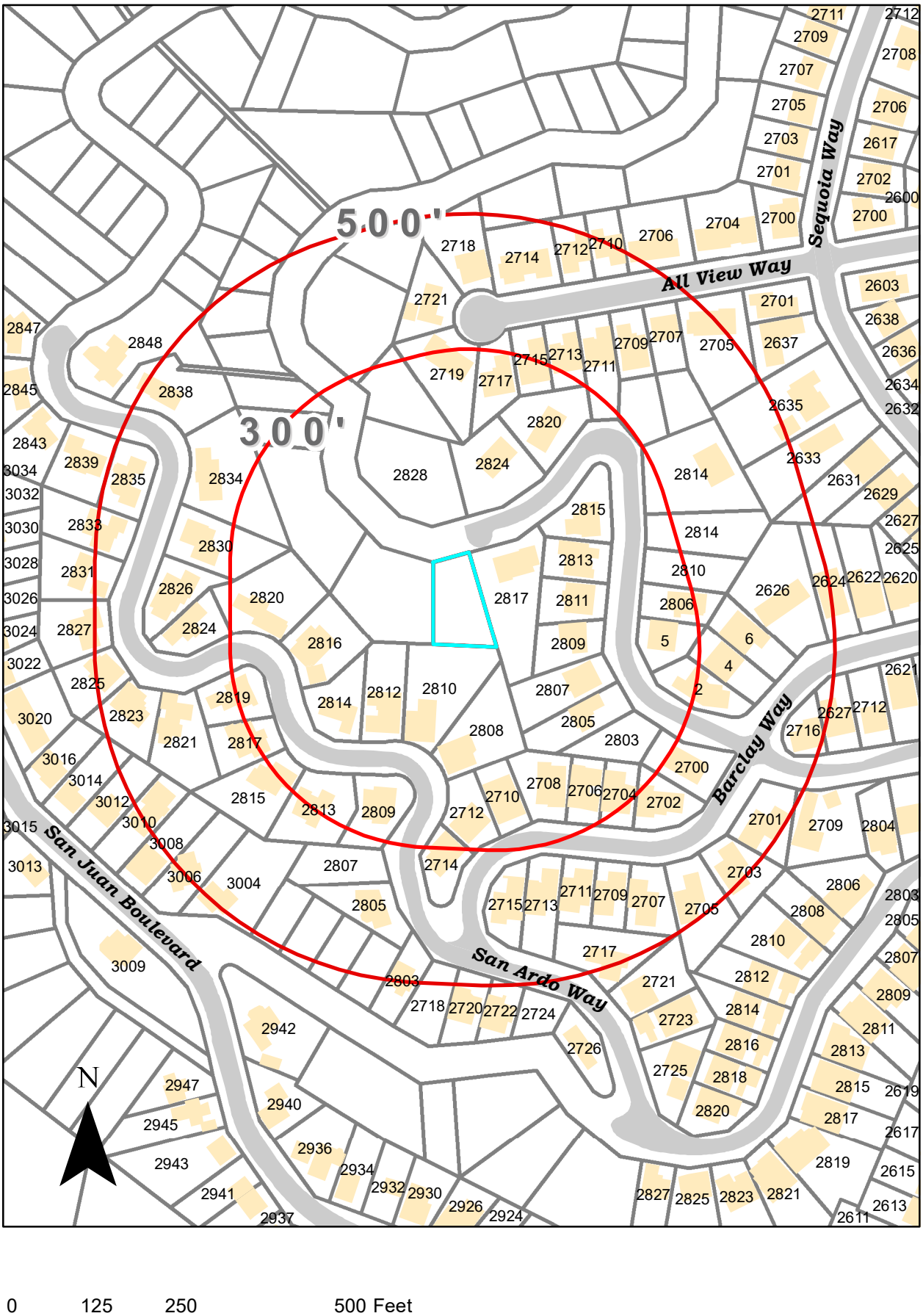
7. At the completion of construction, the geotechnical engineer shall provide written confirmation that all grading operations have been conducted in accordance with the project plans, specifications, and the geotechnical engineer's recommendations, with supporting data or reference to such data. Confirmation shall be provided in the form of a written report to be submitted to the City prior to granting of final occupancy.

8. At the completion of construction, the geotechnical engineer shall provide written confirmation that all structural foundations have been completed in accordance with the geotechnical engineer's recommendations, and that foundation support in bearing or supporting materials has been achieved in accordance with the geotechnical engineer's recommendations. Confirmation shall be provided in the form of a written letter to be submitted to the City prior to granting of final occupancy.

Certification of Approved Final Conditions:

_____ _____

Rob D. Gill, Senior Planner Date


500'
300'
All View Way
Sequoia Way
Barclay Way
San Juan Boulevard
San Ardo Way
N
0
125
250
500 Feet

February 13, 2024 City Council Meeting

**RE:** Summary and Response to Public Comments

## Introduction

This document provides a summary/response regarding public comments received on the Monte Cresta Drive Hillside Road Extension & Single Family Design Review Project. The Belmont Planning Commission conducted a Public Hearing on November 21, 2023. Prior to the public hearing, staff received written comments. Each comment received was read to identify key public concerns/topics. Comments were evaluated, and a copy of these communications is attached to this summary report. The key issues raised in the public comments are discussed below.

## Comments Received

A total of 20 comments (e-mails and letters) were received prior to the public hearing. Below is a list of the parties that commented on the project and the date of the comments.

**Table 1 - Comments Received**

| Commenter | Date |
|---|---|
| Justine and Jim Eller | November 18, 2023 |
| Jeff Marshall | November 19, 2023 |
| Kim Moore | November 19, 2023 |
| Pierre St-Hilaire & Louise Morin | November 20, 2023 |
| Kristin Mercer | November 20, 2023 |
| Joyce Lee | November 20, 2023 |
| Thomas Zackor | November 20, 2023 |
| Mark Herbach & Etta Herbach | November 20, 2023 |
| Jennifer Lai | November 20, 2023 |
| Kopal & Madhu Nallu | November 21, 2023 |
| Kirstin Hornby | November 21, 2023 |
| Max Reinhardt | November 21, 2023 |

| | |
|---|---|
| Warren C. Gibson | November 21, 2023 |
| Casey Krueger | November 21, 2023 |
| Timothy Robertson & Jyothi Robertson | November 21, 2023 |
| Geri Crane & Ken Wach | November 21, 2023 |
| Philippe Levy | November 21, 2023 |
| Gail Mintz | November 21, 2023 |
| Coralin Feierbach | November 21, 2023 |
| Linnaea Knisely | November 21, 2023 |

**Issues Raised in Comments**

1. ***Comment:*** *The current proposal does not comply with the Fire Code; require questionable exceptions from the Municipal Code; ignores the CA AG guidance to cities to address the problems we all see with devastating wildfires in CA; concerns about emergency evacuation during wildfires.*

   **Response:** The San Mateo Consolidated Fire Department (SMCFD) and the Public Works Department (PWD) has reviewed the proposed turnaround design and determined that the length and turnaround design is appropriate with the stipulation that the turnaround includes "No Parking" and "red curb" to provide for adequate emergency access.

   The project site is located within the Wildland Urban Interface (WUI). The project would follow the code requirements in Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) of the California Building Code, as required by the City's standard Conditions of Approval (COA) for development in wildfire zones. The City's standard COAs for development in wildfire zones are included in the project COAs. *San Mateo Consolidated Fire Department COA# II. A. 1 – 15 Fire Hazards.*

   Given the small increase in population with development of this one residential parcel, the additional population and subsequent traffic is not anticipated to cause delays or otherwise impact the evacuation of the neighboring residents. The proposed improvement of the turnaround will further improve the fire response in the area.

2. ***Comment****: The current proposal ignores the State requirement in the Seismic Hazard Act and does not fully analyze landslide risks that could lead to devastation to the neighbors.*

   **Response:** At their November 21, 2023 meeting, the Planning Commission conducted a public hearing and reviewed the proposed project. At the conclusion of the hearing, the Planning Commission recommended City Council approval of the project entitlements and exceptions. The Commission further recommended that the Geotechnical Engineer of Record (GEOR) provide an updated letter to the project Geotechnical Investigation report addressing the 2018 Seismic Hazards Map Act (SHMA) requirements, and the City Council receive a peer review letter confirming the SHMA requirements have been satisfactorily addressed by the GEOR and that seismic slope stability issues would not preclude development of the

project. The geotechnical information addressing the 2018 SHMA was submitted for the project and was peer reviewed by the City's geotechnical consultant in a letter dated January 26, 2024.

3. ***Comment:*** *There is clear evidence that the proposal is not compliant with a number of State and City laws; requires numerous exceptions and variances; and the City is not fully disclosing information to the public that will be affected and that is necessary to evaluate and comment on the plan in a public setting as required by law. Why is this being rushed?*

**Response**: The project is in compliance with State and City Codes. The project is seeking two exceptions to the hillside road standards and a Conditional Use Permit authorizing a smaller lot size as described below. The project is not seeking any variances.

Pursuant to Belmont City Code (BCC) Section 7-13(e)(7), exceptions to any of the hillside road standards may be granted by the administrative or legislative body approving the road improvement project upon recommendation of the city engineer based on consultation with the fire chief and appropriate engineering evaluations. The project is seeking an exception to eliminate parking lanes. The project is also seeking an exception to the general standards for a longer cul-de-sac and smaller turnaround radius. The standards for an unimproved road segment terminating in a cul-de-sac are set forth in Belmont City Code Section (BCC) 7-13(4)(i). Longer cul-de-sacs and smaller turnarounds may be permitted by the authority approving a road improvement upon the recommendation of the city engineer based on consultation with the fire chief. The Public Works Department and Fire Department has reviewed the project and can recommend approval of the exceptions with the stipulation that the turnaround includes "No Parking" and "red curb" to provide for adequate emergency access. The staff report (dated 11/21/23) and associated memos from the City Engineer and Fire department provides detailed analysis of the requested exceptions and recommendations.

The City of Belmont has issued a Conditional Certificate of Compliance for the project site to bring the property into compliance with the Subdivision Map Act (SMA) and Belmont Subdivision Ordinance. The property will need to satisfy all relevant zoning regulations, including minimum lot size, before it may be developed or otherwise entitled. The applicant has requested an exception to provisions of the Belmont Zoning Ordinance (BZO) (Section 4.7.9 "*a Conditional Use Permit authorizing a smaller lot size*"). The staff report provides a detailed analysis of the requested Conditional Use Permit. See also response to comments #4 and 6.

4. ***Comment:*** *Compliance is a legal requirement under State law. Shouldn't residents be given the opportunity to present evidence to be judged by City decision makers?*

**Response:** This comment appears to be in regards to residents that claim they were not given ample time to review the project materials prior to notice of the public hearing and present their issues with the project to decision makers. The project application was submitted to the City in November 2015. The applicant performed neighborhood outreach in December 2015 and in 2017; the applicant has also sent notices to property owners abutting the unimproved portion of Monte Cresta Drive requesting their input on the proposed project. The applicant also reported holding a meeting with abutting property owners on site. Since the time of the

application submittal, multiple public hearings have taken place on appeals and other actions to the Planning Commission and City Council. Residents were notified of the public hearings and given the opportunity to provide written correspondence and attend the hearings and provide public testimony on the project. Since the time of submittal of the application, several residents have made several inquiries to the status of the project and reviewed the application materials, plans, reports, studies, letters, and other materials at City Hall. In addition, several residents have requested and received electronic and hard copies of project materials (including geotechnical reports, peer review letters, arborist report, drainage analysis, letters, e-mails, and other correspondence). See also response to comments #6

5. ***Comment:*** *The legality of the Parcels under the Subdivision Map Act and Floor Area transfer - This is at minimum a policy question. This needs to be discussed openly and transparently and the City should not blindly do the developers bidding. Residents have a clear interest in the outcome and have legal rights.*

**Response:** The applicant applied for a Certificate of Compliance for the subject property and two parcels which would potentially be candidates for a floor area transfer. After reviewing the applications, the Community Development Director, in consultation with the City Attorney, determined that a Conditional Certificate of Compliance ("CCOC") was warranted. A CCOC is issued when it has been determined that a property does not comply with the State of California's Subdivision Map Act ("SMA") and includes a list of conditions that must be satisfied in order to bring the property into compliance with the SMA. A condition identified in the CCOC application was that the subject properties must comply with all relevant Subdivision Ordinance and Zoning Ordinance standards for lot size, dimensions, and standards at the time the property owner acquired the property.

Transferring floor area from one HRO-2 zoned property to another must be consistent with the policies in the San Juan Hills Area Plan and Belmont City Code Section 7-12. To be consistent with Land Use Policies 8 and 9, a transfer lot under Belmont Zoning Ordinance Section 4.7.11 must have development potential. Whether an illegally created lot has development potential that can be transferred consistent with the Area Plan's policies may depend in part on the circumstances of its creation. Illegally created parcels that were established after the adoption of the San Juan Hills Area Plan are not considered eligible for a transfer of floor area or other development potential transfer until the parcels are brought into compliance with development standards. The receiving and sending parcels considered for a floor area transfer for this project were created prior to the adoption of the San Juan Hills Area Plan but were considered part of the buildout of the Area Plan. Thus, these parcels are eligible for a transfer of floor area or other development potential transfer. It should be noted that the CCOC conditions that were levied for the two sending transfer lots for the project does not apply as the lots would result in the establishment of a conservation easement over both lots which would eliminate the development potential of the two lots.

6. ***Comment:*** *Why has the City created suddenly, without explanation, and contrary to past practices a new rule that prohibits copying of the relevant documents in this proposal. What is being hidden? Is this in the interest of anyone other than the developer?*

**Response:** Absent of a design professionals' permission, local planning agencies are generally prohibited from posting copies of design drawings on the internet. City staff

requested permission from the engineer of record and the applicant to post the project plans on the city's website prior to the November 21, 2023, Planning Commission hearing, but was not granted permission. Said permission has been recently granted by the applicant, and interested parties have received a copy of the project plans. These plans are also included as an attachment to the City Council staff report – see Attachment R.

7. ***Comment:*** *City staff determined that parts of the Municipal Code are unenforceable - What is the legal authority for this? Why is this not arbitrary and capricious? Can this be done arbitrarily by City staff for anything? Laws are changed with a legislative process, not the dictate of City staff.*

**Response:** BCC Sections 7-13(e)(9)(a)(1-11) and (b) includes the application submittal requirements for a roadway plan. BCC 7-13(e)(9)(a)(9) states that the applicant must provide evidence of support for the project from property owners abutting the road proposed for improvement. This submittal requirement does not give unconstitutional delegation of authority of a property owner to make a government decision whether the project can be approved based on their yes or no decision. The intent of the requirement was to ensure that access to abutting properties along the unimproved road section has been adequately considered in the design of the road improvements, and that any comments received from property owners abutting the unimproved portion of the roadway would be included in the application submittal. The 2017 City Council Resolution (upholding the Planning Commission's decision that the project application was incomplete) provided the intent of the submittal requirement and required that the applicant provide comments on the proposed extension from property owners abutting the unimproved portion of Monte Cresta Drive. (See attached 2017 City Council Resolution).

8. ***Comment:*** *The project does not meet the threshold for a CEQA 15332 Categorical Exemption: In-Fill Development Projects (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

**Response:** The Categorical Exemption evaluation that was prepared for the project includes a detailed analysis of CEQA Section 15332 (In-Fill Development Project). (See attached Categorical Exemption evaluation pgs. 41-67). The Categorical Exemption evaluation includes a complete consistency analysis with statements and references to the applicable General Plan and San Juan Hills Area Plan policies, and applicable zoning regulations. As noted in response #3 above, the project is seeking exceptions to the roadway standards and a Conditional Use Permit (CUP) authorizing a smaller lot size. The General Plan and San Juan Hills Area Plan is implemented by the City Code and Zoning Ordinance and expressively allows for the exceptions that are being sought (exceptions to parking lanes, longer cul-de-sac/smaller turnaround radius, and smaller lot size via a CUP). Thus, the project will be consistent with the applicable zoning regulations with approval of the exceptions to the roadway standards and lot size.

The project is also eligible for a categorical exemption under CEQA Guidelines Section 15303 (a) and (d):

(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.
(d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.

Thus, the project also qualifies for an exemption under CEQA Guidelines Section 15303 (a) and (d), as it would involve the construction of one single-family residence; associated water main, sewage, electrical, gas, and storm drain utility extensions; and street improvements (i.e., a road extension) designed to serve the residence.

9. ***Comment:*** *This project should be disqualified from a Categorical Exemption based on: (1) Cumulative Impact; and (2) A reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. CEQA Statues and Guidelines 15300.2*

**Response:** An evaluation of the exceptions to CEQA Guidelines Section 15300.2 is included in the Categorical Exemption evaluation that was prepared for the project. (See attached Categorical Exemption evaluation pgs. 67-69). None of the exceptions to CEQA Categorial Exemptions apply to the project. The single-family home and the road extension project qualifies for a Categorical Exemption under CEQA Sections 15303 and 15332.

10. ***Comment:*** *FAR transfer does not comply with existing hillside policies in the Belmont General plan, and the San Juan Hills Area Plan. The transfer of floor area from the two other lots to add 2400 sq. ft to increase the home size to 3,299 is illegal.*

**Response:** Belmont Zoning Ordnance (BZO) Section 4.7.11 and the HRO-2 Floor Area Ratio Standards Table implements San Juan Hills Area Plan Policy 8[1] establishing the

[1] Policy 8 (Control the Size and Limit the Number of Houses in Vacant Subdivided Areas in the Hillside Residential and Open Space Area) provides as follows:

a. Establish regulations to govern the permitted size of residences in the vacant subdivided areas shown on Figure 5. These regulations will limit the size of the permitted residence based on the size, slope, and location of the lot. The intent of these regulations is to ensure that new houses are not too large for the slope and size of their lot, to limit the number of houses in vacant subdivided areas and to facilitate the recombination of small, vacant lots in order to assure safe development and minimize risk of injury and property damage. *Footnote continued page 7.*

b. These regulations shall establish a minimum and maximum house size. They shall be designed so that, as much as possible, houses constructed are large enough to be visually compatible with existing residences, but limited in size so that their visual, natural resource and safety impacts are minimized.

c. These regulations may be more restrictive for lots which have a critical geologic hazard for residential development, namely they are predominantly characterized as Pdf or Md on Figure 4. The intent of making regulations more restrictive for these lots would be to discourage the development of unsafe houses, and to encourage owners to transfer their permitted development potential to owners of lots in areas that are more geologically stable.

regulations to govern the permitted size of residences in the HRO-2 Zoning District. BZO Section 4.7.11(d) implements Policy 9[2] establishing the standards and requirements for the permanent transfer of floor area from one parcel to another.

Pursuant to BZO Section 4.7.11(b), the floor area on each lot shall not total more than 3,500 sq. ft. and is allowed to be at least 900 sq. ft. Based on BZO Sections 4.7.11 and the HRO-2 Floor Area Ratio Standards Table, the subject building site at 49% slope is allowed 900 sq. ft. of floor area. Pursuant to BZO Section 4.7.11(d), non-contiguous parcels within the HRO-2 Zoning District are permitted a permanent transfer of floor area (1,200 sq. ft.) from one parcel to another. A conservation easement is required to be recorded over the entire sending property. The applicant proposes to transfer floor area from two non-contiguous parcels along the unimproved portion of Monte Cresta Drive allowing the permanent transfer of 2,400 square feet of floor area to the building site. Therefore, the site would be allowed a maximum of 3,300 sq. ft. of floor area for the site. Thus, the proposed project is in compliance with the SJHAP policies and BZO Section 4.7.11.

11. ***Comment:*** *The receiving lot does not comply with the requirement that it should be a more suitable site for a home compared to the sending lot. The sending lots are probably around 44% (based on the slope cut of the full road document which states the degrees closest to these 2 lots).*

**Response:** San Juan Hills Area Plan Policy 9.a. in part, states that construction of houses on lots should be close to existing roads and eliminate development potential on lots in areas with the most critical geologic hazards (such as areas mapped or designated Md or Pdf on the current geologic hazards map). BZO Section 4.7.11 (d)(3) Conditional Use Permit Finding "c" requires that *"the pattern of development which would result from the transfer of floor area is better than could be achieved through the application of this ordinance without floor area transfer, due to less grading, less street and utility extension, and better building site locations."*

The project site parcel is located at the end of the existing paved terminus of Monte Cresta Drive and near existing utilities. The project site has a slope of 49% and does not contain any

[2] Policy 9 (Density Transfer in vacant, Subdivided Area) provides as follows:

a. Allow property owners to voluntarily transfer the development potential they are permitted by the regulations proposed in Policy 8 along the roadway on which they are located. This transfer is permitted in order to permit the construction of houses on lots close to existing roads and eliminate development potential on lots in areas with the most critical geologic hazards and farthest from existing roads.

b. The City shall establish regulations permitting landowners sell the development potential permitted them by the regulations implementing Policy 8 to owners along the same roadway. Landowners who elect to sell all of their development potential shall be restricted to permanent open space. Adequate and permanent arrangements for the long-term ownership, management and maintenance of these sending parcels shall be required.

c. Regulations shall be developed to provide incentive to landowners who purchase the development potential. These incentives may include reduced minimum lot sizes, increases in the sizes of houses, or density bonuses.

soils that would present a critical geological hazard for residential development (i.e., Pdf or Md soils). The two sending lots (Lots 43 & 19) that are candidates for a floor area transfer are not located near existing utilities or at the end of an existing improved road. The entirety of Lot 43 is mapped Pdf which is a critical geologic hazard. Based on the City's online Parcel Viewer Map, Lot 43 has a slope of 60.71% and Lot 19 a slope of 57.26% (*Reference/Source: Belmont Elevation Viewer - Community Development Maps | City of Belmont*). Thus, given all of the factors above, the receiving parcel is more favorable for development.

12. ***Comment:*** *The receiving site must be at least 20,000 square feet in area.*

**Response:** The 20,000 square foot lot standard for the receiving site is a requirement for a "Density Transfer" under BZO Section 4.7.11(e)(2)(a). A Density Transfer in part, is the permanent transfer of "residential units" in the HRO-2 Zoning District from one group of lots to another. The project is seeking a "Floor Area Transfer" or the permanent transfer of "floor area" from one parcel to another allowed under BZO Section 4.7.11(d). Thus, the 20,000 square foot lot requirement is not applicable.

13. ***Comment:*** *The legislative intent was to not allow incremental extension of the unimproved road. (See City Council Resolution No. 6523).*

**Response:** The proposed road plan would be for a segment of roadway that will serve as access to the subject property. A road segment plan may be approved when, among other findings, it can be demonstrated that a stable, safe, through road cannot be reasonably constructed because of physical constraints.

Infrastructure Policy 10 requires property owners to resolve the design and financing of road improvements, and to assure adequate infrastructure improvements are available before permitting development to proceed and to assure safe access for emergency vehicles and the construction of safe roads. This policy permanently ended incremental development of unimproved roads within the Area Plan. (See attached City Council Resolution No. 6523 and 1988 Memorandum to City Council & 1988 SJHAP EIR for more information).

Belmont City Code Section 7-13(e) implements Infrastructure Policy 10 by establishing application requirements and findings for approval of a through road or road segment. The applicant has provided the overall road improvement plans and financing mechanisms for the proposed roadway extension. The project has been reviewed and found acceptable by the city at this stage of the development review process. The applicant intends to self-finance the design, permitting, inspection and construction of the roadway and enter into reimbursement agreements with property owners gaining access to their properties from the road extension. The applicant would fund all costs associated with construction. The estimate submitted by the applicant's engineer for construction of the roadway is approximately $245,424.00. The property owner/applicant will be required to post a bond to ensure completion of the proposed road.

The adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road until such time as the City formally accepts the road into the city street system. A conceptual plan to access properties along the remainder of unimproved Monte Cresta was submitted with the project application. The project is consistent with

Infrastructure Policy 10 and Belmont City Code Section 7-13(e). Thus, the project would not create an incremental extension of the unimproved Monte Cresta Road. The Categorical Exemption evaluation that was prepared for the project further demonstrates the consistency with Infrastructure Policy 10.

14. ***Comment:*** *Working from home is the only option for many of us with kids in school and inability to perform work properly due to sound levels risks our job and therefore our livelihood.*

**Response:** City standard conditions would require the applicant to address potential noise and vibration prior to and during grading and construction operations. As a Condition of Approval (COA), the project would also be required to comply with the City of Belmont's Noise Control Ordinance. Prior to construction activities, the project applicant or contractor will be required to designate a "Construction Noise Coordinator" who would be responsible for responding to any local complaints about construction noise. The telephone number for the Construction Noise Coordinator must be posted at the construction site. Prior to construction activities, the project applicant or contractor will be required to notify adjacent residents of the construction schedule in writing and provide them with the contact information of the Construction Noise Coordinator. *Planning COA# I. A. 14. (a-e) Noise, Plaining COA# I. A. 15. (a-e) Construction Vibration, Building COA# I. A. 19. e. and g., and Police COA# III. A. 1.*

15. ***Comment:*** *Drainage, erosion control and slope stability have not been fully addressed in the design of the road improvements.*

The applicant has submitted a C-3 Checklist, drainage study, and drainage, grading and erosion control plans. The submitted materials identify appropriate methods to treat drainage from the roadway. The project has been reviewed and found acceptable by the City's Department of Public Works at this stage of the Development Review process. The road improvements have been evaluated through geotechnical investigations conducted by licensed geotechnical engineers and peer reviewed by the City's consulting geotechnical engineer. According to the applicant's geotechnical engineer, with confirmation by the City's consulting geotechnical engineer through peer review, the proposed roadway extension is geotechnically feasible with utilization of appropriate geotechnical design criteria.

The project design and construction would be required to comply with all geotechnical recommendations contained within the project geotechnical reports and must comply with the City's building standards for development in areas that may be subject to geological hazards to receive a building permit(s). Conditions contained in the project approval will ensure that all acceptable standards for drainage, erosion control and slope stability have been incorporated in the project design. *DPW COA# IV. A. 7-13. Grading and Drainage*, *DPW COA# IV. B. 4-7 Grading and Drainage*, *DPW COA# IV. B. 19-24 NPDES Stormwater Controls, DPW COA# IV. C. 3. Grading and Drainage and DPW COA# IV. C. 4-8 NPDES Stormwater.*

16. ***Comment:*** *The proposed home will require the removal of several oak trees, which are protected by law. These trees provide habitat for a variety of wildlife, including deer and hawks. We are concerned about the impact that the removal of these trees will have on the local environment.*

**Response:** The project includes the removal of one Coast live oak tree on site. All other onsite trees would be protected during project construction through implementation of a tree protection plan. *Planning COA# I. A 11 Tree Protection*.

17. ***Comment:*** *The arid conditions and the high winds on the hillside will fly all the dust and construction material in our clear air, causing breathing/asthmatic issues for the older & less immune.*

**Response:** The project construction phases would be temporary and cease following the end of construction. The proposed construction would be required to comply with the Bay Area Air Quality District's (BAAQD) construction measures, and the City's air quality and grading measures to limit potential construction air pollutants. The BAAQD and City's air quality and grading measures are included in the project Conditions of Approval (COA). *Planning COA# I. A. 8. (a-e) Air Quality*.

18. ***Comment:*** *The big construction trucks will pose a major hazard to all the kids including several elementary children on our street who walk to school, not to mention the traffic congestion it will cause.*

**Response:** 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 (DPW). A primary consideration of this plan would be to ensure that project construction does not adversely impact traffic operations within the surrounding neighborhoods. A Condition of Approval (COA) is included requiring that a final construction management plan be reviewed and approved prior to building permit issuance. *DPW COA# IV. A. 14. Construction Traffic and DPW COA# IV. B. 10. Utilities.*

End.

Attached: Public Comments
2017 City Council Resolution
1988 City Council Resolution (No. 6523)
Link Here: 1988 Memorandum to City Council & 1988 SJHAP EIR
Linked here: Categorical Exemption Evaluation

**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: Subject: 2800 block of Monte Cresta Development review (complex project)
**Date:** Tuesday, November 21, 2023 10:48:47 AM
**Attachments:** image001.png
image002.png
image003.png
image004.png
image005.png

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**Carlos de Melo**
Community Development Director

1 Twin Pines Ln, Suite 310 Belmont, CA 94002
**P**: (650) 595-7440 | **E**: cdemelo@belmont.gov
www.belmont.gov

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**From:** Kopal Madhu N
**Sent:** Monday, November 20, 2023 6:33 PM
**To:** x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>
**Subject:** Subject: 2800 block of Monte Cresta Development review (complex project)

Dear Commission Members,

We, the undersigned, are writing to express our strong opposition to the proposed home construction by Jeff Kraft and his associates behind our homes. We have several concerns about this project, including:

- The lack of transparency from the commission. We have not been provided with any details on the design of the proposed home, including the height and width of the house relative to the neighboring homes. We believe that this is a critical piece of information that we need in order to make an informed decision about this project.
- The potential for landslides, fire hazards, and flooding. The proposed home is located in a hillside area that is prone to landslides. We are concerned that the construction of this home will destabilize the hillside and increase the risk of landslides. We are also concerned about the potential for fire hazards and flooding.
- The impact on the environment. The proposed home will require the removal of several oak trees, which are protected by law. These trees provide habitat for a variety of wildlife, including deer and hawks. We are concerned about the impact that the removal of these trees will have on the local environment.

- The impact the construction of this size will have on our personal health & well being.

Here are a few concerns : a) The arid conditions and the high winds on hillside will fly all the dust and construction material in our clear air, causing **breathing/asthmatic issues** for the older & less immune b) The big construction trucks will pose a **major hazard to all the kids i**ncluding several elementary on our street who walk to school, not to mention the traffic congestion it will cause c) Working from home is the only option for many of us with kids in school and inability to perform work properly due to **sound levels risks our job** and therefore our livelihood. d) We have young daughters whose **safety & privacy will feel threatened** by several construction workers in the area.

We urge the commission to reject the proposed home construction. We believe that this project is too risky and will have a negative impact on the environment and the safety of our community.

Sincerely,

Kopal & Madhu Nallu
2809 Monte Cresta Dr, Belmont.

**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: Nov 21 Agenda item: 2800 Block of Monte Cresta Dr. - Development Review
**Date:** Tuesday, November 21, 2023 10:50:26 AM
**Attachments:** image001.png
image002.png
image003.png
image004.png
image005.png

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**Carlos de Melo**
Community Development Director

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**From:** Casey Krueger
**Sent:** Monday, November 20, 2023 9:15 PM
**To:** x-City Clerk's Office <cclerk@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>
**Subject:** Nov 21 Agenda item: 2800 Block of Monte Cresta Dr. - Development Review

Casey Krueger
2811 Monte Cresta Dr.
Belmont

**Planning Commission Nov 21, 2023**

**Public Hearing for 2800 block of Monte Cresta Drive - Development Review (Complex Project, Agenda item 6A) - Public Comment**

I strongly disagree to granting any exceptions requested for this development.

I am concerned for many reasons, including the lack of details regarding the plan and transparency. I am particularly concerned that the current proposal ignores the state requirement in the Seismic Hazard Act and does not fully analyze landslide risks that could lead to devastation to the neighbors and my house. I am concerned about drainage, erosion control, and slope stability of a shared slope to my property. Granting exceptions to proceed could lead to litigation in the future if the new construction results in a landslide or damage.

The house is also too big for the site and slope. How does it compare to other homes that are built with similar slope steepness? This new building construction would affect my private and public view and therefore decrease the value of my home. It is not fair or safe to grant exceptions at the detriment of all other current Belmont residents.

Exceeding the 800’ cul-de-sac is not appropriate and not consistent with emergency access requirements. We had to evacuate a few years ago because of a wildfire in the area. It is already harder to obtain insurance given the high fire danger zone. I am concerned about

future financing for the maintenance of a fire turnaround with a 10 foot retaining wall. Will that block the pediatrician access to the trail?

This is a complex project that needs careful consideration and openness to all who would be impacted. I have lived here for over 11 years and am concerned about the negative impact to my home and family/young kids.

Regards,

Casey Krueger

| | |
|---|---|
| **From:** | Carlos de Melo |
| **To:** | Rob Gill |
| **Subject:** | FW: Opposition to Kraft extension proposal - 11/21/23 Public Hearing, 2800 Block of Monte Cresta |
| **Date:** | Tuesday, November 21, 2023 10:51:08 AM |
| **Attachments:** | image001.png<br>image002.png<br>image003.png<br>image004.png<br>image005.png |

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**From:** joyce lee
**Sent:** Monday, November 20, 2023 11:30 PM
**To:** Brian Kulich <BKulich@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>
**Cc:** Joyce Lee; Mark Herbach; J. Marshall

**Subject:** Opposition to Kraft extension proposal - 11/21/23 Public Hearing, 2800 Block of Monte Cresta

Dear Belmont Planning Commissioners,

I am submitting this as a public written comment on the Public Hearing for the 2800 Block of Monte Cresta Drive scheduled for Tuesday, November 21, 2023. I respectively ask that you take these comments and concerns into consideration as you deliberate on this proposed project.

I, too, share the same concerns as Jeff Marshall and Mark Herbach which are briefly highlighted below.

1. Wildfire planning
2. Geotech, landslide and storm water
3. Compliance with San Juan Hills Area Plan and the Municipal Code
4. Concern with City transparency

Thanks,
Joyce

| | |
|---|---|
| **From:** | Kristin Mercer |
| **To:** | Brian Kulich; Planning Comm; Mark Gurevich; David Kramer; Nathan Majeski; Peter Meier; x-community development; x-City Clerk"s Office |
| **Subject:** | 2800 block of Monte Cresta Drive development review application |
| **Date:** | Monday, November 20, 2023 9:43:27 AM |

Dear Commissioners,
The materials and scope of critical issues for your review of this project are enormous, with hundreds of pages of complex data. Now imagine you are a neighbor of the project and you just gained access to all these materials on the Friday before Thanksgiving, giving you 3 days to evaluate it all. And now consider that key documents – the engineering report that *underlies the entire feasibility of the project* – are not available for you to see. And now consider that after years of unexplained delay this hearing is scheduled on the day when residents are most likely to be out of town or consumed with school/work/family events. Now you will understand why residents cry foul, and whispers of collusion are in the air. I served on Belmont's planning commission for 9 years, and when faced with similarly complex projects we always held multiple hearings. This is not a criticism of, nor undue burden on, the applicant. This application is in fact multiple projects – the road and the home site would normally be considered separately. Failure to disclose key documents to the public alone warrants continuation. If you believe in inclusivity and transparency, as our city officials claim, you will ask the applicant to disclose ALL engineering documents, and then continue this project until January to allow the public equitable time to evaluate the hundreds of pages of data.

Finally, I would like to echo the appraisal of former Commissioner Herbach, that this road extension is a violation of both the intent and the provisions of the San Juan Area Plan. Dead-end-roads are a documented and proven fire (any emergency) safety hazard. Plus, any excavation/fill on these unstable hills invites problems with drainage and landslides. We have many examples of such in recent years in both San Juan and Western Hills, where the geological study revealed equally unstable soils. The applicant is entitled to choose such a risk with his property. But damages to surrounding properties -from the dangerous dead-end road, fire, flooding or landslide - will *expose the City to potential litigation*. And proof of existing hazards that the city ignored or underestimated will undermine city defenses. I would not want that on my head.

I urge you to deny this request for a road extension, as the commission I served on did with Damon Campbell. We could not make the findings for road extension then, and the findings with this application are the same.

Thank you for your service,
Kristin Mercer

---------- Forwarded message ---------
From: **Mark Herbach**
Date: Sun, Nov 19, 2023 at 11:08 AM
Subject: Planning Commission Nov 21, 2023 Agenda Item 6A Public Hearing for 2800 block of Monte Cresta Drive
To: <Bkulich@belmont.gov>, planningcomm <PlanningComm@belmont.gov>,

<mgurevich@belmont.gov>, <dkramer@belmont.gov>, <nmajeski@belmont.gov>, <pmeier@belmont.gov>, <cdev@belmont.gov>, <cclerk@belmont.gov>

Planning Commission Nov 21, 2023 Agenda Item 6A Public Hearing for 2800 block of Monte Cresta Drive - Development Review (Complex Project) **"To consider a Hillside Road Improvement Plan, Single-Family Design Review, …"**

Neither the Hillside Road Improvement Plan nor the Single-Family Design is attached to the Agenda released to the Public at 3:13PM on Friday.

We have been told that "A physical copy of the civil and design drawings being considered by the Planning Commission will also be available during the public hearing for review." The Planning Commission however has received a copy of the Project Plans - See Staff Report Attachment 19. Project Plans – (Commission Only)

**The Public cannot be expected to make cogent written comments on the project without reviewing the main documents i.e. Hillside Road Improvement Plan and Single-Family Design which were not provided with the agenda released at 3:13 on Friday (when the following week much of the public is not available since it is Thanksgiving week).**

**The Public must choose between reviewing documents at the Public Hearing, or paying attention to the Planning Commission, staff and applicant presentations as their only opportunity to see the documents is during the Public Hearing.**

We have also been told that "…absent the engineer of records permission, local planning agencies are generally prohibited from posting copies of civil engineer and design drawings on the internet."

**Has the City requested the engineer of records permission for attaching the civil engineer and design drawings to the agenda and posting the same on the internet? Has that permission been denied?**

**As the City Notice of Public Hearing states that attendance may be via Zoom, how can the Public that connects via Zoom review documents that are physically present at the city council chambers but not available on the internet during the Public Hearing?**

**Why is the Monte Cresta project receiving disparate treatment?** I don't recall during my years as a Planning Commissioner and Planning Commission Chairman ever seeing a project agenda without all the relevant documents attached for Public review. That has always been City policy

and has continued to be so during the five most recent projects involving Design Reviews: See agendas for meetings on 12/12/2022, 2/21/2023, 3/7/2023, 4/4/2023, and 5/2/2023. *Additionally you need look no further than the other item (6B) on Tuesday's agenda to see a project that does include all the relevant attachments for an appropriate Public Hearing*. The subject project (6A), which is subject to CEQA which has a goal to inform government decision makers and the public, appears to have been singled out as one where **vital information is being withheld** from the Public thereby precluding informed discretionary action by the City.

**For all the above reasons, it is requested that the Public Hearing for agenda item 6A be continued until a date uncertain when the Public has the ability to make a thorough review and cogent written comments based upon a staff report with all the necessary attachments which, absent the currently missing (from Public view) Hillside Road Improvement Plan and the Single-Family Design, the Public cannot do.**

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Virus-free.www.avast.com

**From:** Carlos de Melo
**To:** Scott Rennie; Rob Gill
**Subject:** FW: PC mtg Nov 21, 2023, Agenda item 6A, 2800 Block of Monte Cresta
**Date:** Monday, November 20, 2023 6:01:49 PM
**Attachments:** HERBACH Written Comments 21Nov2023 Agenda item 6A.pdf
image001.png
image002.png
image003.png
image004.png
image005.png

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FYI. Thanks

**Carlos de Melo**
Community Development Director

1 Twin Pines Ln, Suite 310 Belmont, CA 94002
**P**: (650) 595-7440 | **E**: cdemelo@belmont.gov
www.belmont.gov

**From:** Mark Herbach
**Sent:** Monday, November 20, 2023 5:40 PM
**To:** Brian Kulich <BKulich@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>
**Subject:** PC mtg Nov 21, 2023, Agenda item 6A, 2800 Block of Monte Cresta

Dear Belmont Planning Commissioners,

We, being residents of Belmont since 1977, are submitting this as a public written comment on the Public Hearing for the 2800 Block of Monte Cresta Drive scheduled for Tuesday, November 21, 2023. Please enter this into the written record - and we respectively ask that you take our comments and concerns into consideration as you deliberate on this proposed project.

We believe that the project proposal as being presented to the Planning Commission for review prior to the Planning Commission making a recommendation to the City Council has numerous areas where it conflicts with City and State laws. Some of these are discussed in the staff report and its numerous attachments, although some of the most relevant documents have not been attached to the staff report for the public to access. In addition, some of the conflicts are ignored and/or omitted entirely in the staff report. And, the conclusions that are made by staff to

recommend approval of this project are in many cases not supported by the facts and evidence presented.

We have attached detailed comments identifying numerous errors and problems with the proposal as presented. Also, in a separate email sent on November 19, 2023, I expressed specific and serious concerns about the openness and transparency of this process. Those concerns remain. Meaningful public input as well as the process used to achieve that input should be an integral part of this hearing. In addition, having been a Belmont Planning Commissioner and Chairman, one of my concerns is about the volume of information you are being asked to assimilate for the Public Hearing.

In light of all of the above, it is our hope that all of these issues are fully explored at subsequent hearings as appropriate.

Etta and I thank you in advance for your service to Belmont and for your careful consideration of the matter.

Sincerely,

Mark & Etta Herbach

Nov 20, 2023

As residents of Belmont for over 45 years, we appreciate the opportunity to respond to the Notice of Public Hearing - 2800 Block of Monte Cresta Drive dated November 9, 2023 for Appl. No. PA2015-0057

Mark & Etta Herbach

Briefly stated: We oppose the approval of the application and staff report for the following reasons:

## A) Neither the Hillside Road Improvement Plan nor the Single-Family Design is attached to the Agenda released to the Public at 3:13PM on Friday.

We have been told that "A physical copy of the civil and design drawings being considered by the Planning Commission will also be available during the public hearing for review." The Planning Commission however has received a copy of the Project Plans - See Staff Report Attachment 19. Project Plans – (Commission Only)

**The Public cannot be expected to make cogent written comments on the project without reviewing the main documents i.e. Hillside Road Improvement Plan and Single-Family Design which were not provided with the agenda released at 3:13 on Friday (when the following week much of the public is not available since it is Thanksgiving week).**

**The Public must choose between reviewing documents at the Public Hearing, or paying attention to the Planning Commission, staff and applicant presentations as their only opportunity to see the documents is during the Public Hearing.**

We have also been told that "…absent the engineer of records permission, local planning agencies are generally prohibited from posting copies of civil engineer and design drawings on the internet."

**It is not clear that the City requested the engineer of records permission for attaching the civil engineer and design drawings to the agenda and posting the same on the internet. Has that permission been denied?**

**As the City Notice of Public Hearing states that attendance may be via Zoom, how can the Public that connects via Zoom review documents that are physically present at the city council chambers but not available on the internet during the Public Hearing?**

This is counter to all past City procedures where full project drawings, including civil engineering plans, design drawings, architects plans, etc. are made available well before a hearing and are freely available to the public, including online copies that can be downloaded and studied. See numerous examples of plans available online now on the City's website for past PC meetings as well as posted on the City website under Major Projects. **The online agenda for the Tuesday PC meeting also contains a second public hearing where online plans are freely available with no copy restrictions and no copyright claim**.

The subject project (6A), which is subject to CEQA which has a goal to inform government decision makers and the public, appears to have been singled out as one where **vital information is being withheld** from the Public thereby precluding informed discretionary action by the City.

## This project is receiving disparate treatment compared to any other project application.

## B) Applicant may not be complying with City Guidance

### Neighborhood Outreach

Guidance requires neighborhood outreach. Outreach was performed more than 6 years ago. Since that time applicants plans have undergone numerous iterations such that what was discussed at the November 4 2017 meeting may no longer be applicable to the project. Shouldn't outreach be more current?

### Residential Design Guidelines

Staff report page 8 states that "the proposal is substantially compliant with the Residential Design Guidelines." This means that it is NOT fully compliant with the Residential Design Guidelines. What aspect of the proposal is not compliant? The public has no way of knowing since as described above Design Review plans are not part of the package the public sees.

**C) To adopt a hillside road improvement plan, the Planning Commission must make a recommendation to the City Council regarding each of the following findings (See Staff report pp 17-18) which we will demonstrate are incorrect.**

1. The road improvement plan is consistent with the purposes and policies of the San Juan Hills Area Plan; and,

2. Drainage, erosion control and slope stability have been fully addressed in the design of the road improvements; and,

3. Access to abutting properties has been adequately considered in the design of the road improvements; and,

4. If the project is for a cul-de-sac, the length and turnaround design are appropriate and consistent with emergency access requirements; and

If the plan is for an unimproved road segment, the City Council must have made all of the above findings in the affirmative, plus:

5. Recommendations for access to properties abutting the part of the road which would not be improved under the plan are reasonable and consistent with the purposes and policies of the San Juan Hills Area Plan.

Detailed analysis is provided below:

## 1. The road improvement plan is NOT consistent with the purposes and policies of the San Juan Hills Area Plan

The City adopted the SJHAP in 1988 with a primary goal of regulating land use and development in the area and solve the problems that had been created by past development practices. An Area Plan is considered part of the General Plan and development projects must be consistent with the plan.

There are two types of Road Improvement Plans allowed. The SJHAP and the Municipal plan provide clear guidelines. Type (a): Complete Road – i.e. all 1800 feet of unimproved Monte Cresta.

This is NOT the current proposal. The current proposal is for a Type (b) Road segment with cul-de-sac.

Applicant is proposing 'type (b): a road segment however he has NOT resolved the design and financing of the entire Monte Cresta unimproved road right of way. He has presented a plan for a complete road from more than a decade ago and prepared a *back of the envelope cost estimate* with faulty assumptions such as:

"Another obstacle to the through road is the fact that a developer at the other end of Monte Cresta is proposing a 300' road segment, which due to geological hazards, would serve 4 homes. This would reduce the remaining homes that would require a through road to only 2. Even if you cut the road cost in half for the remaining road, which it wouldn't be because it will be 80% of the full through road over the worst geo hazards, that would still be $2.5 million per home."

The cost analysis for the through road can only consider cost to be born by houses along the through road if a through road plan has been provided.

Furthermore, it is inappropriate to include a future project (Huang application at the other end of Monte Cresta), which may or may not be built, in the cost analysis for this project.
Previously the applicant stated that "I cannot begin to speak to the possible financing or scheduling of the possible future extension as I have no financial interest or control of this portion of the possible future work."

He has also stated that it is **ludicrous** of the city to ask for what the Code requires and he incorrectly states that a through road is not feasible as the only stated reason for the infeasibility is cost of the through road ***"So, it is obvious that the through road is not feasible so to ask me to give a schedule and financing plan for it is ludicrous particularly when I have no ownership in any parcel connected to it.“***

**It is indisputable that the legislative intent was to not allow incremental (i.e. step by step) extension of the unimproved road. See City Council Resolution No. 6523.**

**Hence based upon the above analysis it is shown that the road improvement plan is NOT consistent with the purposes and policies of the San Juan Hills Area Plan.**

## 2. Drainage, erosion control and slope stability have NOT been fully addressed in the design of the road improvements.

a) Staff report page 10 Stormwater Drainage is not consistent with the analysis provided in attachment 18 Storm Drain Technical Memo. The staff report makes no mention of a backup generator being installed with the house, so that the pumps will continue to operate in any outage.

b) Evaluation of Landslide risk was added to the Seismic Hazards Mapping Act after the Loma Prieta Earthquake demonstrated the substantial risk of earthquake triggered landslides and the demonstrated inadequacy of existing building regulation throughout the State. The Act included a requirement that the CA Geological Survey map landslide risk and identify Zones of Required Investigation. The Act also required the development of mandatory procedures and guidelines for the analysis and reporting. In 2018 the San Mateo Quadrangle Map, including Belmont, was officially released and this project is within the Zone of Required Investigation under the State law.

The Geotech analysis and reports, as well as the City geologist peer review make no mention of the Seismic Hazard Mapping Act requirements.

Based on the mandatory procedures and guidelines – a quantitative slope stability analysis would almost certainly be required. This results in computed “factors of safety” for landslide triggering risk under seismic and static conditions

Other projects in Belmont have included “quantitative slope stability analysis” as per the guidelines including Crystal Springs Uplands (where the downhill risk was Belmont’s Water Dog Lake Open Space), and more recently the Belmont Ave. apartments.

**Hence based upon the above analysis drainage, erosion control and slope stability have NOT been fully addressed in the design of the road improvements.**

## 3. Access to abutting properties has NOT been adequately considered in the design of the road improvements.

Code Section 7-13 (e) (9) (b) 2 which requires a plan with recommendations regarding access to properties abutting the part of the road which will not be improved under the proposed project, including evidence of support for the recommendations from affected property owners has not been complied with.

This requirement has been acknowledged as far back as 2002.

At a Planning Commission meeting on Tuesday February 5, 2002 discussing Hillside Roadway Improvement Plans, Commissioner Torre asked

> **"if owners along the entire paper road must be considered, or does an applicant only need to consider the evidence of support from owners of the property abutting the portion that is being considered for incremental expansion.**
>
> **PP deMelo stated that support must be obtained from people along the road to be improved as well as support from people who would be excluded from the segment."**

The staff report on page 12 paragraph Road Access states the following

"The road extension would provide driveway access to the proposed development site, and potentially provide access to the adjacent vacant lot zoned HRO-2 (Hillside Residential and Open Space) west of the new road terminus."

The staff report however is silent regarding access to properties abutting the part of the road which will not be improved under the proposed project and evidence of support from affected property owners.

Notwithstanding what the Planning Commission was told 21 years ago staff has deemed the requirement for evidence of support from all affected landowners to be unenforceable (see staff report attachment 16 Categorical Exemption Evaluation and resolution page 4).

A review of City Council minutes for the past 10 years reveals no recommendation from city staff for a revision to, nor any adoption by the City Council of, a change to Belmont Municipal Code 7-13-e-9-b-2.

Staff is trying make policy for this project; what is the legal authority for this? Staff appears to be illegally usurping the authority of our duly elected City Council.

**Until such time as the City Council changes the Code to reflect the staff's opinion, the requirements of Belmont Municipal Code 7-13-e-9-b-2 should be enforced.**

**Hence based upon the above analysis it is shown that Access to abutting properties has NOT been adequately considered in the design of the road improvements.**

**4. If the project is for a cul-de-sac, the length and turnaround design are NOT appropriate and NOT consistent with emergency access requirements.**

The existing Monte Cresta Drive from its intersection with Barclay Way to the current terminus is 800’ which is the maximum allowed without an exception being granted. Allowing a longer cul-de-sac in a Wildland Urban Interface (WUI) area that has a High Fire Hazard Severity Zone (HFHSZ) designation from Cal Fire is inappropriate, even if it could be done. Safety should be a high priority. Let us not forget that the area in question is a few hundred feet from the site of a wildfire a few years ago; that wildfire necessitated a helicopter with a bucket scooping water from Water Dog Lake and dropping it on the fire to extinguish it. Further, as shown in the following table, the maximum cul-de-sac length of 800’ already exceeds the allowable lengths in nearby cities (many of which do not have any Wildland Urban Interface (WUI) areas with a High Fire Hazard Severity Zone (HFHSZ) designation from Cal Fire).

**Allowable cul-de-sac lengths**

| | | |
|---|---|---|
| Belmont | **800'** | |
| SSF | 500' | |
| Hillsborough | 500' | |
| San Carlos | 500' | |
| Mountain View | 400’* | *700' in R1, R2 |
| Los Altos | 400' | |
| Sunnyvale | 400' | |
| Menlo Park | 350' | |
| Palo Alto | 350' | |
| Brisbane | 300' | |
| Atherton | 300' | |
| Redwood City | 250' | |
| Burlingame | 250' | |

## Exceeding the 800’ requirement in Belmont’s Wildland Urban Interface (WUI) areas with a High Fire Hazard Severity Zone (HFHSZ) designation from Cal Fire is NOT APPROPRIATE

Staff Report attachment 14  San Mateo Consolidated Fire Department (SMCFD) and Public Works Department (DPW) examines six factors in determining whether an exception for a longer (than 800’) cul-de-sac may be granted. They determine that an exception may be granted. However the analysis of factor *3 Type of construction of buildings (e.g., fire-retardant roofs and siding, interior sprinklers)* is incorrect. The report states that

> Construction for the **proposed** dwelling will be conditioned to meet Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) of the California Building Code and that the home construction includes an automatic fire sprinkler system.

Merely looking at the proposed house when considering an extension of an existing road in inappropriate. The intent is to apply the analysis to all the **existing** buildings on the 800’ road. i.e. The houses identified in factor 2 *Number of lots/houses/occupants to be served by the cul-de-sac*

## Hence based upon the above analysis the length is NEITHER appropriate NOR consistent with emergency access requirements.

**If the plan is for an unimproved road segment, the City Council must have made all of the above findings in the affirmative, plus the following finding which is INCORRECT:**

**5. Recommendations for access to properties abutting the part of the road which would not be improved under the plan are reasonable and consistent with the purposes and policies of the San Juan Hills Area Plan.**

The staff report is silent on this.

The project resolution at page 17 states that

“A conceptual plan to access properties along the remainder of unimproved Monte Cresta was submitted with the project application. The plan provides recommendations for access to properties abutting the part of the road which would not be improved under the plan along the route.”

Said conceptual plan is not part of the package under review and thus neither I nor the City Council can use informed judgement to make a determination.

**Hence a determination CANNOT be made that access to properties abutting the part of the road which would not be improved under the plan are reasonable and consistent with the purposes and policies of the San Juan Hills Area Plan.**

**In conclusion,**

**1. The road improvement plan is NOT consistent with the purposes and policies of the San Juan Hills Area Plan; and,**

**2. Drainage, erosion control and slope stability have NOT been fully addressed in the design of the road improvements; and,**

**3. Access to abutting properties has NOT been adequately considered in the design of the road improvements; and,**

**4. (Since) the project is for a cul-de-sac, the length and turnaround design are NOT appropriate and NOT consistent with emergency access requirements; and**

**(Since) the plan is for an unimproved road segment, the City Council must have made all of the above findings in the affirmative, plus:**

**5. Recommendations for access to properties abutting the part of the road which would not be improved under the plan are NOT reasonable and consistent with the purposes and policies of the San Juan Hills Area Plan.**

## Based upon the above, a CEQA Class 32 Exemption – In-Fill Development Project cannot be approved since the project DOES NOT MEET the following required condition

**(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations**

| | |
|---|---|
| **From:** | Louise Morin |
| **To:** | x-community development; x-City Clerk"s Office; Planning Comm |
| **Subject:** | 2800 block of Monte Cresta Development review (complex project) |
| **Date:** | Monday, November 20, 2023 10:28:44 AM |

Pierre St-Hilaire, Ph.D.
Louise Morin, B.Sc.
2712 All View way
Belmont

**Planning Commission Nov 21, 2023**
**Public Hearing for 2800 block of Monte Cresta Drive - Development Review (Complex Project)**

We strongly disagree to granting any exceptions requested for this development.

1) FAR transfer does not comply with existing hillside policies in the Belmont General plan, and the San Juan Hills Area Plan, zoning code section 4.7.11 (b) and (c) and the existing HRO-2 Floor area ratio standards table of the zoning code.

The receiving site (043-165-180) has an average slope of 48.7% and is 9,137 sq. ft. and does not meet the minimum net lot size of 403,333 sq. ft. The maximum home size for substandard lots with over 45% average slope is 900 sq. ft.

The transfer of floor area from the two other lots to add 2400 sq. ft to increase the home size to 3,299 is illegal. The receiving lot does not comply with the requirement that it should be a more suitable site for a home compared to the sending lot. The sending lots are probably around 44% (based on the slope cut of the full road document which states the degrees closest to these 2 lots). All lots are in the San Juan Hills area on an undeveloped road section. The purpose of the floor area transfer is to allow property owners to transfer out of the area that are impossible or difficult to build while allowing the sending sites to be preserved by a conservation easement. It is not intended to be used to overbuild a steep sloped site. The request for an exception should be denied.

In approving a conditional use permit for transferred floor area, the planning commission must make six findings. For example, the commission must find that the proposed transfer will result in a better pattern of development from the standpoint of reduced grading, fewer street/utility extensions, and improved building site locations. The Commission must also find that the sending site will be protected from future development by a conservation easement and that management of the sending site be adequately provided for.

In addition to the transfer of floor area, the owners of property in the HRO-2 Zoning District can transfer units between properties in the HRO-2 zone via a conditional use permit approved by the Planning Commission. The receiving site must be at least 20,000 square feet in area.

Our city staff have gone above and beyond in the past to accommodate land owners but in this case, they are not obligated to accommodate the excessive requests of the applicant to the detriment of all the other Belmont residents. The intents of our policies, municipal codes, ordinances and regulations should be communicated clearly to avoid such outrageous demands in the future by the applicant, and our city attorney should dutifully enforce the rules that our general plan calls for. It is difficult to understand why they would recommend to adopt a resolution to continue with this development project.

In creating the Hillside Residential and Open Space (HRO) zoning district, Belmont recognized the need to minimize the destruction of unique terrain features which are important to the character of the City. Belmont also acknowledged that there are geologic problems, soils hazards, and steep slopes that generate public safety concerns. To deal with these issues, Belmont concluded that hillside development should preserve the natural terrain and provide a density compatible with slope limitations.

Belmont does not gain anything by granting exceptions to allow this project to continue. It creates a bad precedent that could lead to litigation in the future if the house was to landslide into the houses below. One can read the news about the Rolling Hills estate, in Palo Verdes Peninsula, where 12 houses fell in a landslide last July due to an undiscovered leaky pipe. The water weakened the clay layers weaving though the bedrock. This is one of the dangers of building on slope sides that took people by surprise. Let this be a lesson for us.

2) Incomplete Geological Study

As engineers, it is our opinion that the geological study of the site where the home would be built is lacking. The two bores were on top of the Monte Cresta trail in the study for the full road feasibility. No bores have been analyzed for this specific project site. They did not go beyond 10.2 feet but the project calls for reinforced concrete piers at least 16 inches that should extend 15 feet below and 12 feet into the bedrock.

The report also dates from a drought period. We have had significant rain events in the past year that can affect the area. It seems like the applicant has tried to cut cost and reused an old related report instead of doing due diligence for his project.

The project requires major grading. It is not clear where the soil that needs to be replaced to build the turnaround would be moved to.

I would like to highlight a section of the report that states the same concerns we have:

*The primary geologic and geotechnical concerns for construction of the proposed residence and fire truck turnaround are:*

1. *the presence of the existing wedge-shaped fill along the southern side of the Monte Cresta Drive right-of-way;*
2. *the presence of the thin undocumented fill in the eastern portion of the site;*
3. *the steepness of the site for access for construction of foundation piers;*
4. *the need to dispose of roof water and storm water runoff on the site (rather than into an existing storm drain system); and*
5. *the probability of severe ground shaking at the site during a major earthquake in the area.*

3) Unsecured Financing

Regarding financing, I would expect that Mr. Kraft needs to get some agreement with Mr Campbell for the maintenance cost of the road extension as he is the most impacted by this addition.

It may also be useful to know that Belmont has 800 ft limit on cul-de-sac, which is more than double what most cities in the bay area have as a limit. Monte Cresta cul-de-sac is currently at 800 ft (not 1056 ft as stated in the report). I can understand why the fire marshall is endorsing adding a fire turnabout in this area. This is an issue that should be dealt with, considering that the city had approved Damon Campbell house to be built there.

The request for an exception to BCC 7-13 (e)(7) for this extension not to have a sidewalk would mean that a four cars parking would be needed for this home because on the street parking will not be available. The plans call for a two cars garage only. Another exception that has not been requested by the applicant.

Considering that climate change has only reinforced the importance of enforcing regulations of our general plans, it is of the outermost importance for this project to comply.

| | |
|---|---|
| **From:** | Carlos de Melo |
| **To:** | Rob Gill |
| **Subject:** | FW: PC Meeting 11/21/2023: Agenda item 6A, 2800 Block of Monte Cresta |
| **Date:** | Tuesday, November 21, 2023 10:50:01 AM |
| **Attachments:** | image001.png<br>image002.png<br>image003.png<br>image004.png<br>image005.png |

**Carlos de Melo**
Community Development Director

1 Twin Pines Ln, Suite 310 Belmont, CA 94002
**P**: (650) 595-7440 | **E**: cdemelo@belmont.gov
www.belmont.gov

**From:** thomas.zackor
**Sent:** Monday, November 20, 2023 8:49 PM
**To:** Brian Kulich <BKulich@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>
**Cc:** 'Shirley Zackor' <shirley.zackor@gmail.com>
**Subject:** PC Meeting 11/21/2023: Agenda item 6A, 2800 Block of Monte Cresta

Appl. No. PA2015-0057
Public Hearing – 2800 Block of Monte Cresta Drive – Development Review (Complex Project)

Belmont Planning Commission:

In response to the November 21st 2023 Pubic Hearing pertaining to the Complex Project I provide written input for the Planning Commission to evaluate if/how to move forward:

1. The Complex Proposal in its current state does not comply with **Belmont Fire Code** which is of utmost concern considering material climate change in the State of California. In fact, I encourage the Planning Commission to adopt a climate forward mindset where current and future climate change caused risks are factored into the decision if/how the Complex Project moves forward. Exceptions to the 800 fee length cap and turnaround radius of 32 feet shall be studied with utmost care and climate forward mindset – not only based on the single opinion of one fire chief. Just because there may be other Cul-de-sacs in Belmont that may not be up to Code does not mean such exemptions should become the norm – on the contrary, it requires a much more informed assessment and calibration across a wider range of mid-peninsula towns.

2. The location of the proposed single-family structure is on a steep hillside with a changed erosion pattern as witnessed by myself during the winter 2022/2023. During this time, I noticed several minor mudslides between Monte Cresta and Alhambra as well as a major unexpected mudslide making San Juan Canyon Blvd impassable for over a month. Previously documented environmental review and design studies may not be up to current environmental circumstances and any change to the delicate land area between Monte Cresta and Alhambra Drive shall be re-examined bearing in mind current and forward-looking

climate driven changes in weather. Without such planning approach I am highly concerned about increased erosion and landslide risk to my own property and I do see any clarity how Belmont City Code (BCC) Section 7-12 has been addressed by the applicant. Similarly, it unclear how the applicant addressed BCC Section 7-17 which also adds to my concern of potential drainage risk or overflow in case of increased extreme precipitation patterns. Reference: 2022 Report: Indicators of Climate Change in California | OEHHA

3. It is unclear to me how it is legal to acquire this parcel for development and expect more clarity from the City of Belmont to clearly outline how the proposed parcel for the Complex Project meets the zoning code requirements under the State Subdivision Map Act.

4. Timing and scope of information disclosed is to the public is poor at best. Other than vague references to "Categorial Exemption Evaluation" per the letter sent by the City of Belmont there's no transparent information disclosure on which ground the applicant seeks exemptions or waivers to Belmont City Code.

In this context, any further progress for the Complex Project shall be put on hold until all matters raised above are comprehended in the evaluation. In addition, given the lack of public disclosure prior to the November 21st 2023 meeting I request further review time for the citizens of Belmont to internalize and process all of the information brought forth during the public hearing.

Sincerely,

Thomas Zackor
Belmont resident and owner of 2816 Alhambra Drive

**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: Monte Cresta project
**Date:** Tuesday, November 21, 2023 10:49:31 AM

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FYI. Thanks

Carlos de Melo
Community Development Director
1 Twin Pines Ln, Suite 310 Belmont, CA 94002
P: (650) 595-7440 | E: cdemelo@belmont.gov
www.belmont.gov

-----Original Message-----
From: Warren C. Gibson
Sent: Monday, November 20, 2023 7:09 PM
To: Planning Comm <PlanningComm@belmont.gov>
Subject: Monte Cresta project

Hello all

I have not studied the project in depth, but some of my neighbors'
missives to you make it pretty clear that there are many loose ends to put it mildly. It would be most unfortunate if you pushed this project through with so many issues hanging fire. I hope you will continue it.

Warren Gibsoon

**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: PC mtg Nov 21, 2023, regarding the proposed development at 2800 Monte Cresta Dr
**Date:** Tuesday, November 21, 2023 10:50:50 AM
**Attachments:** image001.png
image002.png
image003.png
image004.png
image005.png

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**Carlos de Melo**
Community Development Director

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---

**From:** jennifer lai
**Sent:** Monday, November 20, 2023 11:29 PM
**To:** Brian Kulich <BKulich@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>
**Subject:** PC mtg Nov 21, 2023, regarding the proposed development at 2800 Monte Cresta Dr

Dear Belmont Planning Commissioners,

I hope that you are well, and thank you for your work on behalf of our community.

I am writing regarding the Public Hearing for the 2800 Block of Monte Cresta Drive scheduled for Tuesday, November 21, 2023.

I have concerns that the proposed project does not apply with state and city code. Additionally, I am concerned that it poses safety risks to our neighbors.

Potential code and process violations:

1. Proposal violates the San Juan Hills Area Plan, Policy 10, because it fails to provide a cost analysis of a potential through road. It's inappropriate to proceed with a cul de sac plan without having an informed estimate for the

through road

2. Additionally, the proposal fails to satisfy Belmont Municipal Code 7-13-e-9 as required documents and analysis does not appear to be complete
3. Lack of neighborhood outreach – I was never informed about this project from the proposed builder, nor have I seen any design, drawings, or plans. I feel that the public has not been adequately informed as required under CEQA

Importantly, I am also concerned that potential slope instability and soil erosion has not been adequately analyzed or addressed in the design of road improvements:

1. The Geotech analysis and reports and City geologist peer review do not adequately evaluate landslide risk in a way that meets the Seismic Hazard Mapping Act requirements. Based on the mandatory procedures and guidelines, a quantitative slope stability analysis is required. Additionally, the Planning Department should fully evaluate the project for compliance with the State Seismic Hazards Mapping Act, and that the proposal fully complies with the requirements of the Act.
2. Our area is a High Fire Hazard Severity Zone, and the proposed cul de sac does not comply with emergency access requirements

Ultimately, I urge you to consider the safety of all neighbors involved.

My property, located downhill from the proposed development, is supported by a roughly 15-foot-high retaining wall integral to the foundation of my house. Given this, any soil instability, erosion, landslide, or even excessive water runoff poses a serious risk. Such events could lead to a collapse of the retaining wall, potentially causing instability in my house itself.

In light of these risks, I seek clarification and assurance from the city regarding indemnification against risks and expenses should this development lead to damage or loss:

1. Will the city provide indemnification to my family for any risks and expenses that may arise from potential damages linked to the issues I have outlined in relation to this proposed development?
2. In the event that the development causes damage to my retaining wall or house foundation, will the city accept financial responsibility for the necessary repairs?
3.

Additionally, will the city extend this indemnification to all existing homes in the community, covering risks and expenses that may arise from potential damages associated with the concerns I have detailed regarding this proposed development?

These questions are crucial, not only for the protection of my property but also for ensuring the overall safety and stability of the neighborhood. I look forward to a prompt and detailed response addressing these concerns.

Respectfully,
Your neighbors, the Lai family (Jennifer and Jonathan Lai)
2936 Alhambra Dr

| | |
|---|---|
| **From:** | Justine Eller |
| **To:** | x-City Clerk"s Office |
| **Cc:** | |
| **Subject:** | Justine and Jim Eller Response to 2800 Block of Monte Cresta Drive Public Hearing and Community Forum Nov 21st, 2023: |
| **Date:** | Saturday, November 18, 2023 10:13:32 PM |

November 18th, 2023
Belmont City Council and Planning Commission:

Dear Leaders:
We have lived in our lovely Belmont Canyon for almost 30 years. With this we have seen a lot of change which is now becoming a concern as what is a true focus by our Belmont leadership.

This direction below is putting our community in harm's way at a standpoint as to fire, landslides / additional land instability, environmental, and the ability to insure our property in future years.

- Wildfire planning - the current proposal does not comply with the Fire Code; requires questionable exceptions from the Municipal Code; ignores the CA AG guidance to cities to address the problems we all see with devastating wildfires in CA.Wildfire planning - the current proposal does not comply with the Fire Code; requires questionable exceptions from the Municipal Code; ignores the CA AG guidance to cities to address the problems we all see with devastating wildfires in CA.
- Geotech / Landslide / Stormwater - the current proposal ignores the State requirement in the Seismic Hazard Act and does not fully analyze landslide risks that could lead to devastation to the neighbors.
- Complex Project - there is clear evidence that the proposal is not compliant with a number of State and City laws; requiring numerous exceptions and variances; and the City is not fully disclosing information to the public that will be affected and that is necessary to evaluate and comment on the plan in a public setting as required by law. Why is this being rushed?
- Compliance with the San Juan Hills Area Plan and the Municipal Code - Compliance is a legal requirement under State law. **Shouldn't residents be given the opportunity to present evidence to be judged by City decision makers?**
- The legality of the Parcels under the Subdivision Map Act and Floor Area transfer - This is at minimum a policy question. This needs to be discussed openly and transparently and the City should not blindly do the developers bidding. Residents have a clear interest in the outcome and have legal rights.
- Openness and Transparency - Why has the City created suddenly, without explanation, and contrary to past practices a new rule that prohibits copying of the relevant documents in this proposal. What is being hidden? Is this in the interest of anyone other than the developer?
- City staff determined that parts of the Municipal Code are unenforceable - What is the legal authority for this? Why is this not arbitrary and capricious? Can this be done arbitrarily by City staff for anything? Laws are changed with a legislative process, not the dictate of City staff.

Why is the city enabling this developer to move and control a meeting when they know the community is going to be out of town or hosting family during the Holiday and their hopeful time away?
Truly, dismissing these issue exposes the City of Belmont to potential litigation.

Best:
Justine and Jim Eller
2805 Monte Cresta Drive

| | |
|---|---|
| **From:** | J Marshall |
| **To:** | Planning Comm; Brian Kulich; Mark Gurevich; David Kramer; Nathan Majeski; Peter Meier |
| **Cc:** | x-City Clerk"s Office; x-community development |
| **Subject:** | Kraft proposal to extend Monte Cresta - analysis and concerns |
| **Date:** | Sunday, November 19, 2023 4:48:24 PM |
| **Attachments:** | Kraft proposal to extend Monte Cresta - analysis and concerns - November 19, 2023.pdf |

Dear Belmont Planning Commissioners,

I am submitting this as a public written comment on the Public Hearing for the 2800 Block of Monte Cresta Drive scheduled for Tuesday, November 21, 2023. Please enter this into the written record - and I respectively ask that you take these comments and concerns into consideration as you deliberate on this proposed project.

I have been a resident of Belmont since 1987. I live on one of the sub-standard streets listed in the San Juan Hills Area Plan (SJHAP). I also own a vacant lot on the "unimproved" road. Before I made the decision to purchase my home I bought a copy of the then draft SJHAP to understand the development rules Belmont was planning to adopt that could affect my property. Since that time I have made a concerted effort to keep up familiarity with the relevant laws, City actions, precedents, etc. I also had conversations with a number of the people in the City around the time the SJHAP was written and adopted and who were involved in its creation. I think I can safely say that I have some familiarity and knowledge on this topic. I think I have done my due diligence regarding Belmont and its laws. How the City manages development projects such as this will have significant effects on many residents - including me. The City's laws, and how they are carried out, must protect the rights of all property owners - developers and current residents included.

I sincerely believe that the project proposal as being presented to the Planning Commission for review before a recommendation is made to the City Council has numerous areas where it conflicts with City and State laws. Some of these are discussed in the staff report and other documents (and some of the most relevant documents as copies are not being released to the public), some are ignored and/or omitted entirely. The conclusions that are made by staff to recommend approval of this project are in many cases not supported by the facts and evidence presented.

This is detailed and complicated. This is the first time in more than a decade that a San Juan Hills Area Plan (SJHAP) road improvement plan has even appeared before the City; the last adjudicated and approved road improvement plan approval goes back to 1995 with Ralston Ranch - more than 28 years ago. I think this predates the institutional memory of all current Belmont staff and representatives. So this is completely new to everyone involved. Because of this, special care needs to be taken in the review and evaluation process. This is not what I am seeing. I feel confident that you as fellow Belmont citizens believe it is important to fully and transparently disclose to the public the reasons for the approval (and its legality) of such a complicated and significant development project.

I have attached a detailed presentation identifying numerous errors and problems with the proposal as presented. In a separate email I also have expressed specific and serious concerns about the openness and transparency of this process and my questioning of its compliance with open government statutes. Beyond that, I really hope that you care about openness and communication with all Belmont residents. I know there are legal issues with ex parte communications on a quasi-judicial review - but let's find a way to communicate.

As an introduction to the presentation attached prepared by my neighbors in the "Save our Belmont Canyon and Monte Cresta/Alhambra" working group please let me highlight the following top level concerns:

- **Wildfire planning** - the current proposal does not comply with the Fire Code; requires questionable exceptions from the Municipal Code; ignores the CA AG guidance to cities to address the problems we all see with devastating wildfires in CA.
- **Geotech / Landslide / Stormwater** - the current proposal ignores the State requirement in the Seismic Hazard Act and does not fully analyze landslide risks that could lead to devastation to the neighbors.
- **Complex Project** - there is clear evidence that the proposal is not compliant with a number of State and City laws; requires numerous exceptions and variances; and the City is not fully disclosing information to the public that will be affected and that is necessary to evaluate and comment on the plan in a public setting as required by law. Why is this being rushed?
- **Compliance with the San Juan Hills Area Plan and the Municipal Code** - Compliance is a legal requirement under State law. Shouldn't residents be given the opportunity to present evidence to be judged by City decision makers?
- **The legality of the Parcels under the Subdivision Map Act and Floor Area transfer** - This is at minimum a policy question. This needs to be discussed openly and transparently and the City should not blindly do the developers bidding. Residents have a clear interest in the outcome and have legal rights.
- **Openness and Transparency** - Why has the City created suddenly, without explanation, and contrary to past practices a new rule that prohibits copying of the relevant documents in this proposal. What is being hidden? Is this in the interest of anyone other than the developer?
- **City staff determined that parts of the Municipal Code are unenforceable** - What is the legal authority for this? Why is this not arbitrary and capricious? Can this be done arbitrarily by City staff for anything? Laws are changed with a legislative process, not the dictate of City staff.

I see a real problem in the City asking Planning Commissioners to digest all of this in one meeting. Fundamentally, my neighbors and I are in the position of disputing what staff is telling you. I do not have the expectation that my neighbors and I should be believed without question. I do have the hope that what my neighbors and I present includes facts that give you pause and leads to an open and honest forum to review and analyse this development proposal, its compliance with City and State statutes, and what it would mean for the City of Belmont's future. That is what "planning" should be, I think.

Thank you in advance for your service to Belmont (I served briefly on the PC some years ago) and attention on this matter.

Sincerely,

Jeff Marshall

# Kraft proposal to extend Monte Cresta – November 2023

## Analysis and concerns with the project proposal as presented to the Planning Commission for review – Tuesday November 21, 2023

"Save our Belmont Canyon and Monte Cresta/Alhambra" working group

# Key Issues

•**Wildfire planning** - the current proposal does not comply with the Fire Code; requires questionable exceptions from the Municipal Code; ignores the CA AG guidance to cities to address the problems we all see with devastating wildfires in CA.

•**Geotech / Landslide / Stormwater** - the current proposal ignores the State requirement in the Seismic Hazard Act and does not fully analyze landslide risks that could lead to devastation to the neighbors.

•**Complex Project** - there is clear evidence that the proposal is not compliant with a number of State and City laws; requires numerous exceptions and variances; and the City is not fully disclosing information to the public that will be affected and that is necessary to evaluate and comment on the plan in a public setting as required by law. Why is this being rushed?

•**Compliance with the San Juan Hills Area Plan and the Municipal Code** - Compliance is a legal requirement under State law. Shouldn't residents be given the opportunity to present evidence to be judged by City decision makers?

•**The legality of the Parcels under the Subdivision Map Act and Floor Area transfer** - This is at minimum a policy question. This needs to be discussed openly and transparently and the City should not blindly do the developers bidding. Residents have a clear interest in the outcome and have legal rights.

•**Openness and Transparency** - Why has the City created suddenly, without explanation, and contrary to past practices a new rule that prohibits copying of the relevant documents in this proposal. What is being hidden? Is this in the interest of anyone other than the developer?

•**City staff determined that parts of the Municipal Code are unenforceable** - What is the legal authority for this? Why is this not arbitrary and capricious? Can this be done arbitrarily by City staff for anything? Laws are changed with a legislative process, not the dictate of City staff.

•**Several insurers have already pulled out of California** due to increasing number of fire hazards and landslides. Is city going to pick up the liability for these mishaps happening during construction in a prone area like this specially given all the lack of transparency?

•Does the city not care about the little **wildlife** we have left in our area? There is a family of deer3 and a nest of hawks which lives under and in the Oak trees the builder is seeking permits to cut.

# Complex Project

This is labeled by the City as a Complex Project and has been in the works for a number of years.

Takeaways:

- Everyone except the public has the opportunity to review the two main documents - Hillside Road Improvement Plan and Single Family Design Review - in advance of the Public Hearing.
- How can the Public be expected to make cogent written comments on the projects without reviewing the two main documents?
- Why must the Public choose between reviewing documents or paying attention to the Commission, staff and applicant presentations at the public hearing if their only opportunity to see the documents is during the Public Hearing?
- Also, as the city notice states that attendance may be via Zoom, how can the Zoomers review documents only available at the city council chambers?
- Please do not rush the public review process… The City needs to give the public the information to analyze and understand the proposed project, compare to the codes and past practices, and provide meaningful input.
- The neighborhood outreach was in 2017. Shouldn't that be re-done for the benefit of more recently moved in residents?
- The public should be given an opportunity to provide input for a complex project like this. One example – there is no mention of the required Dedication of land from the private developer to the City of Belmont. This project cannot proceed without that. Statutory dedications are solely controlled under the Subdivision Map Act. This is a clear demonstration that this proposal is not what it says it is and needs to be more carefully considered by City decision makers – not just the applicant and City staff.

# San Juan Hills Area Plan – policy 10

The City adopted the SJHAP in 1988 with a primary goal of regulating land use and development in the area and solve the problems that had been created by past development practices. An Area Plan is considered part of the General Plan and development projects must be consistent with the plan.

10. Require Overall Road Improvement, Plans and Financing Prior to Granting any Building Permits on Unimproved Roads.

Require property owner(s) to resolve the design and financing of road improvements along the entire unimproved road on which their property is located prior to receiving a building permit for a new structure or enlargement of an existing structure. This requirement is established in order to assure safe access for emergency vehicles and the construction of safe roads and adequate storm drainage improvements. This requirement can be accomplished in either of the following ways:

# San Juan Hills Area Plan – policy 10

There are two types of Road Improvement Plans allowed. The SJHAP and the Municipal plan provide clear guidelines for submission, consideration by the Planning Commission, and subsequent approval by the City Council

Type a. Complete Road – ie all 1800 feet of unimproved Monte Cresta. This is not the current proposal. Although, the applicant has provided the City with a possible complete road plan - and then states that it is infeasible – despite also claiming that it could be built.

a. the property owner(s) submit and the City approves a plan for improving the entire roadway which includes: (1) a design for the physical improvement of the entire road to provide safe, all weather access prior to building construction; (2) evidence that the road is geologically safe and does not pass through moving deep landslides (Md - See Figure 4); (3) a method and timetable for financing proposed road improvements; and (4) a method and financing for road maintenance, if the road is to be maintained as a private road.

# San Juan Hills Area Plan – policy 10

Requirements for Type b. Road segment with cul de sac – eg Kraft proposal as presented

b. The property owners submit and the City approves a plan for improving a section of the roadway between an existing paved road and an area where physical constraints make further road extensions infeasible or undesirable. Examples of these constraints are extremely steep slopes and areas categorized on Figure 4 as moving deep landslides (Md). This plan shall include: (1) a design for the physical improvement of the proposed road section to provide safe, all weather access prior to building construction; (2) demonstration that the road section will be geologically safe; (3) a method and timetable for financing proposed road improvements; (4) a method and financing for maintenance of the road, if the road is to be maintained as a private road; (5) a plan for the access for properties located along the rest of the roadway which will not be served by the proposed roadway section; and (6) evidence of participation and support for the proposed plan by affected landowners.

# San Juan Hills Area Plan – policy 10

- Applicant Kraft is proposing ‘b’, a road segment
- Huang at the other end of Monte Cresta is also proposing a road segment

- This proposed road improvement extends Monte Cresta by about 50 feet.
- The remaining ~1750 feet of unimproved Monte Cresta is not addressed in this proposal

Takeaways:



- The City Council, based on Planning Commission recommendation, will have to make a “finding” that this proposed plan **Resolves the Design and Financing of the entire Monte Cresta unimproved road right of way** to determine that the proposal is consistent with the SJHAP
- How can that be done? This proposal is inconsistent with past City actions on unimproved roads (Ralston Ranch, Naughton, and Ralston Frontage) under the SJHAP!

What is meant by findings? How should they be determined to be adequate?

“a requirement that the agency which renders the challenged decision must set forth findings to bridge the analytic gap between the raw evidence and ultimate decision or order.”

**Topanga Assn. for a Scenic Community v. County of Los Angeles**
- Supreme Court of California

# San Juan Hills Area Plan – policy 10

Takeaways:

- Kraft has NOT resolved the Design and Financing of the entire Monte Cresta unimproved road right of way.
- He has presented a plan for a complete road from more than a decade ago, shown that it can be built, estimated the cost, and then claims:
- ***"I cannot begin to speak to the possible financing or scheduling of the possible future extension as I have no financial interest or control of this portion of the possible future work.“***
- Further he has stated that it is **ludicrous** of the city to ask for what the Code requires and incorrectly states that a through road is not feasible as the only stated reason for the infeasibility is cost of the through road ***"So, it is obvious that the through road is not feasible so to ask me to give a schedule and financing plan for it is ludicrous particularly when I have no ownership in any parcel connected to it.“***
- Does the Staff report provide analysis and recommended findings on this for the Planning Commission and City Council - or just accept the applicants statement?

# San Juan Hills Area Plan – policy 10 was clearly intended to eliminate incremental road improvements

RESOLUTION NO. 6523

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AMENDING THE CITY OF BELMONT GENERAL PLAN TO INCORPORATE: (1) THE SAN JUAN HILLS AREA PLAN AND (2) THE AMENDMENTS TO THE EXISTING GENERAL PLAN TEXT TO ASSURE CONSISTENCY BETWEEN THE SAN JUAN HILLS AREA PLAN AND THE EXISTING CITY OF BELMONT GENERAL PLAN'S TEXT (APPL. NO. 86-1053)

It is indisputable that the legislative intent adopting the SJHAP was to not allow incremental (ie step by step over time) extension of the unimproved road.

Questions of Policy need to be evaluated with this fact.

Area and minimize the cost and physical impact of new roads and other infrastructure improvements.

c. Infrastructure. The addition of the San Juan Hills Area Plan to the General Plan will help assure that adequate infrastructure improvements are available before permitting development to proceed. The plan will require overall road improvement plans and financing prior to granting any building permits on unimproved roads. This policy will permanently end incremental development of unimproved roads which has created problems for the provision of fire and police services, storm drainage and a haphazard pattern of road development. These requirements will assure safe access for emergency vehicles and the construction of safe roads.

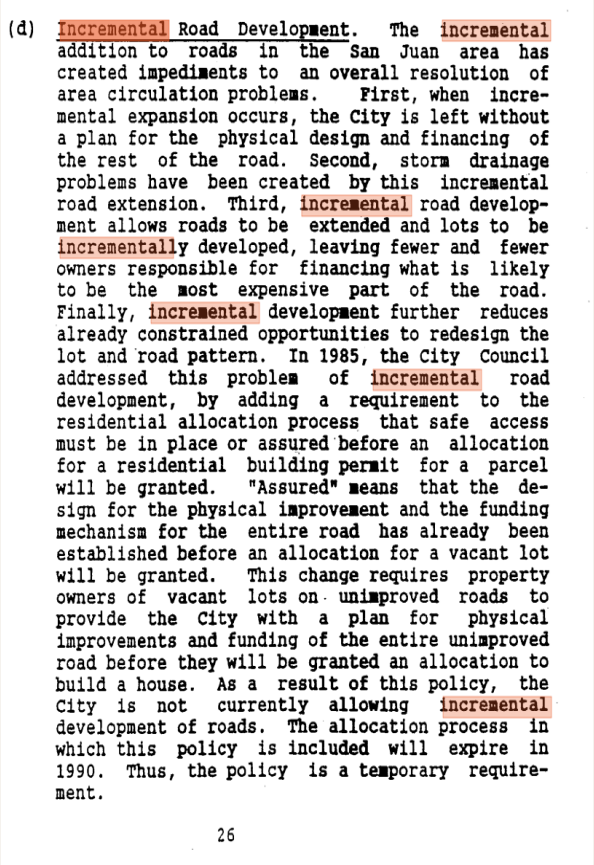
210

# San Juan Hills Area Plan – policy 10 was clearly intended to eliminate incremental road improvements

The SJHAP on page 26 lists the problems that are created by incremental road extension

Takeaways:

- This proposal checks each box in the list of problems with incremental road extension
- In fact, the proposal specifically says that future extension of Monte Cresta is possible – ie the plan is predicated on impermissible incremental road extension.
- How can a finding be made that this proposal is consistent with the SJHAP directives?



(d) Incremental Road Development. The incremental addition to roads in the San Juan area has created impediments to an overall resolution of area circulation problems. First, when incremental expansion occurs, the City is left without a plan for the physical design and financing of the rest of the road. Second, storm drainage problems have been created by this incremental road extension. Third, incremental road development allows roads to be extended and lots to be incrementally developed, leaving fewer and fewer owners responsible for financing what is likely to be the most expensive part of the road. Finally, incremental development further reduces already constrained opportunities to redesign the lot and road pattern. In 1985, the City Council addressed this problem of incremental road development, by adding a requirement to the residential allocation process that safe access must be in place or assured before an allocation for a residential building permit for a parcel will be granted. "Assured" means that the design for the physical improvement and the funding mechanism for the entire road has already been established before an allocation for a vacant lot will be granted. This change requires property owners of vacant lots on unimproved roads to provide the City with a plan for physical improvements and funding of the entire unimproved road before they will be granted an allocation to build a house. As a result of this policy, the City is not currently allowing incremental development of roads. The allocation process in which this policy is included will expire in 1990. Thus, the policy is a temporary requirement.

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# Belmont Municipal Code 7-13-e

Created and approved by the Belmont City Council in 1988 to codify the road improvement requirements for unimproved roads in the San Juan Hills area – especially policy 10 requirements

(1) Purposes. The purposes of this subsection are to:

a. Provide for safe movement of vehicles and pedestrians in the San Juan Hills.

b. Minimize grading and vegetation removal in constructing roads in the San Juan Hills by controlling the grade, widths of rights-of-way and paving, and other design and construction features.

c. Allow flexibility in setting standards to prevent erosion, flooding and slope failure, and to minimize the environmental impacts of road construction.

(2) Applicability. The standards in this subsection shall apply to:

a. Design and construction of all new public and private roads and road extensions in the area covered by the San Juan Hills Area Plan.

# Belmont Municipal Code 7-13-e-9

Application requirements to submit a Road Improvement Plan **segment**
All requirements should have been submitted to the City to make a determination that the application was complete. When was the submission deemed complete? Was everything required submitted?

(9) Improvement plans for unimproved roads. To ensure adequate emergency access, public safety, and drainage improvements, the city requires an approved road improvement plan prior to granting a building permit for a new structure or enlargement of an existing structure on property accessible only from an unimproved road. The road improvement plan specifies the design and financing of road improvements for an entire unimproved road or unimproved segment on which the property is located. The plan must be submitted by property owner(s) to the city engineer along with a fee set by resolution of the city council. Two (2) types of plans are permitted.

a. A plan for an entire unimproved road which shall include:

Takeaways: Has the proposal submitted by Kraft met all of these requirements? Is each item available to the public for review?

# Belmont Municipal Code 7-13-e-9-a-1

Item by item list of requirements to submit a Road Improvement Plan **segment**

1. A plan for grading prepared by a registered civil engineer meeting specifications set by the city engineer. The plan must provide sufficient detail to show clearly the extent and impact of proposed grading, including the limits of the area to be graded; locations, dimensions and slopes of cuts and fills; existing and proposed finished grade; location and heights of proposed retention systems; proposals for drainage and erosion control.

Takeaways:

- The public has not seen this. The City claims that they are not allowed to provide a copy. They say a paper copy will be available at the PC meeting.
- The public has not had an adequate opportunity to see, analyze, and evaluate this!
- The refusal to provide copies of documents is inconsistent with past City policy for other projects (e.g. see Planning Commission meeting of October 10, 2023 with Applicant Plans provided online) and is in conflict with the California Public Records Act (CPRA). The City recently lost a CPRA lawsuit because they were illegally interfering with citizens' rights to access public information. Municipal policies (including Belmont's) for public records access were also the subject of a recent San Mateo Grand Jury investigation. This City action conflicts with SB 1214. Why is CPRA access being interfered with on this project? This project has been in-process for years, why is the approval process being rushed? This benefits the applicant, but what about the City and the citizens of Belmont?

# Belmont Municipal Code 7-13-e-9-a-2

Item by item list of requirements to submit a Road Improvement Plan **segment**

2. Design for road improvements meeting the standards of this subsection.

Takeaways:

- The public has not seen this and had the opportunity to review. The City claims that they are not allowed to provide a copy. They say a paper copy will be available at the PC meeting. The public has not had an adequate opportunity to see, analyze, and evaluate this!
- The proposal as we currently understand it does not meet the basic standards, but the Municipal Code allows for exceptions to be made with specific “findings”

Exceptions must be made in – at least –

- the length of the cul-de-sac – 800 feet
- the diameter of the turnaround – 64 feet diameter in the Municipal code and 96 feet diameter in the adopted Fire Code
- On-street parking requirement
- Required compliance with the SHJAP

Exceptions and Variances – especially those the affect public safety – should be made with care, deliberation, open analysis, clear explanations to the public, etc. That is not the case here.

# Belmont Municipal Code 7-13-e-9-a-2

2. Design for road improvements meeting the standards of this subsection.

Exceptions to the basic standards are required to approve this plan!

Exceptions according to the Municipal Code for a sub-standard cul de sac:

i. Cul-de-sacs shall be no longer than eight hundred (800) feet with a turnaround radius of thirty-two (32) feet. Longer cul-de-sacs and smaller turnarounds may be permitted by the authority approving a road improvement upon the recommendation of the city engineer based on consultation with the fire chief and specific evaluation of the following:

1. Availability of a through connection via an emergency road.
2. Number of lots/houses/occupants to be served by the cul-de-sac.
3. Type of construction of buildings (e.g. fire-retardant roofs and siding, interior sprinklers).
4. Water pressure and availability of a secondary water main.
5. Proximity to fire station and hydrant.
6. Street width.

Takeaways: The City's "evaluation" is simply a listed set of facts (with errors). There is no evaluation or analysis. Can findings be made? This directly affects the necessity (and legal requirements) for simultaneous ingress and egress (i.e. evacuation) during a wildfire emergency. The CA AG guidance specifically addresses this. Why is this considered unimportant by the City?

# Belmont Municipal Code 7-13-e-9-a-2

2. Design for road improvements meeting the standards of this subsection.

General Exceptions Provisions according to the Municipal :

(7) Exceptions. Exceptions to any of the hillside road standards may be granted by the administrative or legislative body approving the road improvement project upon recommendation of the city engineer based on consultation with the fire chief and appropriate engineering evaluations. To grant an exception, the approving body must make all of the following findings:

a. Granting the exception will not unduly impair vehicular or pedestrian safety, or emergency access.

b. Granting the exception will result in road improvement which is consistent with the San Juan Hills Area Plan and other city ordinances.

c. Reducing the standard is necessary to avoid excessive grading or vegetation removal or to reduce the risk of erosion, flooding or slope failure.

Takeaways:

The City's "evaluation" is simply a listed set of facts. There is no evaluation or analysis. Can the findings really be made in an acceptable manner?

Do the findings make sense and do they "**bridge the analytic gap between the raw evidence and ultimate decision**" as required by State law (CA Supreme Court Topanga decision)?

# Belmont Municipal Code 7-13-e-9-a-2

Item by item list of requirements to submit a Road Improvement Plan **segment**

2. Design for road improvements meeting the standards of this subsection.

Exceptions:

(7) Exceptions. Exceptions to any of the hillside road standards may be granted by the administrative or legislative body approving the road improvement project upon recommendation of the city engineer based on consultation with the fire chief and appropriate engineering evaluations. To grant an exception, the approving body must make all of the following findings:

a. Granting the exception will not unduly impair vehicular or pedestrian safety, or emergency access.

b. Granting the exception will result in road improvement which is consistent with the San Juan Hills Area Plan and other city ordinances.

c. Reducing the standard is necessary to avoid excessive grading or vegetation removal or to reduce the risk of erosion, flooding or slope failure.

Takeaways:
(continued)

- Kraft has previously stated that ***"I am not asking for any exceptions to the Hillside Road Standards based on the Belmont Code Sections referenced below."***
- He has also said, ***"my fire truck turnaround "has been endorsed by the Deputy Fire Marshal so it is not an exception."***
- The Planning Commission and City Council must evaluate this proposal for what it is, and with the procedures and process mandated by the Municipal Code and the Fire Code. Exceptions and Variances are being asked for. Caution seems prudent.

# Belmont Municipal Code 7-13-e-9-a-3

Item by item list of requirements to submit a Road Improvement Plan **segment**

3. Report signed by a licensed geotechnical engineer, based on geologic and geotechnical investigation of the alignment and review of the preliminary design, concluding that the proposed road will be geologically stable as per section 7-12(d).

Takeaways:

- The City has, as of Friday, put a number of Geotech documents online. More time should be provided for the public to adequately review. Neighbors should be given enough time to consult with experts for something that could severely impact their properties and where the City is sure to disclaim any and all liability.
- This has been provided for only the short 50 foot segment; it ignores the rest of the unimproved road – which is impermissible and in conflict with Belmont's laws.

# Belmont Municipal Code 7-13-e-9-a- 4 through 6

Item by item list of requirements to submit a Road Improvement Plan **segment**

4. Details of proposed method of financing road improvements, such as assessment district, reimbursement agreement or other mechanism.

Takeaways: This is unclear. We have seen references to a “reimbursement agreement” but the terms and any details have not been disclosed. Which lots does this cover? Is this part of the current proposal to be decided upon by City Council?

Why is there no Deferred Improvement Agreement on 2828 Monte Cresta as was the case on other past developments that abut unimproved roads – e.g. Marburger? Inconsistent and capricious application of City Code!

5. Timetable for undertaking the road improvements.

This is unclear.

6. Method of financing and plan for maintenance of the road, if it is to be maintained as a private road.

Takeaways: If this will be a public road, why is there no right-of-way dedication for the expanded turnaround. Who will maintain it in the future? Who will be responsible during construction? Where is the liability if something goes wrong? Decisions like this should be made to benefit all Belmont residents – not just a single developer. Also, why is this different than the project proposed for the other end of Monte Cresta where the City is demanding a private Homeowners’ Association to provide maintenance. Arguably, the City’s application of laws is arbitrary and capricious. This serves no one well.

# Belmont Municipal Code 7-13-e-9-a- 7 through 8

Item by item list of requirements to submit a Road Improvement Plan **segment**

7. Estimation of need for on-street parking and mean of providing it (such as parking bays and additional off-street parking), if the proposed road design does not include parking lanes on both sides.

Takeaways:

- The proposal does not add any additional parking for the new residence. The substandard turnaround will need to be painted with a red curb and labeled a fire lane with no parking – or even stopping of vehicles – allowed.
- Is this a reasonable way to fulfil the “estimate” requirement?

8. Topographic map showing how access can be provided to abutting properties.

Maybe exists in the drawings not disclosed? Which properties are “abutting properties”?

- Kraft project? –sure
- The next property down the road? – The precedent established in approving 2828 Monte Cresta gives the adjacent parcel legal access without the requirement for a Road Improvement Plan
- 2828 Monte Cresta property? – it is abutting but presumably does not need access? Where is the Deferred Improvement Agreement?

# Belmont Municipal Code 7-13-e-9-a- 9 through 10

Item by item list of requirements to submit a Road Improvement Plan **segment**

9. Evidence of support for the project from owners of property abutting the road proposed for improvement.

Takeaways: Have not seen. Was this part of Kraft's submittal as required?

10. Environmental checklist and other required environmental data.

Takeaways: The City determined that a CEQA categorical exemption (CE) applies and none of the exceptions for utilizing the CE exist. The process the City used to apply the CEQA categorical Exemption is problematic and flawed.

# Belmont Municipal Code 7-13-e-9-a- 11

Item by item list of requirements to submit a Road Improvement Plan **segment**

11. If the proposal is for a cul-de-sac, a conclusion, supported by the fire chief, that the proposed cul de sac length and turnaround design are adequate for emergency services.

Takeaways:

- There are statements that indicate that the Fire Department sees no problem. What about an analysis and comparison to the Fire Code? The procedures for exceptions in the adopted Fire Code are not being followed.
- This needs to be documented in writing. Is the Fire Chief prepared to sign off to such an analysis - with very significant relaxation of the fire code requirements in a High Fire Danger / Wildland Urban Interface where an actual fire occurred 2 years ago? Are the Planning Commissions willing to publicly sign off on this? Are City Council members? What kind of liability would this create?
- This clearly is beneficial to a land developer. How is this justified to residents?

# Belmont Municipal Code 7-13-e-9-a- 11

Item by item list of requirements to submit a Road Improvement Plan **segment**

11. If the proposal is for a cul-de-sac, a conclusion, supported by the fire chief, that the proposed cul de sac length and turnaround design are adequate for emergency services.

Takeaways: The length of a cul de sac is regulated in other nearby cities, and in the fire code, because it is critical to wildfire safety and evacuation simultaneous with fire fighting in the event of a fire event. People die in wildfires!

- Has this been adequately studied?
- Shouldn't the City be more cautious about exceptions that would endanger residents' lives in a possible wildfire event?

**TABLE D103.4**
**REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS**

| LENGTH (feet) | WIDTH (feet) | TURNAROUNDS REQUIRED |
|---|---|---|
| 0–150 | 20 | None required |
| 151–500 | 20 | 120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1 |
| 501–750 | 26 | 120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1 |
| Over 750 | Special approval required | |

Allowable Cul-de sac lengths

| | |
|---|---|
| Belmont | **800'** |
| SSF | 500' |
| Hillsborough | 500' |
| San Carlos | 500' |
| Mountain View | 400'* |
| Los Altos | 400' |
| Sunnyvale | 400' |
| Menlo Park | 350' |
| Palo Alto | 350' |
| Brisbane | 300' |
| Atherton | 300' |
| Redwood City | 250' |
| Burlingame | 250' |

*700' in R1, R2

# Belmont Municipal Code 7-13-e-9-b-1

Item by item list of requirements to submit a Road Improvement Plan **segment**

1. A report signed by a licensed geotechnical engineer concluding that the physical constraints are such that a stable road cannot be reasonably constructed through to a paved road. The report must describe the specific constraints precluding a through road and evaluate the impacts and costs of methods of overcoming the constraints through removal or engineering solutions.

Takeaways:

- Does this exist? Note that this is a determination not just for this applicant at this time. This a **community planning decision** to determine that it is not **reasonable** to extend the road past the proposed end → period.
- What are the specific physical constraints? Where is the analysis of impacts and costs of overcoming?
- The applicant and his Geotech claims that it is unreasonable to expect this from one landowner --- but that is not what the City Code references! The applicant appears to have demonstrated financial reasonableness if all parcels are included in the analysis. Whis is this being ignored?
- Key point – what is meant be “**reasonable**”? The applicant has been allowed to determine “reasonable”. This is clearly a City Council judgement call and tradeoffs need to be made by City decision makers. This process should be open and transparent to the public.

# Belmont Municipal Code 7-13-e-9-b-1

Item by item list of requirements to submit a Road Improvement Plan **segment**

1. A report signed by a licensed geotechnical engineer concluding that the physical constraints are such that a stable road cannot be reasonably constructed through to a paved road. The report must describe the specific constraints precluding a through road and evaluate the impacts and costs of methods of overcoming the constraints through removal or engineering solutions.

Takeaways:
(continued)

- Kraft has stated, "a survey of all the existing cul-de-sac/turnarounds in the City of Belmont showed that the clear majority do not have sidewalks or parking, even beyond the San Juan Hills Area." and "The 80' required for sidewalks and parking, would be completely unfair because the clear majority of cul-de-sac in Belmont do not have sidewalks and parking..."
- Following this argument is it unfair of the city to require fire sprinkler systems in new houses even though 90% (estimated) of the houses in Belmont do not have sprinkler systems? Would the City waive this requirement? - of course not. So why waive, by allowing exceptions, other critical fire safety requirements especially in a Wildland Urban Interface area that has a High Fire Hazard Severity Zone designation from Cal Fire?

# Belmont Municipal Code 7-13-e-9-b-2

Item by item list of requirements to submit a Road Improvement Plan **segment**

2. A plan with recommendations regarding access to properties abutting the part of the road which will not be improved under the proposed project, including evidence of support for the recommendations from affected property owners.

Takeaways:

- City Staff is stating that this provision is “unenforceable”. There is no explanation why. Can staff make a claim that **any** section of the duly legislatively passed City Code is “unenforceable” and therefore ignore it? How is this proper and legal? This claim was also made more than a decade ago on the Campbell project. If the City Attorney believed the City Code was illegal and unenforceable then, why was it not changed in that decade?
- A Belmont City Attorney wrote and approved this City Code provision in 1988. What State or Federal law changes, or court cases, have been implemented since 1988 such that the previous assessment is deemed to be wrong? Or is this just an opinion with no foundation?
- This City Code provision is in fact important and essential – and probably not illegal or unenforceable. The SJHAP explains why – because of the property rights of the lot owners on the unimproved street. The City is inviting inverse condemnation (takings) lawsuits by ignoring this. City decision makers need to read the SJHAP.
- If the City determines that construction of a through road will not be done, does failing to show how access to all the properties abutting constitute a 'taking' of those property owners’ right of access to their properties? Is that a potential liability that is in the interest of the City to incur?

# Belmont Municipal Code 7-13-e-10

**Findings** that must be made to **approve** a Road Improvement Plan **segment** - I

(10) Adoption of a road improvement plan. A plan for improvement of an unimproved road or road segment must be considered at a public hearing held by the planning commission. Written notice of the hearing shall be mailed to owners of record of all parcels abutting the proposed road or road segment. The planning commission shall make a recommendation to the city council regarding each finding listed below. Final action on a road improvement plan shall be taken by the city council. In adopting a road improvement plan, the city council must make all of the following findings:

a. The road improvement plan is consistent with the purposes and policies of the San Juan Hills Area Plan; and

b. The proposed project provides for safe vehicular and pedestrian movement; and

c. The road has been designed to minimize grading and vegetation removal to the extent feasible; and

d. Drainage, erosion control and slope stability have been fully addressed in the design of the road improvements; and

# Belmont Municipal Code 7-13-e-10

**Findings** that must be made to approve a Road Improvement Plan **segment** - II

e. The applicants have demonstrated that adequate financing is available to construct and maintain the road as proposed; and

f. Access to abutting properties has been adequately considered in the design of the road improvements; and

g. If the project is for a cul-de-sac, the length and turnaround design are appropriate and consistent with emergency access requirements.

h. If the plans is for an unimproved road segment, the city council must have all of the above findings, plus:

   1. A stable, safe, through road cannot be reasonably constructed because of physical constraints; and
   2. Recommendations for access to properties abutting the part of the road which would not be improved under the plan are reasonable and consistent with the purposes and policies of the San Juan Hills Area Plan.

# Belmont Municipal Code 7-13-e-10

**Findings** that must be made to approve a Road Improvement Plan **segment**

Takeaways:

- Can each of these findings be made in a manner consistent with the requirements of Topanga? The findings in the Staff Report and proposed Resolution are no more than a restatement of the ordinances and certain (sometimes disputable) facts – there are no explanations and analyses which effectively explain the City staff's reasoning, analyses, and conclusions.
- The review and approval process needs to be open, rigorous, and transparent to the public.
- Adequate time, and access to public documents, has not been provided at this point.
- This is not a routine City action. The City should foster public input and dialog. Any ultimate decision needs to be made openly and transparently – and must be consistent with State and local laws. That is fair to the developer and to the citizens of Belmont.

# CEQA analysis of project

City decision makers need to keep in mind CEQA's objectives:

- Disclose to decision makers and public the potential significant environmental effects of proposed activities
- Identify ways to avoid or reduce environmental damage
- Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures
- Disclose to public reasons for agency approval of projects with significant environmental effects
- Foster interagency coordination in review of projects
- Enhance public participation in planning process



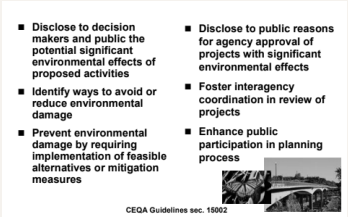
CEQA Guidelines sec. 15002

Takeaways:

- There are ample grounds to determine that the project as presented requires greater CEQA review, under CEQA guidelines.
- the project does not meet the threshold for a CEQA 15332 Categorical Exemption: In-FILL DEVELOPMENT PROJECTS (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations
- This project should be disqualified from a Categorical Exemption based on: (1) Cumulative Impact; and (2) A reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. CEQA Statues and Guidelines 15300.2
- This project clearly does not comply with applicable general plan policies or applicable zoning designation and regulations. Clear special and unusual circumstances exist.

# CEQA analysis of project

City decision makers need to keep in mind CEQA's objectives:




Takeaways:
(continued)

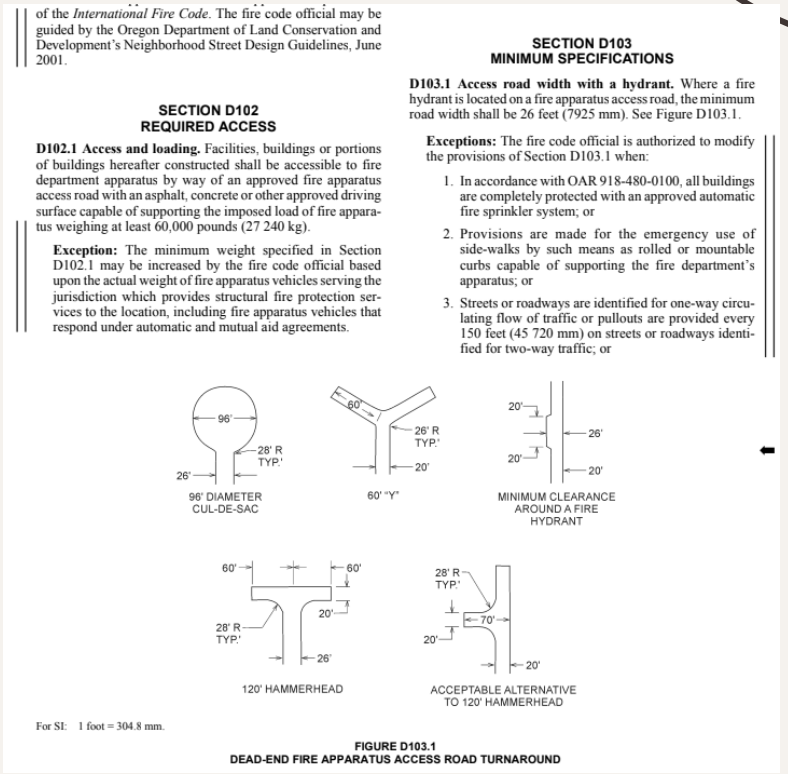
- The City Attorney previously communicated with the applicant in 2018 that the Categorical Exemption might not apply:

> Additionally, staff would likely recommend that there are "unusual circumstances" applicable to your project (CEQA Guidelines Section 15300.2(c)), and therefore the usual categorical exemption for construction of a single-family home may not apply. The unusual circumstances include the lot's creation by an antiquated subdivision and the consequent lack of infrastructure serving the subdivision. New infrastructure to serve lots in the subdivision is built on a piecemeal basis as lots develop; this piecemeal infrastructure must be coordinated to avoid impacts that do not typically occur in a modern subdivision, including interference with access and connections between homes, properly sizing segments that anticipate a system capable of serving the other lots in the subdivision, and management of stormwater in the absence of a subdivision drainage system. The City must determine if these unusual circumstances will have a significant effect on the environment.

- What changed? Is the Categorical Exemption in the best interest of Belmont and its residents, or only best for the applicant?
- The project only (possibly) complies with the Categorical Exemption requirement by ignoring the requirement to resolve the entire unimproved road – thus failing the CE requirement based on probable cumulative environmental impacts. The area of the lots encompassing unimproved Monte Cresta is nearly 9 acres. Nine acres of changes to undeveloped land is certainly significant.

# Fire Code non-compliance I

- January 2023 Belmont City Council adopted the 2022 CA Fire Code (with appendix D) through the San Mateo Consolidated Fire Department.
- This imposes mandatory requirements for Fire Apparatus Access.
- This road improvement proposal does not meet the mandatory requirements of the adopted code.
- The size of the turnaround, although larger than the current one, would almost certainly require jockeying of the fire apparatus wasting critical time in an emergency. Where is the analysis considering the turning radius of Belmont's fire engines?
- There is a provision in the code for granting exceptions where the fire code official finds that strict application of the code is impractical and the modification is in compliance with the intent and purpose of the code and does not lessen health, life, and fire safety requirements. Details of the granting of an exception are to be recorded and entered into fire department files. Why is this provision being ignored?



of the *International Fire Code*. The fire code official may be guided by the Oregon Department of Land Conservation and Development's Neighborhood Street Design Guidelines, June 2001.

**SECTION D102**
**REQUIRED ACCESS**

**D102.1 Access and loading.** Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 60,000 pounds (27 240 kg).

**Exception:** The minimum weight specified in Section D102.1 may be increased by the fire code official based upon the actual weight of fire apparatus vehicles serving the jurisdiction which provides structural fire protection services to the location, including fire apparatus vehicles that respond under automatic and mutual aid agreements.

**SECTION D103**
**MINIMUM SPECIFICATIONS**

**D103.1 Access road width with a hydrant.** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm). See Figure D103.1.

**Exceptions:** The fire code official is authorized to modify the provisions of Section D103.1 when:

1. In accordance with OAR 918-480-0100, all buildings are completely protected with an approved automatic fire sprinkler system; or
2. Provisions are made for the emergency use of side-walks by such means as rolled or mountable curbs capable of supporting the fire department's apparatus; or
3. Streets or roadways are identified for one-way circulating flow of traffic or pullouts are provided every 150 feet (45 720 mm) on streets or roadways identified for two-way traffic; or



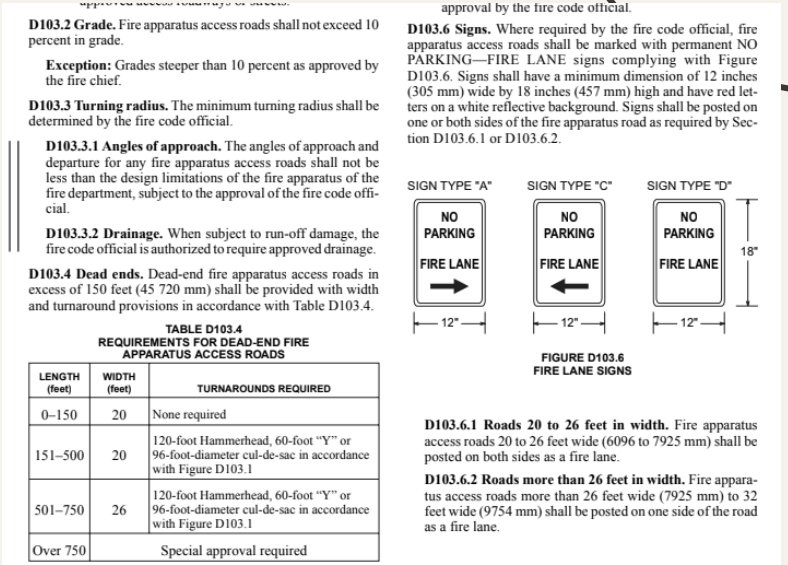
For SI: 1 foot = 304.8 mm.

**FIGURE D103.1**
**DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND**

# Fire Code non-compliance II

Takeaways:

- Is compliance with the adopted Fire Code mandatory for this project? The answer should be yes.
- Has real **analysis** been done by either the City of Belmont or the San Mateo Consolidated Fire Department?
- The applicant claims the Fire Marshall has approved this project. Is that all that Belmont requires - without any detailed analysis?
- It appears that the decision is driven only by the fact that the proposed turnaround is a little bigger than the existing. Is that really enough to make this decision?
- Shouldn't Belmont decision makers be more rigorous in protecting citizens from what everyone agrees is substantial risk of future devasting wildfires and isn't code compliance part of that process?
- In July the CA Attorney General issued "Guidance to Local Governments to Mitigate Wildfire Risk from Proposed Developments in Fire-Prone Areas". Why is this being ignored?



**D103.2 Grade.** Fire apparatus access roads shall not exceed 10 percent in grade.

**Exception:** Grades steeper than 10 percent as approved by the fire chief.

**D103.3 Turning radius.** The minimum turning radius shall be determined by the fire code official.

**D103.3.1 Angles of approach.** The angles of approach and departure for any fire apparatus access roads shall not be less than the design limitations of the fire apparatus of the fire department, subject to the approval of the fire code official.

**D103.3.2 Drainage.** When subject to run-off damage, the fire code official is authorized to require approved drainage.

**D103.4 Dead ends.** Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

**TABLE D103.4**
**REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS**

| LENGTH (feet) | WIDTH (feet) | TURNAROUNDS REQUIRED |
|---|---|---|
| 0–150 | 20 | None required |
| 151–500 | 20 | 120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1 |
| 501–750 | 26 | 120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1 |
| Over 750 | Special approval required | |

approval by the fire code official.

**D103.6 Signs.** Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

SIGN TYPE "A" SIGN TYPE "C" SIGN TYPE "D"

NO PARKING FIRE LANE

18"

12" 12" 12"

**FIGURE D103.6**
**FIRE LANE SIGNS**

**D103.6.1 Roads 20 to 26 feet in width.** Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a fire lane.

**D103.6.2 Roads more than 26 feet in width.** Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a fire lane.

# State Seismic Hazards Mapping Act I

- Evaluation of Landslide risk was added to the Seismic Hazards Mapping Act after the Loma Prieta Earthquake demonstrated the substantial risk of earthquake triggered landslides and the demonstrated inadequacy of existing building regulation throughout the State.
- The Act included a requirement that the CA Geological Survey map landslide risk and identify Zones of Required Investigation.
- The Act also required the development of mandatory procedures and guidelines for the analysis and reporting.
- In 2018 the San Mateo Quadrangle Map, including Belmont, was officially released.
- This project is within the Zone of Required Investigation under the State law.
- The Geotech analysis and reports, as well as the City geologist peer review makes no mention of the Seismic Hazard Mapping Act requirements.
- Based on the mandatory procedures and guidelines – a quantitative slope stability analysis would almost certainly be required. This results in computed “factors of safety” for landslide triggering risk under seismic and static conditions.
- Other projects in Belmont have included “quantitative slope stability analysis” as per the SHMA guidelines including Crystal Springs Uplands (where the downhill risk was Belmont’s Water Dog Lake Open Space), and more recently the Belmont Ave. apartments.

# State Seismic Hazards Mapping Act II

Takeaways:

- Has the Planning Department evaluated the project for compliance with the State Seismic Hazards Mapping Act?
- Why aren't the requirements of the Act mandatory planning requirements for this project?
- Isn't it in the best interest of the City of Belmont, its residents, and the neighboring property owners to analyze landslide risk with the most up-to-date knowledge and procedures?
- There are several houses, as well as City maintained Alhambra Dr., downhill from the project that could be severely affected by slope stability issues resulting from this project.
- Homeowners insurance does not cover landslides – who would be liable if there is a landslide (seismically triggered or otherwise) that leads to damage of downhill properties including the City street?
- The slope on the property is extremely steep; the toe of the slope was previously graded when Alhambra Dr was created (the grading appears to be from the 1970s? – the removal of material that steepened the slope is still visually apparent); this project increases the impermeable area of the property which effects the water table and storm runoff; this project adds mass to the uphill part of the slope, the project will result in landscape watering – all of these are known risk factors that increase the probability of landslide risk. Doesn't this merit the most rigorous and up-to-date analysis?
- This project creates a complicated (tank storage, metering, electric pump, battery backup?) storm water system that would be subject to homeowner maintenance. None of the design specifications (rain intensity, duration, and period) for the system are publicly released. Failure of the system from lack of maintenance – or being overwhelmed by a substantial rain event (think January 2023 and the changing climate in general) - could lead to substantial uncontrolled water flows leading to damage and slope instability. What about downhill properties?

# Parcel Legality under the Subdivision Map Act I

- The State Subdivision Map Act (SMA) regulates the subdivision of land in California and imposes mandatory requirements on municipalities like Belmont.
- A series of Court cases changed case law for determining the legality of lots created by subdivisions prior to the first Subdivision Map Act in 1929. This area was subdivided in 1927 and therefore is controlled by these Court decisions.
- The Planning Department, over the objections of the applicant, required a determination of lot legality under the SMA for both the building lot and the floor area transfer sending lots.
- The City issued Conditional Certificates of Compliance (CCOC) for all of the applicant's parcels. These have been recorded as official records at the County. These impose mandatory conditions before the properties are approved for development. The parcels can be bought or sold based on the CCOC's – which would otherwise be illegal – but cannot be developed without the satisfaction of the conditions.
- The conditions imposed, as allowed by State law, require the properties to meet the zoning and City planning requirements that would have been imposed on a new lot creation (ie. Subdivision) at the time the property owner (applicant) acquired the properties.
- This is a new property development requirement that was not imagined at the time the San Juan Hills Area Plan, and the associated City Code sections, were adopted.
- At minimum, this should be handled as a **"Policy Decision"** and discussed openly and transparently, with the ability for Belmont citizen input. This will have a significant and substantial effect on a number of future Belmont developments – starting with this project.

# Parcel Legality under the Subdivision Map Act II

- The records indicate that the plan for legalizing the applicant's parcels came out of meetings between the applicant, City Planning staff, and the City Attorney. No details of this meeting seem to be available. Backroom deals are incompatible with open government.

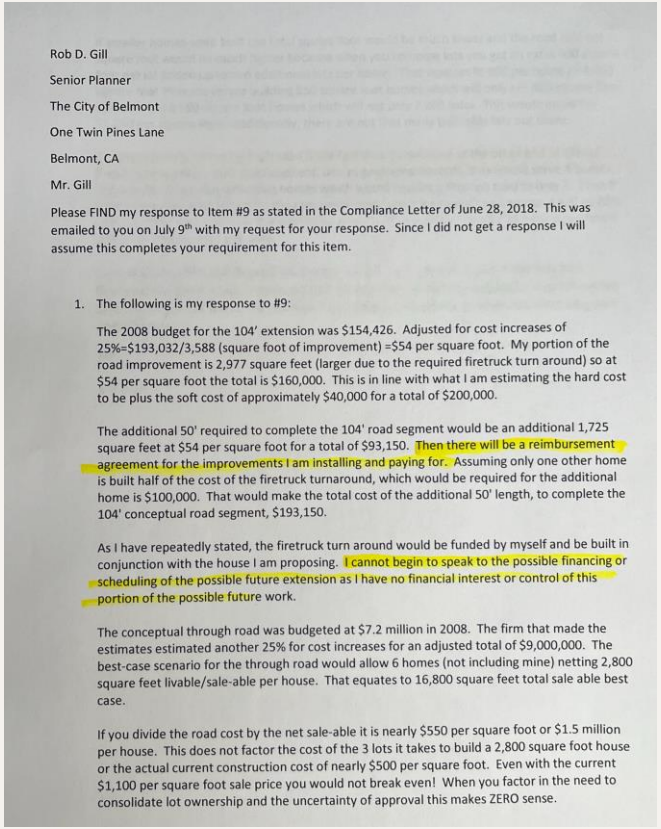
  The plan as currently presented ignores the mandatory conditions imposed on the parcels by the CCOC's and invents a "way out" for the applicant with highly questionable, and opaque, interpretations of Belmont's documented Zoning Ordinance.

  - The applicant's claim is that the floor area sending parcels do not need to be legal lots under the SMA because they will not be developed. But, satisfying the conditions of the CCOC's is necessary to give the properties the right to be developed and the floor area transfer process is based on the transfer of development rights. Development potential cannot be transferred if it does not exist. It is illogical to ignore this.
  - The applicant's claim is that the building parcel does not need to be a legal lot under the SMA and does not need to meet the conditions imposed by the CCOC because the zoning code says that properties resulting from a floor area transfer do not need to meet the minimum lot size standards of the zoning ordinance. But the CCOC imposes conditions that would be required at the creation of a new parcel via a subdivision. The Floor Area transfer process does not, and was never meant to, create new parcels.
  - The Zoning Ordinance defines a lot as "A portion of a recorded subdivision…" section 2.75. The determination of the CCOC is that the lots in questions were never legally recorded under the SMA. They are illegal lots, were never legally recorded under the SMA, and are not legally non-conforming and grandfathered.
  - The Zoning Ordinance for HRO properties clearly states, "Each lot created by subdivision, or any remainder parcel associated with a subdivision, shall individually meet the minimum lot size standard based upon the lot's particular shape." The CCOC imposes the conditions that would be required for the creation of a lot. This provision is being ignored in this project proposal.

# Parcel Legality under the Subdivision Map Act III

- The applicant certainly had the ability to research the laws and conduct proper due diligence before he purchased the lot and embarked on this proposal. Vacant hillside lots are sold at a price “too good to believe” for a reason. Any claim of “surprise” and “unfairness” should be viewed with skepticism.
- As specifically provided for in the CCOCs – the applicant should either follow the law or apply for exceptions and variances to the code’s provision. There is a well understood process to evaluate exceptions and variances and that should be followed by the City. The proposal as presented is a grant of special privilege and would set a precedent for future developments. Caution is called for.
- The applicant argues that it is unreasonable for him to comply with City and State laws. Is that all it takes? He has the right to petition the City Council to change City laws. Why is that not the process here?
- The zoning code requirement for minimum lot size is there for a valid reason and was legislatively adopted – and subsequently confirmed in a public initiative vote (measure F). Special exceptions should be handled with care.
- Any decision for this project would likely set a precedent for the other 10 unimproved roads in the San Juan area. This merits caution at best.
- Under State law, the applicant could have legally reversed his property purchase within one year of the time that he found out that the parcel was not compliant with the SMA – ie. the date that the City issued the CCOC’s. He evidently chose not to do this.
- The applicant **can** increase the size of his building lot by purchasing adjacent vacant lots. This in fact would be consistent with the SJHAP stated goal – “Promote the voluntary reconsolidation of vacant subdivided land…” He has already chosen to purchase non-adjacent lots. The City has struggled with how to adapt the unplanned subdivision of the 1920s to the reality of building on steep, fire prone, hillsides. This was a major objective of the duly adopted San Juan Hills Area Plan. Why not require this?
- Findings for granting the required CUP are inadequate. There is no analysis about the pattern of development if the CUP is not granted. In this case the applicant would be required to increase the size of his parcel. This would most certainly result in a better pattern of development for the entirety of unimproved Monte Cresta.

# Attachments – source and reference documents



Rob D. Gill

Senior Planner

The City of Belmont

One Twin Pines Lane

Belmont, CA

Mr. Gill

Please FIND my response to Item #9 as stated in the Compliance Letter of June 28, 2018. This was emailed to you on July 9th with my request for your response. Since I did not get a response I will assume this completes your requirement for this item.

1. The following is my response to #9:

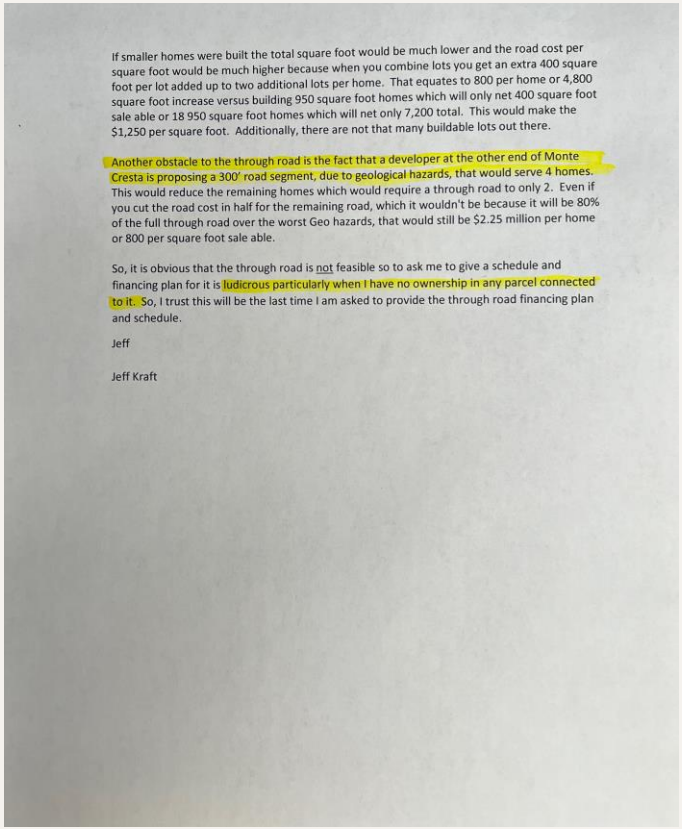
   The 2008 budget for the 104' extension was $154,426. Adjusted for cost increases of 25%=$193,032/3,588 (square foot of improvement) =$54 per square foot. My portion of the road improvement is 2,977 square feet (larger due to the required firetruck turn around) so at $54 per square foot the total is $160,000. This is in line with what I am estimating the hard cost to be plus the soft cost of approximately $40,000 for a total of $200,000.

   The additional 50' required to complete the 104' road segment would be an additional 1,725 square feet at $54 per square foot for a total of $93,150. Then there will be a reimbursement agreement for the improvements I am installing and paying for. Assuming only one other home is built half of the cost of the firetruck turnaround, which would be required for the additional home is $100,000. That would make the total cost of the additional 50' length, to complete the 104' conceptual road segment, $193,150.

   As I have repeatedly stated, the firetruck turn around would be funded by myself and be built in conjunction with the house I am proposing. I cannot begin to speak to the possible financing or scheduling of the possible future extension as I have no financial interest or control of this portion of the possible future work.

   The conceptual through road was budgeted at $7.2 million in 2008. The firm that made the estimates estimated another 25% for cost increases for an adjusted total of $9,000,000. The best-case scenario for the through road would allow 6 homes (not including mine) netting 2,800 square feet livable/sale-able per house. That equates to 16,800 square feet total sale able best case.

   If you divide the road cost by the net sale-able it is nearly $550 per square foot or $1.5 million per house. This does not factor the cost of the 3 lots it takes to build a 2,800 square foot house or the actual current construction cost of nearly $500 per square foot. Even with the current $1,100 per square foot sale price you would not break even! When you factor in the need to consolidate lot ownership and the uncertainty of approval this makes ZERO sense.



If smaller homes were built the total square foot would be much lower and the road cost per square foot would be much higher because when you combine lots you get an extra 400 square foot per lot added up to two additional lots per home. That equates to 800 per home or 4,800 square foot increase versus building 950 square foot homes which will only net 400 square foot sale able or 18 950 square foot homes which will net only 7,200 total. This would make the $1,250 per square foot. Additionally, there are not that many buildable lots out there.

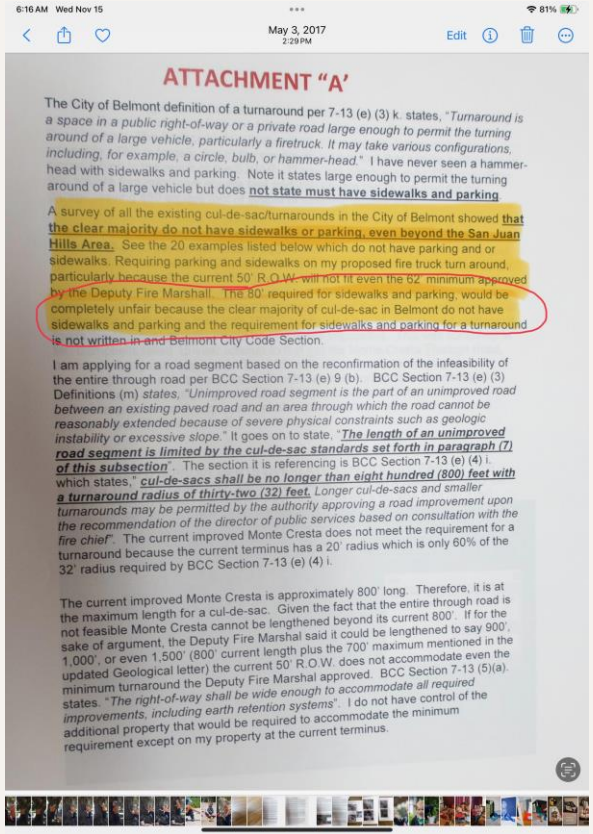
Another obstacle to the through road is the fact that a developer at the other end of Monte Cresta is proposing a 300' road segment, due to geological hazards, that would serve 4 homes. This would reduce the remaining homes which would require a through road to only 2. Even if you cut the road cost in half for the remaining road, which it wouldn't be because it will be 80% of the full through road over the worst Geo hazards, that would still be $2.25 million per home or 800 per square foot sale able.

So, it is obvious that the through road is not feasible so to ask me to give a schedule and financing plan for it is ludicrous particularly when I have no ownership in any parcel connected to it. So, I trust this will be the last time I am asked to provide the through road financing plan and schedule.

Jeff

Jeff Kraft

# Attachments – source and reference documents



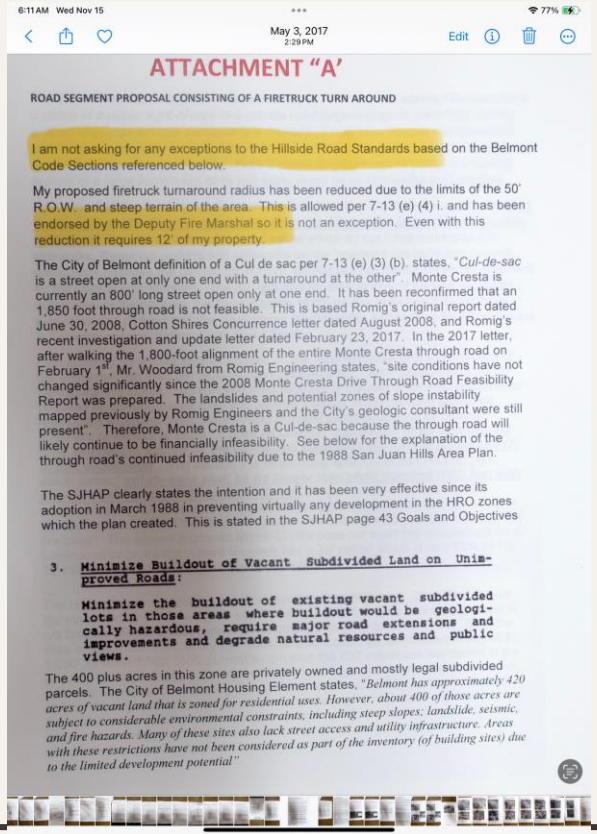
## ATTACHMENT "A'

The City of Belmont definition of a turnaround per 7-13 (e) (3) k. states, "*Turnaround is a space in a public right-of-way or a private road large enough to permit the turning around of a large vehicle, particularly a firetruck. It may take various configurations, including, for example, a circle, bulb, or hammer-head.*" I have never seen a hammer-head with sidewalks and parking. Note it states large enough to permit the turning around of a large vehicle but does **not state must have sidewalks and parking**

A survey of all the existing cul-de-sac/turnarounds in the City of Belmont showed **that the clear majority do not have sidewalks or parking, even beyond the San Juan Hills Area.** See the 20 examples listed below which do not have parking and or sidewalks. Requiring parking and sidewalks on my proposed fire truck turn around, particularly because the current 50' R.O.W. will not fit even the 62' minimum approved by the Deputy Fire Marshall. The 80' required for sidewalks and parking, would be completely unfair because the clear majority of cul-de-sac in Belmont do not have sidewalks and parking and the requirement for sidewalks and parking for a turnaround is not written in and Belmont City Code Section.

I am applying for a road segment based on the reconfirmation of the infeasibility of the entire through road per BCC Section 7-13 (e) 9 (b). BCC Section 7-13 (e) (3) Definitions (m) *states, "Unimproved road segment is the part of an unimproved road between an existing paved road and an area through which the road cannot be reasonably extended because of severe physical constraints such as geologic instability or excessive slope."* It goes on to state, "***The length of an unimproved road segment is limited by the cul-de-sac standards set forth in paragraph (7) of this subsection***". The section it is referencing is BCC Section 7-13 (e) (4) i. which states," ***cul-de-sacs shall be no longer than eight hundred (800) feet with a turnaround radius of thirty-two (32) feet.*** *Longer cul-de-sacs and smaller turnarounds may be permitted by the authority approving a road improvement upon the recommendation of the director of public services based on consultation with the fire chief*". The current improved Monte Cresta does not meet the requirement for a turnaround because the current terminus has a 20' radius which is only 60% of the 32' radius required by BCC Section 7-13 (e) (4) i.

The current improved Monte Cresta is approximately 800' long. Therefore, it is at the maximum length for a cul-de-sac. Given the fact that the entire through road is not feasible Monte Cresta cannot be lengthened beyond its current 800'. If for the sake of argument, the Deputy Fire Marshal said it could be lengthened to say 900', 1,000', or even 1,500' (800' current length plus the 700' maximum mentioned in the updated Geological letter) the current 50' R.O.W. does not accommodate even the minimum turnaround the Deputy Fire Marshal approved. BCC Section 7-13 (5)(a). states. "*The right-of-way shall be wide enough to accommodate all required improvements, including earth retention systems*". I do not have control of the additional property that would be required to accommodate the minimum requirement except on my property at the current terminus.



## ATTACHMENT "A'

**ROAD SEGMENT PROPOSAL CONSISTING OF A FIRETRUCK TURN AROUND**

I am not asking for any exceptions to the Hillside Road Standards based on the Belmont Code Sections referenced below.

My proposed firetruck turnaround radius has been reduced due to the limits of the 50' R.O.W. and steep terrain of the area. This is allowed per 7-13 (e) (4) i. and has been endorsed by the Deputy Fire Marshal so it is not an exception. Even with this reduction it requires 12' of my property.

The City of Belmont definition of a Cul de sac per 7-13 (e) (3) (b). states, "*Cul-de-sac* is a street open at only one end with a turnaround at the other". Monte Cresta is currently an 800' long street open only at one end. It has been reconfirmed that an 1,850 foot through road is not feasible. This is based Romig's original report dated June 30, 2008, Cotton Shires Concurrence letter dated August 2008, and Romig's recent investigation and update letter dated February 23, 2017. In the 2017 letter, after walking the 1,800-foot alignment of the entire Monte Cresta through road on February 1st, Mr. Woodard from Romig Engineering states, "site conditions have not changed significantly since the 2008 Monte Cresta Drive Through Road Feasibility Report was prepared. The landslides and potential zones of slope instability mapped previously by Romig Engineers and the City's geologic consultant were still present". Therefore, Monte Cresta is a Cul-de-sac because the through road will likely continue to be financially infeasibility. See below for the explanation of the through road's continued infeasibility due to the 1988 San Juan Hills Area Plan.

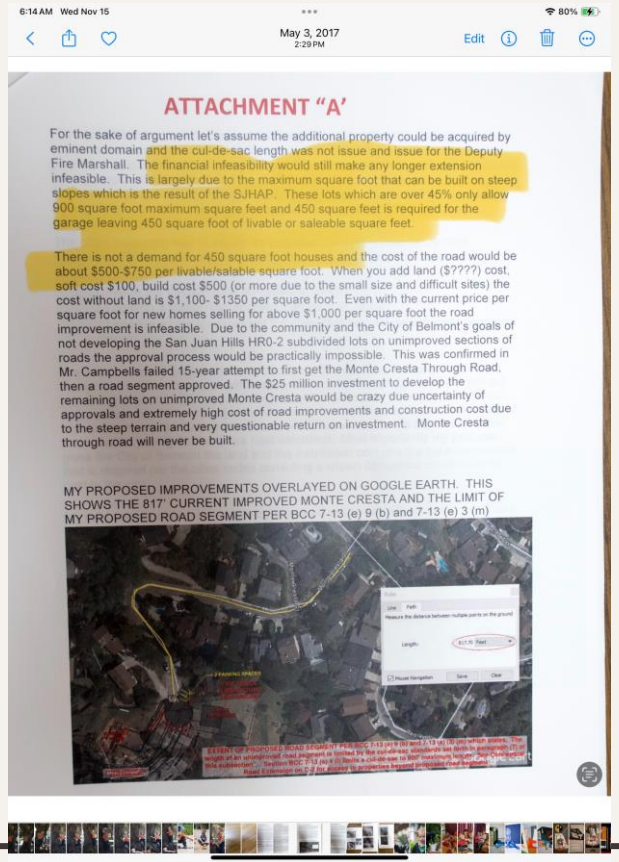
The SJHAP clearly states the intention and it has been very effective since its adoption in March 1988 in preventing virtually any development in the HRO zones which the plan created. This is stated in the SJHAP page 43 Goals and Objectives

3. **Minimize Buildout of Vacant Subdivided Land on Unimproved Roads:**

   **Minimize the buildout of existing vacant subdivided lots in those areas where buildout would be geologically hazardous, require major road extensions and improvements and degrade natural resources and public views.**

The 400 plus acres in this zone are privately owned and mostly legal subdivided parcels. The City of Belmont Housing Element states, "*Belmont has approximately 420 acres of vacant land that is zoned for residential uses. However, about 400 of those acres are subject to considerable environmental constraints, including steep slopes; landslide, seismic, and fire hazards. Many of these sites also lack street access and utility infrastructure. Areas with these restrictions have not been considered as part of the inventory (of building sites) due to the limited development potential*"

# Attachments – source and reference documents



6:14 AM Wed Nov 15 — 80%

May 3, 2017
2:29 PM

Edit

## ATTACHMENT "A'

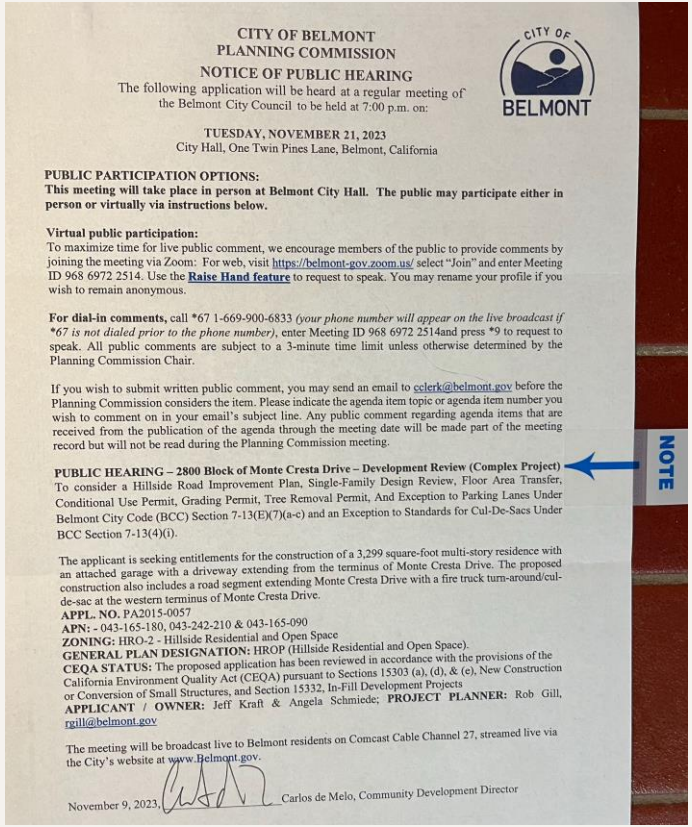
For the sake of argument let's assume the additional property could be acquired by eminent domain and the cul-de-sac length was not issue and issue for the Deputy Fire Marshall. The financial infeasibility would still make any longer extension infeasible. This is largely due to the maximum square foot that can be built on steep slopes which is the result of the SJHAP. These lots which are over 45% only allow 900 square foot maximum square feet and 450 square feet is required for the garage leaving 450 square foot of livable or saleable square feet.

There is not a demand for 450 square foot houses and the cost of the road would be about $500-$750 per livable/salable square foot. When you add land ($????) cost, soft cost $100, build cost $500 (or more due to the small size and difficult sites) the cost without land is $1,100- $1350 per square foot. Even with the current price per square foot for new homes selling for above $1,000 per square foot the road improvement is infeasible. Due to the community and the City of Belmont's goals of not developing the San Juan Hills HR0-2 subdivided lots on unimproved sections of roads the approval process would be practically impossible. This was confirmed in Mr. Campbells failed 15-year attempt to first get the Monte Cresta Through Road, then a road segment approved. The $25 million investment to develop the remaining lots on unimproved Monte Cresta would be crazy due uncertainty of approvals and extremely high cost of road improvements and construction cost due to the steep terrain and very questionable return on investment. Monte Cresta through road will never be built.

MY PROPOSED IMPROVEMENTS OVERLAYED ON GOOGLE EARTH. THIS SHOWS THE 817' CURRENT IMPROVED MONTE CRESTA AND THE LIMIT OF MY PROPOSED ROAD SEGMENT PER BCC 7-13 (e) 9 (b) and 7-13 (e) 3 (m)







CITY OF BELMONT
PLANNING COMMISSION

NOTICE OF PUBLIC HEARING

The following application will be heard at a regular meeting of the Belmont City Council to be held at 7:00 p.m. on:

**TUESDAY, NOVEMBER 21, 2023**
City Hall, One Twin Pines Lane, Belmont, California

**PUBLIC PARTICIPATION OPTIONS:**
**This meeting will take place in person at Belmont City Hall. The public may participate either in person or virtually via instructions below.**

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

**For dial-in comments,** call *67 1-669-900-6833 *(your phone number will appear on the live broadcast if *67 is not dialed prior to the phone number)*, enter Meeting ID 968 6972 2514and press *9 to request to speak. All public comments are subject to a 3-minute time limit unless otherwise determined by the Planning Commission Chair.

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

**PUBLIC HEARING – 2800 Block of Monte Cresta Drive – Development Review (Complex Project)**
To consider a Hillside Road Improvement Plan, Single-Family Design Review, Floor Area Transfer, Conditional Use Permit, Grading Permit, Tree Removal Permit, And Exception to Parking Lanes Under Belmont City Code (BCC) Section 7-13(E)(7)(a-c) and an Exception to Standards for Cul-De-Sacs Under BCC Section 7-13(4)(i).

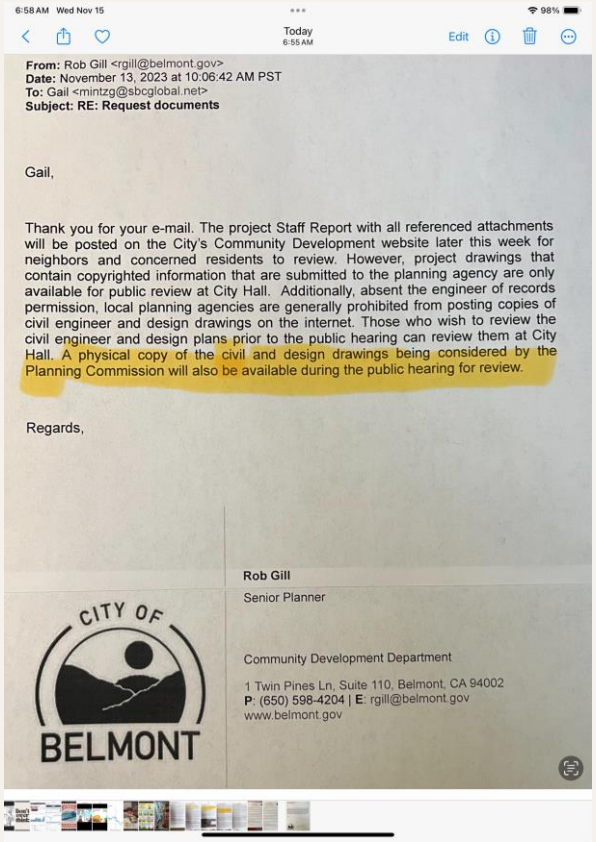
NOTE

The applicant is seeking entitlements for the construction of a 3,299 square-foot multi-story residence with an attached garage with a driveway extending from the terminus of Monte Cresta Drive. The proposed construction also includes a road segment extending Monte Cresta Drive with a fire truck turn-around/cul-de-sac at the western terminus of Monte Cresta Drive.
**APPL. NO.** PA2015-0057
**APN:** - 043-165-180, 043-242-210 & 043-165-090
**ZONING:** HRO-2 - Hillside Residential and Open Space
**GENERAL PLAN DESIGNATION:** HROP (Hillside Residential and Open Space).
**CEQA STATUS:** The proposed application has been reviewed in accordance with the provisions of the California Environment Quality Act (CEQA) pursuant to Sections 15303 (a), (d), & (e), New Construction or Conversion of Small Structures, and Section 15332, In-Fill Development Projects
**APPLICANT / OWNER:** Jeff Kraft & Angela Schmiede; **PROJECT PLANNER:** Rob Gill, rgill@belmont.gov

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.

November 9, 2023, Carlos de Melo, Community Development Director

# Attachments – source and reference documents



6:58 AM Wed Nov 15 98%

Today 6:55 AM Edit

**From:** Rob Gill <rgill@belmont.gov>
**Date:** November 13, 2023 at 10:06:42 AM PST
**To:** Gail <mintzg@sbcglobal.net>
**Subject: RE: Request documents**

Gail,

Thank you for your e-mail. The project Staff Report with all referenced attachments will be posted on the City's Community Development website later this week for neighbors and concerned residents to review. However, project drawings that contain copyrighted information that are submitted to the planning agency are only available for public review at City Hall. Additionally, absent the engineer of records permission, local planning agencies are generally prohibited from posting copies of civil engineer and design drawings on the internet. Those who wish to review the civil engineer and design plans prior to the public hearing can review them at City Hall. A physical copy of the civil and design drawings being considered by the Planning Commission will also be available during the public hearing for review.

Regards,

**Rob Gill**
Senior Planner

CITY OF BELMONT

Community Development Department

1 Twin Pines Ln, Suite 110, Belmont, CA 94002
**P**: (650) 598-4204 | **E**: rgill@belmont.gov
www.belmont.gov

| | |
|---|---|
| **From:** | J Marshall |
| **To:** | x-City Clerk"s Office; City Council; Planning Comm; x-community development; Brian Kulich; Mark Gurevich; David Kramer; Nathan Majeski; Peter Meier; Julia Mates - Mayor; Davina Hurt - Vice Mayor; Thomas McCune; Gina Latimerlo; rpangmaganaris@belmont.gov |
| **Subject:** | Planning Commission meeting of Tuesday 21 November 2023 - Public Records and transparency |
| **Date:** | Sunday, November 19, 2023 2:59:07 PM |

Dear Belmont Planning Commissioners, City Council Members, and CIty Clerk,

A major development project including a Road Improvement Plan and Single Family Design Review, with a number of claimed variances and exemptions to City code, is scheduled for the 21 November 2023 Planning Commission meeting.

I respectfully ask that the hearing be postponed and the public be allowed free access, including digital copies, to important and relevant public documents to be able fully analyze and comment on the major development proposal that could have a significant impact for many neighboring residents and establish precedent for a number of future projects currently in the works.

City staff has not provided important public records with the claim that:

> "...project drawings that contain copyrighted information that are submitted to the planning agency are only available for public review at City Hall. Additionally, absent the engineer of records permission, local planning agencies are generally prohibited from posting copies of civil engineer and design drawings on the internet. Those who wish to review the civil engineer and design plans prior to the public hearing can review them at City Hall. A physical copy of the civil and design drawings being considered by the Planning Commission will also be available during the public hearing for review."

This is counter to all past City procedures where full project drawings, including civil engineering plans, design drawings, architects plans, etc. are made available well before a hearing and are freely available to the public, including online copies that can be downloaded and studied. See numerous examples of plans available online now on the City's website for past PC meetings as well as posted on the City website under Major Projects. The online agenda for the Tuesday PC meeting also contains a second public hearing where online plans are freely available with no copy restrictions and no copyright claim.

- What is different about this project? Why the change for just this one project? It certainly gives the appearance of an opaque public process and that perhaps something is being hidden.
-
- The issue of the CPRA, Public Records, and copyright has been addressed by the First Amendment Coalition which raises some serious questions about the legality of the CIty's actions: https://firstamendmentcoalition.org/2018/05/aa-when-does-copyright-apply-to-public-records/
-
- The City recently lost a CPRA lawsuit because of its interference with the right of the public to access, and obtain copies of, public documents. What was the take away lesson for CIty leaders?
-

The County Grand Jury recently addressed County Cities', including Belmont's, procedures under the CPRA and their openness to providing required access. Belmont did not look good in the report and whereas a promise was made to put in place training and better procedures it appears that there has been no change. I request CIty leaders step up to support better access to public records? https://sanmateo.courts.ca.gov/system/files/public-rights-act.pdf

- 
- The action is in conflict with recently passed SB1214: https://legiscan.com/CA/bill/SB1214/2021
- 
- A recent legal paper on the relationship between open government statutes, including the California Public Records Act, and copyright law noted:
    - 
    - *"Because the bar for a document to qualify as copyright protected is low, a secretive government agency could manipulatively use copyright protection to conceal studies, reports, and other documents of undeniable public interest if copyright is understood to operate as a trump card overriding the public's right of access."*
    - *"...it would be perilous to equip those agencies with a "get out of accountability free card" by recognizing copyright as a categorical override of the duty to disclose."*
    - "Copyright Versus the Right to Copy: The Civic Danger of Allowing Intellectual Property Law to Override State Freedom of Information Law"; Frank D. LoMonte; Loyola University Chicago Law Journal; ISSN: 0024-7081; https://lawecommons.luc.edu/cgi/viewcontent.cgi?article=2778&context=luclj
    - I sincerely hope that this is not what is happening in Belmont.

Again, it is requested that the Public Hearing for agenda item 6A be continued until a date uncertain when the Public has the ability to make a thorough review and make cogent written and oral comments based upon a staff report with all the necessary attachments which, absent the currently missing (from Public view) Hillside Road Improvement Plan and the Single-Family Design, the Public cannot do.

I would also like City representatives to explain, why is the City of Belmont doing this? Do you not believe in and support open government and fair hearings?

Please note that I do not believe responding to me raises any issues related to ex parte communication on a quasi-judicial development project review before City decision makers. I have raised no project specific issues herein, only the topic of City openness and transparency and I am asking for a hearing continuance. In fact, I would sincerely like to work with City representatives to improve the openness and transparency of the City - in full alignment with State constitutional and statutory requirements and limits. I am available to discuss this with any of you if you so desire.

Sincerely and respectfully,

Jeff Marshall

Dear Planning Commission and City Council:

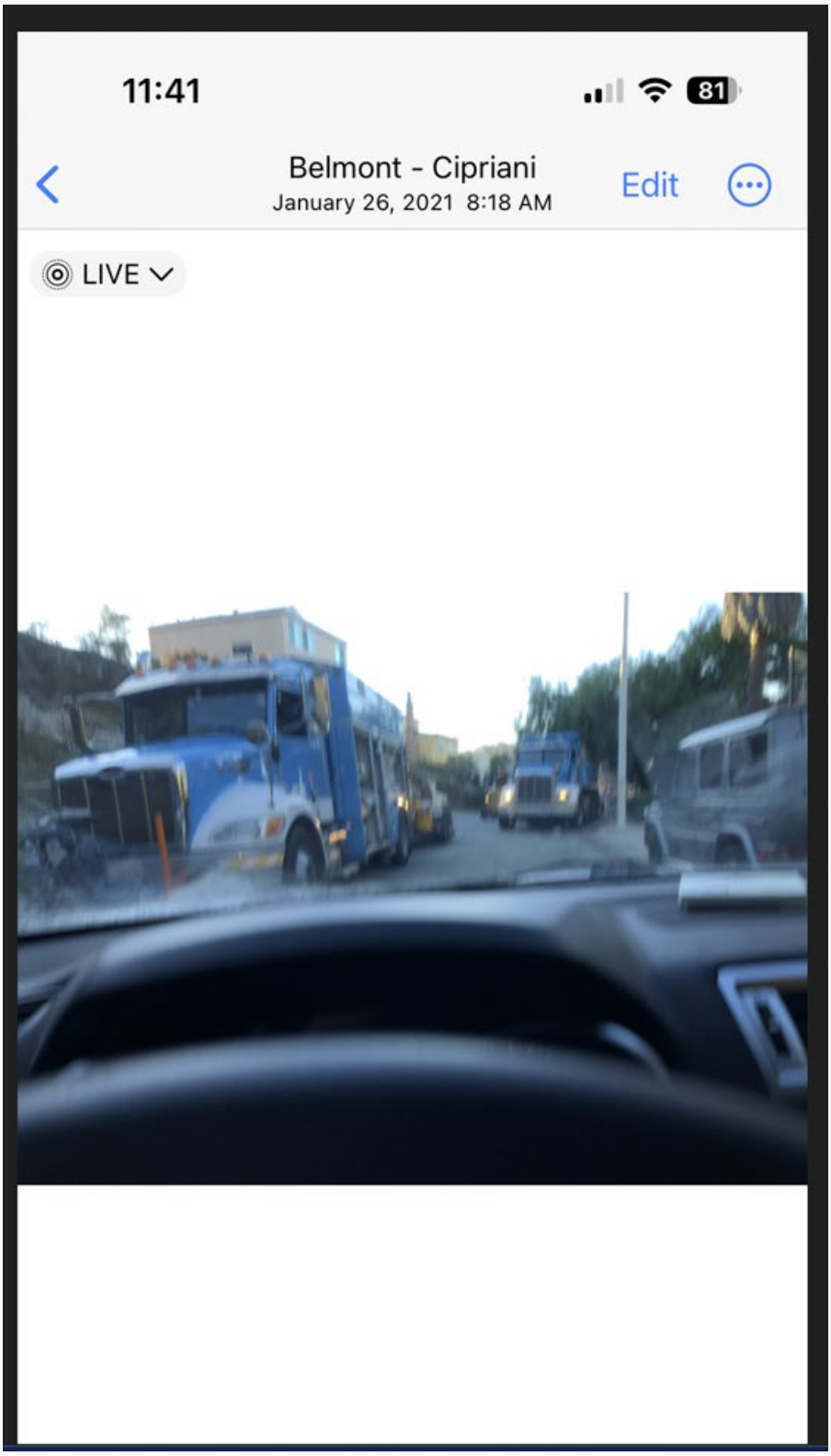
My name is Kim Moore. I have lived with my family at 2817 Monte Cresta Drive since 1989.
I am writing to you to express my concerns regarding the project, (2800 Block of Monte Cresta Drive-Development Review / Complex Project).

**Among the many considerations, fire safety is paramount to many of us**. I took it for granted that we would not have to face an evacuation all these years of living here, but that happened on our trail a few years ago during our Belmont Canyon Fire. It was a horrible and scary experience for our entire community, with everyone trying to escape with our narrow windy roads and limited exit routes. We have had several new builds over the last 10 years, and they have been a big red flag for us in that we cannot add to what we have already experienced. Adding yet another new home and two possible families (as allowed now with ADU's), we are only awaiting disaster and a huge liability for our city. The cul-de-sac that Mr. Kraft is proposing does not allow turn arounds for important city vehicles such as fire truck, PGE etc. THANK YOU FOR VIEWING AND SHARING today, the picture we took of PGE vehicles trying to get up our street, Monte Cresta, blocking all the lanes, leaving no entrance or exit choices.
My family has also been trimming the grass, per fire prevention recommendations on Mr. Kraft's lot over many years, as possible fire danger. The winds as we all know are intense in our Belmont canyon and only add to our fire anxiety.

**A third potential risk is Mr. Kraft's planned cul-de-sac**. Has the San Mateo Fire Marshall signed off on this other than Mr. Kraft saying, "it has been approved". Is the City and Council willing to sign off on this and the liability this creates? It is disappointing that our Belmont City requirements of allowable cul-de-sac lengths is 800 feet compared to 250 to 400 by our other 13 neighboring cities on the peninsula.

Thank you for listening to all our questions and considerations in this very important topic for our Belmont community.

Sincerely:
Kim Moore and Family


11:41
81
Belmont - Cipriani
January 26, 2021 8:18 AM
Edit
LIVE

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|---|---|
| **From:** | Mark Herbach |
| **To:** | Brian Kulich; Planning Comm; Mark Gurevich; David Kramer; Nathan Majeski; Peter Meier; x-community development; x-City Clerk"s Office |
| **Subject:** | Planning Commission Nov 21, 2023 Agenda Item 6A Public Hearing for 2800 block of Monte Cresta Drive |
| **Date:** | Sunday, November 19, 2023 11:08:59 AM |

Planning Commission Nov 21, 2023 Agenda Item 6A Public Hearing for 2800 block of Monte Cresta Drive - Development Review (Complex Project) **"To consider a Hillside Road Improvement Plan, Single-Family Design Review, …"**

Neither the Hillside Road Improvement Plan nor the Single-Family Design is attached to the Agenda released to the Public at 3:13PM on Friday.

We have been told that "A physical copy of the civil and design drawings being considered by the Planning Commission will also be available during the public hearing for review." The Planning Commission however has received a copy of the Project Plans - See Staff Report Attachment 19. Project Plans – (Commission Only)

**The Public cannot be expected to make cogent written comments on the project without reviewing the main documents i.e. Hillside Road Improvement Plan and Single-Family Design which were not provided with the agenda released at 3:13 on Friday (when the following week much of the public is not available since it is Thanksgiving week).**

**The Public must choose between reviewing documents at the Public Hearing, or paying attention to the Planning Commission, staff and applicant presentations as their only opportunity to see the documents is during the Public Hearing.**

We have also been told that "…absent the engineer of records permission, local planning agencies are generally prohibited from posting copies of civil engineer and design drawings on the internet."

**Has the City requested the engineer of records permission for attaching the civil engineer and design drawings to the agenda and posting the same on the internet? Has that permission been denied?**

**As the City Notice of Public Hearing states that attendance may be via Zoom, how can the Public that connects via Zoom review documents that are physically present at the city council chambers but not available on the internet during the Public Hearing?**

**Why is the Monte Cresta project receiving disparate treatment?** I don't recall during my years as a Planning Commissioner and Planning Commission Chairman ever seeing a project agenda without all the relevant documents attached for Public review. That has always been City policy and has continued to be so during the five most recent projects involving Design Reviews: See agendas for meetings on 12/12/2022, 2/21/2023, 3/7/2023, 4/4/2023, and 5/2/2023. *Additionally you need look no further than the other item (6B) on Tuesday's agenda to see a project that does include all the relevant attachments for an appropriate Public Hearing*. The subject project (6A), which is subject to CEQA which has a goal to inform government decision makers and the public, appears to have been singled out as one where **vital information is being withheld** from the Public thereby precluding informed discretionary action by the City.

**For all the above reasons, it is requested that the Public Hearing for agenda item 6A be continued until a date uncertain when the Public has the ability to make a thorough review and cogent written comments based upon a staff report with all the necessary attachments which, absent the currently missing (from Public view) Hillside Road Improvement Plan and the Single-Family Design, the Public cannot do.**

**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: Public Hearing of the Kraft Project 11/21/23
**Date:** Tuesday, November 21, 2023 3:24:41 PM
**Attachments:** Monte Cresta Data File.xlsx
image001.png
image002.png
image003.png
image004.png
image005.png

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**Carlos de Melo**
Community Development Director

1 Twin Pines Ln, Suite 310 Belmont, CA 94002
**P**: (650) 595-7440 | **E**: cdemelo@belmont.gov
www.belmont.gov

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**From:** Coralin Feierbach
**Sent:** Tuesday, November 21, 2023 3:18 PM
**To:** Planning Comm <PlanningComm@belmont.gov>; Brian Kulich <BKulich@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>
**Cc:** Coralin Email
**Subject:** Public Hearing of the Kraft Project 11/21/23

Dear Belmont Planning Commissioners,

First, I would like to thank you for your services to our city and for reading my email below.

As a both former Belmont Planning Commissioner and City Council member, I would ask the staff the following questions:

1. The staff report appears to make exceptions to the San Juan Hills Area Plan adopted in March 1988.
One exception directly opposes the expressed purpose of the San Juan Canyon Plan, namely the prevention of incremental lot development.
**This is the heart of the San Juan Canyon Plan.**

**This would be a formidable precedent if this application were approved for any future incremental development on the unimproved sections of Alhambra, Mote Cresta, Upper Lock, Lower Lock Marburger, and San Ardo Way to name a few.**

Question: Does opening the door for further incremental development in our sensitive San Juan Canyon areas pose increased ecological, fire, landslide, and evacuation issues which are already

problematic in this area?

2. How can the staff make exceptions to the San Juan Hills area Plan which is our current Law? Wouldn't you have to first change the San Juan Plan and hold public hearings thereof and not just selectively delete parts of the San Juan Plan in your decision?

3. I have attached a list of property owners as of September 2022. I spent time at the County to get that information. To ignore the proptery owners beyond the applicant's property is, in my opinion, a violation of the San Juan Plan (page 53). Has the developer contacted the property owners as specified by The Plan?

Page 53 of the San Juan Plan clearly states;

***"A plan for the access for properties located along the rest of the roadway which will not be served by the proposed roadway sections and evidence of participation and support for the proposed plan by affected landowners"***

Kindest regards,

Coralin Feierbach
3206 East Laurel Creek Road
Belmont, CA 94002

| PARCEL NUMBER | PRICE PAID | OWNER(S) |
|---|---|---|
| 043-165-180 | $107,087 | Schmiede, Angela and Kraft, Lee |
| 043-165-170 | $149,432 | Song, Yao Mui |
| 043-165-160 | $54,360 | Tsien, Dar Sun & Martha S Trs |
| 043-165-150 | $18,980 | Chang, Corolin & Nim |
| 043-165-140 | $24,321 | Tan, Eugene & Laura Tr |
| 043-165-130 | $52,558 | Prigogin, Nina Tr & Prigogin, Sergey Tr |
| 043-165-120 | $22,521 | Boddakayala, Bhaskara & Venkata |
| 043-165-110 | $5,750 | Medical Management Control |
| 043-165-100 | $27,876 | Huang, Meng and Siyun Wang |
| 043-165-090 | $75,000 | Angela Schmiede and Lee Kraft |
| 043-242-240 | $167,042 | Van Vliet Andres & Soriano, Raquel |
| 043-242-050 | $40,469 | Hertel, Philipp and Mayoga |
| 043-242-040 | | City Of Belmont, CA |
| 043-242-250 | $77,292 | Song, Yao Hui |
| 043-242-210 | $49,080 | Angela Schmiede and Lee Kraft |
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| 043-232-300 | $9,249 | Baiony, Mohammed |
| 043-232-290 | $9,670 | Fallaha, Maya |
| 043-232-280 | $14,499 | 8by8 Llc |
| 043-232-140 | $36,333 | Huang, Meng and Wang, Siyun |
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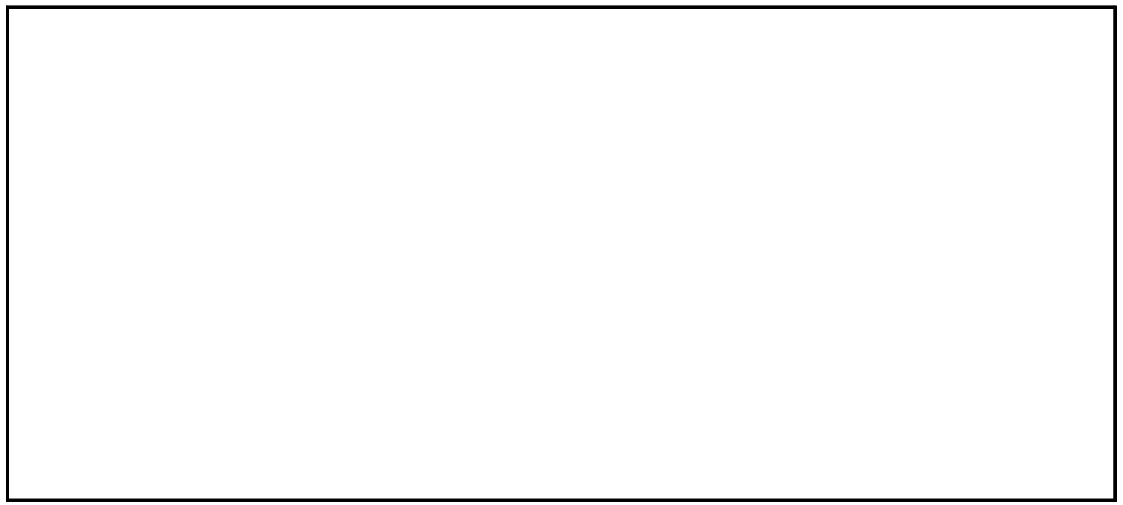
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| 043-243-340 | Lot $260,688/$1,596,302 | Damon Campbell |
| 043-243-120 | $115,857 | Duong Fal Van Et A and Do Tuy Hoa Thi |
| 043-243-360 | $141,984 | Duvall, Mary G Tr |
| 043-243-160 | $24,008 | Duvall, Mary G Tr |
| 043-243-170 | $12,128 | Morin Louise Tr and St Hilaire Pierre Tr |
| 043-243-180 | $42,887 | Chaughan, Jay S |
| 043-243-350 | $15,746 | Madruga, Janice Tr |
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**Rows that are shaded blue denote properties that can't be developed because their floor area has been transferred to other areas outside of Monte Cresta**

**Rows that are shaded gold denote properties that are owned by Meng Huang et all, the potential developer. However, Huang lists 5 parcels that he wants to do a road extension: 043-234-170, 043-234-210, 043-232-090, 043-232-130, 043-232-270. But the County lists properties 043-343-130 and 043-232-270 belonging to other owners.**

| ADDRESS |
| --- |
| 105 Scenic Dr. Redwood City CA 94062 |
| 1363 17th Ave, San Francisco, CA 94122 |
| 585 Almond Ave, Los Altos, CA 94022-2311 |
| 465 Wilde Ave, San Francisco CA 94134-2253 |
| 2940 Alhambra Drive. Belmont, CA 94002 |
| 2848 Alhambra Dr, Belmont, CA 94002 |
| 915 Portsmouth Dr Troy, MI 48084-1674 |
| C/O Pmc-Consultants To Health Profs Inc 1201 California St #501, San Francisco CA 94109 |
| 226 Coleman Street San Francisco CA 94124 |
| 105 Scenic Dr. Redwood City CA 94062 or 7 Michelle Ln Petaluma, CA 94952 |
| 229 Hillview Ave. Redwood City CA 94062-2121 |
| 3858 W Naughton Ave. Belmont CA 94002 |
| One Twin Pines Lane, Belmont CA 94002-0000 |
| 1363 17th Ave, San Francisco, CA 94122 |
| 105 Scenic Dr. Redwood City CA 94062 |
| 1323 Sw Greens Pointe Way, Palm City FL 34990 |
| C/O Karah G Michaels, 2175 Cedar Ave Apt 5k, New York, NY 10468-5524 |
| (Old Address) 2007 Fairmont Drive, San Mateo CA 94402-3925 |
| (Old Address) 2007 Fairmont Drive, San Mateo CA 94402-3925 |
| C/O Attn Adeline Kuo, Po Box 3176, Saratoga CA 95070 |
| 226 Coleman Street San Francisco CA 94124 |
| P O Bos 1416, Watsonville, OR 97070-1416 |
| 236 Coleman Street San Francisco CA 94124 |
| 2940 Alhambra Drive. Belmont, CA 94002 |
| 2940 Alhambra Drive, Belmont, CA 94002 |
| 1323 Sw Greens Pointe Way, Palm City FL 34990 |
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| 2828 Monte Cresta Dr. Belmont, CA 94002 |
| 2120 Lyon Ave. Belmont, CA 94002 |
| 2721 All View Wy, Belmont CA 94002 |
| C/O Criss, Thomas 2721 All View Wy, Belmont CA 94002 |
| 2712 All View Way, Belmlnt CA 94002 |
| PO Box 3556, Redwood City, CA 94064 |
| 2706 All View Way, Belmont Ca 94002 |
| 5752 Tanoak, Fremont CA 94555-1804 |
| 226 Coleman Street, San Francisco, CA 94124 |
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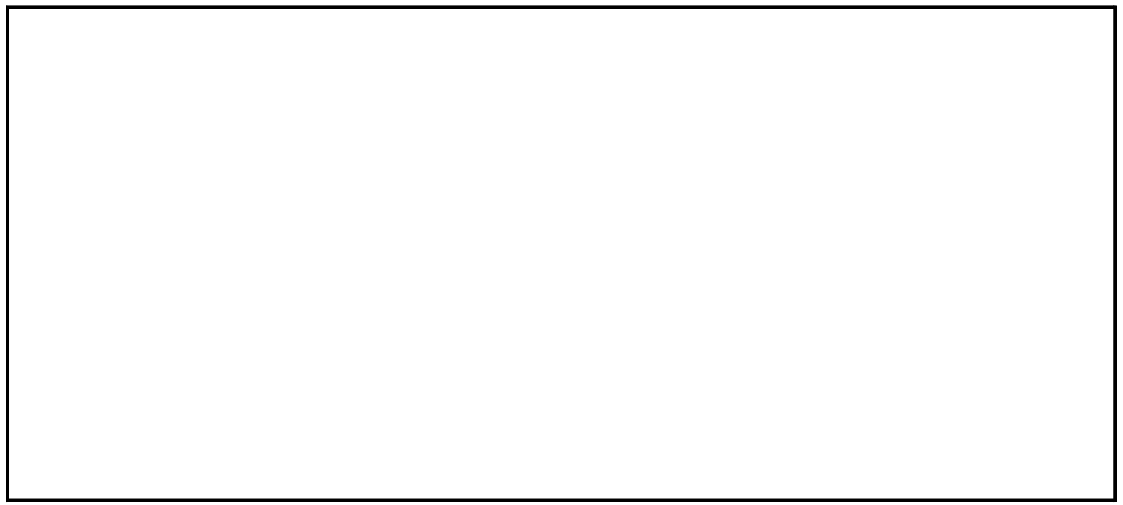
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| 2828 Monte Cresta Dr. Belmont, CA 94002 |
| 2120 Lyon Ave. Belmont, CA 94002 |
| 2721 All View Wy, Belmont CA 94002 |
| C/O Criss, Thomas 2721 All View Wy, Belmont CA 94002 |
| 2712 All View Way, Belmlnt CA 94002 |
| PO Box 3556, Redwood City, CA 94064 |
| 2706 All View Way, Belmont Ca 94002 |
| 5752 Tanoak, Fremont CA 94555-1804 |
| 226 Coleman Street, San Francisco, CA 94124 |
| 226 Coleman Street, San Francisco, CA 94124 |
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**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: Planning Commission Meeting November 21, 2023, Agenda Item 6A, Public Hearing for 2800 Block of Monte Cresta Drive
**Date:** Tuesday, November 21, 2023 1:06:28 PM

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Carlos de Melo
Community Development Director
1 Twin Pines Ln, Suite 310 Belmont, CA 94002
P: (650) 595-7440 | E: cdemelo@belmont.gov
www.belmont.gov

-----Original Message-----
From: Gail
Sent: Tuesday, November 21, 2023 12:40 PM
To: Planning Comm <PlanningComm@belmont.gov>; Brian Kulich <BKulich@belmont.gov>; mourevich@belmont.gov; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>
Subject: Planning Commission Meeting November 21, 2023, Agenda Item 6A, Public Hearing for 2800 Block of Monte Cresta Drive

RE: Planning Commission Meeting November 21, 2023, Agenda Item 6A, Public Hearing for the 2800 Block of Monte Cresta Drive - Developmental Review (Complex Project)"To consider a Hillside Road Improvement Plan, Single-Family Design Review,…."

I am in total agreement with my neighbors who have expressed to you more succinctly and clearly than I could, concerns regarding Wildfire Planning and compliance with Fire and Municipal Codes, Compliance with the San Juan Hills Area Plan and Municipal Code, as a Complex Project not in compliance with a number of State and City Laws,

I would like to focus my concerns on the area of Geotechnical Studies, Landslide potential and Water Run-off as they impact me living directly below the proposed construction.

1. The building site is extremely steep in the rear portion where foundation piers and those for the holding tank would be built. I would hope the Planning Commission considers proper depth for these piers to not only support but to withstand earthquakes that are not uncommon to this area. The soil was tested (boring samples) not in the area of pier construction, but in the front of the proposed construction. Would findings be the same? There is no proof of this.

2. Although the holding tank will be on private property, that should not preclude it from being inspected regularly. I would like to request that one of the conditions for project approval include twice yearly testing and reporting the results to the City of the stormwater system. This should include testing of each pump and load testing of the backup generator as well.

Thank you for your consideration of this matter.

Gail Mintz
2810 Alhambra Drive
Belmont, CA

**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: PC mtg Nov 21, 2023, Agenda item 6A, 2800 Block of Monte Cresta
**Date:** Tuesday, November 21, 2023 10:51:46 AM
**Attachments:** image001.png
image002.png
image003.png
image004.png
image005.png

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**Carlos de Melo**
Community Development Director

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---

**From:** Geri Crane
**Sent:** Tuesday, November 21, 2023 6:20 AM
**To:** Brian Kulich <BKulich@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>; jeff c marshall; Wach, Ken mark herbach
**Subject:** PC mtg Nov 21, 2023, Agenda item 6A, 2800 Block of Monte Cresta

Dear Belmont Planning Commissioners,

My husband and I have been residents of Belmont since 1994. We live on Sequoia Way. We have significant concerns about the project proposal for the 2800 Block of Monte Cresta Drive scheduled for review on Tuesday, November 21, 2023. We ask that you take the comments and concerns that were presented to you by Mark Herbach (11/20/23) and Jeff Marshall (11/19/23) into consideration as you deliberate on this proposed project. They have articulated their concerns and my husband and I fully support them.

We are particularly concerned that the current proposal does not comply with the Fire Code; requires questionable exceptions from the Municipal Code; and ignores the CA AG guidance to cities to address the problems we all see with devastating wildfires in CA. Our property at 2711 Sequoia Way was damaged by the San Juan Canyon fire in September 2020 and we were very fortunate that the Belmont Fire Department was able to fight the fire, but it brought up great concerns about the accessibility of the streets in our neighborhood and our ability to evacuate. This type of development will only exacerbate those concerns.

Thank you in advance for your service to Belmont and for your attention to this matter.

Sincerely,

Geri Crane & Ken Wach

**From:** Carlos de Melo
**To:** Rob Gill
**Cc:** Mara Perez
**Subject:** FW: Kraft proposal to extend Monte Cresta - analysis and concerns
**Date:** Tuesday, November 21, 2023 5:59:55 PM
**Attachments:** Kraft proposal to extend Monte Cresta - analysis and concerns - November 19, 2023.pdf.download.zip
image001.png
image002.png
image003.png
image004.png
image005.png

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Additional comment received. Thanks


**Carlos de Melo**
Community Development Director

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www.belmont.gov


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**From:** Kirstin Hornby <kirstin.hornby@gmail.com>
**Sent:** Tuesday, November 21, 2023 5:43 PM
**To:** x-community development <cdev@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>; Brian Kulich <BKulich@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>
**Subject:** Kraft proposal to extend Monte Cresta - analysis and concerns

Hello,
I am submitting this as a public written comment on the Public Hearing for the 2800 Block of Monte Cresta Drive scheduled for Tuesday, November 21, 2023. Please enter this into the written record - and I respectively ask that you take these comments and concerns into consideration as you deliberate on this proposed project.

I've lived on Sequoia Way for over 8 years, where I'm a single mom, raising my two young boys. My house is directly behind the trail and one of the housing proposals. We absolutely love exploring nature on the trail. It's a key part of our daily life, walking with our dog.

I sincerely believe that the project proposal as being presented to the Planning Commission for review before a recommendation is made to the City Council has numerous areas where it conflicts with City and State laws. Some of these are discussed in the staff report and other documents (and some of the most relevant documents as copies are not being released to the public), some are ignored and/or omitted entirely. The conclusions that are made by staff to recommend approval of this project are in many cases not supported by the facts and evidence presented.

This is detailed and complicated. This is the first time in more than a decade that a San Juan Hills Area Plan (SJHAP) road improvement plan has even appeared before the City; the last adjudicated and approved road improvement plan approval goes back to 1995 with Ralston Ranch - more than 28 years ago. I think this predates the institutional memory of all current Belmont staff and representatives. So this is completely new to everyone involved. Because of this, special care needs to be taken in the review and evaluation process. This is not what I am seeing. I feel confident that you as fellow Belmont citizens believe it is important to fully and transparently disclose to the public the reasons for the approval (and its legality) of such a complicated and significant development project.

I have attached a detailed presentation identifying numerous errors and problems with the proposal as presented. In a separate email I also have expressed specific and serious concerns about the openness and transparency of this process and my questioning of its compliance with open government statutes. Beyond that, I really hope that you care about openness and communication with all Belmont residents. I know there are legal issues with ex parte communications on a quasi-judicial review - but let's find a way to communicate.

As an introduction to the presentation attached prepared by my neighbors in the "Save our Belmont Canyon and Monte Cresta/Alhambra" working group please let me highlight the following top level concerns:

- **Wildfire planning** - the current proposal does not comply with the Fire Code; requires questionable exceptions from the Municipal Code; ignores the CA AG guidance to cities to address the problems we all see with devastating wildfires in CA.
- **Geotech / Landslide / Stormwater** - the current proposal ignores the State requirement in the Seismic Hazard Act and does not fully analyze landslide risks that could lead to devastation to the neighbors.
- **Complex Project** - there is clear evidence that the proposal is not compliant with a number of State and City laws; requires numerous exceptions and variances; and the City is not fully disclosing information to the public that will be affected and that is necessary to evaluate and comment on the plan in a public setting as required by law. Why is this being rushed?
- **Compliance with the San Juan Hills Area Plan and the Municipal Code** - Compliance is a legal requirement under State law. Shouldn't residents be given the opportunity to present evidence to be judged by City decision makers?
- **The legality of the Parcels under the Subdivision Map Act and Floor Area transfer** - This is at minimum a policy question. This needs to be discussed openly and transparently and the City should not blindly do the developers bidding. Residents have a clear interest in the outcome and have legal rights.
- **Openness and Transparency** - Why has the City created suddenly, without explanation, and contrary to past practices a new rule that prohibits copying of the relevant documents in this proposal. What is being hidden? Is this in the interest of anyone other than the developer?
- **City staff determined that parts of the Municipal Code are unenforceable** - What is the legal authority for this? Why is this not arbitrary and capricious? Can this be done arbitrarily by City staff for anything? Laws are changed with a legislative process, not the

dictate of City staff.

I see a real problem in the City asking Planning Commissioners to digest all of this in one meeting. Fundamentally, my neighbors and I are in the position of disputing what staff is telling you. I do not have the expectation that my neighbors and I should be believed without question. I do have the hope that what my neighbors and I present includes facts that give you pause and leads to an open and honest forum to review and analyse this development proposal, its compliance with City and State statutes, and what it would mean for the City of Belmont's future.

Thank you in advance for your service to Belmont and attention on this matter.

Kirstin Hornby
2715 Sequoia Way.

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|---|---|
| **From:** | Carlos de Melo |
| **To:** | Rob Gill |
| **Subject:** | FW: Unable to deliver my email to your group account - Public Hearing, 2800 Block of Monte Cresta |
| **Date:** | Tuesday, November 21, 2023 1:05:41 PM |
| **Attachments:** | image001.png<br>image002.png<br>image003.png<br>image004.png<br>image005.png |

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**Carlos de Melo**
Community Development Director

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www.belmont.gov


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**From:** Linnaea Knisely
**Sent:** Tuesday, November 21, 2023 12:12 PM
**To:** Planning Comm <PlanningComm@belmont.gov>; Brian Kulich <BKulich@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; dkkramer@belmont.gov; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>
**Subject:** FW: Unable to deliver my email to your group account - Public Hearing, 2800 Block of Monte Cresta

My email to this group hit a wall:
Subject: Public Hearing, 2800 Block of Monte Cresta
Sent: 11/21/2023 12:02 PM

The following recipient(s) cannot be reached:

'PlanningComm@belmont.gov ' on 11/21/2023 12:00 PM
None of your email accounts could send to this recipient.

From: Linnaea Knisely
Sent: Tuesday, November 21, 2023 12:00 PM
To: 'PlanningComm@belmont.gov '
Subject: Public Hearing, 2800 Block of Monte Cresta

This note is being sent – last minute – to confirm that I do wholly support the comments made by Mark and Etta Herbach. I'd have come in person – but I'm out of town for Thanksgiving, and I'm

hoping that the combination of the request to see/read the documents which are not part of the file, and the poor timing would allow this meeting to be deferred until the first Tuesday of December.

Further, although Public Works has cited approval – after 5 iterations – of storm drainage plans, I'm concerned that many of the initial project assessments were made in 2017 and that the hillside and climate factors have intensified the need for a reconsideration of key elements. I'm concerned as well about the numerous exceptions made for this project. I'd write more but between a Board meeting and an upcoming Accreditation review on 11/30, I'm SLAMMED.

Best,

Linnaea Knisely
2703 Sequoia Way,
Belmont CA 94002

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**From:** System Administrator
**Sent:** Tuesday, November 21, 2023 12:02 PM
**Subject:** Undeliverable: Public Hearing, 2800 Block of Monte Cresta

e did not reach some or all of the intended recipients.

ct: Public Hearing, 2800 Block of Monte Cresta
11/21/2023 12:02 PM

The following recipient(s) cannot be reached:

'PlanningComm@belmont.gov ' on 11/21/2023 12:02 PM
None of your email accounts could send to this recipient.

**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: Monte Cresta Development Proposal (Kraft/Schmiede site) - Nov 21st Calendar
**Date:** Tuesday, November 21, 2023 1:06:04 PM

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Carlos de Melo
Community Development Director
1 Twin Pines Ln, Suite 310 Belmont, CA 94002
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www.belmont.gov

-----Original Message-----
From: Max Reinhardt
Sent: Tuesday, November 21, 2023 12:39 PM
To: Planning Comm <PlanningComm@belmont.gov>
Subject: Monte Cresta Development Proposal (Kraft/Schmiede site) - Nov 21st Calendar

Good Day Planning Commission,

I am writing you today first and foremost as a property owner who's received a notice in the mail regarding the meeting tonight for the proposal for the proposed home slated for review by the commission.

I have reviewed the materials and also have an extensive depth of knowledge of the site in addition to the challenges both the site, the zoning and the city process put up. I will also qualify myself that I was the real estate agent who has sold this property, not once but twice in fact. I think that it would be worth noting that I have offered the property to the neighboring owners and none elected to make a purchase.

The project will deliver a desperately needed turnaround for vehicles. Not only for the day to day goings about, but also in the event of a fire or other need for emergency vehicles to have better access to the area at large.

Furthermore, this project will preserve a nice chunk of open space as part of it complying with the zoning standards of the HRO-2.

It's a well designed house that will be one small but very meaningful and necessary drop in the housing bucket for a family to call home. The entirety of new housing can not expectedly be jammed into the "downtown village"….this is a privately owned lot designed to allow for single family homes…such as this proposal.

Regards,

Max Reinhardt

Sent from my iPhone

| | |
|---|---|
| **From:** | Carlos de Melo |
| **To:** | Rob Gill |
| **Subject:** | FW: PC mtg Nov 21, 2023, Agenda item 6A, 2800 Block of Monte Cresta |
| **Date:** | Tuesday, November 21, 2023 1:05:26 PM |
| **Attachments:** | HERBACH Written Comments 21Nov2023 Agenda item 6A.pdf<br>image001.png<br>image002.png<br>image003.png<br>image004.png<br>image005.png |

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**Carlos de Melo**
Community Development Director

1 Twin Pines Ln, Suite 310 Belmont, CA 94002
**P**: (650) 595-7440 | **E**: cdemelo@belmont.gov
www.belmont.gov


**From:** Philippe Levy
**Sent:** Tuesday, November 21, 2023 11:48 AM
**To:** Planning Comm <PlanningComm@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>
**Subject:** PC mtg Nov 21, 2023, Agenda item 6A, 2800 Block of Monte Cresta

Good morning dear Belmont Planning Commissioners.

I am resident of Belmont since 1988 and I am submitting this as a public written comment on the public hearing for the 2800 Block of Monte Cresta Drive scheduled for today November 21st, 2023.
Please enter this into the written record - and we respectively ask that you take our comments and concerns into consideration as you deliberate on this proposed project.

I agree with Mark Herbach that the project proposal as being presented to the Planning Commission for review prior to the Planning Commission making a recommendation to the City Council has numerous areas where it conflicts with City and State laws.

I am copying/attaching the Herbach's comments to this note because I strongly believe that the city staff needs to address all items before the commission can even entertain making a decision.

Thank you in advance for your attention to this matter and thank you for your service to the Belmont community!

Warm regards,
Philippe Levy

**From:** Carlos de Melo
**To:** Rob Gill
**Subject:** FW: Opposition to Development of 2800 Block of Monte Cresta
**Date:** Tuesday, November 21, 2023 10:52:23 AM
**Attachments:** HERBACH Written Comments 21Nov2023 Agenda item 6A.pdf

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Carlos de Melo
Community Development Director
1 Twin Pines Ln, Suite 310 Belmont, CA 94002
P: (650) 595-7440 | E: cdemelo@belmont.gov
www.belmont.gov

-----Original Message-----
From: Timothy L. Robertson
Sent: Tuesday, November 21, 2023 9:27 AM
To: Brian Kulich <BKulich@belmont.gov>; Planning Comm <PlanningComm@belmont.gov>; Mark Gurevich <mgurevich@belmont.gov>; David Kramer <DKramer@belmont.gov>; Nathan Majeski <nmajeski@belmont.gov>; Peter Meier <PMeier@belmont.gov>; x-community development <cdev@belmont.gov>; x-City Clerk's Office <cclerk@belmont.gov>
Cc: Jyothi Robertson; Mark Herbach
Subject: Opposition to Development of 2800 Block of Monte Cresta

We as residents of 2719 Sequoia Way in Belmont concur with the arguments put forth by Mark & Etta Herbach, that there are numerous issues with the proposed development on the 2800 block of Monte Cresta and it should not be allowed to go forward at this time. This development impacts the Monte Cresta trail, one of the local neighborhood's greatest natural areas, and falls under the San Juan Canyon Plan, which states development should meet "most restrictive" standards. We've attached a copy of the Herbach's well-reasoned concerns to this email so it can be properly entered into the public record on our behalf.

Sincerely,
-Timothy L. Robertson, Ph.D.
-Jyothi V. Robertson, DVM, DABVP (Shelter Medicine)
2719 Sequoia Way
Belmont, CA 94002

**RESOLUTION NO. 2017-005**

**RESOLUTION OF THE CITY COUNCIL UPHOLDING THE DECISION OF THE PLANNING COMMISSION THAT APPLICATION NO. 2015-0057 IS INCOMPLETE**

WHEREAS, in November 2015, Jeff Kraft, applicant and property owner, filed Application No. 2015-0057 for entitlements required to construct a single-family home and accessory dwelling unit located on a vacant lot on Monte Cresta Drive (APN 043-165-180); and,

WHEREAS, after receiving a letter dated December 2, 2016 that the application was incomplete, Mr. Kraft filed an appeal of the Planning Department's decision that his application was incomplete; and,

WHEREAS, a Planning Commission public hearing on the appeal was duly noticed, held, and closed on January 3, 2017; and,

WHEREAS, on January 3, 2017 the Planning Commission adopted Resolution Number 2017-02 upholding the decision of the Planning Department that Application No. 2015-0057 is incomplete; and,

WHEREAS, on January 13, 2017, Mr. Kraft filed an appeal of the Planning Commission decision that Application No. 2015-0057 is incomplete; and,

WHEREAS, a City Council public hearing on the appeal was duly noticed, held, and closed on January 24, 2017; and,

WHEREAS, the City Council hereby relies upon the staff report dated January 24, 2017 and the facts contained therein, as they pertain to the project, as its own findings of facts, along with any additional findings of fact made by the City Council at the hearing; and,

WHEREAS, the City Council of the City of Belmont finds that the appeal of the completeness determination is exempt from CEQA because it is not the approval of a project as defined by CEQA Guidelines Section 15378(a)(3), in that it does not involve the issuance of any entitlement for use; and,

WHEREAS, the City Council did hear and use their independent judgment and considered all said reports, recommendations and testimony hereinabove set forth and as included in the record.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Belmont hereby upholds the decision of the Planning Commission that Application No. 2015-0057 is incomplete, and that the information listed in attached Exhibit A must be submitted to the Planning Department to complete the application.

* * *

ADOPTED January 24, 2017, by the City Council of the City of Belmont by the following vote:

Ayes: Hurt, Kim, Reed, Lieberman, Stone

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

/s/ Scott Rennie

City Attorney

## EXHIBIT A

## ITEMS REQUIRED TO COMPLETE APPLICATION

1. **Evidence of Infeasibility of Complete Road Extension.** The application submitted on November 3, 2016 included plans and documents that are intended to meet the requirements of Belmont City Code Sections 7-13(e)(9)(a) and (b). These plans and reports are from a previous application by Mr. Damon Campbell. These plans for a roadway segment improvement were never accepted or approved by the City, and some of the documents are more than thirteen years old.

   Based on the City's observations of the area included in the plans, the geotechnical and topographic conditions have changed, and the information submitted needs to be updated to reflect the current existing conditions. These documents will require updates based on changes to existing conditions as follows:

   a. CEG Inspection and Evaluation – A Certified Engineering Geologist (CEG) shall inspect slopes at and below the area where construction of the bioretention area and discharge of street drainage are proposed (northwest of the proposed Kraft residence) and shall evaluate the potential for adverse impacts to slope stability associated with proposed new drainage discharge structures. The CEG shall inspect and update mapping (as needed) for the proposed project development site.

   b. Romig Engineers update - The Project Geotechnical Consultant shall make observations and inspect the entire length of Monte Cresta Road extension. The consultant shall make recommendations and perform additional testing or borings, if required. The consultant shall also update conclusions and recommendations regarding the feasibility of the through roadway, proposed site development and associated drainage measures after reviewing the findings of the CEG described above.

   c. Revised Civil Engineering Plans – Civil engineering plans for street and drainage improvements shall be updated as necessary to address recommendations of the Project Geotechnical Consultant.

   Please note that all reports and plans must be stamped by the appropriate engineer.

2. **Road Improvement Plan or Road Segment Plan.** Following completion of the feasibility report, please submit updated documents and plans along with the additional documents required to respond to BCC Sections 7-13(e)(9)(a)(1-11) and (b), as applicable. In addition, please itemize each of the requirements specified in BCC Sections 7-13(e)(9)(a)(1-11) and (b) (listed below) and describe which plan or document meets the requirements of each section. A road improvement plan or road segment plan must include all of the following:

   a. A grading plan prepared by a registered civil engineer meeting specifications set by the director of public services. The plan must provide sufficient detail to show

clearly the extent and impact of proposed grading, including the limits of the area to be graded; locations, dimensions and slopes of cuts and fills; existing and proposed finished grade; location and heights of proposed retention systems; proposals for drainage and erosion control.

b. Design for road improvements meeting the standards of Section 7-13, or request for an exception under Section 7-13(e)(7).

c. Report signed by a licensed geotechnical engineer, based on geologic and geotechnical investigation of the alignment and review of the preliminary design, concluding that the proposed road will be geologically stable.

d. Proposed method of financing road improvements, such as assessment district, reimbursement agreement or other mechanism.

e. Potential timetable for undertaking the road improvements.

f. Method of financing maintenance of the road, if it is to be maintained as a private road.

g. Estimation of need for on-street parking and, if required, means of providing it (such as parking bays and additional off-street parking) if the proposed road design does not include parking lanes on both sides.

h. Topographic map showing how access can be provided to abutting properties.

i. Any comments received on the proposed extension from owners of property abutting the unimproved portion of Monte Cresta.

j. Environmental checklist and other required environmental data.

k. Conclusion from the fire chief that the proposed cul-de-sac is adequate. (Provided for current design; may need to be updated.)

If it is concluded that the plan for the entire road is infeasible, the plan must include recommendations regarding access to properties abutting the part of the road that will not be improved (such as pedestrian access) and any comments received from affected property owners.

3. **Complex Project Fee Deposit.** The applicant shall file a roadway improvement plan application and pay the complex project fee. The complex project fee of $10,767 (based on maximum 45 hours staff time) is for the review of the required feasibility study and road improvement plan. Charges for City staff time in excess of 45 hours Engineering will be charged $239/hr. per the approved Master Fee Schedule.

4. **Cul-de-Sac.** The cul-de-sac proposed does not conform to the requirements of Belmont City Code (BCC) Section 7-13. Road improvements in the San Juan Hills to an unimproved road

must conform to the Hillside Road Standards (e.g. sidewalk, parking lanes, etc.) in BCC Section 7-13(e) unless an exception is requested. Please specify any exceptions required to the Hillside Road Standards.

If the portion of the road beyond the property is improved in the future, the cul-de-sac proposed will have to be removed or substantially modified. It is therefore important to understand how the proposed cul-de-sac improvements fit within the overall road improvement plan or road segment plan to avoid impact to the properties along the unimproved portion of the road. In order for the proposed cul-de-sac to be approved, it must conform to the approved road improvement plan or road segment plan. To ensure this, the proposed cul-de-sac must be incorporated into the road improvement plan or road segment plan proposed after completion of the feasibility study.

5. **Stormwater Information.**

   a. The submitted conceptual design for storm water pollution prevention measures is based on the currently proposed roadway design. If the roadway plan requires modification, an updated design will be needed.

   b. Treated stormwater from the roadway must be kept within the roadway. Clarify how the overflow from the bioretention facility will not be drained to neighboring private properties.

   c. Please note that soils report shall include an analysis of slope stability after the storm water pollution prevention measures are final as requested in item #5.a above.

   d. **Response to resubmitted C.3 & C.6 Checklist not-dated but originally received August 12, 2016:**

      The revised C.3 and C.6 Checklist has been reviewed. However, the roadway plan has not been accepted yet. Future changes to the roadway plans will required an updated C.3 Checklist and may generate additional comments based on the changes made.

      i. Section I.B.1.e.1 has been filled in with impervious surface area instead of pervious surface area.

      ii. The roadway surface area is part of this project and must be included in Column I.B.1.e. The currently submitted checklist states that there are only 425 square feet of new impervious area. This number looks to be very small if it includes the roadway. Note that after the entire roadway improvement plan has been reviewed, changes may be required that could affect these calculations.

      iii. Please submit an area plan showing how the quantities of the various areas were determined.

iv. Section I.B.2.i should read that it is a high priority site due to the site's having slopes of approximately 48% as stated on the first page, which is greater than the 15% slope required to be considered high priority.

v. **The roadway surface area is part of this project and must be included in Column I.B.1.e.**

Additional comments will be provided when all required documents and a fee/deposit are submitted. Please contact Gilbert Yau, Sr. Civil Engineer at (650) 595-7467 or via e-mail at gyau@belmont.gov for additional information or questions regarding Public Works Comments.

6. **Planning Comments**

As mentioned in the previous incomplete letters (dated 12/18/15, 3/7/16, 4/20/16, 6/9/16 & 9/9/16), pursuant to the Belmont Zoning Ordinance Section 4.7.11(d)(1)(f), a Conditional Use Permit (CUP) for a floor area transfer shall be accompanied by an approved hillside road improvement plan. Approval of your Single Family Design Review (SFDR) application is contingent on approval of the floor area transfer.

Both the CUP for the floor area transfer and the road improvement plan will need to be approved prior to the issuance of building permits for the construction of any building.

7. **Geotechnical Comments**

The City's Consulting Geologist has reviewed the revised civil plans. Items 1 and 2 in the letter dated November 16, 2016 and the comments described in Item #1 will need to be satisfactorily addressed prior to geotechnical approval.

RESOLUTION NO. 6523

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AMENDING THE CITY OF BELMONT GENERAL PLAN TO INCORPORATE: (1) THE SAN JUAN HILLS AREA PLAN AND (2) THE AMENDMENTS TO THE EXISTING GENERAL PLAN TEXT TO ASSURE CONSISTENCY BETWEEN THE SAN JUAN HILLS AREA PLAN AND THE EXISTING CITY OF BELMONT GENERAL PLAN'S TEXT (APPL. NO. 86-1053)

WHEREAS, the Planning Commission of the City of Belmont has considered the proposed San Juan Hills Area Plan and the amendments to the existing General Plan text; and,

WHEREAS, the Planning Commission held fifteen public hearings between July 1986 and October 1987; and,

WHEREAS, the Planning Commission recommended to the City Council amendment of the City of Belmont General Plan to incorporate the proposed San Juan Hills Area Plan and the amendment to the existing General Plan text; and,

WHEREAS, the City Council of the City of Belmont has considered the proposed San Juan Hills Area Plan and amendments to the existing General Plan text; and,

WHEREAS, the City Council has noticed and held public hearings on November 10, 1987, November 24, 1987, December 8, 1987, January 12, 1988, January 26, 1988, February 9, 1988, March 8, 1988, and March 22, 1988; and,

WHEREAS, the final public hearing was duly noticed, held, and was closed on March 22, 1988; and,

WHEREAS, the City Council reviewed and considered the information contained in the Final EIR prior to taking action on this project; and,

NOW, THEREFORE, BE IT RESOLVED that the Council finds the following:

1. that the project and its implementing ordinances incorporate mitigations which avoid or substantially lessen all the significant environmental effects identified in the EIR, except mitigation to the cumulatively significant traffic impact to the intersection of El Camino Real and Ralston Avenue;

2. the San Juan Hills Area Plan and associated General Plan amendments have the following specific benefits:

   a. Natural Conditions. The addition of the San Juan Hills Area Plan to the General Plan provides for identification and mitigation of geologic hazards in the San Juan Hills Area. These requirements minimize the risk of injury and property damage in this part of the City and assures safe development. The addition of the Area Plan to the General Plan also provides policy direction to establish design standards for grading, protect streams, creeks, vegetation, and views.

   b. Land Use and Site Development. The addition of the San Juan Hills Area Plan to the General Plan reduces the amount and intensity of development permitted by the current General Plan on vacant land within the San Juan Hills Area. The policies of the Plan and their implementation will help achieve a land use pattern, density, and distribution of development that is consistent with the existing slope and geologic hazards in the San Juan Area. Again, this improves the safety of development in the area. The San Juan Hills Area Plan also adds policy direction to encourage reconsolidation and resubdivision of existing vacant subdivided parcels. These lot reconsolidations are intended to address specific physical constraints in the Area and minimize the cost and physical impact of new roads and other infrastructure improvements.

   c. Infrastructure. The addition of the San Juan Hills Area Plan to the General Plan will help assure that adequate infrastructure improvements are available before permitting development to proceed. The plan will require overall road improvement plans and financing prior to granting any building permits on unimproved roads. This policy will permanently end incremental development of unimproved roads which has created problems for the provision of fire and police services, storm drainage and a haphazard pattern of road development. These requirements will assure safe access for emergency vehicles and the construction of safe roads.

3. the above noted specifically identified benefits of this proposed project outweigh the unavoidable significant cumulative traffic impact on the intersection of El Camino Real and Ralston Avenue; and, therefore, the unavoidable cumulative traffic impact is considered to be an acceptable impact.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council directs that the mitigations contained in the EIR be incorporated into the implementing ordinances; and,

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council amends the General Plan to incorporate the San Juan Hills Area Plan as specified in Exhibit A, attached hereto, and the amendments to the existing General Plan text in Exhibit B, attached hereto.

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

I hereby certify that the foregoing resolution was duly and regularly passed and adopted by the City Council of the City of Belmont at a regular meeting thereof held on March 22, 1988 by the following vote:

AYES,
COUNCILMEN: Rodriguez, Bomberger, Hoffman, Orton
NOES,
COUNCILMEN: None
ABSENT,
COUNCILMEN: Green
ABSTAIN,
COUNCILMEN: None

APPROVED:

Gary Orton
GARY ORTON
Mayor of the City of Belmont

ATTEST:

Dorothy D. Hall
DOROTHY D. HALL
City Clerk of the City of Belmont

48/rsj

Exhibit A

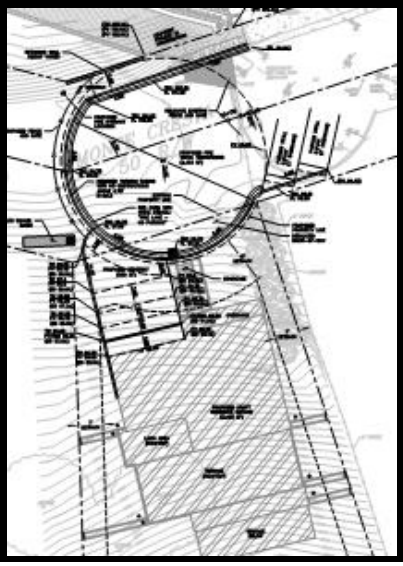
San Juan Hills Area Plan consists of the following:

1. Volume entitled, "draft San Juan Hills Area Plan, June 1986" with the attached text changes made by the Planning Commission in August 1986 and June 1987.

2. Policies as approved by the City Council on March 22, 1988.

3. The following maps: a) Geologic Hazard Policy Map, October 1987; b) Existing Vacant Land and Unimproved Roads, October, 1987 with correction made on March 22, 1988 and c) Land Use Policy Map, October 1987 with correction made on March 22, 1988.

FIRETRUCK TURNAROUND AND HOME AT THE END OF MONTE CRESTA





PROJECT MEETING NOVEMBER 4TH
2:00 PM END OF MONTE CRESTA
QUESTIONS/COMMENTS jkraft503@gmail.com

**Jeff Kraft**
**105 Scenic Drive**
**Redwood City, CA 94062**



**November 4, 2017 mandatory Road Meeting at Monte Cresta summarry**

**I mailed these post cards out to all Monte Cresta lot owners based on the list, provided by Mr. Gill, on October 25th, 2017. The meeting was scheduled for November 4, 2017 at 2:00 pm. The post card had my name, address, and email, as well as several photo renderings of the house and a plan showing the proposed firetruck turn around. I got one email from a Mr. Safet Metanovic. He was excited that the road was going to get built so he could build his house a few lots down. This was cleared up at the meeting and he has since sold his lot.**
**The meeting was held on Saturday November 4th at 2:00 pm at the project site at the terminus of Monte Cresta. I had the submitted plans printed renderings as well as a computer with the slideshow playing. A total of 3 people came. Mr. Safet came as well as one more lot owner from down the road a bit and there was one neighbor who lives on Allview Way and owns the lot below her on Monte Cresta. She came with the geotechnical hazard maps in hope of scaring me away from building the home. I assured her I was aware of the map but had my lot tested and it is actual rock 1-2' below the surface and very stable. The other lot owner didn't have any comments.**

**I go other emails or written comments from anyone else.**

**Monte Cresta Neighborhood Meeting Summary December 6, 2015**






I mailed post cards out to all neighbors within the 300' radius of the proposed project on November 23rd and here is a link to a slide show with some renderings of the project from different locations which was also on the postcard as well as my name, address, phone number, and email:

http://s135.photobucket.com/user/jkraft_photos/library/MONTE%20CRESTA%20SLIDESHOW

I received one phone call before the meeting from a resident who went through the process 10 years ago. He warned me of the difficulty and told me about some of the things the neighbors and city did which made his approval take many years, then made the building process difficult during the construction of the home,

The meeting was held on Sunday at at 2:00 pm at the project site at the terminus of Monte Cresta. I had the submitted plans printed renderings that were on the slideshow referenced above as well as a computer with the slideshow playing.

Approximately 15 neighbors attended and these were some of the comments:

What benefit is this house to us?

Why should we let you build a house here were we will have to look at it

We don't need a firetruck turn around we have been just fine without it.

How big is the house? My response was 3,100 feet. That is to big. My response how big is your house? 3,000 feet. So why is mine to big?

Where will the Cul De Sac be located?

Where exactly will the house be located.

You will ruin my house. Direct neighbor even though there is a wall of oleanders that will screen my house from her view.

What about all of the truck traffic and construction parking.

How will the project handle drainage?

Why do you want to builds a house here?

Is this for you or are you going to sell it?

How many children do you have?

Will I be able to see your house from my house?

I do not want to see your house from my house.

Are you removing any trees?

Will there be any retaining walls?

How will the house be built?

How long will it take?

I think the house is well designed and attractive.

Will there still be a gate at the end of the Cul De Sac?

We do not want any home built out here.

Is this a done deal?

What will be the review process?

When will Mr. Campbell start his home?

You cannot build a road here Mr. Campbell tried for 15 years.

The meeting was overall pretty non-confrontational with the exception of the direct neighbor who was having a difficult time remaining civil. She was pacing and would add snide comments about everything I would say. I confronted her and reminded her about our meeting and my offer to look at my project from her house. Then I asked her to please be civil and not be disruptive at this meeting, she did not like this. I had reached out to her earlier and had a meeting. I asked her to invite me over to her house so we could look from her house and discuss how my house would affect her house. She has not done so. At the meeting she was gathering contact info of the meeting attendees to obviously rally the troops.

There were some who had more appropriate attitudes in they would rather not have a home there but seemed to understand to concept of private property rights. I was stuck by how the neighbor really do not seem to view this lot as private property but more like open space they control. They felt like they have the right to approve or deny my project and were put off by the fact that I wanted to build a house there. I was told by several of them that I will not be able to build my house and they would see to that.

At the end of the meeting I reminded everyone they have all of my contact info and I welcomed any one to contact me directly with questions or concerns. I specifically told one of the other direct neighbors I would be happy to come over to her home so I could see my lot from her perspective take a photo and do a rendering of my home from her lot. The meeting lasted about an hour.

Jeff Kraft
503-575-5320

ROMIG ENGINEERS

January 4, 2024
3614-1

**Mr. Jeff Kraft**
7 Michelle Lane
Petaluma, California 94952

**RE: SEISMIC HAZARD EVALUATION**
**FIRE TRUCK TURNAROUND**
**AND PROPOSED KRAFT RESIDENCE**
**LOT 55 MONTE CRESTA DRIVE**
**BELMONT, CALIFORNIA**

Dear Mr. Kraft:

This letter was prepared at the request of the City of Belmont to summarize the seismic hazard evaluation that Romig Engineers performed for the proposed fire truck turnaround and adjacent Kraft residence on Lot 55 of Monte Cresta Drive in Belmont, California.

**Background Information**

Background information for the proposed road extension, fire truck turnaround, and Kraft residence was presented in our geologic and geotechnical reports dated June 30, 2008, January 29, 2016, and February 23, 2017, and in our geotechnical plan review letter, dated November 8, 2021. We also prepared a supplemental letter, dated October 24, 2023, to address the feasible maximum extent of a possible future road extension.

**Seismic Hazard Map Act and Prior Geologic Mapping**

Prior to the 1990 Seismic Hazard Map Act, the City of Belmont contracted with William Cotton and Associates to prepare an Engineering Geologic Map and a Ground Movement Potential Map for the San Juan Canyon Study Area, which includes the proposed site development area. William Cotton and Associates' 1985 Engineering Geologic Map and Ground Movement Potential Map were reviewed and evaluated as part of our geologic and geotechnical investigation for the proposed fire truck turnaround and the Kraft residence (as well as our previous geologic and geotechnical investigations for the potential Monte Cresta Drive Through Road and for the Campbell residence, which is located immediately upslope from the Kraft property).

The Seismic Hazard Map Act (SHMA) of 1990 required the State Geologist to create maps of potential seismic hazard zones associated with faulting, liquefaction, and seismically-induced landsliding. This information is to be used by cities and counties to inform the public and to aid in planning to reduce the risk of loss of life and property to an acceptable level. In 2018, the California Geological Society (CGS) published Seismic Hazard Zone Report 113 titled "Seismic Hazard Zone Report for the San Mateo 7.5-Minute Quadrangle, San Mateo, California" and a map titled "Earthquake Zones of Required Investigation, San Mateo Quadrangle."

The seismic hazard zones identified in Seismic Hazard Zone Report 113 and in the Earthquake Zones of Required Investigation Map prepared by the CGS were consistent with the Engineering Geologic Map and Ground Movement Potential Map published by William Cotton and Associates referenced during our prior site investigations.

**Mapped Geologic Hazards**

Since the subject site is not located within a mapped fault zone or in an area that contains soil with the potential for earthquake-induced liquefaction, the potential hazards of fault rupture and soil liquefaction are not present at the subject site. Our seismic hazard evaluation for the proposed project therefore focused primarily on mitigation of the potential for earthquake-induced landsliding.

The Engineering Geologic Map and Ground Movement Potential Map prepared by William Cotton and Associates were reviewed and field checked by the Certified Engineering Geologists that worked on the subject projects, and were referenced in the reports listed previously. Our staff was (and is) in overall agreement with the Engineering Geologic Map and the Ground Movement Potential Map prepared by William Cotton and Associates with only minor refinements shown on the geologic maps in our reports, where appropriate.

**Site and Slope Conditions**

The site for the fire truck turnaround includes relatively level ground cut into the original hillside with a variable thickness of fill over shallow sandstone bedrock along the downslope (south) side. The south side of the proposed fire truck turnaround will be constructed on a wedge-shaped fill that will extend out over the crest of the existing slope. This wedge-shaped fill will be supported by a reinforced concrete pier-supported retaining wall designed for static and seismic loading conditions.

The hillside that contains the Kraft property slopes downward to the south from Monte Cresta Drive at an average gradient of approximately 2:1 (horizontal:vertical). The eastern side of the property contains a shallow fill placed during the 1960s (see Geologic Site Plan in January 29, 2016 report). The western side of the Kraft property was mapped by William Cotton and Associates as Ps, a slope zone with unstable materials susceptible to shallow slope failure. During our original site investigation, our Certified Engineering Geologist mapped what appeared to be a cut slope exposing sandstone bedrock along the downslope side of the Kraft property (see Geologic Site Plan). No obvious evidence of water seepage, landslides, or surface soil erosion were noted during the geologic mapping performed as part of our 2016 site investigation.

During our visit to the site on December 13, 2023, the site for the fire truck turnaround and the building area for the proposed Kraft residence appeared to be relatively unchanged compared to previous site visits in 2016 and 2017, although weathering and sloughing of portions of the steep cut slope in and below the southern portion of the Kraft property were noted.

**Earthquake-Induced Landslide Hazard Evaluation**

The potential for slope instability during static and seismic conditions was considered during our site investigation due to the steep site conditions, the presence of fill along the crest of the slope and on the eastern side of the property, and the potential for downslope deformation of the mapped Ps zone surface soil.

Special Publication 117A, "Guidelines for Mitigating Seismic Hazards in California" (California Geologic Survey, 2008), provides guidelines for screening and evaluating slope stability, and for mitigation techniques commonly used in practice. Provided a site-specific investigation demonstrates lack of earthquake induced landslide hazards, and the reviewing agencies agree with the findings, a more comprehensive quantitative evaluation or deep-seated slope stability analysis is not required, particularly where the planned development provides appropriate mitigation to reduce the potential for slope instability to below acceptable levels. The acceptable level of risk by State standards is one that ensures life safety in residential structures.

Based on our analysis of existing site conditions, and since no active landslides have been mapped at the site, we concluded the potential for deep-seated landsliding within the competent Franciscan Formation sandstone at the site is very low during static and seismic loading conditions. There does, however, appear to be a potential for downslope creep deformation of the surface and near-surface soils at the site, particularly during periods of extended heavy rainfall. The potential for localized slumping of relatively shallow colluvium and fill over the surface of bedrock would increase during strong seismic shaking. This risk is present at and around the site whether or not the fire truck turnaround and the proposed residence are constructed.

**Recommended Mitigation Measures to Improve Slope and Foundation Stability**

Construction of the proposed turnaround and residence, as currently shown on the civil plans prepared by BKF Engineers, will reduce the amount of rainwater that currently lands on and around the residence and flows across the site, thereby tending to reduce the potential for water-caused slope deformation. The proposed storm drain will direct rainwater into a sump and pump system that will discharge into the existing City storm drain system. We agree with the owner's intent to install a backup power source for the sump pump in case of a power outage.

To mitigate the potential for deformation and earthquake-induced landsliding that might otherwise be caused by the wedge of fill below the fire truck turnaround, the retaining wall below the southern side of the turnaround should be supported on reinforced concrete piers embedded into sandstone bedrock, as recommended in our report.

To improve foundation support to the residence and decrease the potential for earthquake-induced deformation or landsliding of surface soil over the sandstone bedrock, the residence should be supported on reinforced concrete piers embedded into sandstone bedrock, as recommended in our report. Grade beams should be installed between the piers for increased foundation rigidity and resistance to downslope deformation.

Site retaining walls adjacent to the sides of the residence should also be supported on reinforced concrete piers, although it may be possible to support properly designed low site retaining walls on shallow foundations embedded in sandstone bedrock. Adding more than normal free-board height to site retaining walls and installing appropriate hillside landscaping should be considered to reduce the potential for soil creep and slope spalling and erosion.

**Summary**

Based on the findings from our site visits, geologic and geotechnical site investigations, and information provided in Special Publication 117A, it is our opinion that the conclusions and recommendations presented in our previous reports are adequate to mitigate the potential for seismic hazards at the site to an acceptable level. The City's geologic and geotechnical consultants confirmed their agreement with our conclusions and recommendations for the proposed fire truck turnaround and the Kraft property in letters to the City, dated October 26, 2017 and December 23, 2021.

The conclusions and recommendations in our January 29, 2016 and February 23, 2017 reports should be referred to for additional detail and information.

The condition of the subject property should be routinely observed during and following construction, particularly during and after significant storm events, to verify that localized shallow slope instability, soil slumping, surface rock falls, and/or adverse erosion has not occurred. Evidence of these issues may require mitigation, which could include adjusting site grades, additional retaining structures, or drainage improvements, to protect site features. We recommend that any deleterious surface debris and/or loose rocks be removed to prevent the potential for its downslope migration.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

Please contact us if you have questions or comments about site conditions or any of the information summarized in this letter.

Very truly yours,

**ROMIG ENGINEERS, INC.**

REGISTERED PROFESSIONAL ENGINEER THOMAS W. PORTER No. 77883 CIVIL STATE OF CALIFORNIA

Tom W. Porter, P.E.

REGISTERED PROFESSIONAL ENGINEER RICHARD G. WOODARD No. 905 GEOTECHNICAL STATE OF CALIFORNIA

Richard G. Woodard, P.E., G.E.

Copies: Addressee (via email)
BKF Engineers (via email)
Attn: Isaac Kontorovsky and Ruben Mendoza

RGW:TWP:pf

January 26, 2024

City of Belmont
Community Development Department
1 Twin Pines Lane, Suite 110
Belmont, California 94002

Attention: Mr. Rob Gill, Senior Planner

**Subject:** **Supplemental Geotechnical Engineering Review**
**Seismic Hazard Evaluation**
Kraft Residence and Monte Cresta Drive Improvements
Monte Cresta Drive, Belmont, California 94002
Atlas Project No. 91-57787-A1

Dear Mr. Gill:

In accordance with your request, **Atlas Technical Consultants (Atlas)** has reviewed on behalf of the City of Belmont (City) recently submitted documentation regarding the construction of the proposed Kraft Residence and development of a new cul-de-sac terminus of Monte Cresta Drive in Belmont, California. Atlas previously performed specific supplemental reviews of this project, the results of which were presented in our letters to the City, dated December 23, 2021 and March 22, 2022. As specifically requested by the City, our previous reviews were intended to confirm the applicant's compliance with geotechnical peer review comments initially developed by the original geotechnical peer reviewer for this project, Cotton Shires & Associates which continued during the course of the City's review phase of the project, most recently specifically regarding construction of the cul-de-sac termination of Monte Cresta Drive opposite the proposed property to be developed.

Our current review included the following scope of work:

- Review of a letter titled, Seismic Hazard Evaluation, Fire Truck Turnaround and Proposed Kraft Residence, Lot 55 Monte Cresta Drive, Belmont, California, prepared by Romig Engineers (Romig) dated January 4, 2024.

- Review of conceptual architectural submittal plans prepared by Bone Structure, 14 sheets, dated May 29, 2018.

## BACKGROUND

We understand that the reviewed letter submitted by Romig was prepared as a site-specific evaluation of the project site with respect to seismic slope stability in accordance with the requirements of the State Seismic Hazards Mapping Act (SHMA) of 1990, a result of an additional Condition of Approval imposed by the City as a result of the City Planning Commission meeting on November 21, 2023. During the approval process for this project started around 2015, mapping of the City of Belmont per the SHMA was not in existence. Subsequently, the California Geological Survey (CGS) completed mapping in this area of San Mateo County, and issued a Seismic Hazards Zone (SHZ) Map for the San Mateo Quadrangle in January 2018 in which the project site was included in a mapped area of potential earthquake-induced landslides, which includes

those specific locations either where past landslide movement has occurred, ***or*** where local topographic, geological or geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements where mitigation per Public Resources Code Section 2693(c) would be required to enable development.

Inclusion within an SHZ does not indicate that the particular seismic hazard (i.e., liquefaction or seismic slope instability) exists at the site, and only that a site-specific geotechnical/geological evaluation of the site needs to be conducted for those projects that fall within the jurisdiction of the SHMA. The site-specific geotechnical/geological evaluation is to be conducted by a qualified geotechnical engineer or engineering geologist for the seismic-induced geologic hazard (i.e., liquefaction and/or seismic slope stability) to be investigated, and the report is to be submitted for the review and approval of an authorized party of the reviewing public agency (i.e., a qualified registered Geotechnical Engineer or Certified Engineering Geologist, either agency staff or outside consultant.) To allow development at the site, the report shall demonstrate to the reviewer's satisfaction that either the investigated seismic hazard does not exist at the site, or that a hazard, if existing, can and would be mitigated to allow development at the site. We note that CGS does not have the legal authority to review or approve SHMA reports, and that local approval is all that is required to satisfy the SHMA requirements.

We note that the SHMA applies only to those projects that fall under the specific requirements of the act, unless the local reviewing agency wishes to be stricter. Per the SHMA, single-family residences of less than three stories are specifically exempt from the requirements of the SHMA. The project submittal plans describe the proposed project as a two-story residence, not including the upper-level garage at street level. However, the conceptual project plans show on the upper level a small living/entertainment area attached to an outside rooftop balcony. Therefore, the structure could be considered as having three levels of living space, and as such would become subject to the requirements of the SHMA. Considering this uncertainty, the City requested a site-specific seismic hazard geotechnical evaluation be submitted by the project applicant's geotechnical engineer.

**REVIEW AND DISCUSSION**

Extensive geotechnical and geological evaluation of the site had already been conducted by the project applicant's geotechnical engineer between 2015 and 2018, that the geotechnical and geological studies have already been reviewed by multiple geotechnical peer reviewers for the City and that all the geotechnical peer review comments and conditions have already been satisfactorily responded to by the applicant and approved by the City and its geotechnical peer reviewers. The original geotechnical report for the residence prepared by Romig Engineers in January 2016 included an assessment of slope stability at the residential site and surrounding areas based on field observations and mapping, including documentation of Franciscan sandstone bedrock exposures on cut slopes; subsurface exploration, geologic mapping by others, and extensive historical aerial stereophotographic interpretation of 10 sets of photographs taken between 1937 and 2000. Romig essentially concluded that the risk of slope instability at the site was low, with low risk of damage to the residence provided the residence was supported by pier-supported foundations deriving support within the underlying bedrock and carrying all structure loads as well as lateral forces from surficial creeping soils; that upslope storm water runoff be properly controlled and discharged, that undocumented fill in the road turnaround area be removed and recompacted and that this and new fill be constrained by a pier-supported retaining wall with piers supported by the underlying intact bedrock. These conclusions were ultimately

accepted by the City's geotechnical peer reviewer at the time, Cotton Shires and Associates (CSA), predicated on City review and acceptance of design of surface drainage of the fire truck turnaround area. Atlas, as the City's current geotechnical peer reviewer, accepted the previous peer reviewer's conclusions, and reviewed the applicant's site drainage design with respect to the applicant satisfying CSA's peer review comments regarding site surface drainage design.

Romig, in their 2024 Seismic Hazard Evaluation letter, discussed the SHMA with respect to the subject property, discussed previous mapping at the site, summarized site and slope conditions as reported in their previous reports, and performed a new site reconnaissance on December 13, 2023. Romig reported site conditions as relatively unchanged compared to their previous site visits in 2016 and 2017, except for some weathering and sloughing of portions of the steep cut slope at the base of the slope and Kraft property. Romig concluded that based on their previous work, the potential for deep-seated landsliding of the Franciscan Formation sandstone underlying the site slope is very low under static and seismic loading conditions, but that there is a potential for downslope creep movement of the near-surface overlying soils that may cause local slumping of shallow colluvium and fill under strong seismic shaking whether or not the proposed improvements are constructed.

Romig opines that construction of the proposed road turnaround and residence as designed will reduce surface flows across the site, thereby reducing the potential for water-caused slope deformation. Additionally, Romig states that construction of fill-supporting retaining walls and residential foundations supported by and embedded into the underlying bedrock will decrease the potential for earthquake-induced landsliding of the near-surface soil over the sandstone bedrock at the site. Romig does state that following construction, after significant storm events, the property should continue to be inspected to confirm that localized shallow slope instability, soil slumping, surface rock falls and/or adverse erosion has not occurred, and in the event any such movement has occurred, that any required mitigation (typically maintenance) be performed as needed to protect site features.

## CONCLUSIONS

Based on our review of the submitted Seismic Hazard Evaluation document, the information and conclusions regarding the potential for earthquake-induced slope instability are consistent with all of the previously performed geotechnical and engineering geologic studies performed at the project site by the applicant's geotechnical consultant, conclusions and recommendations for which have been accepted by the City and its geotechnical and geologic peer reviewers as reasonable. Romig's opinion that the proposed construction as designed per their geotechnical recommendations will improve protection for and/or provide potential mitigation for seismic hazards at the site such as seismic slope stability to an acceptable level for development in our opinion, appears to be a reasonable conclusion. In our professional opinion, the intent of the SHMA pertaining to this property has been satisfied, and no further investigative action at this site is required.

## 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; rgill@Belmont.gov

CTD:pmf

RESOLUTION NO. 2023-25

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT RECOMMENDING CITY COUNCIL APPROVAL OF A HILLSIDE ROAD IMPROVEMENT PLAN, SINGLE-FAMILY DESIGN REVIEW, FLOOR AREA TRANSFER, CONDITIONAL USE PERMIT, GRADING PERMIT, TREE REMOVAL PERMIT, AND EXCEPTION TO PARKING LANES UNDER BELMONT CITY CODE (BCC) SECTION 7-13(e)(7)(a-c) AND AN EXCEPTION TO STANDARDS FOR CUL-DE-SACS UNDER BCC SECTION 7-13(4)(i) TO ALLOW FOR THE CONSTRUCTION OF A ROAD SEGMENT AND SINGLE-FAMILY HOME LOCATED AT THE WESTERN TERMINUS OF MONTE CRESTA DRIVE (APN: 043-165-180) (APPL. NO. 2015-0057)

WHEREAS, Jeff Kraft & Angela Schmiede, applicant and property owners, requests approval of entitlements to construct a 3,299 square-foot single-family residence for the vacant site (APN: 043-165-180), and a road segment (Hillside Road Plan) at the western terminus of Monte Cresta Drive; and,

WHEREAS, on November 21, 2023, 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 finds that the project is consistent with the purposes and policies of the General Plan and San Juan Hills Area Plan, in that:

1. All the goals and objectives outlined by the Plan have been met. These include geologic stability with supporting geotechnical analysis; minimizing public liability and private injury; and preserving natural resources and public views.

WHEREAS, the Planning Commission further finds that the proposed project provides for safe vehicular and pedestrian movement, in that:

1. The project conforms with all accepted City engineering standards for road design to ensure safety.

WHEREAS, the Planning Commission further finds the road has been designed to minimize grading and vegetation removal to the extent feasible in that:

1. The road has been placed in the most level area of the site and will have minimal impact on the ground areas.

WHEREAS, the Planning Commission further finds that drainage, erosion control and slope stability have been fully addressed in the design of the road improvements in that:

1. Conditions contained in the project approval will ensure that all acceptable standards for drainage, erosion control and slope stability have been incorporated in the project design.

WHEREAS, the Planning Commission further finds that the applicants have demonstrated that adequate financing is available to construct and maintain the road as proposed:

1. The property owner/applicant will post a bond to ensure completion of the proposed road, and the adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road under California Civil Code Section §845 until such time as the city council formally accepts the road into the city street system consistent with California Streets and Highways Code Section §1806.

WHEREAS, the Planning Commission further finds that access to abutting properties has been adequately considered in the design of the road improvements, in that:

1. The access rights of abutting property owners to their properties will be maintained.

WHEREAS the Planning Commission recommends the City Council approve the project provided that the Geotechnical Engineer of Record (GEOR) provides an updated letter to the project Geotechnical Investigation report addressing the 2018 Seismic Hazards Map Act (SHMA) requirements, and the City Council receive a peer review letter confirming the SHMA requirements have been satisfactorily addressed by the GEOR and that seismic slope stability issues would not preclude development of the project.

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 Hillside Road Improvement Plan, Single-Family Design Review, Floor Area Transfer, Conditional Use Permit, Grading Permit, Tree Removal Permit, and Belmont City Code Exceptions for the subject project subject to the attached conditions in Exhibit "A", and based upon the following findings:

Environmental Review

The proposed new single-family home is categorically exempt from the provisions of the California Environmental Quality Act by provision of Section 15303, Class 3(a):

> *"Class 3 consists of construction and location of limited numbers of new, small facilities or structures...Examples of this exemption include but are not limited to:*
>
> *(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.*
> *(d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.*
> *(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences."*

The project proposal includes the construction of a single-family home, a road extension to serve said single-family home and provide adequate emergency services access to the site, and the installation of associated landscaping features, including retaining walls, and utilities extensions. The proposed project would qualify for a Class 3 exemption under items (a) and (d), as it would involve the construction of one single-family residence; associated water main, sewage, electrical, gas, and storm drain utility extensions; and street improvements (i.e., a road extension) designed to serve the residence and comply with the City's municipal code requirements.

Class 32 Exemption – In-Fill Development Projects

Projects falling under the 15332 exemption are considered Class 32 projects. Class 32 projects are characterized as in-fill development meeting the conditions listed below:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare, or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The project qualifies as Categorically Exempt under the California Environmental Quality Act (CEQA), Section 15332 ("In-Fill Development Projects") because it is characterized as an in-fill development which is consistent with the applicable General Plan and zoning designation; is on a project site that is less than five acres; contains no value as habitat for endangered, rare, or threatened species; would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can adequately be served by all required utilities and public services.

Based on the information provided in the Categorical Exemption Evaluation in Exhibit "B", the proposed project qualifies for a categorical exemption under CEQA Sections 15303 (a) and (d), New Construction or Conversion of Small Structures, and Section 15332, In-Fill Development Projects.

Hillside Road Improvement Plan

To adopt a hillside road improvement plan, the Planning Commission must make a recommendation to the City Council regarding each of the following findings as per Belmont City Code Section 7-13.e.10 (a-h):

*(a) The road improvement plan is consistent with the purposes and policies of the San Juan Hills Area Plan.*

The goals of the San Juan Hills Area Plan (SJHAP) are implemented by the policies of the SJHAP. The SJHAP establishes policies for unimproved roadways in subdivided areas. The following is an analysis of the project's conformance with specific Area Plan Road policies.

*San Juan Hills Area Plan Applicable Policies*

*Infrastructure – Policy 9: Minimize Road Improvements to Protect Natural Resources.* This policy encourages avoidance of steep slopes, stands of substantial trees and creeks/riparian corridors in order to minimize road improvements to protect natural resources. The proposed roadway is sized and located to minimize its effects on steep slopes, avoids trees and does not cross any creeks or riparian corridors. No protected trees are anticipated to be removed with development of the proposed road extension.

*Infrastructure – Policy 10: Require Overall Road Improvement, Plans and Financing Prior to Granting any Building Permits on Unimproved Roads.* This policy requires property owners to resolve design and financing of road improvements along the entire unimproved road on which their property is located prior to receiving a building permit for a new structure or of enlargement of an existing structure. There are two possible methods of accomplishing this objective: A) submitting a plan for improving the entire roadway with an acceptable design, geotechnical, and financing information for approval by the City; or B) submitting a plan for improving a section of a roadway between an existing paved road and an area where existing physical constraints (such as extremely steep slopes or moving deep landslides) make further road extensions infeasible or undesirable.

If option B is chosen, the applicant must submit 1) A roadway design plan; 2) Evidence that the road will be geologically safe, 3) A method and timetable for financing, 4) A method and financing for maintenance if the road is to be maintained as a private road, and 5) A plan to access properties located along the rest of the unimproved road. There is a sixth provision in the policy that has been deemed unenforceable by the City; a requirement that the applicant provide the City with evidence of support by the affected landowners.

The applicant has proposed option B as noted above. According to the applicant's geotechnical engineer, with confirmation by the City's consulting geotechnical engineer through peer reviews, the proposed roadway extension is geotechnically feasible with utilization of appropriate geotechnical design criteria. The applicant, with private financing, would fund all upfront costs associated with construction. The applicant has provided the proposed plans and financing mechanisms for the road segment. The applicant intends to self-finance the design, permitting, inspection and construction. The road extension is considered a public right-of-way and would not be a private drive. The adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road until such time as the city council formally accepts the road into the city street system. A conceptual plan to access properties along the remainder of unimproved Monte Cresta was submitted with the project application. Such access, however, may not be feasible or undesirable due to geological constraints.

*Infrastructure – Policy 16: Hillside Road Standards.* This policy establishes four policy standards relating to hillside road standards. The standards include: a) to establish special hillside road improvement standards, including but not limited to right-of-way width, on-street parking, sidewalks, paving requirements and maximum street grade; b) to minimize the right-of-way and the paved area of the road in order to lessen the amount of grading and vegetation removal, while maintaining adequate width for emergency vehicles and required parking; c) to provide some on-street parking,

and d) to consider the use of paths and narrower sidewalks as an alternative to standard sidewalks in steep areas.

One of the methods used to implement Policy 16 of the San Juan Hills Area Plan was the establishment of Hillside Road Standards as incorporated in the Belmont City Code Section 7-13. Under those standards, in order for the City Council to adopt a plan for improvement of an unimproved road segment, a plan must include all items specified in Section 7-13I(9)(a)(1-11) as well as a report signed by a licensed geotechnical engineer concluding that the physical constraints are such that a stable road cannot be reasonably constructed through to a paved road, including a description of the constraints and an evaluation of the costs and impacts of overcoming the constraints. The applicant has provided these statements consistent with the aforementioned requirement through studies and letters that were prepared by a licensed geotechnical engineer.

The project's consistency with applicable San Juan Hills Area Plan policies is further demonstrated in the Categorical Exemption Evaluation in "Exhibit "B". This finding is affirmed.

*(b) The proposed project provides for safe vehicular and pedestrian movement.*

The proposed road design would provide adequate vehicular turnaround space, and pedestrian movement, providing a new sidewalk along the southern side of the turnaround. The San Mateo Consolidated Fire Department has reviewed the project plans and has expressed no concerns regarding emergency access to the site. This finding is affirmed.

*(c) The road has been designed to minimize grading and vegetation removal to the extent feasible.*

Grading and vegetation removal will occur only to the extent needed to develop the road extension and infrastructure improvements. Based on the City Arborist's report, no protected trees are anticipated to be removed as part of the road construction. This finding is affirmed.

*(d) Drainage, erosion control and slope stability have been fully addressed in the design of the road improvements.*

The applicant has submitted a C-3 Checklist, drainage study, and landscaping, grading, and drainage plans. The submitted materials identify appropriate methods to treat drainage from the roadway. 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 with storm water measures 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 storm drain impact study and drainage plans and has provided conditions of approval.

Section 7-12 of the Belmont City Code requires a determination of geotechnical hazards and preparation of geotechnical reports for proposed development activities in the San Juan Hills area prior to issuance of a building or grading permit. The area involved in the proposed hillside road improvement plan has been evaluated through geotechnical investigations conducted by licensed geotechnical engineers and peer reviewed by the City's consulting geotechnical engineer. According

to the applicant's geotechnical engineer, with confirmation by the City's consulting geotechnical through peer review, the proposed roadway extension is geotechnically feasible with utilization of appropriate geotechnical design criteria. The project design and construction would be required to comply with all geotechnical recommendations contained within the project geotechnical reports and must comply with the City's building standards for development in areas that may be subject to geological hazards to receive a building permit(s). The proposed extension of Monte Cresta Drive would not extend into the adjacent areas of moderate to critical geologic hazard (identified as Pdf and Md). This finding is affirmed.

*(e) The applicant has demonstrated that adequate financing is available to construct and maintain the road as proposed.*

The applicant has provided the proposed plans and financing mechanisms for the road improvement. The applicant intends to self-finance the design, permitting, inspection and construction of the roadway and enter into reimbursement agreements with the other property gaining access to their property from the road segment. Such access, however, may not be feasible due to geological constraints. At this time, copies of the reimbursement agreement have not been submitted for review and adequacy cannot be determined. Reimbursement agreements are not required as the submittal requirements for a Road Improvement Plan or the financing plan. The applicant, with private financing, would fund all upfront costs associated with construction. The property owner/applicant will be required to post a bond to ensure completion of the proposed road. The adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road until such time as the city council formally accepts the road into the city street system. Maintenance will include but not be limited to retaining walls, sidewalk, curb & gutter, pavement, signs, striping and drainage improvements. This finding is affirmed.

*(f) Access to abutting properties has been adequately considered in the design of the road improvements.*

The project plans include provision of driveway access to the subject undeveloped lot abutting the road extension. The road extension could potentially provide access to the adjacent vacant lot to the west of the new road terminus. However, this lot is not proposed for development. In addition, this lot may not be feasible for development because of the mapped potential debris flow (PDf) and landslide movement (Pd) on the lot. This finding is affirmed.

*(g) If the project is for a cul-de-sac, the length and turnaround design are appropriate and consistent with emergency access requirements.*

The San Mateo Consolidated Fire Department (SMCFD) and the Public Works Department has reviewed the proposed plans and determined that the length and turnaround design is appropriate with the stipulation that the turnaround includes "No Parking" and "red curb" to provide for adequate emergency access. SMCFD has expressed no concerns regarding emergency access to the site. This finding is affirmed.

*(h) If the plan is for an unimproved road segment, the City Council must have made all of the above findings in the affirmative, plus:*

1. *A stable, safe, through road cannot be reasonably constructed because of physical constraints; and,*
2. *Recommendations for access to properties abutting the part of the road which would not be improved under the plan are reasonable and consistent with the purposes and policies of the San Juan Hills Area Plan.*

According to the project geotechnical engineer, with confirmation by the City's consulting geotechnical engineer through peer review, a stable, safe, through road cannot be reasonably constructed because of very significant landslide constraints. In addition, a through road would extend through geologically hazardous soils (Md and Pdf) as noted on the City's Ground Movement Potential Map, across active landslide zones and other potentially unstable areas that would hinder safe, stable through road access.

A conceptual plan to access properties along the remainder of unimproved Monte Cresta was submitted with the project application. The plan provides recommendations for access to properties abutting the part of the road which would not be improved under the plan along the route. Such access, however, may be infeasible or undesirable due to geotechnical issues and environmental conditions inconsistent with the purposes and policies of the San Juan Hills Area Plan (e.g., excessive grading, vegetation, and tree removal). These findings are affirmed.

Residential Design Review

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

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

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

Although the proposed structure would have a roof height of 28 feet, the project does not appear to disrupt any public views as assessed from Monte Cresta Drive and the surrounding streets. Given the significant downslope on-site, the bulk of the structure would be screened by the natural grade of the property. The proposal does not appear to disrupt the profile of any prominent ridgelines. This finding is affirmed.

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

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

Building bulk

The applicant proposes to construct a contemporary multi-story home which includes a two-car garage. The building façade would have a combination of vertical wood siding, stucco finish, metallic cladding, stone cladding, and two-sided metallic cladding and horizontal wood siding. The exterior façade walls of the house would be stepped back at varying distances to break up the building mass of the dwelling. The project includes window and door detailing to help reduce building mass by breaking up the various building planes. The project will include new tree, shrub and groundcover plantings that will serve to soften the overall mass of the site development. The architectural details appear to moderate the building bulk and are appropriate for this structure and the neighborhood.

Grading/ Hardscape

Estimated earthwork quantities for the project include 150 cubic yards (CY) of cut and 650 CY of fill for the construction of the road segment, undergrounding of utilities and foundation work for the dwelling (500 CY fill-import). Hardscape visible to the surrounding area is located at the driveway/uncovered parking area and walkway/entry. The hardscape features at the front of the site are necessary to gain access and provide parking for the project. New landscaping within the front yard area would generally screen and soften these hardscape features as seen from public vantage points.

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

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

The proposed driveway, entry area and site retaining walls are integrated well into the overall project design. The site landscaping at the driveway will assist to conceal the understory of the driveway structure. The installation of new utilities (i.e., sewer connection, electric, etc.) to serve the dwelling would be governed by standard conditions of approval. This finding is affirmed.

*(d) The proposed landscape plan will incorporate:*

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

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

The applicant proposes a landscape planting plan for the site that includes a variety of shrub planting (1 & 5-gallon sizes) and tree plantings (36" and 24" box size). The proposed landscape plan includes a variety of plantings in locations that would soften and screen the home and site features as seen from the street. This finding is affirmed.

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

Residential Design Criteria

The applicant has incorporated the standard of *Daylight Plane* to mitigate perceived building bulk at the rear elevation. The project plans effectively demonstrate that the rear elevation would fall beneath the required plane. The applicant also incorporated the standard of *Prescribed Articulation* to moderate building massing at the front, rear and side elevations. The building elevations will feature offset walls, decks, recessed windows, and complementary exterior building materials and that would distribute the architectural volume of the residence. The plans sufficiently demonstrate that the building elevations would be articulated beyond the minimum required amount. As such, the project is in compliance with the City's Residential Design Criteria standards.

Residential Design Guidelines

The applicant has made significant efforts to ensure the proposed dwelling would be substantially compliant with the Residential Design Guidelines. The project would maintain a consistent architectural theme and avoid mixing features of different styles, as dictated by Guideline A-1. In accordance with Guideline B-1, the project avoids flat two-story building walls and includes varying rooflines. Furthermore, the proposed design effectively minimizes the requisite grading by conforming to the natural slope of the property, thus maintaining consistency with Guideline B-3. As such, the proposal is substantially compliant with the Residential Design Guidelines. This finding is affirmed.

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

The City's consulting geotechnical engineer has provided recommendations that have been included in the Conditions of Approval. The Project Site would be graded in compliance with the City's grading ordinance and standard conditions of approval to assure that project construction and operation do not result in offsite soil or water erosion. Best Management Practices (BMP's) are a standard condition of approval which requires that soil, gravel and water do not migrate off site and cause erosion. BMP's require the use of soil and water erosion controls. Staging areas, recycling and

disposal procedures and adequacy of erosion control measures will be reviewed by the Building Division as part of the structural plan check. All construction would be completed in compliance with the California Building Code and NPDES standards as administered by the City of Belmont. A condition of approval will require that a final construction management plan be reviewed and approved prior to building permit issuance. Tree protection measures have also been included as conditions of project approval. This finding is affirmed.

Floor Area Transfer

The required Conditional Use Permit Findings, Section 4.7.11 (d)(3)(a-f), are made in the affirmative as follows:

*(a) The proposed transfer of density is consistent with the policies of the San Juan Hills Area Plan and the Geologic Hazards Ordinance.*

The transfer is consistent with the goals of the San Juan Hills Area Plan (SJHAP). The goals in the Hillside Residential and Open Space (HROP) Areas include preserving and enhancing the present character of established residential areas. The subject receiving lot is in a residential area. The transfer of floor area will occur from two vacant "sending" lots to the receiving vacant lot. Establishment of a restrictive covenant on the sending sites will expand the more rural, open residential character of the neighborhood. In addition, the SJHAP also seeks to reflect natural constraints in land use planning by achieving a land use pattern, density and distribution of development that is consistent with the existing slopes and geologic hazards in the undeveloped parts of the San Juan Area. By establishing a restrictive covenant on the sending parcels, future development on the geologically sensitive sites will be prohibited. This finding is affirmed.

*(b) Adequate infrastructure exists or its construction is assured, and for sites requiring road improvement plans, such plans have been approved.*

The project site currently does not contain any utilities / infrastructure. The applicant has submitted a road improvement plan concurrently with the subject floor area transfer application. The project proposal includes the installation of new water, sanitary sewer, electricity, and storm drain utilities. This finding is affirmed.

*(c) The pattern of development which would result from the transfer of floor area is better than could be achieved through the application of this ordinance without floor area transfer, due to less grading, less street and utility extension, and better building site locations.*

The proposal would transfer floor area from two lots that is not served by adequate infrastructure and has documented landslide hazards, ultimately resulting in less development-related disturbance in the area (i.e., grading, roadway and utility extensions, and geologic hazard mitigation efforts). The proposed receiving parcel is more favorable for development given its location to infrastructure access. As such, the proposed transfer would result in a preferable building site location and a better pattern of development by allowing greater intensity where appropriate, and less intensity where it is less desirable. This finding is affirmed.

*(d) The sending property will be protected from development by the establishment of a conservation easement over its entirety, or be merged with an adjacent lot and a conservation easement established over land equal in area to the sending site, and the ownership and management of such property will be adequately provided for.*

The proposal would include the recordation of a conservation easement, effectively preserving the proposed sending parcels as privately maintained open space. This finding is affirmed.

*(e) The proposed building sites will not be in an area designated Md or Pdf on the current geologic hazards map.*

The City's Ground Movement Potential and Geologic Hazard Policy Map of the San Juan Hills Study Area identifies the receiving parcel as "Ps" and "Pfs", meaning development and roadway expansions are conditionally permitted. There is no documented portion of the proposed receiving site identified with a "Pdf" or "Md" geologic hazard. This finding is affirmed.

*(f) All floor area transfer standards will be met.*

All requisite standards of the Floor Area Transfer, including the recordation of a conservation easement on the proposed sending parcel, would be required to be met prior to the issuance of any building permit for a project using the additional floor area granted. This finding is affirmed.

Conditional Use Permit (CUP)

The applicant has requested an exception to provisions of the Belmont Zoning Ordinance (BZO) (Section 4.7.9 "*a Conditional Use Permit authorizing a smaller lot size*"). The required minimum lot area established by the Belmont Zoning Ordinance (Section 4.7.9 and the Slope Density Table – 1 HRO Density and Minimum Lot Size Standards). The exceptions sought would allow the applicant to comply with all relevant Belmont Subdivision Ordinance and Zoning Ordinance standards, thus satisfying one of the conditions outlined in the Conditional Certificate of Compliance ("CCOC") issued and recorded in 2021. The CUP findings necessary for Planning Commission recommendation to the City Council for approval is in Section BZO Section 10.7.3 of the Belmont Zoning Ordinance and are provided as follows:

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

The subject property was originally shown on the "Map of Subdivision No. 10, Belmont Country Club Properties, Belmont, San Mateo County, California" recorded in the Office of the Recorder of San Mateo County, California, on March 24, 1927 ("1927 Map"). By and large, the properties indicated on said map generally remain in the same configuration today. Some of the properties sold in reference to the 1927 Map may not have been created in compliance with the Subdivision Map Act ("SMA"); however, by approving development upon those lots at some point, the City de facto

"legalized" them. As such, it is fair to assume that at least some of the lots in the neighborhood were allowed to develop in the absence of compliance with the SMA.

As described in the Table below, the property does not satisfy the requisite minimum lot area. The property owner has very limited opportunities to acquire the additional land necessary to meet the requisite minimum lot area standard defined in the BZO. At the estimated 49% average slope for the subject site, the property owner would need a minimum of 403,333 square feet; a property this size would be significantly larger than any other in the neighborhood. The only avenue for meeting the standard available to the property owner would be acquiring adjacent properties to amass the necessary lot area. However, none of the HRO-2 lots sharing a border with the subject property are large enough to provide the square footage necessary; as such, the property owner would need to acquire multiple lots to obtain sufficient land area at the subject site.

| Development Criteria | Minimum Required | Proposed |
|---|---|---|
| **Lot Size (sq. ft.)** | 403,333 sq. ft.* | 9,137 sq. ft** |
| **Avg. Lot Width** | 60 ft. | Approx. 77 ft.** |
| **Frontage** | 40 ft. | Approx. 64 ft.** |
| *Based on the BZO Sec. 4.7.9 Table 1 (*HRO Density and Minimum Lot Size Standards*), the subject site at 49% slope is required a minimum lot size of 403,333 sq. ft.<br><br>** Adjusted lot size and lot dimension after right-of-way dedication. | | |

The project would involve the construction of one single-family residence. The project is an in-fill development project surrounded by existing residential uses. Thus, authorization of the requested exception (authorizing a smaller lot size) would not increase traffic and will not unduly impact utilities or services in the vicinity. 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.*

As outlined in the paragraphs above, the history of development in the neighborhood and remaining site conditions have left the property owner with limited availability to meet the requirement of the BZO with respect to minimum lot area. However, the subject site is sufficient in size to accommodate the proposed single-family residential use. All setbacks and building height requirements will be met in accordance with the HRO-2 development standards. The project proposal will include four car off-street parking spaces (two covered/two uncovered) in compliance with the Parking Ordinance. This finding is affirmed.

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

The subject property is located in a developed residential neighborhood. The existing residential use and proposed project will not result in a change in the amount of traffic generated in the neighborhood. The local streets are adequate to accommodate the proposed single-family residence. 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 applicant has requested an exception authorizing a smaller lot size. The exception sought would allow the applicant to comply with the conditions outlined in the Conditional Certificate of Compliance ("CCOC") issued for the property in 2021. The requested an exception would not adversely affect other properties in the vicinity or the general welfare of the City. This finding is affirmed.

Grading Permit

The required Grading Permit findings, as required by Section 9-27 (a)-(h) of the City of Belmont City Code, are made in the affirmative as follows:

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

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

The City's consulting geotechnical engineer prepared an independent peer review of the geotechnical investigations proposed as part of the project and concurs with the characterization of the project site, findings, and design specifications. The City's consulting geotechnical engineer adds that the project geotechnical consultant shall review all plans, field work and conditions to assure that the project is built to specifications. The project geotechnical reports and the City's independent peer review requirements will, as a matter of grading and building permit procedures, be required of the project as conditions of project approval.

Based on reviews by City departments and the City's consulting geotechnical engineer, the project will not endanger the stability of the site and adjacent properties with utilization of appropriate geotechnical design criteria and drainage standards. Thus, as proposed, and conditioned, the project will not endanger the stability of the site or adjacent properties or pose a significant ground movement hazard to adjacent properties. This finding is affirmed.

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

There are no streams or rivers on the site. The applicant has submitted a C-3 Checklist, drainage study, geotechnical evaluations, landscaping, grading, and drainage plans. The submitted materials identify appropriate methods to treat drainage from the site. 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 with storm water measures 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, landscaping, and erosion control measures would be adequate to control erosion or flooding and would not degrade riparian habitats, stream channel capacity or water quality. This finding is affirmed.

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

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 150 cubic yards (CY) of cut and 650 CY of fill (500 CY fill-import) would be necessary for the construction of the project. The amount of grading proposed would allowfor installation of required, storm water treatment measures, landscaping, and construction of the 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 does not appear to be excessive in consideration of the site conditions, and it does not appear that the project would be visually incompatible with the surrounding area, which is similarly developed with residential uses. The grading would provide for the construction of site improvements, and off-street parking consistent with the parking requirements in the Parking Ordinance. 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 the 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.*

Development of the proposed single-family dwelling includes the removal of one protected size Coast live oak tree. The tree removal is necessary for the proposed development of the site. A site-specific arborist report was prepared for the project which includes protection measures for trees to be retained. 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 (b)-(c):

*(1) Blue Gum Eucalyptus* (Eucalyptus globulus);
*(b) "The reviewing authority shall issue a permit to remove the following trees without consideration of the criteria in subsection (c):*
*(2) Dwarf Blue Gum Eucalyptus* (Eucalyptus globulus 'Compacta');
*(3) Monterey Pine;*
*(4) Palm (all species);*
*(5) Acacia (all species);*
*(6) a dead tree (any species); and*
*(7) Any tree that a public utility is required to remove under California Public Utility Commission regulations."*

| *(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.*<br>*(B) The particular tree species is undesirable due to characteristics such as invasiveness, tendency toward limb failure, and fire hazard.*<br>*(C) The tree is damaging or interfering with existing structures, site improvements, or utility services.*<br>*(D) Removal of the tree is needed in order to construct improvements or otherwise allow conforming use of the property.*<br>*(E) Proximity of the tree to existing or proposed structures.* | *(A) The tree is located outside the developable area of the property.*<br>*(B) The tree and its location contribute substantially to the aesthetic appeal of the property or the neighborhood.*<br>*(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 a protected size Coast live oak tree. The arborist report and the plans submitted as part of the project indicate that the tree proposed for removal is directly impacted by project construction. As such, the tree proposed for removal are in line with criteria *D* supporting removal. The criteria supporting retention (*A – C*) does not apply. 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 as conditioned.

Preferred Tree Species & Conditions of Permit

The Tree Ordinance indicates that for each protected tree removed, the applicant shall plant a *Preferred Species* tree, minimum 15-gallon size, or pay an in-lieu planting fee. The applicant has proposed to replant two preferred species Coast live oak trees as in accordance with City Code *Chapter 25 -Trees*. Conditions of the project approval require the applicant to implement all tree protection measures and payment of tree removal fees.

Exceptions to Hillside Road Standards

The applicant is requesting an exception to the Road Standards to eliminate parking lanes. Pursuant to BCC 7-13(e)(7)(a-c), exceptions to any of the hillside road standards may be granted by the administrative or legislative body approving the road improvement project upon recommendation of the city engineer based on consultation with the fire chief and appropriate engineering evaluations. Staff proposes that the Planning Commission recommend that the City Council make the following findings for the exception:

*(a) Granting the exception will not unduly impair vehicular or pedestrian safety, or emergency access.*

The Public Works Department and the San Mateo Consolidated Fire Department (SMCFD) has reviewed the project plans and has expressed no concerns regarding emergency access. As a condition, the SMCFD is requiring the proposed turnaround to be designated as "No Parking" and "rolled red curb" to provide for adequate emergency access. This finding is affirmed.

*(b) Granting the exception will result in a road improvement which is consistent with the San Juan Hills Area Plan and other city ordinances.*

Granting of the exception will not result in a road improvement inconsistent with the San Juan Hills Area Plan and other city ordinances as established in the project Categorical Exemption (CE) Evaluation and the Staff Report prepared for the project. This finding is affirmed.

*(c) Reducing the standard is necessary to avoid excessive grading or vegetation removal or to reduce the risk of erosion, flooding or slope failure.*

Due to the existing unimproved right-of-way width fronting the site, there is not adequate space to construct a larger turnaround to accommodate parking lanes and a fire truck turnaround. The construction of a larger turnaround would require right-of way dedications from the adjacent privately owned properties, resulting in additional grading (cut and fill material), vegetation removal, construction of steep retaining walls, and additional project hardscape. This finding is affirmed.

The standards for an unimproved road segment terminating in a cul-de-sac are set forth in Belmont City Code Section (BCC) 7-13(4)(i). In general, the length of a cul-de-sac may not be longer than 800 feet (from the turnaround to the open street) with a turn-around radius of 32 feet. The project proposes an 870-foot-long cul-de-sac (from the turnaround to the open street) with a turnaround radius of 29.5 feet. Longer cul-de-sacs and smaller turnarounds may be permitted by the authority approving a road improvement upon the recommendation of the city engineer based on consultation with the fire chief and specific evaluation of the following:

*(1) Availability of a through connection via an emergency road.*

**Response.** Based on the geotechnical feasibility study prepared by the project engineer (*Romig Engineers Inc.*) and peer reviews by the City's consulting geotechnical engineer, a through-road extension is infeasible due to geotechnical issues and environmental conditions. The project proposes a road segment with a fire truck turnaround.

*(2) Number of lots/houses/occupants to be served by the cul-de-sac.*

**Response.** The existing cul-de-sac at the terminus of Monte Cresta Drive currently serves 17 homes along the 2800 block of Monte Cresta Drive. The road extension would provide driveway access to the proposed development site, and potentially provide access to the adjacent lot west of the new road terminus.

*(3) Type of construction of buildings (e.g., fire-retardant roofs and siding, interior sprinklers).*

**Response.** Construction for the proposed dwelling will be conditioned to meet Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) of the California Building Code and that the home construction includes an automatic fire sprinkler system.

*(4) Water pressure and availability of a secondary water main.*

**Response.** The project site is in a residential neighborhood surrounded by existing single-family homes with existing water service. The project would install a water supply lateral that would connect to an existing water main in Monte Cresta Drive. Water pressure for the newly installed water lines will be tested during construction of the proposed single-family home.

*(5) Proximity to fire station and hydrant.*

**Response.** Fire Station #15 is located approximately 0.8 miles from the project site and a fire hydrant is proposed at the turn-around / cul-de-sac.

*(6) Street width.*

**Response.** The project will meet the hillside road width standards related to the cross slopes with the granted exception to eliminate parking lanes.

San Mateo Consolidated Fire Department (SMCFD) and Public Works Department (PWD) has reviewed the proposed turnaround design and determined that length and turnaround design is appropriate with the stipulation that the turnaround includes "No Parking" and "red curb" to provide for adequate emergency access.

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

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on November 21, 2023, by the following vote:

AYES,
COMMISSIONERS: Gurevich, Kulich, Meier, Kramer
NOES,
COMMISSIONERS: None
ABSENT,
COMMISSIONERS: Majeski
ABSTAIN,
COMMISSIONERS: None
RECUSED,
COMMISSIONERS: None

Carlos de Melo
Planning Commission Secretary

**MEETING OF NOVEMBER 21, 2023**

**AGENDA ITEM NO. 7C**

| | |
|---|---|
| Application I.D.: | PA2015-0057 |
| Application Type: | Single-Family Design Review, Hillside Road Improvement Plan, Floor Area Transfer, Conditional Use Permit, Grading Permit, and Tree Removal Permit. The project also includes requests for:) Exception to Parking Lanes under BCC Section; BCC 7-13(e)(7)(a-c) and Standards for Cul-de-sacs under BCC Section; 7-13(4)(i). |
| Location: | 2800 block of Monte Cresta Drive |
| Applicant/Owner: | Jeff Kraft & Angela Schmiede |
| APN: | 043-165-180, 043-242-210 & 043-165-090 |
| Zoning: | HRO-2 - Hillside Residential and Open Space |
| General Plan Designation: | HROP (Hillside Residential and Open Space) |
| Environmental Determination: | Categorically Exempt, CEQA Guidelines Section 15303 (a), (d), & (e), New Construction or Conversion of Small Structures, and Section 15332, In-Fill Development Projects. |

**PROJECT SUMMARY**

Overview

The applicant proposes to construct a 3,299 square-foot multi-story residence with an attached garage, including a driveway extending from the terminus of Monte Cresta Drive. The proposed construction also includes a road segment extending Monte Cresta Drive with a fire truck turn-around/cul-de-sac at the western terminus of Monte Cresta Drive, requiring construction of retaining walls and drainage control measures. A roadway extension is required to comply with the Americans with Disabilities Act (ADA) and design standards of the City's Hillside Road Standards – San Juan Hills, as specified in Section 7-13 of the City Code. The applicant also requests a Conditional Use Permit requesting a smaller lot size pursuant to Belmont Zoning Ordinance 4.7.9 to bring the property into compliance with the Subdivision Map Act.

Project Location/Setting

The project site is located in western Belmont at the western terminus of Monte Cresta Drive, adjacent to 2817 Monte Cresta Drive. The site is a steeply sloping 0.22-acre parcel (Assessor Parcel Number (APN) 043-165-180 Lot 55) bounded by the residence at 2817 Monte Cresta Drive to the east, the residence at 2810 Alhambra Drive to the south, vacant parcels to the west of Monte Cresta Drive, and Monte Cresta Drive and the residence at 2828 Monte Cresta Drive to the north. (See Figure 1). The project site is currently undeveloped and contains vegetation and wildlife habitats consisting primarily of non-native annual grassland and coast live oak woodland. The site has relatively steep slopes with an average slope of 48.7%.

*Figure 1 – Vicinity Map*

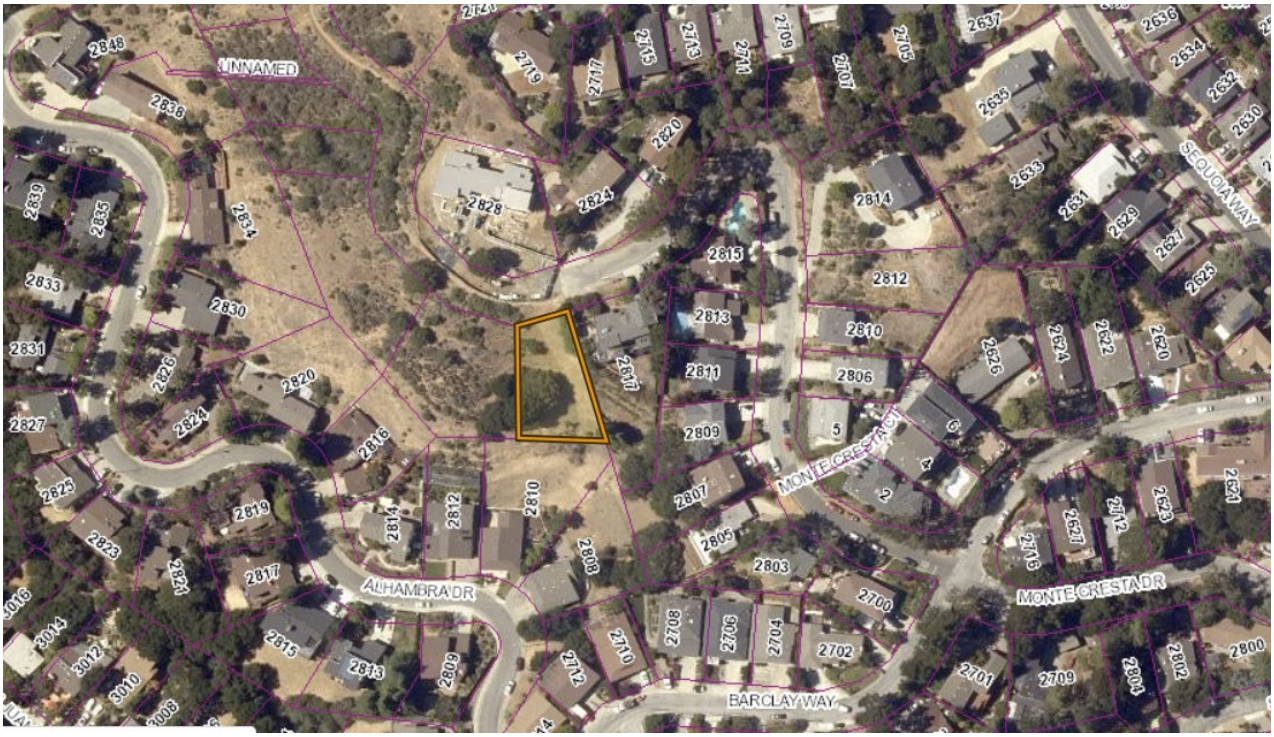



**Table 1: Entitlement Requests**

| Entitlement | Reason for Entitlement |
|---|---|
| Design Review | Single-Family Development |
| Hillside Road Improvement Plan | |
| Floor Area Transfer | |
| Conditional Use Permit | |
| Grading Permit | |
| Tree Permit | |
| Exception to Parking Lanes under BCC Section; 7-13(e)(7)(a-c) | |
| Exception to Cul-de-sacs under BCC Section; 7-13(4)(i) | |

## RECOMMENDATION

Staff recommends that the Planning Commission **adopt** the attached resolution recommending the Single-Family Design Review, Hillside Road Improvement Plan, Floor Area Transfer, Conditional Use Permit, Grading Permit, Tree Removal Permit, and City Code Exceptions subject to City Council approval.[1]

## APPLICATION HISTORY

- The Kraft application was submitted to the City in November 2015 and was deemed incomplete in December 2015.
- In February - December 2016, the application was submitted and resubmitted to the City four times; each submittal was deemed incomplete.
- In December 2016, the applicant appealed staff's determination that his project was incomplete to the Planning Commission, who in January 2017, also found the application to be incomplete.
- In January 2017, the applicant appealed the Planning Commission determination to the City Council in which the City Council also found the application to be incomplete.
- In March 2017, the applicant submitted a Roadway Improvement Plan as required to complete his application. In April 2017, the application was deemed incomplete.
- In June 2017, the application was resubmitted to the City and in July 2017 the application was deemed incomplete.
- In August 2017, the application was resubmitted to the City and in September 2017 the application was deemed complete with comments.
- In January 2018, plans were resubmitted to the City to address comments, and in February 2018 the project was deemed not in compliance with the Zoning Code and Public Works drainage standards.
- In May 2018, plans were resubmitted to the City to address comments; in June 2018 the project was deemed not in compliance with the Zoning Code and Public Works drainage standards.
- In August 2018, plans were resubmitted to the City to address comments; in September 2018, the project was deemed not in compliance with the Public Works drainage standards.
- In October 2018, the applicant resubmitted plans with three different conceptual storm drain designs. In December 2018, staff sent comments to the applicant indicating that his engineer would need to choose a design that conforms to the City's design standards and adequately address Public Works comments.
- In May 2019, plans were resubmitted to the City; in June 2019, staff determined additional analysis was needed to support the proposed drainage plan.
- In June 2019, the Zoning Administrator denied the floor area transfer application in part due to insufficient information pertaining to the ownership of a transfer lot that went unresolved.

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

- In August 2019, additional analysis to support the proposed drainage plan was submitted to the City; in August 2019, staff provided additional comments.
- In October 2019, the applicant resubmitted plans with a different conceptual storm drain design to the City; in November 2019, staff provided additional comments.
- In January 2020, the Planning Commission considered action to deny the Single-Family Design Review (SFDR) request. The Planning Commission granted a continuance of the Single-SFDR application with the condition that the applicant submits floor area transfer and certificate of compliance applications within thirty days of the Planning Commission meeting.
- On February 10, 2020, the applicant submitted floor area transfer and certificate of compliance applications.
- August 2021-February 2022 - plans and additional analysis to support the proposed drainage plan was submitted to the City four times; staff provided comments with each submittal.
- In March 2022, staff completed their review with no further comments.

## PRIOR ACTIONS

In 2020 the applicant applied for a Certificate of Compliance ("COC") for the subject property and a parcel which would potentially be a candidate for the floor area transfer. In 2021 the applicant also applied for a COC for another parcel which would also potentially be a candidate for the floor area transfer. After reviewing the applications, the Community Development Director, in consultation with the City Attorney, determined that a Conditional Certificate of Compliance ("CCOC") was warranted. A CCOC is issued when it has been determined that a property does not comply with the State of California's Subdivision Map Act ("SMA") and includes a list of conditions that must be satisfied in order to bring the property into compliance with the SMA. The CCOC's were issued and subsequently recorded with the County of San Mateo later in 2021 and 2022. Further discussion of the CCOC follows in the staff report. The Notice of Final Determination provides background information and context related to the issuance of the CCOC (see Attachment 12). According to City records, there have been no other Planning actions for these parcels.

## GENERAL PLAN AND ZONING CODE DESIGNATIONS

The project site is located in a hillside residential area of the San Juan Hills area of Belmont. Lands to the north and west of the roadway extension are primarily undeveloped residentially designated parcels zoned HRO-2. The paved portion of Monte Cresta Drive to the east of the project site has been developed with hillside residences and the area is zoned R-1/B. The General Plan identifies the previously developed residential properties to the east of the road extension as Low-Density Residential (RL).

According to Section 4.7 of the City of Belmont Zoning Code, one-family residences are permitted in the HRO-2 District. The Belmont General Plan identifies the land use on the subject property as Hillside Residential and Open Space (HROS). The property is located within the San Juan Hills Specific Plan Area. According to the General Plan, low-density residential development in the San Juan Hills area is appropriate only when it has been demonstrated that safe development can take

place consistent with the policies of the General Plan and that adequate access, utilities, fire services and other essential services are available.

## PROJECT PROPOSAL

Floor Area Transfer

The proposed project includes a Floor Area Transfer as described in the San Juan Hills Area Plan. Floor Area Transfers are permitted to allow development to occur on "receiving sites" while preserving open space on "sending sites". Pursuant to Belmont Zoning Ordnance Section 4.7.11(d), non-contiguous parcels within the HRO-2 Zoning District are permitted a permanent transfer of floor area (1,200 sq. ft.) from one parcel to another. A conservation easement is required to be recorded over the entire sending property. As a part of this project, the applicant proposes to transfer floor area from two non-contiguous parcels along the unimproved portion of Monte Cresta Drive (APN 043-242-210 Lot 19 & APN 043-165-090 Lot 43). The parcels are located approximately 470 feet northwest (Lot 43) and approximately 590 feet north (Lot 19) of the existing terminus of Monte Cresta Drive.

*Development Potential*

BZO Section *4.7.11.(c) Substandard Lots* states*, "Vacant lots which are nonconforming to the required lot size shall be allowed a floor area which is the larger of 1,200 sq. ft. or the floor area ratio applicable to the lot's slope category, except when the average lot slope exceeds 30%, then the allowed floor area shall be the larger of the minimum floor area or the floor area ratio applicable to the lot's slope category as shown on Table 2 – HRO-2 Floor Area Ratio Standards."*

Based on the ordinance section above, and the *HRO-2 Floor Area Ratio Standards Table*, the subject building site at 49% slope is allowed 900 sq. ft. of floor area. As mentioned earlier, the applicant proposes to transfer floor area from two non-contiguous parcels along the unimproved portion of Monte Cresta Drive allowing the permanent transfer of 2,400 square feet of floor area to the building site. Thus, the site would be allowed a maximum of 3,300 sq. ft. of floor area.

Single Family Dwelling

The project applicant proposes to construct a 3,299 sq. ft. multi-level residence with an attached garage with a driveway extending from the terminus of Monte Cresta Drive. The residence would contain an ADA-compliant elevator, connecting the upper and main levels of the building. (See Table 3 - Dwelling Floor Area Summary for more details).

**Table 3 – Floor Area Summary**

| Proposed Floors | Type of Rooms |
|---|---|
| Upper Floor (Street Level) – 822 Sq. Ft. | Entry / living area, stairs, elevator, and two-car garage. |
| Main Level – 1,445 Sq. Ft. | Great room, kitchen, pantry, two bedrooms, two and a half bathrooms, stairs, and elevator. |
| Basement – 1,032 Sq. Ft. | Three bedrooms, two bathrooms, laundry area, stairs, and elevator. |
| Total = Sq. Ft. 3,299 | |

The upper level of the proposed residence would be constructed roughly at grade with Monte Cresta Drive. The main level of the residence would extend downslope from the upper level of the dwelling. The building façade would have a combination of vertical wood siding, stucco finish, metallic cladding, stone cladding, and two-sided metallic cladding and horizontal wood siding. The façade of the building would be articulated with recessed windows, parapets, exposed hollow structural section columns, and wall extensions. Glass guardrails would enclose the driveway and walkway and surround the upper, mid, and lower decks that would be located along the south-facing façade of the building. (See Figure 2).

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*Figure 2 – Architectural Rendering*




**Table 4 – Project Data**

| Criteria | Existing | Proposed | Required or Max. Allowed |
|---|---|---|---|
| **Lot Size** | 9,729 sq. ft. | 9,147 sq. ft.* | No Change |
| **Slope** | 49% | No Change | No Change |
| **FAR** | NA | 0.360 | 0.360 |
| **Square Footage** | NA | 3,299 sq. ft. | 3,300 sq. ft. max. per BZO 4.7.11(c) & (d) |
| **Parking** | NA | Two-car garage (20’ x 20’)<br>Two uncovered | Two-car garage<br>Two uncovered |
| *Adjusted lot size (lot area minus the dedicated right-of-way). | | | |

Project Data Table continued on pg. 8.

| | | | |
|---|---|---|---|
| **Setbacks:** | | | |
| **Front** | NA | 18’ 3” | 15’ |
| **Side (right)** | NA | 7’ 8” | 7’ |
| **Side (left)** | NA | 7’ 2” | 7’ |
| **Rear** | NA | 50’ 9” | 15’ |
| **Driveway length** | NA | >18’ | 18’ |
| **Height** | NA | 28’ | 28’ |

Zoning Conformance
Section 9.7.1 (g) of the Belmont Zoning Ordinance (BZO) provides as follows:

> *“Driveway bridges including all structural support components, walls, piers, etc., which are required to provide vehicular access to on-site parking are permitted within the required front and side yards”*

The applicant is proposing a portion of a driveway bridge within the front setback in order to gain access to the site and to support the home. The project is in conformance with section 9.7.1 (g) of the BZO.

Residential Design Criteria
The applicant has incorporated the standard of *Daylight Plane* to mitigate perceived building bulk at the rear elevation. The project plans effectively demonstrate that the rear elevation would fall beneath the required plane. The applicant also incorporated the standard of *Prescribed Articulation* to moderate building massing at the front, rear and side elevations. The building elevations will feature offset walls, decks, recessed windows, and complementary exterior building materials that would distribute the architectural volume of the residence. The plans sufficiently demonstrate that the building elevations would be articulated beyond the minimum required amount. As such, the project is in compliance with the City’s Residential Design Criteria standards.

Residential Design Guidelines
The applicant has made significant efforts to ensure the proposed dwelling would be substantially compliant with the Residential Design Guidelines. The project would maintain a consistent architectural theme and avoid mixing features of different styles, as dictated by Guideline A-1. In accordance with Guideline B-1, the project avoids flat two-story building walls and includes varying rooflines. Furthermore, the proposed design effectively minimizes the requisite grading by conforming to the natural slope of the property, thus maintaining consistency with Guideline B-3. As such, the proposal is substantially compliant with the Residential Design Guidelines.

Grading
Grading estimates have been provided on Sheet C-0 of the project plans (*Title Sheet*). Estimated earthwork quantities for the project include 150 cubic yards (CY) of cut and 650 CY of fill (500 CY fill-import).

Tree Removal

The project proposes the removal of one of the four onsite trees. The tree to be removed is a Coast live oak in poor condition that is recommended for removal. The remaining three onsite trees, all Coast live oak trees, and two Coast live oak trees located on a neighboring property whose canopies extend onto the project site, would be protected during project construction through implementation of a tree protection plan.

Landscaping & Site Improvements

Site landscaping improvements would include a paved driveway and walkway off Monte Cresta Drive, an uncovered deck off the south end of the new residence, retaining walls, and various plantings. The new driveway and walkway would consist of a concrete deck on structural steel with recessed artificial turf decorative inserts. New plantings would consist of 21 trees, all California native tree species, and a mix of California native and non-native shrubs and groundcover. All new plantings would be low water use vegetation. The landscape plantings would be established consistent with Cal Fire Defensible Space requirements for the HFHSZ.

The project proposes to construct a retaining wall off site and in the public road right-of-way along the curve of the cul-de-sac that would serve as the terminus of the proposed road extension. This retaining wall would extend on site to span underneath and support the proposed on-site driveway bridge. Additional retaining walls would be constructed along both sides of the proposed residence to stabilize and support the disturbed slope. Retaining walls have been designed according to the specifications set forth in geotechnical investigations and reports prepared for the proposed project.

Utilities

The project site currently does not contain any utilities infrastructure. The project proposal includes the installation of new water, sanitary sewer, electricity, and storm drain utilities.

*Water Supply*

The proposed residence would receive water from the Mid-Peninsula Water District. The project would install a water supply lateral that would connect to an existing water main in Monte Cresta Drive. The project would also relocate an existing fire hydrant on Monte Cresta Drive as part of the proposed road extension.

*Sanitary Sewer*

The proposed residence would receive sanitary sewer collection service from the City of Belmont. Wastewater collected from the residence would be conveyed via the City of Belmont's sanitary sewer system and treated at the Silicon Valley Clean Water wastewater treatment plant in Redwood City. The project would install a 6-inch sewer lateral and sewer manhole that would connect to an existing sewer main in Monte Cresta Drive.

*Electricity*

The proposed residence would receive electricity services from Pacific Gas & Electric Company (PG&E). The project would install a new electrical line that would connect to an existing PG&E vault and power infrastructure on Monte Cresta Drive.

*Stormwater Drainage*

The project would install stormwater capture and treatment features onsite, including storm drain lines, a trench drain, and a separate sub-drain system consisting of retaining wall subdrains, a sump pit and pump, and a force main that would connect to a curb-thru drain on Monte Cresta Drive. Stormwater collected onsite would be collected via the storm drain downspouts and lines, directed to the sump pit, and conveyed via the force main into the City's stormwater collection system on Monte Cresta Drive. Stormwater runoff from the road extension will be conveyed to the existing gutter along the northeast section of Monte Cresta Drive and divert the stormwater to the nearest existing catch basins located at Barclay & Monte Cresta Drive.

Roadway Improvement Plan

*Background*

The property included in the application is located within the San Juan Hills. The lotting and road pattern in the area generally follows subdivision maps filed in 1926 and 1927 before the modern Subdivision Map Act that gave local jurisdictions authority to require improvement of roads as part of the subdivision approval process. As a result, many lots in those early subdivisions are served by "paper roads" that have never been built. The subject property is sited just beyond the improved portion of Monte Cresta Drive, one of the original "paper roads." The lot is accessible only from the unimproved portion of the road right of way.

The San Juan Hills Area Plan (SJHAP) was adopted by the City in 1988 to deal with the problems posed by the antiquated subdivision of the San Juan Hills. Chief among those problems are steep slopes and potential geologic instability at locations where roads were laid out on the subdivision maps but were never improved. A survey of these areas of geologic instability was prepared and incorporated in the Area Plan (Figure 4 – SJHAP Geologic Hazard Policy Map) and adopted by City Code Section 7-12(d). The Area Plan also adopted policies for the development of roads in areas of geologic instability shown on the Geologic Hazard Policy Map to ensure safe development. In particular, Natural Conditions Policy 5 and Infrastructure Road Policy 8 require appropriate mitigation of moderate geologic hazards affecting road development. Moderate geologic hazards are defined by the policies to include areas categorized on Figure 4 (and shown in City Code Section 7-12(d)) as "PDF" (potential debris flow movement[2]), which is the category of hazard affecting the proposed road segment.

[2] "Pdf" is defined as *"steep to very steep terrain mantled with a thick cover of soil, colluvium, and landslide debris... susceptible to rapid downslope movement in the form of debris flows or earth flows".*

To facilitate these policies, Infrastructure Road Policy 10 requires an application for a home within the San Juan Hills that is not located on an improved road be accompanied by a road improvement plan for either the entire unimproved road through to an existing improved road, or for an unimproved road segment only. A road segment plan extends from the end of an existing improved road to the point where extending the road would become infeasible due to physical constraints. Policy 10 states that examples of such constraints are "extremely steep slopes and areas categorized on Figure 4 as moving deep landslides (Md)."

City Code Section 7-13(e) implements Infrastructure Policy 10 by establishing application requirements and findings for approval of a through road or road segment. A road segment plan may be approved when, among other findings, it can be demonstrated that a stable, safe, through road cannot be reasonably constructed because of physical constraints. (City Code Section 7-13(e)(10)h.1.) One of the application submittal requirements for a road segment plan is "a report signed by a licensed geotechnical engineer concluding that the physical constraints are such that a stable road cannot be reasonably constructed through to a paved road. The report must describe the specific constraints precluding a through road and evaluate the impacts and costs of methods of overcoming the constraints through removal or engineering solutions." (City Code Section 7-13(e)(9)b.1.).

Feasibility of a Through Road

To show infeasibility, City Code Section 7-13(e)(9)(b)(1) requires a report signed by a licensed geotechnical engineer containing certain facts and findings. To meet this standard, the applicant has submitted a feasibility report from 2008 from a previous road improvement project (see Attachment 5). Although the 2008 feasibility report was reviewed by the City's geologic and geotechnical consultant and concluded that they were in fundamental agreement with the basic findings of the report, the application for the road improvement plan was ultimately not pursued, no decision was ever made, and the City made no final decision on the adequacy of the submitted report. Thus, City staff requested that the report be updated.

In a 2017 appeal decision (upholding the decision of the Planning Department that the Application is incomplete), the Planning Commission in their review asked that the requirements regarding the feasibility report be met in the manner least burdensome to the applicant. To provide more direction to the applicant, the City's geologic and geotechnical consultant reviewed its earlier recommendations and required that the project geotechnical consultant to make observations and inspect the entire length of the unimproved section of Monte Cresta Drive and make recommendations and perform additional testing and borings, if needed. The project geotechnical consultant was also required to update any conclusions and recommendations regarding the feasibility of the through roadway. The City's geologic and geotechnical consultant's recommendations was included with a list of requirements that had to be submitted to the Planning Department to complete the application as a part of a 2017 City Council Resolution (upholding the Planning Commission's decision that the project application was incomplete).

In February 2017, the project geotechnical consultant (Romig Engineers) walked the entire unimproved roadway section between the existing improved and paved ends of Monte Cresta Drive to observe current conditions. The results of this site investigation determined that the site conditions

have not changed significantly since the 2008 feasibility study that was prepared. Based on the project geotechnical engineer's site investigation, they concluded that constructing a through road remains impractical and economically infeasible. The results of this site investigation are further detailed in Romig Engineers' *Geologic and Geotechnical Update Letter*, dated February 23, 2017 (see Attachment 8).

The geotechnical information that was submitted for the project was peer reviewed by the City's geologic and geotechnical consultant Cotton, Shires, and Associates (CSA). CSA concurred with the project geotechnical consultant that the through road remains impractical and economically very costly because of very significant landslide constraints (*Cotton, Shires and Associates Peer Review Letter, October 26, 2017 – see Attachment 9*).

*Roadway Segment Plan*

The proposed road plan would be for a segment of roadway that will serve as access to the property. The applicable section of the Belmont City Code to this roadway improvement plan, Section 7-13(e)(9)(b), states that a plan for an unimproved road segment may be approved, instead of a plan for the entire roadway, when the segment lies between an existing paved road and an area where physical constraints, such as very steep slopes or geologic instability effectively preclude construction of a through connection (such as areas mapped or designated Md or Pdf on the current geologic hazards map). The roadway alignment west of the project site is mapped as "PDf" indicating potential debris flow movement which is the category of hazard affecting the proposed road segment. (See Figure 3).

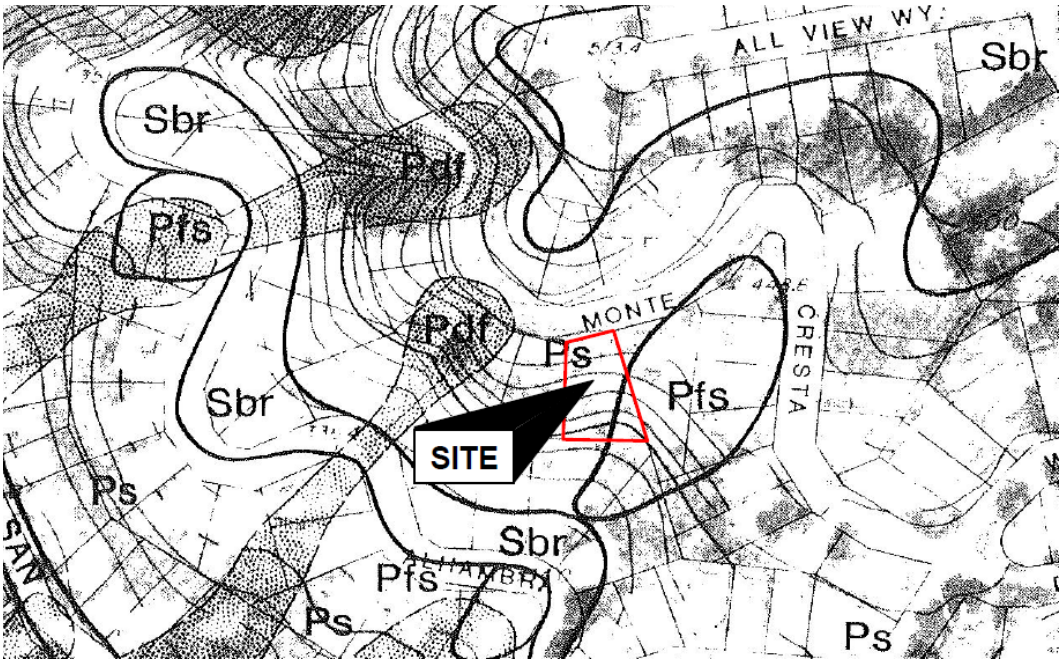
According to the applicant's geotechnical engineer (Romig Engineers), with confirmation by the City's consulting geotechnical engineer (CSA) through peer review, the proposed road segment is feasible with proper design and construction. Recommended construction measures for the proposed road segment / fire truck turnaround is summarized in the Romig Engineers' 2016 design-level geotechnical report for the residence (see Attachment 7).

*Road Access*

The road extension would provide driveway access to the proposed development site, and potentially provide access to the adjacent vacant lot zoned HRO-2 (Hillside Residential and Open Space) west of the new road terminus. However, this lot is not proposed for development. In addition, this lot may not be feasible for development because of the mapped potential debris flow (PDf) and landslide movement (Pd[3]) on the lot.

[3]"Pd" is defined as *"relatively unstable landslide debris, commonly more than 10 feet in thickness on moderately steep to very steep slopes ... susceptible to renewed deep landslide movement".*

Figure 3 – San Juan Canyon Ground Movement Potential Map




*Width Standards for Hillside Roads*

The project proposes to extend Monte Cresta Drive approximately 50 feet to the west from its current paved terminus with the construction of a cul-de-sac / vehicle turnaround. The adjacent right-of-way fronting the site is considered an unimproved roadway section of Monte Cresta Drive. Belmont City Code (BCC) Section 7-13(e)(9) provides that a road improvement plan is required to be approved by the City Council to "…ensure adequate emergency access, public safety and drainage improvements."

Per BCC section 7-13(e)(5) Table 1, hillside roads are required to include two traffic lanes and gutters, curbs, parking lanes, and sidewalks on both sides of the road. Per BCC 7-13(e)(6), the width of a proposed hillside road or road segment may be reduced by eliminating sidewalks and/or parking lanes depending on the related cross slopes as described in BCC 7-13(e)(6) and shown in Table 2 below. The project engineer has prepared a cross slope analysis that indicates an average slope of 29% (see Attachment 10). Per Section 7-13(e)(6) and Table 2 - Hillside Road Width Related to Cross Slopes, the roadway shall be 40 feet in width, including two 10-foot-wide travel lanes, two 5.5-foot-wide parking lanes, two two-foot-wide curb and gutters and one five-foot wide sidewalk. However, per San Mateo Consolidated Fire Department (SMCFD) comments, parking within the turnaround should be designated as "No Parking" and "rolled red curb" to provide for adequate emergency access. The practical layout for the proposed turnaround includes 20-foot travel lanes, two two-foot curb and gutters, and one five-foot sidewalk along the southern side of the turnaround. The applicant has requested an exception to install parking lanes. The exception is discussed further in this report.

**Table 2 - Hillside Road Width Related to Cross Slopes**

| Cross Slope | Traffic Lanes | Curbs & Gutters | Parking Lanes | Sidewalk | Total Width |
|---|---|---|---|---|---|
| 21% - 30% | 20' | 2' both sides | *5.5' both sides | 5' one side | 29' |
| *Per the SMCFD the turnaround should be designated as "No Parking" and "rolled red curb" | | | | | |

*Standards for Hillside Roads*

The standards for an unimproved road segment terminating in a cul-de-sac are set forth in Belmont City Code Section (BCC) 7-13(4)(i). In general, the length of a cul-de-sac may not be longer than 800 feet (from the turnaround to the open street) with a turn-around radius of 32 feet, unless the city engineer in consultation with the fire chief recommend a longer cul-de-sac or smaller turnaround based an analysis of several factors.

The existing terminus of Monte Cresta Drive is a cul-de-sac[4] with a bulb design turnaround[5]. The existing cul-de-sac is approximately 820 ft. long that extends from the existing turnaround to the open street at the intersection of Barclay Way and Monte Cresta Drive, and currently serves 17 homes along the 2800 block of Monte Cresta Drive (See Figure 4).

Since the current terminus of Monte Cresta Drive does not have adequate space for fire truck turnaround, the proposed project includes construction of a fire truck turnaround within the Monte Cresta Drive right-of-way. A portion of the subject lot frontage will be dedicated right-of-way to accommodate the construction of the turnaround.

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[4]Belmont City Code Definition Sec. 7-13 (e)(3)(b) Cul-de-sac is a street open at only one end with a turnaround at the other.

[5]Belmont City Code Definition Sec. 7-13 (e)(3)(k) Turnaround is a space in a public right-of-way or a private road large enough to permit the turning around of a large vehicle, particularly a firetruck. It may take various configurations, including, for example, a circle, bulb, or hammerhead.

*Figure 4 – Monte Cresta Drive Cul-de-sac*




The project proposes to extend Monte Cresta Drive approximately 50 feet to the west from its current paved terminus with the construction of a vehicle turnaround / cul-de-sac. The project would extend the length of the existing cul-de-sac by 50 feet to approximately 870 ft. with a turnaround radius of 29.5 feet at the end. Although the project would not meet the general specifications for a cul-de-sac, the city engineer in consultation with the fire chief evaluated the following factors in Section 7-13(4)(i):

1. *Availability of a through connection via an emergency road.*

   Based on the geotechnical feasibility study prepared by the project engineer (*Romig Engineers Inc.*) and peer reviews by the City's consulting geotechnical engineer, a through-road extension is infeasible due to geotechnical issues and environmental conditions. The project proposes a road segment with a fire truck turnaround.

2. *Number of lots/houses/occupants to be served by the cul-de-sac.*

   The existing cul-de-sac at the terminus of Monte Cresta Drive currently serves 17 homes along the 2800 block of Monte Cresta Drive. The road extension would provide driveway access to the proposed development site, and potentially provide access to the adjacent lot west of the new road terminus.

3. *Type of construction of buildings (e.g., fire-retardant roofs and siding, interior sprinklers).*

   Construction for the proposed dwelling will be conditioned to meet Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) of the California Building Code and that the home construction includes an automatic fire sprinkler system.

4. *Water pressure and availability of a secondary water main*.

   The project site is in a residential neighborhood surrounded by existing single-family homes with existing water service. The project would install a water supply lateral that would connect to an existing water main in Monte Cresta Drive. Water pressure for the newly installed water lines will be tested during construction of the proposed single-family home.

5. *Proximity to fire station and hydrant.*

   Fire Station #15 is located approximately 0.8 miles from the project site and a fire hydrant is proposed at the turn-around / cul-de-sac.

6. *Street width.*

   The project will meet the hillside road width standards related to the cross slopes with the granted exception to eliminate parking lanes.

The San Mateo Consolidated Fire Department (SMCFD) and Public Works Department (PWD) has reviewed the proposed turnaround design and determined that the length and turnaround design is appropriate with the stipulation that the turnaround includes "No Parking" and "red curb" to provide for adequate emergency access (see SMCFD and PWD Recommendation Letters - Attachment 14).

*Maintenance*

The road extension is considered a public right-of-way and would not be a private drive. The adjoining property owners with road frontage will have reciprocal obligation to maintain the improved road under Civil Code section 845 until such time as the city council formally accepts the road into the city street system consistent with Streets and Highways Code section 1806.

## PROJECT ANALYSIS

General Plan

The project site is zoned HRO-2 (Hillside Residential Open Space - subdivided) with a General Plan Designation of HROS – Hillside Residential Open Space. The HROS land use designation allows for the construction of a single-family residence and accessory structures. The project's proposed single-family dwelling and attached garage is consistent with the allowed uses of the HROS land use designation. Thus, the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The project's consistency with applicable General Plan policies is demonstrated in the Categorical

Exemption Evaluation (see Attachment 15, Table-3 titled *Project Consistency with Applicable General Plan Policies*).

San Juan Hills Area Plan

The San Juan Hills Area Plan establishes policies specific to activities and development occurring in the San Juan Hills Area in which the project site is located. The San Juan Hills Area Plan is a part of the Belmont General Plan. The project's consistency with applicable San Juan Hills Area Plan policies is demonstrated in the Categorical Exemption Evaluation (see Attachment 15, Table-4 titled *Project Consistency with Applicable San Juan Hills Area Plan Policies*).

Single-Family Design Review

The applicant proposes to construct a new 3,299 square foot dwelling. Under Table 13A.4 (a) (Residential Design Review (RDR) Authority Thresholds) of the BZO, new single-family homes is a Tier-3 project requiring Residential Design Review. Residential Design Criteria are also be applied in conjunction with the Single-Family Design Review process. The requisite Single-Family Design Review findings (BZO Section 13A.5 A-F) are provided in the attached resolution (Attachment 2).

Adoption of a Road Improvement Plan

The City requires an approved road improvement plan prior to granting a building permit for a new structure or enlargement of an existing structure on property accessible only from an unimproved road. As previously discussed, the applicant proposes to construct a new residence on property accessible only from an unimproved road. The proposed road plan would include a road segment extending Monte Cresta Drive with a turn-around / cul-de-sac.

To adopt a hillside road improvement plan, the Planning Commission must make a recommendation to the City Council regarding each of the following findings:

*a. The road improvement plan is consistent with the purposes and policies of the San Juan Hills Area Plan; and,*

*b. The proposed project provides for safe vehicular and pedestrian movement; and,*

*c. The road has been designed to minimize grading and vegetation removal to the extent feasible; and,*

*d. Drainage, erosion control and slope stability have been fully addressed in the design of the road improvements; and,*

*e. The applicants have demonstrated that adequate financing is available to construct and maintain the road as proposed; and,*

*f. Access to abutting properties has been adequately considered in the design of the road improvements; and,*

*g. If the project is for a cul-de-sac, the length and turnaround design are appropriate and consistent with emergency access requirements; and*

*h. If the plan is for an unimproved road segment, the City Council must have made all of the above findings in the affirmative, plus:*

*1. A stable, safe, through road cannot be reasonably constructed because of physical constraints; and,*

2. *Recommendations for access to properties abutting the part of the road which would not be improved under the plan are reasonable and consistent with the purposes and policies of the San Juan Hills Area Plan.*

The requisite Hillside Road Improvement Plan findings are provided in the attached resolution (Attachment 2).

Floor Area Transfer

As previously discussed, the project proposes to transfer floor area from two non-contiguous parcels along the unimproved portion of Monte Cresta Drive. Under certain circumstances described in the following findings, the HRO-2 District encourages the permanent transfer of floor area development potential in the HRO-2 Zoning District from one site to a non-contiguous site with approval of a Conditional Use Permit by the approval authority. All findings as indicated in BZO Section 4.7.11 (d)(3)(a-f) (see below) of the City of Belmont Zoning Code are required to be made in the affirmative prior to approval.

Conditional Use Permit (CUP) Findings required for approval of a Floor Area Transfer are as follows:

a. *The proposed transfer of density is consistent with the policies of the San Juan Hills Area Plan and the Geologic Hazards Ordinance.*
b. *Adequate infrastructure exists or its construction is assured, and for sites requiring road improvement plans, such plans have been approved.*
c. *The pattern of development which would result from the transfer of floor area is better than could be achieved through the application of this ordinance without floor area transfer, due to less grading, less street and utility extension, and better building site locations.*
d. *The sending property will be protected from development by the establishment of a conservation easement over its entirety or be merged with an adjacent lot and a conservation easement established over land equal in area to the sending site, and the ownership and management of such property will be adequately provided for.*
e. *The proposed building sites will not be in an area designated Md or Pdf on the current geologic hazards map.*
f. *All floor area transfer standards will be met*

The requisite CUP findings for a Floor Area Transfer are provided in the attached resolution (Attachment 2).

Conditional Certificate of Compliance (CCOC)

As referenced in the Prior Actions section of this report, a CCOC was issued and recorded for the subject property in 2021. The CCOC provides a list of conditions that must be satisfied before issuance of a permit or other grant of approval for development. Satisfaction of these conditions will bring the property into compliance with the Subdivision Map Act and the local subdivision ordinance.

Conditional Use Permit (CUP)

Belmont Zoning Code (BZO) Section 4.7.9 sets forth general residential density and minimum lot size requirements which are based on the average lot slope. A condition identified in the CCOC was that the subject property must comply with all relevant Subdivision Ordinance and Zoning Ordinance standards for lot size, dimensions, and standards at the time the property owner acquired the property (October 21, 2015). As described in Table 5 below, the property does not satisfy the requisite minimum lot area. However, given the existing layout of the property and the fact that all surrounding properties are controlled by separate entities, and the surrounding adjacent properties to the east and south are within a different zoning district (R1-B) the property owner has a limited capacity to satisfy the requisite minimum lot area.

As part of their effort to bring the property into compliance with subdivision requirements, the applicant has applied for a Conditional Use Permit requesting a smaller lot size pursuant to BZO Section 4.7.9[6].

**Table 5 – HRO Zoning Ordinance Density & Lot Size Standards**

| **Development Criteria** | **Minimum Required** | **Proposed** |
|---|---|---|
| **Lot Size (sq. ft.)** | 403,333 sq. ft.* | 9,137 sq. ft** |
| **Avg. Lot Width** | 60 ft. | Approx. 77 ft.** |
| **Frontage** | 40 ft. | Approx. 64 ft.** |
| *Based on the BZO Sec. 4.7.9 Table 1 (*HRO Density and Minimum Lot Size Standards*), the subject site at 49% slope is required a minimum lot size of 403,333 sq. ft.<br><br>** Adjusted lot size and lot dimension after right-of-way dedication. | | |

The Planning Commission's determination will be forwarded as recommendations to the City Council, in accordance with Section 10.5.1 of the Belmont Zoning Ordinance. Should the Council decide to approve the application, approval would be conditioned on prior satisfaction of all other conditions outlined in the CCOC. All findings as indicated in BZO Section 10.7.3 (see below) of the City of Belmont Zoning Code are required to be made in the affirmative prior to approval.

Conditional Use Permit (CUP) Findings:

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

[6] BZO Sec. 4.7.9 General Residential Density and Lot Size Standards, in part states, "The maximum allowed residential dwelling unit densities and minimum lot sizes in the HRO districts shall be computed in accordance with the applicable provisions of the Slope Density Table in this Section unless a conditional use permit authorizing a smaller lot size is approved pursuant to provisions in the respective HRO Zone."

*(3) The site will be served by streets of capacity sufficient to carry the traffic generated by the proposed use.*
*(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 requisite CUP findings are provided in the attached resolution (Attachment 2).

Groundwork and Geotechnical Recommendations

The City of Belmont's *Ground Movement Potential and Geologic Hazard Policy Map* and Table 6 (*Geologic Hazard Criteria for Development*) of the San Juan Hills Area Plan lists all of the proposed road segment and the majority of the proposed residence within the "Ps" designation indicating the potential for creep or shallow landsliding. The southeastern portion of the property is mapped as "Pfs" indicating the presence of fill materials that maybe susceptible to instability. However, the site design does not include project components (residence, walls, and drainage improvements) of the "Pfs" area of the site.

The City of Belmont's standard process in this development scenario includes the submittal of an engineering geotechnical investigation and peer review by the City's consulting geotechnical engineer, prior to approval of the project. The investigation is required to evaluate the natural slope conditions of the property and provide recommendations for mitigating and/or correcting any unstable conditions that will assure the safety of the proposed development.

The applicant has submitted a feasibility evaluation dated 12/3/15, Geotechnical Investigation dated 1/26/16, and letters dated 8/2/16, 10/7/16, 6/12/18, 2/23/17 and 5/29/19 prepared by Romig Engineers, Inc. Copies of the reports and letters are included as Attachments 6 - 8. The reports and letters were peer-reviewed by the City's consulting geotechnical engineer in letters dated 12/10/15, 3/2/16, 11/14/16, 1/11/17, 10/26/17, 7/10/18, 12/23/21, and 3/22/22. Copies of the letters are included in Attachment 9. The City's consulting geotechnical engineer's recommendations for plan review and construction inspections are included in the conditions of the project approval (see Attachment 3).

The geotechnical reports and letters concluded that the proposed residential development is suitable for the site from a geotechnical perspective, provided that the recommendations contained in the report are implemented in the design and construction. The City's consulting geotechnical engineer has peer reviewed the reports and does not have feasibility objections to the layout of the proposed site improvements. The City's consulting geotechnical engineer has also provided recommendations for geotechnical review of final building and grading plans and field inspections during construction. All the City's consulting geotechnical engineer's recommendations have been included in the attached Conditions of Approval.

Grading

As previously discussed, it is anticipated that approximately 150 cubic yards (CY) of cut and 650 CY of fill material (500 CY fill-import) would be required for construction of the project. Development projects that exceed 500 cubic yards of grading require a Grading Plan or Permit approval by the approval authority. 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 (i.e., construction of building foundation, road improvements, retaining walls and installation of landscaping, frontage improvements, and storm water control measures). The project grading would be visually compatible with the surrounding area, as it entails the construction of a single-family residential building on a down sloping lot, surrounded by similar development.

A final grading plan will be reviewed and approved by the Public Works Department, prior to building permit issuance. The City's consulting geotechnical engineer has provided several recommendations that have been included in the conditions of approval.

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 the applicant to adhere to specific best management practices (BMPs) to avoid air and water quality impacts. In addition, City standard conditions would require the applicant to address potential noise, vibration, cultural, 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.

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, staff recommends that the findings for approval of the Grading Permit can be made in the affirmative.

Tree Removal & Replacement

The project proposes the removal of one of the four onsite trees. The tree to be removed is a Coast live oak in fair condition that is recommended for removal. The project applicant submitted an arborist report (Kielty Arborist Services LLC, 1/24/16, and updated on 7/24/18) evaluating the potential impacts of project construction on trees (see Attachment 12). The arborist report and the plans submitted as part of the project indicate that the tree proposed for removal is directly impacted by the project construction. The applicant proposes to plant two preferred species Coast live oak

(*Quercus agrifolia*) trees as part of the project in conformance with Section 25-10 (a) of the City Code. In determining whether to approve a Tree Removal Permit, decision makers must balance established criteria supporting removal of protected trees against criteria supporting retention. These criteria are provided in the attached resolution (Attachment 2).

Criteria Supporting Removals & Retention

The project includes the removal of one protected tree. The arborist report and plans submitted as part of the project indicate that the tree proposed for removal is directly impacted by project construction (criteria for removal). Based upon review of the arborist report, and the site and grading plans, staff recommends that the proposed tree removal is necessary for the construction of the project. Based on the foregoing, staff recommends that the Planning Commission adopt the attached resolution recommending City Council approval of the Tree Removal Permit.

The applicant is requesting an exception to the Road Standards to eliminate parking lanes. Pursuant to BCC 7-13(e)(7)(a-c), exceptions to any of the hillside road standards may be granted by the administrative or legislative body approving the road improvement project upon recommendation of the city engineer based on consultation with the fire chief and appropriate engineering evaluations. Staff proposes that the Planning Commission recommend that the City Council make the following findings for the exception:

*a. Granting the exception will not unduly impair vehicular or pedestrian safety, or emergency access.*
*b. Granting the exception will result in a road improvement which is consistent with the San Juan Hills Area Plan and other city ordinances.*
*c. Reducing the standard is necessary to avoid excessive grading or vegetation removal or to reduce the risk of erosion, flooding or slope failure.*

The requisite findings for the exception are provided in the attached resolution (Attachment 2).

## ENVIRONMENTAL CLEARANCE (CEQA)

Applicability of CEQA Categorical Exemption

Based on the site plans, information provided by the project applicant, and documentation of potential environmental impacts resulting from the proposed project, the project is eligible for a categorical exemption under CEQA Guidelines Section 15303 (a), (d) and (e), New Construction or Conversion of Small Structures, and Section 15332, In-Fill Development Projects (see Attachment 15 - Categorical Exemption Evaluation).

Class 3 Exemption – New Construction or Conversion of Small Structures

Projects falling under the 15303 exemption are considered Class 3 projects. Class 3 projects consist of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in Section 15303 are the maximum allowable on any legal parcel.

Of the example project types included under Section 15303, the project would qualify for types (a) and (d):

(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.
(d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.
(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences."

Class 3 Projects do not have specific conditions as part of their approval. The project proposal includes the construction of a single-family home, a road extension to serve said single-family home and provide adequate emergency services access to the site, and the installation of associated landscaping features, including retaining walls, and utilities extensions. The proposed project would qualify for a Class 3 exemption under items (a) and (d), as it would involve the construction of one single-family residence; associated water main, sewage, electrical, gas, and storm drain utility extensions; and street improvements (i.e., a road extension) designed to serve the residence and comply with the City's municipal code requirements.

Class 32 Exemption – In-Fill Development Projects

Projects falling under the 15332 exemption are considered Class 32 projects. Class 32 projects are characterized as in-fill development meeting the conditions listed below:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare, or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services. The project would not qualify for a Class 32 exemption if it does not meet all the conditions listed above. The project's consistency with the Class 32 exemption requirements listed above have been assessed as described below and the project has been found eligible for a Class 32 exemption.

The project qualifies as Categorically Exempt under the California Environmental Quality Act (CEQA), Section 15332 ("In-Fill Development Projects") because it is characterized as an in-fill development which is consistent with the applicable General Plan and zoning designation; is on a project site that is less than five acres; contains no value as habitat for endangered, rare, or threatened species; would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can adequately be served by all required utilities and public services.

Based on the information provided in Categorical Exemption Evaluation, the proposed project qualifies for a categorical exemption under CEQA Section 15332, In-Fill Development Projects.

Cumulative Impacts

The proposed project would construct a new single-family home on a vacant parcel located in an existing neighborhood in a built-out area in the City of Belmont. Although there may be additional private development projects underway in the project vicinity and additional in-fill development may be proposed in the project vicinity in the future, remaining undeveloped land in the project vicinity and City of Belmont is limited and development of remaining undeveloped lands may be infeasible due to zoning or general plan land use designation and other constraints. Further, similar projects that may be proposed in the future would be subject to City conditions of approval and mitigation measures, if needed, to reduce potentially significant impacts. Therefore, the project would not have a significant cumulative impact.

*1988 San Juan Hills Area Plan (SJHAP) Environmental Impact Report (EIR)*

The SJHAP EIR, adopted by the Belmont City Council on March 22, 1988, considered all potential environmental impacts under an assumed maximum buildout of 372 residences, 267 of which were anticipated to occur on vacant lots that were not served by an improved road. These lots were later designated under one of the Hillside Residential Open Space ("HRO") zoning districts in the San Juan Hills Area, HRO-1 and HRO-2. However, development in the San Juan Hills Area has not occurred to that extent for the HRO lots, and that level of development is now highly unlikely to occur due to a variety of factors and subsequent actions by the City, including limitations on density transfers, an adopted lot merger program, geologic hazard regulations, slope density/intensity ordinances, more restrictive development standards, an Initiative prohibiting increases in density without voter approval, and the rezoning of many properties to O/S (Open Space). Therefore, there would not be cumulative impacts for the project in excess of those studied in the SJHAP EIR.

## NEIGHBORHOOD OUTREACH & PUBLIC NOTICE

**December 2015** - The applicant performed neighborhood outreach as detailed in the Neighborhood Outreach Strategy attached to this report (Attachment 4). The applicant reported mailing notices to all property owners within 300 feet of the site, informing residents of the project. The applicant reported holding an open house. During this time, several neighbors illustrated several project concerns relating to the size of the proposed dwelling, private views, and construction related activities.

**December 2016** - The City posted and sent Public Notice for the Planning Commission appeal hearing to all property owners within 300 feet of the site.

**January 2017** - The City posted and sent Public Notice for the City Council appeal hearing to all property owners within 300 feet of the site.

**November 2017** - As required, the applicant sent notices to property owners abutting the unimproved portion of Monte Cresta Drive requesting their input on the proposed project. The applicant also reported holding a meeting on site. Three property owners attended the meeting. During this time, one property owner raised concerns related to geologic hazards. The applicant reported that no other comments were received (see Attachment 4).

**January 2020** - The City posted and sent Public Notice for the Planning Commission hearing to deny the Single-Family Design Review (SFDR) request to all property owners within 300 feet of the site.

Public notice for the November 21, 2023 Planning Commission hearing was provided to all property owners within 300 feet of the site, abutting the proposed road segment, and other interested parties.

## CONCLUSION

Based on the foregoing analysis, staff recommends the Planning Commission take the following actions:

1. Adopt a Resolution recommending City Council approval of the Single-Family Design Review, Hillside Road Improvement Plan, Floor Area Transfer, Conditional Use Permit, Grading Permit, Tree Removal Permit, and City Code Exceptions.

## ACTION ALTERNATIVES

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

2. Recommend denial of the requested entitlements.

## ATTACHMENTS

1. 300/500 Foot Radius Map
2. Resolution Recommending City Council Approval of Project Entitlements
3. Conditions of Project Approval – Exhibit A
4. Neighborhood Outreach
5. Geologic and Geotechnical Engineering Feasibility Study (June 30, 2008) & CSA Peer Review (August 13, 2008)
6. Geotechnical Feasibility Evaluation (December 3, 2015)
7. Geotechnical Investigation (January 29, 2016)
8. Geotechnical Response Letter (2016 - 2023)
9. Geotechnical Peer Review Letters (2015 - 2022)
10. Cross Slope Analysis & Exception Request (August 25, 2017)
11. Biological Assessment (October 14, 2017, and updated June 3, 2022)
12. Arborist Report (July 24, 2018)
13. Certificate of Compliance Final Determination
14. San Mateo Consolidated Fire Department (SMCFD) and Public Works Department (DPW) Recommendation and Exception Letters
15. Financial Analysis
16. Categorical Exemption (CE) Evaluation
17. 1988 San Juan Hills Area Plan EIR
18. Storm Drain Technical Memo
19. Project Plans – (Commission Only)

Respectfully submitted,

Rob D. Gill
Senior Planner

Carlos de Melo
Community Development Director

Peter Brown
Director of Public Works

CC: Applicant/Owners

BKF No. 20166012
August 25, 2017

CITY OF BELMONT
COMMUNITY DEVELOPMENT DEPARTMENT
Attn: Rob D. Gill
One Twin Pines Lane
Belmont, CA 94002

**Subject:** **Planning Application No. 2015-0057**
**(Complex Project - APN 043-165-180)**

Mr. Gill:

Thank you for your time in reviewing the above-mentioned project and for providing comments related to the previous submittal package. Upon reviewing your comments for the project (Incomplete Letter – July 19, 2017) we noticed one outstanding item that we intend to clarify and address as follows:

Incomplete Item #1 (Condition 4 of Exhibit A):
*"The requirements for sidewalk are stated in Section 7-13. There are no exceptions for a fire truck turnaround. Road improvements in the San Juan Hills to an unimproved road must conform to the Hillside Road Standards (e.g. sidewalk, parking lanes, etc.) in BCC Section 7-13(e) unless an exception is requested. Please specify and summarize all exceptions required to the Hillside Road Standards and submit details to justify waiving the requirements."*

Per Resolution No. 2017-005, and as previously discussed during coordination meetings with City staff, we agree with the spirit of the comment. It is indeed important to understand how the proposed cul-de-sac improvements fit within the overall road improvement plan to avoid potential impacts to the properties along the unimproved road. To understand the impacts to the future overall road improvement, BKF prepared slope calculations for the overall road to determine the required street section per BCC Section 7-13.

Per BCC 7-13(e)(3)(a) *Cross slope is the inclination of the ground surface across a road alignment expressed as a percent obtained by dividing vertical distance by horizontal distance. Cross slope is measured along a hundred-foot section drawn perpendicular to the contours and extending fifty (50) feet from each side of the center of the road alignment.*

BKF's slope analysis for the overall road is hereby attached as previously prepared in March 3, 2012 (Exhibit 1). Upon analyzing 35 existing road segments, the results indicate an average slope of 41%. Per BCC 7-13(e)(6), a road with an average slope of 41%-50% would require a design to include:

| Cross Slope | Traffic Lanes | Curbs & Gutters | Parking Lanes | Sidewalks | Total Width |
|---|---|---|---|---|---|
| 41%—50% | 20' | 2' both sides | 5.5' one side | none | 29.5' |

Per BKF plans, sheet C2 dated 6/20/2017 (Road Extension Conceptual Design) the following is included:

| | | | | | |
|---|---|---|---|---|---|
| 41%—50% | 20' | 2' both sides | 5.5' one side | 5' (one side) | 34.5' |

After further discussions via phone with Mr. Brian Dong and Mr. Gilbert Yau, we understand that the City's interpretation on Section 7-13 requires a slope analysis for the road segment opposed to the full road.

Per BCC 7-13(e)(6) *Cross slopes should be calculated from a detailed engineering topographic map prepared by a registered civil engineer or licensed land surveyor according to specifications required for a grading plan (section 9-25).* Our slope analysis is calculated based on the existing conditions per field observations, recent supplementary surveys, and as shown on the topographic map part of the road improvements prepared by LTI Engineers, Inc. dated September 26, 2003.

As directed by Mr. Dong and Mr. Yau, we prepared a slope analysis for the road segment (Exhibit 2) attached to this letter. The results indicate an average slope of 29%, which by BCC Section 7-13 would require:

| Cross Slope | Traffic Lanes | Curbs & Gutters | Parking Lanes | Sidewalks | Total Width |
|---|---|---|---|---|---|
| 21%—30% | 20' | 2' both sides | 5.5' both sides | 5' one side | 40' |

**Civil engineering plans have been revised to provide a 40' wide road section as stated above. At the request of the Fire Department, the curbs at the turnaround shall be painted red to prohibit parking within the 5.5' parking lane. Based on City staff's assessment, this condition will require an exception per BCC 7-13(e)(7). The exception requested is based on:**

BCC 7-13(e)(7)(a) Granting the exception will not unduly impair vehicular or pedestrian safety, or emergency access: The Fire Department has expressed satisfaction with the proposed cul-de-sac turnaround. Pedestrian and Vehicular safety will be increased, and emergency access will be enhanced once constructed.

BCC 7-13(e)(7)(b) Granting the exception will result in road improvement which is consistent with the San Juan Hills Area Plan and other city ordinances: The exception requested will still allow the design to be consistent with the development guidelines and goals for the San Juan Hills Area Plan and other City ordinances as particularly related to the road segment and the "future road" improvements.

BCC 7-13(e)(7)(c) Reducing the standard is necessary to avoid excessive grading or vegetation removal or to reduce the risk of erosion, flooding or slope failure: BKF has reviewed several other options including a hammerhead and a standard cul-de-sac turnaround. Both alternatives require an increase in disturbance of at least 10 feet within the hillside area, which in turn would require significant grading, retaining walls, and right-of-way dedications. The additional grading, retaining walls, and right-of way dedications would make the project economically infeasible. When compared to other alternatives, due to the smaller footprint in land disturbance, the proposed turnaround decreases the amount of grading, decreases the vegetation removal, and decreases the possibility of associated slope failure.

As previously mentioned, the construction of the proposed cul-de-sac is intended for enhanced safety and for enhanced emergency service access. Such proposed emergency service access has already been deemed satisfactory by the Fire Department.

Please feel free to contact me if you need any additional information or clarification.

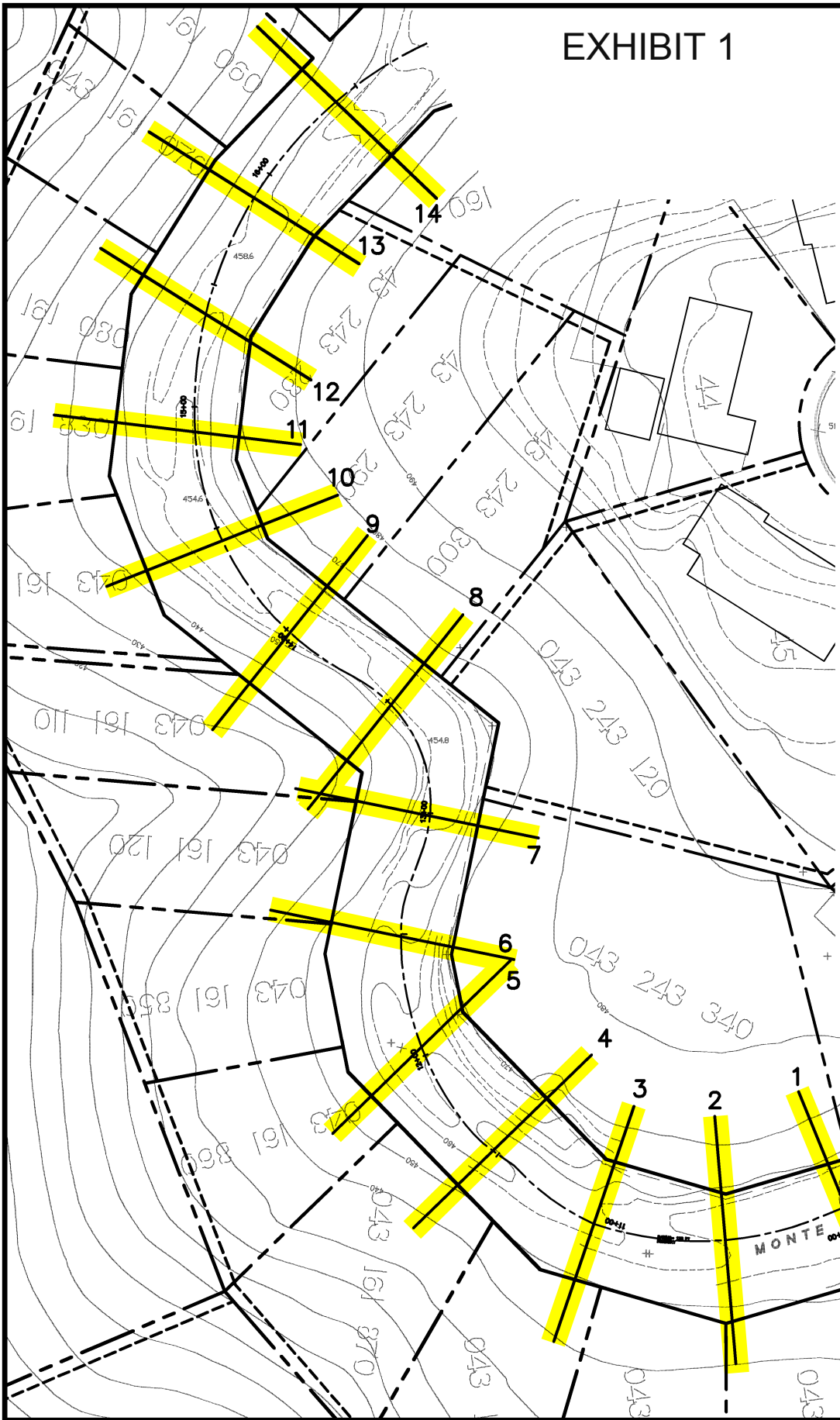
Respectfully,
**BKF Engineers**




Isaac Kontorovsky, P.E., QSD/QSP
Associate

Cc: Jeff Kraft

# EXHIBIT 1




## FULL ROAD CROSS SLOPE SUMMARY

| DESIGNATION | CROSS SLOPE (%) |
|---|---|
| CROSS SLOPE #1 | 28 |
| CROSS SLOPE #2 | 30 |
| CROSS SLOPE #3 | 30 |
| CROSS SLOPE #4 | 37 |
| CROSS SLOPE #5 | 30 |
| CROSS SLOPE #6 | 37 |
| CROSS SLOPE #7 | 53 |
| CROSS SLOPE #8 | 49 |
| CROSS SLOPE #9 | 59 |
| CROSS SLOPE #10 | 43 |
| CROSS SLOPE #11 | 41 |
| CROSS SLOPE #12 | 49 |
| CROSS SLOPE #13 | 60 |
| CROSS SLOPE #14 | 55 |

SEE SHEET 2 FOR CONTINUATION

## GRAPHIC SCALE

0 30 60

( IN FEET )

1 inch = 60 ft.

FULL ROAD AVERAGE SLOPE: 41 %

BkF
ENGINEERS / SURVEYORS / PLANNERS

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

Subject MONTE CRESTA DRIVE
CROSS SECTIONS

Job No. 20122004

By PC Date 3/19/2012 Chkd. IK

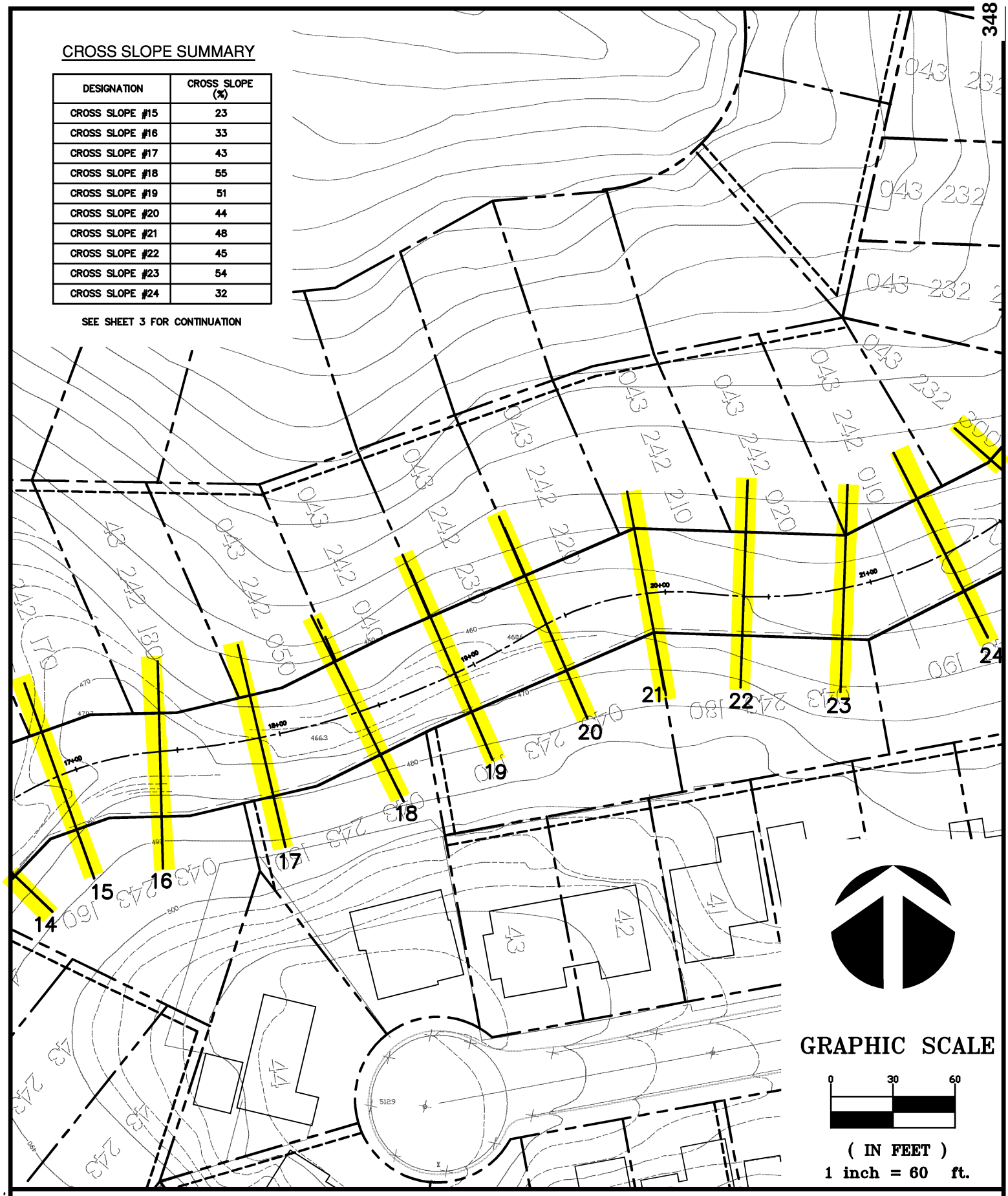
SHEET 1 OF 3

## CROSS SLOPE SUMMARY

| DESIGNATION | CROSS SLOPE (%) |
|---|---|
| CROSS SLOPE #15 | 23 |
| CROSS SLOPE #16 | 33 |
| CROSS SLOPE #17 | 43 |
| CROSS SLOPE #18 | 55 |
| CROSS SLOPE #19 | 51 |
| CROSS SLOPE #20 | 44 |
| CROSS SLOPE #21 | 48 |
| CROSS SLOPE #22 | 45 |
| CROSS SLOPE #23 | 54 |
| CROSS SLOPE #24 | 32 |

SEE SHEET 3 FOR CONTINUATION






BkF
ENGINEERS / SURVEYORS / PLANNERS
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

Subject MONTE CRESTA DRIVE
CROSS SECTIONS

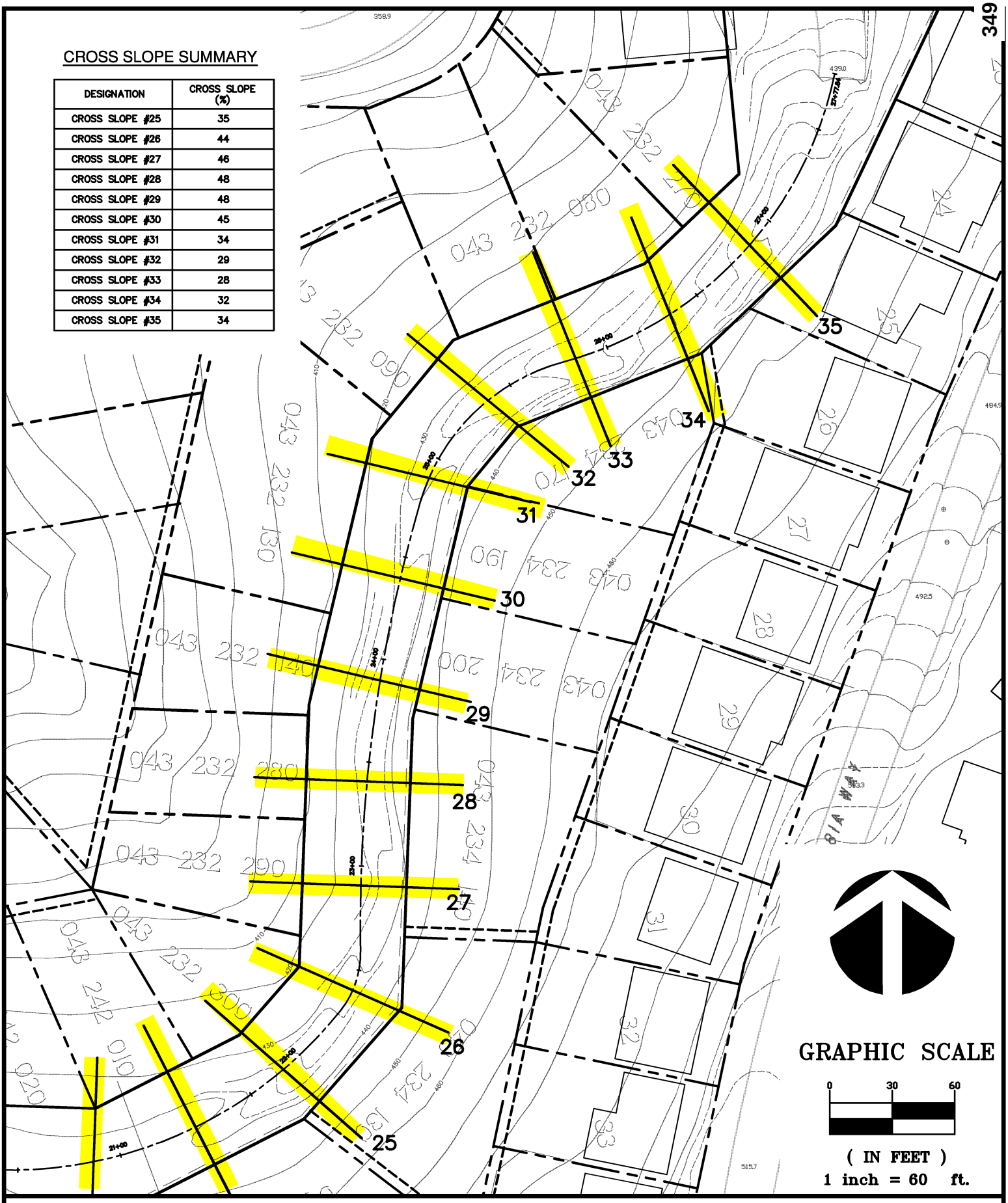
Job No. 20122004

By PC Date 3/19/2012 Chkd. IK

SHEET 2 OF 3

## CROSS SLOPE SUMMARY

| DESIGNATION | CROSS SLOPE (%) |
|---|---|
| CROSS SLOPE #25 | 35 |
| CROSS SLOPE #26 | 44 |
| CROSS SLOPE #27 | 46 |
| CROSS SLOPE #28 | 48 |
| CROSS SLOPE #29 | 48 |
| CROSS SLOPE #30 | 45 |
| CROSS SLOPE #31 | 34 |
| CROSS SLOPE #32 | 29 |
| CROSS SLOPE #33 | 28 |
| CROSS SLOPE #34 | 32 |
| CROSS SLOPE #35 | 34 |




GRAPHIC SCALE

0 30 60

( IN FEET )

1 inch = 60 ft.

BkF
ENGINEERS / SURVEYORS / PLANNERS

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

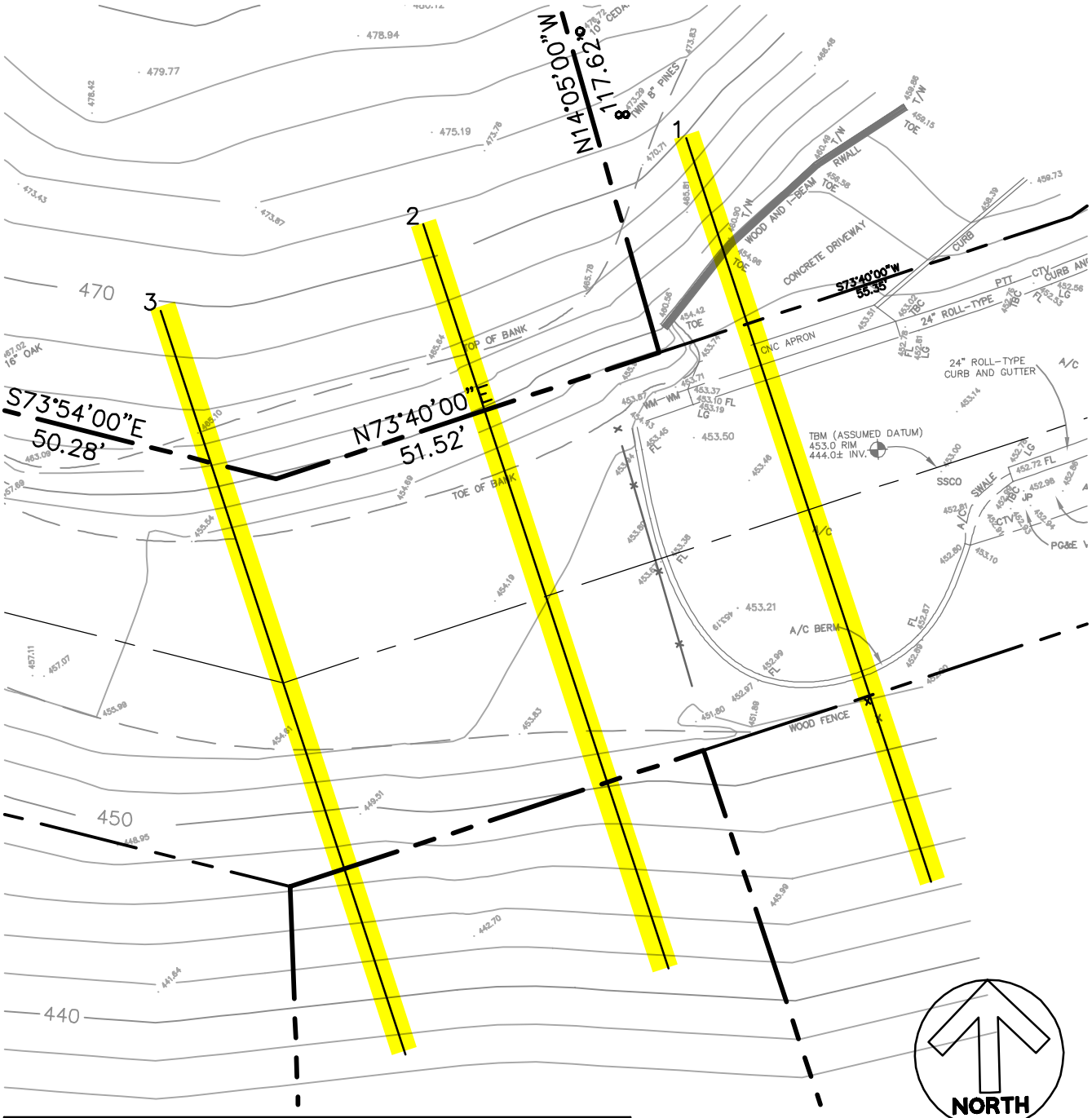
Subject MONTE CRESTA DRIVE
CROSS SECTIONS

Job No. 20122004

By PC Date 3/19/2012 Chkd. IK

SHEET 3 OF 3

# EXHIBIT 2




| CROSS SLOPE SUMMARY | |
|---|---|
| DESIGNATION | CROSS SLOPE (%) |
| CROSS SLOPE #1 | 25 |
| CROSS SLOPE #2 | 30 |
| CROSS SLOPE #3 | 33 |
| AVERAGE | 29 |

**GRAPHIC SCALE**

0 10 20 40

**( IN FEET )**
**1 inch = 20 ft.**


BKF ENGINEERS / SURVEYORS / PLANNERS

1730 N FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408-467-9100
408-467-9199 (FAX)


Subject **Existing Cross Slopes**
**Kraft Residence**
Job No. 20166012
By RG Date 8/1/2017 Chkd. IK
SHEET EX 1 OF EX 1

DRAWING NAME: K:\2016\166012_Kraft Residence-Monte Cresta Dr\ENG\PLANNING\EXHIBITS\2017.08.01 Cross Slopes\Kraft Cross Slopes.dwg
PLOT TIME: 08-01-17
PLOTTED BY: gonc

COTTON, SHIRES & ASSOCIATES, INC.
CONSULTING ENGINEERS AND GEOLOGISTS

August 13, 2008
B4030C




TO: Gilbert Yau
Senior Civil Engineer
CITY OF BELMONT
Department of Public Works
One Twin Pines Lane, Suite 385
Belmont, California 94002-3867

SUBJECT: **Supplemental Geotechnical Peer Review**
RE: Monte Cresta Through Road
City of Belmont

At your request, we have completed a supplemental geotechnical peer review of the proposed concept for site development using:

- Geologic and Geotechnical Engineering Feasibility Study Monte Cresta Drive Through Road Belmont, California (report) prepared by Romig Engineers, Inc., dated June 30, 2008; and

- Geotechnical Investigation (report) prepared by Earth Mechanics Consulting Engineers, dated October 18, 2001.

In addition, we have reviewed pertinent technical reports and maps from our office files and completed a site reconnaissance with the Project Engineering Geologist.

## DISCUSSION

The referenced report by Romig Engineers has been prepared to address the geotechnical feasibility of constructing a through road along an 1,800 foot existing easement to connect the paved portions of Monte Cresta Drive. We previously completed a geotechnical peer review of a 2001 roadway extension plan and the referenced 2001 geotechnical report (CSA letter dated January 23, 2002). We concluded that the initial roadway extension plan and companion geotechnical report did not adequately address the site geologic slope constraints or illustrate the extent of necessary engineering stabilization measures required for project construction. We did not agree with the proposed construction approach to determine the extent of corrective grading required during mass grading operations.

In order to evaluate the type and extent of ground stabilization measures required for roadway construction, we recommended that the roadway alignment and adjoining slopes first be mapped by a Certified Engineering Geologist. Given a

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(408) 354-5542 • Fax (408) 354-1852
e-mail: losgatos@cottonshires.com

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Central California Office
6417 Dogtown Road
San Andreas, CA 95249-9640
(209) 736-4252 • Fax (209) 736-1212
e-mail: cottonshires@starband.net

favorable assessment of roadway construction feasibility, the initial geologic mapping was to be followed by necessary subsurface exploration and evluation of specific engineering solutions. Our previous letter pointed out many areas where the roadway alignment was impacted by existing landslides and the potential for additional slope instability.

## SITE CONDITIONS

The southern portion of the roadway easement and adjoining terrain is characterized by steep (40 to 50 percent inclination), southwest-facing native hillslopes and drainage swales, and the northern portion by steep to very steep (50 to 70 percent inclination), northwest-facing native hillslopes and drainage swales. Previous cut and fill grading operations have resulted in the creation of an unpaved access road. Unsupported cut slopes along the inboard edge of the unpaved road vary in height from 4 to 10 feet and are generally precipitous (over 80 percent inclination). Fill prisms of generally 3 to 5 feet in depth appear to have been placed on the outboard edge of the unpaved road and existing fill slopes are steep to very steep (50 to 70 percent inclination). Surface drainage is characterized by uncontrolled sheetflow along hillslopes and is intercepted by northwest- and southwest-flowing drainage swales.

The property is generally underlain by shallow bedrock of the Franciscan Complex (tan to dark gray, thin to thick bedded sandstone and siltstone). The bedrock appears to be overlain by colluvium (brown sandy silty clay with rock fragments) varying in thickness from 5 to 15 feet on slopes and in drainage swales, but is generally less than 5 feet in the vicinity of ridge crests. According to the City's Engineering Geologic Map, two active landslides (Als) are located on the northwest-facing slope and extend from above upon the unpaved road. Multiple debris flow scarps, flow paths and areas of severe soil creep are mapped on slopes below the unpaved road. The City's Ground Movement Potential Map indicates that five "Pdf" zones are located on the property, with three of these zones crossing the alignment of the proposed roadway. Furthermore, two active shallow landslide (Ms) and two potentially deep landslide (Pd) zones cross the proposed road alignment. The remainder of site slopes are designated as potentially unstable with respect to shallow failures (Ps).

"Pdf" is defined as "*steep to very steep terrain mantled with a thick cover of soil, colluvium, and landslide debris... susceptible to rapid downslope movement in the form of debris flows or earth flows*". "Ms" is defined as "*moving shallow landslides, commonly less than 10 feet in thickness and slow moving*". "Pd" is defined as "*relatively unstable landslide debris, commonly more than 10 feet in thickness on moderately steep to very steep slopes...susceptible to renewed deep landslide movement*". "Ps" is defined as "*relatively unstable material including landslide debris, slope materials, and weak bedrock, commonly less than 10 feet in thickness...susceptible to shallow landsliding, slumping and soil creep*".

During our recent site inspection, we observed several shallow landslide scarps (less than 10 feet in height) located from 20 to 100 feet below the unpaved road on the northwest-facing slopes. Some of the scarps had associated debris flow channels

extending further downslope. Deeply incised erosional gulleys were observed below the roadway alignment. Slope failure and erosional processes have reduced the unpaved road to the width of a footpath in multiple areas. Observed landslides and debris flows are generally consistent with the "Pdf" and "Ms" zones depicted on the City's ground movement potential map. However, areas of more recent landsliding were identified beyond what is depicted on the 1985 City Geologic Map. Traces of the San Andreas fault and the Belmont Hill fault are located 2.1 miles southwest and 1.4 miles east of the subject property, respectively.

## CONCLUSIONS AND RECOMMENDED ACTION

Romig Engineers has completed detailed geologic mapping of existing landslides presenting slope instability constraints to the establishment of a Monte Cresta Through Road. Based on evaluation of aerial photographs taken since 1937, the consultant has identified major slope changes that appear to involve landslides ranging in depth from approximately 10 to 25 feet (or more). These areas of large scale landsliding are particularly evident in the northern two-thirds of the roadway alignment (north of station 17+50). The Project Geotechnical Consultant concludes that deep-seated landsliding will continue to occur, impacting ground beneath the roadway alignment. Geologic cross sections have been prepared illustrating extensive landslide development above and below the potential roadway alignment. The consultant concludes that construction of a safe, relatively low maintenance roadway north of Station 17+50 is not currently feasible or reasonable. In addition, the consultant finds that development of stable residential building areas along this portion of the roadway are economically impractical or impossible to justify.

We concur with the assessment of Romig Engineers that no significant geotechnical constraints (beyond standard mitigation design) are apparently present along the first 104-foot segment of the road extension from the end of the existing roadway pavement to the Campbell property (stations 10+00 to 11+04). We also concur that severe geologic and geotechnical constraints (primarily deep-seated landsliding) are present beneath much of the northern road alignment. These conditions probably include extensive landslide deposits greater than 25 feet in depth. Existing slope instability of this magnitude results in serious questions about the economic feasibility of establishing a stable roadway or viable house sites along the northern portion of the roadway easement. We are in fundamental agreement with the basic findings of the referenced June 2008 Geologic and Geotechnical Report.

## LIMITATIONS

This supplemental geotechnical peer review has been performed to provide technical advice to assist the City with discretionary permit decisions. Our services have been limited to review of the documents previously identified, and a visual review of the property. Our opinions and conclusions are made in accordance with generally

accepted principles and practices of the geotechnical profession. This warranty is in lieu of all other warranties, either expressed or implied.

Respectfully submitted,

COTTON, SHIRES AND ASSOCIATES, INC.
CITY GEOTECHNICAL CONSULTANT

Ted Sayre
Principal Engineering Geologist
CEG 1795

David T. Schrier
Principal Geotechnical Engineer
GE 2334

TS:DTS:JA:kd

# GEOLOGIC AND GEOTECHNICAL ENGINEERING FEASIBILITY STUDY MONTE CRESTA DRIVE THROUGH ROAD BELMONT, CALIFORNIA

June 2008

Prepared for

**Mr. Damon Campbell**
**10 Winding Way**
**San Carlos, California 94070**

Project No. 2092-1

June 30, 2008
2092-1

**Mr. Damon Campbell**
10 Winding Way
San Carlos, California 94070

**RE: GEOLOGIC AND GEOTECHNICAL ENGINEERING FEASIBILITY STUDY MONTE CRESTA DRIVE THROUGH ROAD BELMONT, CALIFORNIA**

Dear Mr. Campbell:

At your request, we have performed a geologic and geotechnical engineering feasibility study to investigate the possibility of constructing a through road connection along the 1,800-foot-long easement between the existing improved and paved ends of Monte Cresta Drive in Belmont, California. The accompanying report summarizes the findings and conclusions from our review of available information, study of aerial photographs, geologic field mapping, and geologic and geotechnical engineering analysis regarding the hazards associated with design and construction of a City-owned roadway along the easement for the Monte Cresta Drive through road.

On the basis our feasibility study, we have concluded that it is not feasible to design and construct a safe and relatively maintenance-free roadway along the entire through road alignment. Construction of the proposed 104-foot-long extension of Monte Cresta Drive to the Campbell property at the southern end of the road alignment is reasonable and feasible, however, as determined previously by others.

We refer you to the text of our report for a summary of our geologic and geotechnical engineering findings and conclusions regarding the feasibility of constructing a safe and relatively maintenance-free through road versus the currently proposed 104-foot-long road extension to the Campbell property.

Thank you for the opportunity to work with you on this project. Please call us if you have any questions or comments about site conditions or the conclusions from our feasibility study.

Very truly yours,

**ROMIG ENGINEERS, INC.**

REGISTERED GEOLOGIST
ROBERT G. WILSON III
No. EG2235
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
RICHARD G. WOODARD
No. 905
Exp. 3-31-09
GEOTECHNICAL
STATE OF CALIFORNIA

Robert G. Wilson III, C.E.G. Richard G. Woodard, P.E., G.E.

Copies: Addressee (5)

RGW:RGWIII:GAR:sb

# GEOLOGIC AND GEOTECHNICAL ENGINEERING FEASIBILITY STUDY
# MONTE CRESTA DRIVE THROUGH ROAD
# BELMONT, CALIFORNIA

**PREPARED FOR:**
**MR. DAMON CAMPBELL**
**10 WINDING WAY**
**SAN CARLOS, CALIFORNIA 94070**

**PREPARED BY:**
**ROMIG ENGINEERS, INC.**
**1390 EL CAMINO REAL, SECOND FLOOR**
**SAN CARLOS, CALIFORNIA 94070**

**JUNE 2008**

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# GEOLOGIC AND GEOTECHNICAL ENGINEERING FEASIBILITY STUDY FOR MONTE CRESTA DRIVE THROUGH ROAD BELMONT, CALIFORNIA

## INTRODUCTION

This report presents the findings and conclusions from our geologic and geotechnical engineering feasibility study addressing the extension of Monte Cresta Drive versus the conceptual Monte Cresta Drive through road in Belmont, California. The easement for the through road is located on the eastern side of San Juan Canyon approximately as shown on the Vicinity Map, Figure 1, the Vicinity Geologic Map, Figure 2, and the Ground Movement Potential Map, Figure 3.

Background information regarding the proposed Monte Cresta Road Improvement Plan (Application ID 2000-1085) for a 104-foot-long extension of Monte Cresta Drive to access Mr. Damon Campbell's property at the southern end of the through road alignment is presented in a letter to the City of Belmont's Community Development Director, dated August 16, 2007, prepared by Briscoe, Ivester & Bazel, LLP. One of the conditions that must be satisfied to allow the proposed road extension to the Campbell property is that construction of a 1,800-foot-long through road between the existing paved portions of Monte Cresta Drive is unreasonable due to physical and/or economic constraints.

The City of Belmont's response to the August 16, 2007 letter regarding the Monte Cresta Road Improvement (extension) Plan was summarized in a letter to Briscoe, Ivester & Bazel, LLP, dated December 21, 2007. The City requested clarification of discrepancies between two previous consultant reports: one prepared in October 2001 indicating that through road design and construction was feasible; and one prepared in January 2006, after additional study was performed, indicating that design and construction of the through road was not feasible or reasonable.

The purpose of the feasibility study described in this report was to provide an updated and more complete investigation to address whether it would be reasonable and feasible to design and construct the through road (versus the road extension) without incurring excessive construction cost, environmental damage during construction, and the risk of continued landsliding in the area that could result in large and potentially-unpredictable maintenance cost to the city of Belmont over a service life of at least 50 years.

**Project Description**

The alignment of the 1,800-foot-long, right-of-way and easement for the unimproved section of Monte Cresta Drive described in this report as the "through road" is shown on preliminary plans for the through road, dated September 14, 2001, prepared by Luzuriaga Taylor, Inc. (LTI). This preliminary road alignment is the alignment shown on the Vicinity Geologic Map, Figure 2, the Ground Movement Potential Map, Figure 3, the Site Plan and Engineering Geologic Map, Figure 4, and the Engineering Geologic Hazard Map, Figure 5, included in this report.

Road Improvement Plans, dated October 24, 2002, were prepared for Mr. Campbell's proposed 104-foot-long road extension from the existing paved road at the southern end of the through road alignment. The roadway cross-sections in these road improvement plans specified a width of 35 feet from back-of-curb to back-of-curb, and a total width of 41.5 feet from face of retaining wall to face of guardrail allowing for a narrow planter along the upslope side of the roadway. The width of the through road alignment shown on the figures in this report is 40 feet. Due to the steep to very steep hillside topography, particularly along the portion of the road alignment north of the proposed 104-foot long road extension, preliminary analysis indicates that retaining walls with exposed-face heights ranging from 4 to 8 feet would be required along the majority of both sides of the roadway to achieve a 30- to 40-foot-wide roadway and sidewalk cross-section.

The conceptual Monte Cresta Drive through road could potentially provide access to 37 undeveloped lots along the sides of the road alignment. Preliminary plans for the through road project prepared in 2005 by LTI indicated possible locations of access driveways to these lots. These plans were prepared without consideration of the specific geologic and geotechnical mitigation measures that would be required for access to these lots and for development of safe, stable building areas on the lots. Many of the lots north of the road extension to the Campbell property are underlain by landslides and/or other unstable soil conditions and have difficult to severe technical and economic challenges to overcome to allow safe access and stable conditions for site development. The number of lots that could be safely accessed and developed north of the road extension to the Campbell property without design and construction of extensive mitigation measures is unknown.

## SCOPE OF FEASIBILITY STUDY

The scope of our work for this feasibility study was to review and evaluate geologic and geotechnical conditions along the through road alignment and, on the basis of this information, to develop an opinion about whether or not conditions along the through road alignment could be mitigated in a reasonable and sufficient manner. This work was performed in accordance with our agreement for professional services with Mr. Damon Campbell, dated February 5, 2008, and consisted of the following work.

- Review of information from previous studies supplied for our review, and available reports and information in our files pertinent to the geologic, geotechnical, and seismic conditions in the vicinity of the through road alignment.

- Review of panchromatic black and white stereo pairs of aerial photographs of the through road alignment and adjacent areas.

- Geologic reconnaissance and field mapping of the through road alignment and the immediately adjacent properties. Our field reconnaissance and geologic mapping focused on the on-site and near-site features that could affect design, construction, performance, and maintenance of the through road connection.

- Geologic and geotechnical engineering analysis and evaluation of available published and unpublished information and field data to develop an opinion and conclusions regarding the feasibility and reasonableness of constructing the through road.

- On-site meeting with an engineering geologist from Cotton, Shires & Associates, Inc., the city's peer review geologist, to review and discuss site conditions, slope stability, constraints to through road construction, and required mitigation measures.

- Preparation of this geologic and geotechnical engineering feasibility report presenting the findings and conclusions from the feasibility-level investigation described herein. This report was prepared to summarize geologic and geotechnical conditions and hazards along the through road alignment, and to determine to what extent these hazards would affect design, construction, and long-term performance of the Monte Cresta Drive through road.

**LIMITATIONS**

This report has been prepared for the exclusive use of Mr. Damon Campbell for specific application to presenting geologic and geotechnical engineering feasibility-level findings and conclusions regarding the Monte Cresta Drive through road connection in Belmont, California. We make no warranty, expressed or implied, except that our services have been performed in accordance with the geologic and geotechnical engineering principles and practices generally accepted at this time and location. This report was prepared to summarize the findings and conclusions from the feasibility-level study described herein. In the event there are any changes in the nature, design, or location of the through road alignment, the conclusions presented in this report should not be considered valid without review and evaluation of the changes, performing additional study, and developing updated conclusions.

The analysis and conclusions presented in this feasibility study report are based on site conditions as they existed at the time of our investigation; the preliminary roadway

alignment described herein; and review of readily available reports and information relevant to the site conditions. The conclusions and mitigation measures described in this report are considered conceptual. Changes in the information or data gained from any of the sources used for this feasibility study could result in changes in our conclusions. If such changes occur, we should be advised so that we can review this feasibility report in light of those changes.

The subsurface exploration, laboratory testing, and engineering analysis that would be required to develop detailed, design-level recommendations for design and construction of the through road, and for development of sites along the through road alignment, were not proposed or performed as part of this feasibility study.

## FINDINGS

### Brief Site History

Development in the vicinity of the through road alignment and on the previously undeveloped section of the Monte Cresta Drive hillside began before 1937. By 1937, Monte Cresta Drive and roadways south, north, and east of the through road alignment had been rough-graded for the beginning of a subdivision. Monte Cresta Drive was located along the western, downhill boundary of this subdivision. It is doubtful that earthwork construction performed for the original rough-grading met minimum current standards.

By the early 1950's, the subdivision roadways in the area had been paved except for the currently undeveloped 1,800-foot-long section for the Monte Cresta Drive through road. Approximately six houses had been constructed along All View Way uphill of the undeveloped section of Monte Cresta Drive, and other homes had been constructed within other portions of the subdivision. Between the mid and late 1960's, the surrounding subdivision was built-out and appears roughly as it does in 2008, approximately 40 years later.

Deterioration of the rough-graded portion of the Monte Cresta Drive through road and adjacent hillside began soon after rough-grading and development of the adjacent subdivisions. Excavation of a large cut slope for homes along Alhambra Drive took place during the late 1960's. As a result of the grading, two small debris flows occurred between the top of the cut slope and the through road alignment. Deterioration of the rough-graded section of Monte Cresta Drive occurred progressively during the 1970's, 1980's, and 1990's, particularly within the northern 60 percent of the alignment, resulting in the conditions that are present along the roadway in 2008.

**Previous Investigations and Reports by Others**

Earth Mechanics Consulting Engineers (EMCE) performed a geotechnical investigation of the through road alignment and presented the results in their report, dated October 18, 2001, titled "Geotechnical Investigation, Planned Monte Cresta Drive Extension, Belmont, California." This report referenced William Cotton and Associates' 1985 mapping of the San Juan Canyon Study Area and indicated that geologic maps of the area did not show active landslides along the road alignment. EMCE indicated they did not observe evidence of active slope instability along the road alignment except for some minor instability of over-steepened cut slopes. As part of their study, 11 exploratory borings were drilled to depths of about 1 to 15½ feet. Four of the borings were clustered at the southern end of the road alignment adjacent to Mr. Campbell's property and the remaining seven borings were spaced at approximate 200 foot, evenly-spaced intervals along the remainder of the through road alignment. Accurate locations of the borings along the Monte Cresta Drive through road alignment could not be determined from the Boring Location Map in the EMCE report. On the basis of this investigation, EMCE concluded that it would be feasible to construct the through road.

Cotton, Shires and Associates, Inc. (CSA), the City's geologic and geotechnical peer review consultant, reviewed the October 18, 2001 report by EMCE and summarized their review comments in a Geologic and Geotechnical Review letter dated January 23, 2002. CSA referred to the Ground Movement Potential and Geologic Hazard Policy Map adopted in March 1988 by the City of Belmont, which was based on geologic source information summarized by William Cotton and Associates (WCA, 1985). CSA indicated that five "Pdf" (potential debris flow) zones and two active landslides were located along the road alignment as shown on the City of Belmont's Ground Movement Potential and Geologic Hazard Policy Map (March, 1988). CSA also noted that two areas along the alignment were mapped as "Pd" (potentially deep) landslide zones, which pose a significant hazard due to the potential for deep-seated landsliding. After further evaluation, CSA staff identified three additional landslides not included on the original Ground Movement Potential and Geologic Hazard Policy Map. CSA noted that the remainder of the hillslope the through road traverses has been designated as a "Ps" zone, which indicates potential instability due to shallow slope failure.

In their January 23, 2002, peer review letter, CSA recommended detailed engineering geologic mapping of the through road alignment, preparation and analysis of one or more geologic cross-sections, and development of engineering geologic opinions and conclusions prior to performing more detailed subsurface exploration in potential hazard areas. CSA indicated this study would be needed to develop recommendations for remedial grading and slope stabilization (among other things) to address the extent of work required for through road construction.

After follow-up study was performed, EMCE prepared letters, dated January 12, 2006 and November 20, 2006, indicating the through road could not be reasonably constructed in a safe and stable manner.

The feasibility study described in this report completes the geologic study recommended in 2002 by CSA. We have identified current geologic conditions and hazards at the site and evaluated their potential effect on the long term stability of the Monte Cresta Drive through road. Supplemental subsurface exploration was not performed for this feasibility study. A more in-depth design-level study including subsurface exploration, laboratory testing, evaluation of field and laboratory test data, and detailed stability analyses, would be required to develop design-level recommendations for design, construction, and mitigation of geologic hazards along the through road alignment.

**Conditions Along Through Road Alignment**

The Monte Cresta Drive through road alignment is located in hillslope terrain on the west and northwest-facing slopes of a ridge near the base of the Santa Cruz Mountains in the San Juan Hills. The through road alignment is within the San Juan Hills Canyon Study Area described by William Cotton and Associates (WCA, 1985). Site topography varies from relatively flat along ridge crests to steep to very steep on the hillsides, particularly in the northern 60 percent of the alignment. Slope inclinations in some areas are as steep as approximately 1:1 (horizontal:vertical). Some of the original cut slopes are near-vertical.

The through road alignment is located on one of the less developed hillsides in the San Juan Canyon Study Area. Portions of the hillside are heavily vegetated and overgrown with native grasses and weeds, large developed patches of shrubbery, and numerous groves of various types of trees indigenous to this hillside region.

The original road along the through road alignment was rough-graded prior to 1937 by cutting and filling. The upslope side of the road was cut into the hillside, and the soil and rock materials generated by cutting were placed along the outboard, downslope side of the roadway. Based on our field mapping, it appears the original rough-grading included cuts up to 12 feet high, or more, and fills as deep as about 10 feet. The cuts appear to have been excavated with gradients typically in the range of about 1:1 to 1.5:1 (horizontal:vertical). The fills appear to have been constructed with slope gradients of approximately 1.5:1 to 2:1 (horizontal:vertical). We are not aware of any records that document ground preparation or compaction of the fill material. In our opinion, it would be reasonable to assume that the original ground preparation, rough-grading, and fill compaction would not meet current minimum standards for earthwork construction, particularly in the areas that were underlain by unstable slopes and landslides at the time of the original grading.

The through road alignment traverses a prominent spur ridge that is perpendicular to the main hillside. This spur ridge is located approximately 725 feet from the southern end of the through road alignment. Although landslides and areas of instability are present south of this spur ridge, conditions south of the spur ridge are considerably more favorable for road construction, access to lots, and residential construction on individual lots than north of the spur ridge where numerous landslides, mass wasting, and areas of potential deep instability are present. This spur ridge and road stationing shown on LTI's September 14, 2001 Road Improvement Plans are referred to in subsequent sections of this report. The spur ridge and some road stationing reference points are shown and labeled on Figure 4.

Cut slopes extending to heights of 12 feet or more are continuous along the majority of the upslope side of the roadway south of the spur ridge. These cut slopes are generally inclined at a gradients varying from 1.5:1 (horizontal:vertical) to near-vertical locally. Within the southern portion of the alignment, bedrock is exposed along the majority of the cut face, fills up to about 6 to 8 feet high are present, and surface erosion is limited.

North of the spur ridge, the majority of the original rough-graded slopes have been removed or modified by the landsliding and mass wasting that has occurred since 1937. Bedrock in the northern portion of the alignment is only exposed in limited areas where the cut slopes have not been removed or modified. Landsliding and mass wasting has resulted in significant removal of material and has reduced the majority of the original roadway north of the spur ridge to the width of a footpath The fills that remain along the downslope side of the roadway alignment vary in thickness from about 3 to 8 feet, and have variable slope gradients ranging from approximately 1:1 to 2:1 (horizontal:vertical).

Surface erosion is evident on the cut and fill slopes, and has contributed to local down-cutting of the road due to years of uncontrolled surface water runoff. Surface erosion is particularly noticeable at some of the swales and gully crossings, where erosion gullies several feet deep have developed.

## GEOLOGIC CONDITIONS AND HAZARDS

### Regional Geology

The site is located within the central region of the Coast Ranges Geomorphic Province, which extends from the Oregon border south to the Transverse Ranges. Subparallel, northwest-trending mountain ranges, such as the Central Santa Cruz Mountains and intervening valleys, characterize the general topography. The through road alignment is located on a northwest-facing ridge in the Santa Cruz Mountains. The region has undergone a complex geologic history of volcanic activity, folding, faulting, uplifting, landsliding, erosion, and sedimentation.

**Faulting and Seismicity**

There are no mapped through-going faults within or adjacent to the through road alignment, and the alignment is not located within an Alquist-Priolo State of California Earthquake Fault Zone (formerly known as a Special Studies Zone), an area where there is a potential for fault rupture. The closest active fault to the site is the San Andreas fault, located approximately 1.8 miles southwest of the property. Evidence of active fault traces trending toward or across the through road alignment was not detected during our study. Therefore, active faults are not believed to existing within the through road alignment, and the potential for surface rupture from faulting within the Monte Cresta Drive through road alignment is remote.

The San Francisco Bay Area is an active seismic region. Earthquakes in the region result from strain energy constantly accumulating because of the northwestward movement of the Pacific Plate relative to the North American Plate. On average about 1.6-inches of movement occur per year. Historically, the Bay Area has experienced large, destructive earthquakes in 1838, 1868, 1906 and 1989. The faults considered most likely to produce large earthquakes in the area include the San Andreas, San Gregorio, Hayward, and Calaveras faults. The San Gregorio fault is located approximately 9.7 miles southwest of the site. The Hayward and Calaveras faults are located approximately 16.6 and 24 miles northeast of the site, respectively. These faults and the significant earthquakes that have been documented to have occurred on the faults within the Bay Area are listed below in Table 1.

**Table 1. Earthquake Magnitudes and Historical Earthquakes**
**Monte Cresta Drive**
**Belmont, California**

| Fault | Maximum Magnitude (Mw) | Historical Earthquakes | | Estimated Magnitude |
|---|---|---|---|---|
| San Andreas | 7.9 | 1989 | Loma Prieta | 6.9 |
| | | 1906 | San Francisco | 7.9 |
| | | 1865 | N. of 1989 Loma Prieta Earthquake | 6.5 |
| | | 1838 | San Francisco-Peninsula Segment | 6.8 |
| | | 1836 | East of Monterey | 6.5 |
| Hayward | 7.1 | 1868 | Hayward | 6.8 |
| | | 1858 | Hayward | 6.8 |
| Calaveras | 6.8 | 1984 | Morgan Hill | 6.2 |
| | | 1911 | Morgan Hill | 6.2 |
| | | 1897 | Gilroy | 6.3 |
| San Gregorio | 7.3 | 1926 | Monterey Bay | 6.1 |

In the future, property along the through road alignment will undoubtedly experience severe ground shaking during moderate and large magnitude earthquakes produced along the San Andreas or other active Bay Area fault zones. The Working Group on California Earthquake Probabilities, a panel of experts that are periodically convened to estimate the likelihood of future earthquakes based on the latest science and information, concluded there is a 62 percent chance for at least one earthquake of Magnitude 6.7 or larger to occur in the Bay Area by 2031 (Working Group, 2003). The San Andreas fault has the second highest likelihood of producing a large earthquake in the Bay Area, estimated as a 21 percent chance of a Magnitude 6.7 or larger earthquake by 2031. The Hayward fault has the highest likelihood of producing a similar event (27 percent).

The through road alignment is located in an active seismic area. Moderate to large earthquakes are probable along several active faults in the greater Bay Area over a 30 to 50 year design life. Strong ground shaking should therefore be expected several times during the design life of the through road, as is typical for sites throughout the Bay Area. Monte Cresta Drive and the associated structural improvements should be designed in accordance with current seismic design standards. The probability of earthquake-induced landslides along the through road alignment is more likely where landslides, known unstable ground conditions, and original fills are present. Earthquake-induced differential compaction of the original fill materials is likely unless the original fills are excavated and recompacted.

**Site Geologic Conditions**

The through road alignment and the general vicinity is underlain by Franciscan Complex bedrock composed of interbedded sandstone and minor shale deposits, as shown on the Vicinity Geologic Map, Figure 2 (WCA, 1985). These Cretaceous-age rocks have been uplifted by tectonic forces, resulting in intense shearing, and pervasively altered and variably weathered, (decomposed) bedrock. Generally, the older rocks have been weathered to form a mantle that includes an accumulation of soil, colluvium, rock debris, regolith, landslides, and materials deposited by mass wasting. The thickness of this over-burden material varies greatly along the alignment, ranging from several inches in the southern portion of the alignment to tens of feet north of the spur ridge.

Bedrock on the hillside and along the through road alignment is inconsistent (WCA, 1985). Along the southern portion of the alignment and along the spur ridge, bedrock generally strikes in a northwest to northeast orientation and dips either perpendicular to or into the hillside at angles varying from 7 to 43 degrees. Bedding planes north of the spur ridge are inconsistent and vary greatly. Bedding noted by WCA and observed on the hillside north of the spur ridge dipped at 2 degrees out of the hillside in an adverse dip slope direction.

The WCA 1985 map described numerous fracture set measurements throughout the study area. The fracture sets were locally homogenous with similar orientations and dip directions. Generally, dips of fracture sets are in adverse dip slope directions, dipping out of the slope at angles varying from 36 to 85 degrees. Some less common fracture orientations were measured at oblique angles to the downhill slope direction or were dipping into the hillside.

WCA (1985) developed a Ground Movement Potential Map that defines specific unstable areas in the San Juan Canyon Study Area (see Figure 3). The descriptions of these unstable areas vary from shallow unstable zones to deep-seated landslide zones. These zones typically outline areas susceptible to mass wasting, such as downslope creep, debris flows, slope wash, earthflows, rock falls, fill failures, shallow landslides, and larger deeper seated landslides. Generally, the mass wasting extends to depths upwards of 10 feet. Based on descriptions from the Ground Movement Potential Map (WCA 1985), the undeveloped section of the Monte Cresta Drive through road is located in potentially unstable areas designated as Ps, Pdf, Ms, and Pd. All defined areas described above include mass wasting and landsliding to depths of 10 feet or less, and in the case of the Pd zones, indicate areas of unstable landslide debris that are more than 10 feet deep including landslides susceptible to renewed deep-seated movement. The Pd zone definition includes the minimum depth of movement, but in many cases the landslides can extend to depths greater than 25 feet, and depending on conditions, can extend to depths of 40 feet or more. Based on site topography and our geologic interpretations, we anticipate that deeper landslides within the northern portion of the road alignment may extend to depths of 25 feet or more.

According to the City of Belmont San Juan Hills Area Plan adopted in March 1988, development of areas located within Pdf, Ms, and Pd ground movement potential zones, such as mapped along significant portions of the Monte Cresta Drive through road alignment, is not permitted unless the hazards are eliminated or sufficiently mitigated.

**Aerial Photographs**

Ten sets of panchromatic black and white stereo aerial photographs were evaluated and interpreted as part of our feasibility study. Imagery scales ranged from 1:10,000 to 1:23,600. The aerial photographs that were viewed are listed in the section of this report titled “REFERENCES.” The through road alignment and pertinent hillsides were visible on each set of photographs reviewed.

The oldest imagery interpreted was from 1937. The original Monte Cresta Drive roadway had been rough-graded along with roadways for the subdivision north and east of the through road alignment. Monte Cresta Drive was located along the western, downslope

boundary of this subdivision. Some recent shallow debris flow scars were noted on the downslope side of Monte Cresta Drive adjacent to and north of the prominent spur ridge. The debris scars were in probable fill and originated within fill slopes on the outboard edge of the road. Older landslide deposits were present in slope indentations, canyons, and swales designated as Pdf, Ps, Ms, and Pd zones (WCA, 1985). Hummocky terrain was also noted within a Pdf zone located near the southwest end of the through road alignment. Based on size, the landslides noted on the aerial photographs were judged to be greater than 10 feet in depth and may extend to depths as deep as 25 feet or more.

By 1955, all of the roads that had been rough-graded prior to 1937 were paved except for the unimproved section of Monte Cresta Drive along the through road alignment. Sparse development was noted throughout the subdivision. Six homes had been constructed on All View Way uphill of the through road alignment. Three of the homes had been constructed at the end of All View Way. Grading was required for the construction of the building pads, with fill placed on the down slopesides of the pads. No recent landslides appear to have occurred within the Pdf zones (WCA, 1985) near the south end of the through road alignment. Shallow earth flows and the outline of a larger deep-seated landslide was noted in the canyon and Pdf zone (WCA, 1985) adjacent to and north of the spur ridge. Shallow mass wasting was present in the large slope indentation and Pd zone (WCA, 1985) between the spur ridge and the north end of the alignment.

The 1969 imagery indicated that an approximate 30 feet high continuous cut had been excavated above Alhambra Drive downslope from the southern end of the alignment. Two shallow debris flows were noted on the hillside between the cut and southern end. Fill of unknown depth and quality had been placed near the base of a canyon south of the spur ridge. By 1969, the lots on All View Way uphill from the through road alignment had been developed with single-family homes with no remaining vacant properties visible.

By 1981, significant erosion and mass wasting had occurred north of the spur ridge within the geologically complex area that contains two Ms zones, two Pdf zones, and two Pd zones. The entire rough-graded road alignment appeared to have been reduced in width to some degree, with the portion of the road north of the spur ridge reduced to the width of a footpath at numerous locations.

By 1983, shallow landslides and mass wasting had significantly altered the topography within the large canyon adjacent to and southwest of the spur ridge. The rough-graded roadway north of the spur ridge had been further reduced in width by erosion and additional shallow mass wasting, and observation of the roadway alignment obscured by growth of shrubbery.

Between 1983 and 1985, the footpath-width section of roadway north of the spur ridge was only partially visible due to additional mass wasting, erosion, and vegetation growth. Landslides, shallow debris flows, and earth flows had occurred between the spur ridge and the north end of the alignment. Fresh head scarps were visible along the outboard edge of the path.

The 1995 imagery depicted the Monte Cresta Drive through road alignment as it generally appears today. Continued mass wasting and landslide movements had occurred within the canyons north of the spur ridge. Boundaries to individual debris flows, earth flows, soil creep, and landslides were not discernable on the hillside and along the alignment within the canyon north of the spur ridge due to additional shallow slope movements and deeper landslide failures within the Pdf, Ms, and Pd zones (WCA, 1985). Landslides were noted within the road alignment in the narrow canyon and the two Pdf zones (WCA, 1985) closest to the northern end of the proposed road extension to the Campbell property.

The imagery that we reviewed and evaluated indicates that significant and major slope changes have occurred along the rough-graded through road alignment since 1937. The recent slope movements, particularly in the northern portion of the alignment, have obscured larger landslide masses that helped form the geomorphology of the hillside the through road traverses. Downslope movement varying from soil creep to shallow landsliding to deep-seated landsliding has occurred and will continue to occur and contribute to the formation of the geomorphology of the hillside traversed by the through road.

**Site Reconnaissance and Geology**

Engineering geologic site reconnaissance and field mapping was performed on several occasions in March and April, 2008 by Mr. Robert Wilson, C.E.G. The results of this geologic field mapping are shown on the Site Plan and Engineering Geologic Map, Figure 4, and on the Engineering Geologic Hazard Map, Figure 5. On April 18, 2008, we conducted a site meeting and walked the study area with Mr. Ted Sayre, a representative from Cotton, Shires & Associates, Inc., the City of Belmont's peer review geologist. Our site reconnaissance and field meeting included traversing the entire through road alignment and accessible adjacent upslope and downslope areas to observe, review, and discuss site conditions and slope instability.

The site of the through road alignment is underlain by Franciscan complex bedrock which in the study area is comprised of interbedded massive sandstone and friable fine-grained sandstone. Massive sandstone outcrops are prominent in cut slopes along the existing paved section of Monte Cresta Road leading up to its terminus at the southern end of the

through road alignment. The friable fine-grained sandstone is introduced and becomes the predominant bedrock type exposed on the cut slopes within the study area. The bedrock is generally pervasively sheared, altered, weathered, and fractured, which is typical of the Franciscan complex. However, the spur ridge is composed of massive sandstone and massive sandstone interbeds are present south of the spur ridge.

The massive sandstone was well-indurated, hard, and exhibited a crystalline structure. It varied from thinly to thickly bedded and exhibited three prominent fracture sets. The bedding was fairly consistent within exposures along the southern portion of the through road alignment. The fine-grained sandstone was thinly bedded, contained fines, was hard and indurated, and exhibited a friable and blocky structure. The rock crumbled into small blocks averaging about 2 inches in size.

Bedrock was measured striking to the northwest and dipping either into or perpendicular to the slope at angles of 14 to 53 degrees along the nearby ridge crest and in exposures within the southern portion of the through road alignment. Bedding was more difficult to determine within the friable sandstone, but generally followed the general bedding trend.

Fracture sets were consistent in the cut slope near the southern end of the through road but became inconsistent and tended to vary widely throughout the remainder of the through road study area, which is typical of the Franciscan Complex. Some fracture sets were dipping in adverse directions out of the slope at angles that varied from 20 to 85 degrees. However, fracture sets were also noted dipping into the hillside where exposed throughout the study area.

Inclusions were observed on both bedding and fracture surfaces. One thin inclusion, composed of serpentine approximately 1-inch thick, was noted along a bedding plane in the friable sandstone. The inclusion may be the result of either weathering of a shale lens, or more likely from an inclusion fluid in-fill infused during the orogenic mountain building process that formed the Central Santa Cruz Mountains and San Juan Canyon.

A 2 to 2½-inch laterally continuous inclusion was noted within an exposed massive sandstone outcrop on the road base and crest of the spur ridge. The inclusion, representing a fluid in-fill, was located along a steeply-dipping to near-vertical fracture surface. The inclusion (composition unknown) was hard and exhibited minor weathering. The occurrence of inclusion fluid in-fills noted along a small area in comparison to the entire study area and hillside, indicates the in-fills probably occur frequently on fracture and bedding surfaces across other portions of the hillside. In-fills will exhibit varying weathering characteristics and will influence slope stability depending of their composition.

**Slope Stability**

During our site reconnaissance and geologic field mapping, numerous landslides and zones of mass wasting were noted and mapped along the through road alignment, particularly north of the spur ridge and Station 17+50. The mapped landslides are shown on Figures 4 and 5.

As shown on Figures 4 and 5, no significant features that could not be readily mitigated were identified along the proposed 104-foot-long road extension to the Campbell property (i.e. from Station 10+00 to Station 11+04).

Between the northern end of the proposed road extension and the spur ridge (i.e. from Station 11+04 to 17+50), active landslides were noted and mapped along both the upslope and downslope sides of the road alignment, predominantly within and immediately adjacent to the previously mapped Pdf zones. Most of these landslides were estimated to be relatively shallow, ranging in depth from about 10 to 15 feet.

The landslides and mass wasting north of the spur ridge (north of Station 17+50) ranged from shallow sloughs and slumps located on cut slopes, to shallow landslides, to large deep-seated landslide masses filling the canyons and swales. The locations of the landslides and mass wasting generally corresponded to the Pdf, Ms, and Pd zones shown on the "Ground Movement Potential Map, San Juan Canyon Study, Belmont, California" (WCA, 1985). The unstable materials north of the spur ridge vary in thickness and depth from a foot or so up to approximately 25 feet or more. The slope failures were so prevalent and complex in some areas that boundaries to creep zones, debris flows, earth flows, fill failures, and landslides were locally difficult to determine. Recent landsliding has obscured many of the older slope failures and landslides. The areas of landsliding and slope instability were identified and described as mass wasting where the slope failures were so complex that individual features were undeterminable. Many of these features have occurred since the time roadway was rough-graded.

The slope failures north of the ridge varied from several feet in depth to obscured older landslides that may extend to depths of 25 feet or deeper. Many of the failures were consistent with the definitions used on the William Cotton and Associates' Ground Movement Potential Map (1985). Failures within the Pdf zones were generally judged to be no more than 10 feet thick although some of the landslides within the Pdf zones were judged to be thicker than 10 feet. Recent active landslides and slope failures varied from 5 to 50 feet wide, up to 150+ feet long, and extended to depths of 5 to 15 feet. Small failures within the outboard side of the existing road/footpath exhibited fresh head scarps up to 10 feet high, remnant flow paths, side scarps, and lacked significant developed vegetation.

Geologic Cross-Sections A-A and B-B, Figures 6 and 7, illustrate surface and interpreted subsurface conditions at two of the mapped landslide locations in the northern portion of the alignment. The locations of these Geologic Cross-Sections are shown on Figure 4 and 5. These cross-sections indicate the general trend of deeper landsliding downslope of the road alignment, which is expected to contribute significantly to the depth and cost of the retaining structures required along the downslope side of the road alignment.

Landslides that occurred during the formation of the canyons can be considered to be deeper-seated landslides that extend deeper than the minimum depth indicated for the Pdf and Pd zones by WCA (1985). Based on geomorphic conditions, some of the deep-seated landslides north of the spur ridge could be as deep as approximately 40 feet. With the numerous active shallow failures obscuring these larger landslide masses, it is difficult to determine landslide activity, whether active, incipient, or dormant. Based on the present instability within the northern canyons and swales, these larger landslides should probably be considered active, or at the very least, incipient landslides. Deep incipient landslides are capable of reactivating and exhibiting movement on the order of at least several feet during major earthquakes or during periods of prolonged, heavy rainfall. The overall stability of slopes is also dependent on the structural components of the bedrock, and the occurrence of weak lenses or layers on either bedding or fracture surfaces can contribute to or cause deep-seated movement.

The slope failures and landslides shown on Figures 4 and 5 are based on our recent geologic field mapping, review of available literature and documents, discussions with Mr. Ted Sayre of Cotton, Shires and Associates, Inc. during our April 18, 2008 field meeting, and review of stereo aerial photographs. Slope movements, slope failures, and landslides mapped in the field and depicted on Figures 4 and 5 obscure many of the other failures that have occurred along the Monte Cresta Drive through road alignment.

## REQUIRED MITIGATION MEASURES

Based on the work performed for this feasibility study, we anticipate that at least the following mitigation measures will be required to construct the through road or a road extension.

**Station 10+00 to 11+04 (Campbell Road Extension)**

1. Excavation and recompaction of existing fills and construction of retaining walls along the downslope side of the roadway, where required.

2. Excavation of cut slopes to a flatter, more stable configuration, where required, and/or construction of retaining structures along the upslope side of the roadway.

3. Construction of surface and subsurface drainage systems for the road extension, structural fills, and retaining structures.

4. Design and implementation of a Storm Water Pollution and Prevention Plan during earthwork, and retaining wall and roadway construction.

5. Construction and maintenance of relatively erosion-resistant surfaces along existing and proposed cut and fill slopes along the road extension.

**Station 11+04 to 17+50 (Campbell Road Extension to Spur Ridge)**

1. Excavation and recompaction of all existing fill along the road alignment.

2. Construction of retaining structures for all landslides, and/or excavation and repair of all landslides, shown on the Site Plan and Engineering Geologic Map, Figure 4, where the presence of these landslides could affect the stability of the roadway.

3. Reconstruction of over-steepened cut slopes and failed portions of cut slopes. This work would consist of removing unstable materials, flattening cut slopes to a stable gradient, and constructing structural retaining systems, where necessary.

4. Construction of retaining walls along the upslope and downslope sides of the road alignment, where needed. The retaining walls will need to be designed and constructed in a way that does not interfere with or preclude future access to individual lots along this portion of the alignment.

5. Construction of surface and subsurface drainage systems for the road alignment, structural fills, and retaining structures.

6. Design and implementation of a Storm Water Pollution and Prevention Plan throughout all phases of earthwork, and retaining wall and roadway construction.

7. Construction and maintenance of relatively erosion-resistant surfaces along existing and proposed cut and fill slopes along the road alignment.

8. Proper planning, design, and construction of a road extension from Station 11+04 to 17+50 will be strongly influenced by the development intentions and plans prepared and submitted by individual property owners. The mitigation measures required for a road extension along this section of the alignment will also be highly dependent on the specific lot access and development plans for properties along the alignment prepared by other consultants and designers in the future.

**North of Station 17+50 (North of Spur Ridge)**

Significant geologic hazards, including deep-seated landslides, are present along this northern portion of the alignment and on many of the adjacent lots. The mitigation measures described below for the northern portion of the through road will also be required to construct safe access and stable building areas on the adjacent lots. On some of the lots, it may not be economically feasible or justifiable to attempt to construct suitable building sites. By listing the following mitigation measures for this portion of the through road, we do not mean to imply that design and construction of the mitigation measures will be practical, reasonable, or affordable.

1. Perform all of the mitigation measures described above for the southern portion of the road alignment. Reconstruction of the fills and numerous landslide deposits north of Station 17+50 is expected to be very difficult, extensive, and possibly cost-prohibitive.

2. Reconstruction of the failed cut slopes north of Station 17+50 is expected to be difficult and extensive since slope instability and landslides extend well upslope from the face of the original cut along the majority of the alignment. Cut slope reconstruction in at least some areas will probably need to include construction of temporary slope support, installation of extensive subsurface drainage systems, and design and construction of permanent structural support systems.

3. Repair of all landslides and/or construction of structural support systems for all of the landslides shown on Figure 4. At a minimum, heavily-reinforced cast-in-place concrete piers are expected with some sections requiring tie-backs. Based on the slopes and subsurface conditions downslope of the road alignment shown on the Geologic Cross-Sections, Figures 6 and 7, structural support would be expected to consist of closely-spaced, soldier beams installed in large diameter pier holes and laterally supported with tie-backs. Where the landslides are deeper than approximately 20 to 25 feet, the structural support systems are expected to be massive and quite expensive, particularly along the downslope side of the roadway where fill will be placed to raise existing grade.

4. Construction of stout retaining walls along the entire upslope and the downslope sides of the road alignment. These retaining wall systems will need to be integrated with design and construction of the structural support systems for the landslides described above. The retaining walls and structural support of landslides will need to be designed and constructed in a way that does not interfere with or preclude future access to individual lots along the alignment.

5. Design and construction of comprehensive surface and subsurface drainage systems for the road alignment, structural fills, and retaining structures. These drainage systems will need to control and dispose of storm water runoff from the roadway, the roadway easement, and the properties along the upslope side of the alignment. On-site disposal of storm water runoff will not be possible due to the steepness and marginal stability of the slopes in this portion of the road alignment.

6. Design and implementation of a comprehensive Storm Water Pollution and Prevention Plan through-out all phases of earthwork and remedial grading, construction of temporary and permanent structural support systems, construction of surface and subsurface drainage systems, and roadway construction.

7. Construction and maintenance of relatively erosion-resistant surfaces along all existing and future cut and fill slopes along both sides of the alignment.

## GEOLOGIC AND GEOTECHNICAL CONCLUSIONS

Based on the work performed for this feasibility study, we have reached the following conclusions regarding the feasibility and reasonableness of constructing the Monte Cresta Drive road extension to the Campbell property, a longer road extension to Station 17+50, and the entire conceptual through road connection.

### Station 10+00 to 11+04 (Campbell Road Extension)

1. This portion of the Monte Cresta Drive alignment is suitable for the currently proposed 104-foot-long road extension to the Campbell property.

2. The recommended supplemental geotechnical investigation and preparation of updated geotechnical recommendations for the proposed road extension described in Cotton, Shires & Associates' September 8, 2005 Supplemental Geotechnical Review letter should be performed. The scope of this recommended supplemental geotechnical study is consistent with local practice and the results of our geologic and geotechnical feasibility study.

### Station 11+04 to 17+50 (Campbell Road Extension to Spur Ridge)

1. Significant geologic hazards are present along this 646-foot long section of the roadway, particularly within the three mapped Pdf zones located across or immediately downslope of the road alignment. Six landslides are present on the hillside downslope side of the alignment, and the headscarp of one landslide

crosses into the road alignment. Four landslides are present along the upslope side of the alignment.

2. A geotechnical investigation (or investigations), including subsurface exploration in and between the landslide areas shown on Figures 4 and 5, laboratory testing of materials from the borings, analyses of slope stability, and development of detailed, specific recommendations for road construction, would be required prior to design and construction of this portion of the road. Similar investigations would be required prior to development of individual lots.

3. Design and construction of landslide repairs and retaining walls along both sides of this section of Monte Cresta Drive must consider how and where future access to individual lots along the alignment will be achieved.

4. Proper planning, design, and construction of a road extension from Station 11+04 to 17+50 will be strongly influenced by the development intentions and plans prepared and submitted by individual property owners. The specific construction and mitigation measures required for a road extension along this section of the alignment will also be highly dependent on the lot access and development plans for individual properties along the alignment prepared in the future by others. Given the current City policy against development in geologically unstable areas, the steep hillsides, and the lack of development occurring along Monte Cresta Drive between Station 11+04 and 17+50, development of Monte Cresta Drive between Station 11+04 and 17+50 is not currently feasible or reasonable.

**North of Station 17+50 (North of Spur Ridge)**

1. Minor to very large and serious landsliding and mass wasting has occurred on the hillside within this portion of the alignment over a significant period of time. This movement began during the orogenic mountain building processes that formed the hillside region and contributed to the general geomorphology noted on the hillside and along the alignment. Erosion and deep landslides contributed to the formation of the broad canyons and swales on the hillside. More recent, shallower landsliding has accelerated since rough grading of Monte Cresta Drive occurred. These landslides and areas of mass wasting have caused severe damage and modification of the hillside, the existing roadway, and the through road alignment north of the spur ridge.

2. The hillside in the northern portion of the alignment is being transformed by very volatile and unpredictable surface and subsurface processes. These processes are caused by the steep slopes, uncontrolled surface water runoff, weak surface materials, existing shallow and deep landslides, deleterious bedrock structure, and subsurface seepage. Deleterious bedrock structural conditions consist of variably

altered, weathered, pervasively sheared fractures, and bedding and fracture surfaces with adverse dip that in some locations contain altered, laterally continuous in-fills. In our opinion, this erratic developmental disorder does not provide an adequate base for a through road capable of surviving a 50-year service life without experiencing the effects of significant on-going shallow and deep geologic hazards.

3. Based on the results of our feasibility study for the Monte Cresta Drive through road alignment, it is our opinion that, from a geologic and geotechnical engineering viewpoint, design and construction of a safe, relatively maintenance-free through road north of Station 17+50 is not reasonable or feasible, even with design and construction of extensive mitigation measures.

4. Access to many of the individual lots along the portion of the roadway north of Station 17+50 would be very difficult to achieve. In addition, both shallow and deep-seated landslides along both sides of this section of the road alignment may make development of safe, stable building areas on many of the lots economically impractical or impossible to justify.

**SUMMARY**

Based on the results of the geologic and geotechnical feasibility study described in this report, we have concluded that construction of the proposed 104-foot-long road extension to the Campell property (i.e. from Station 10+00 to 11+04) is reasonable with proper design and implementation of standard mitigation measures.

Given the current City policy against development in geologically unstable areas, the steep hillsides, and the lack of development occurring along Monte Cresta Drive between Station 11+04 and 17+50, development of Monte Cresta Drive between Station 11+04 and 17+50 is not currently feasible or reasonable.

Based on the results of our geologic and geotechnical study, we have concluded that design and construction of the Monte Cresta Drive through road is not reasonable or feasible even with design and implementation of extensive mitigation measures due to the severe geologic and geotechnical constraints in the northern portion of the roadway alignment.



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| Source | Imagery | Date | Scale |
|---|---|---|---|
| PAS* | AV-01-01-29/30 | 6/18/37 | 1:12,000 |
| PAS | AV-9-07 /29/46 | 7/29/46 | 1:23,600 |
| PAS | AV-170-12-9/10 | 5/10/55 | 1:10,000 |
| PAS | AV-933-11-8/9 | 10/28/69 | 1:12,000 |
| PAS | AV-2020-10-9/10 | 6/19/81 | 1:12,000 |
| PAS | AV-2265-10-8/9 | 6/6/83 | 1:12,000 |
| PAS | AV-2670-10-8/9 | 10/15/85 | 1:12,000 |
| PAS | AV-4916-11-8/9 | 9/7/95 | 1:12,000 |
| PAS | AV-6600-11-8/9 | 8/16/00 | 1:12,000 |
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* PAS = Pacific Aerial Surveys

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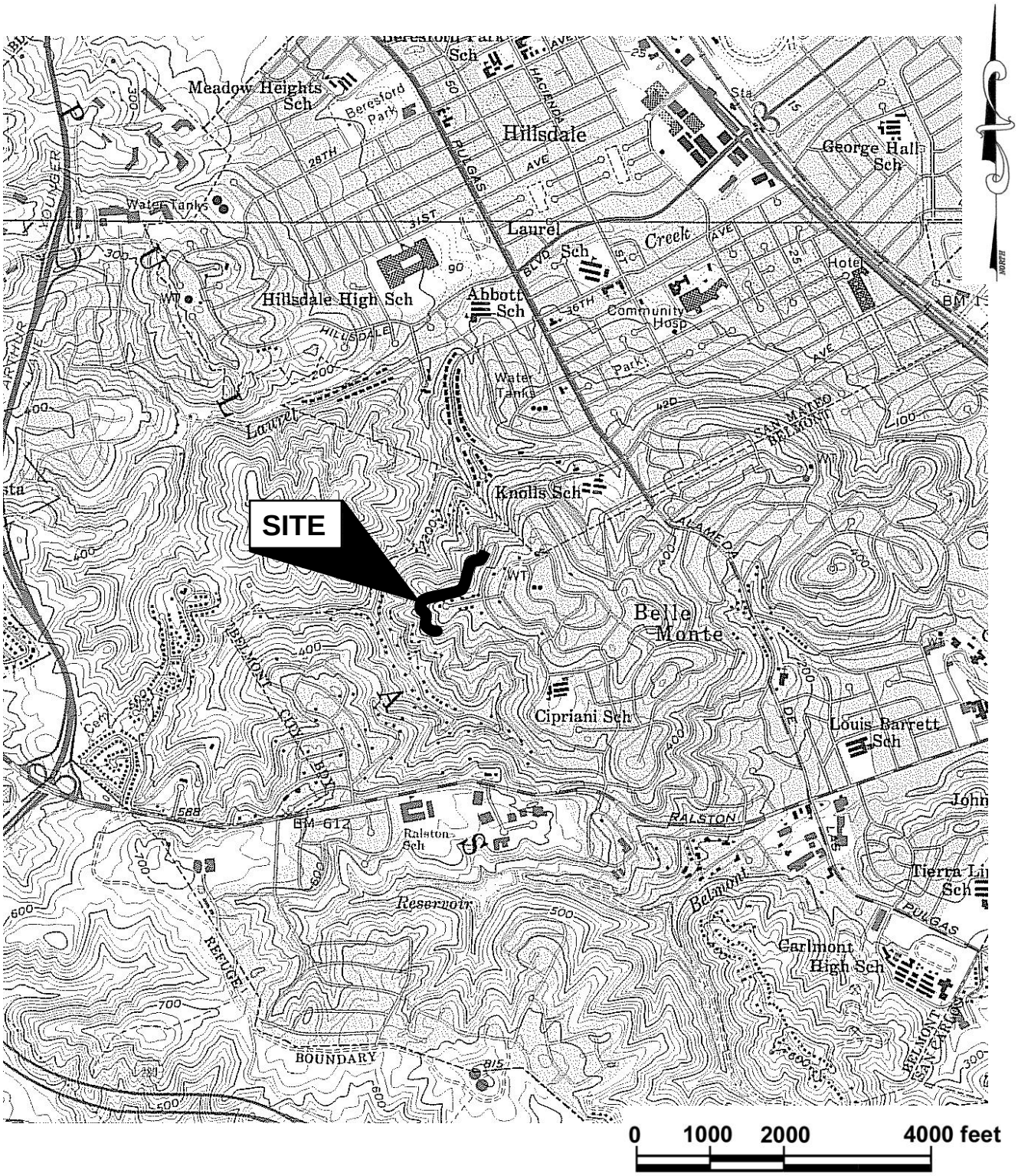
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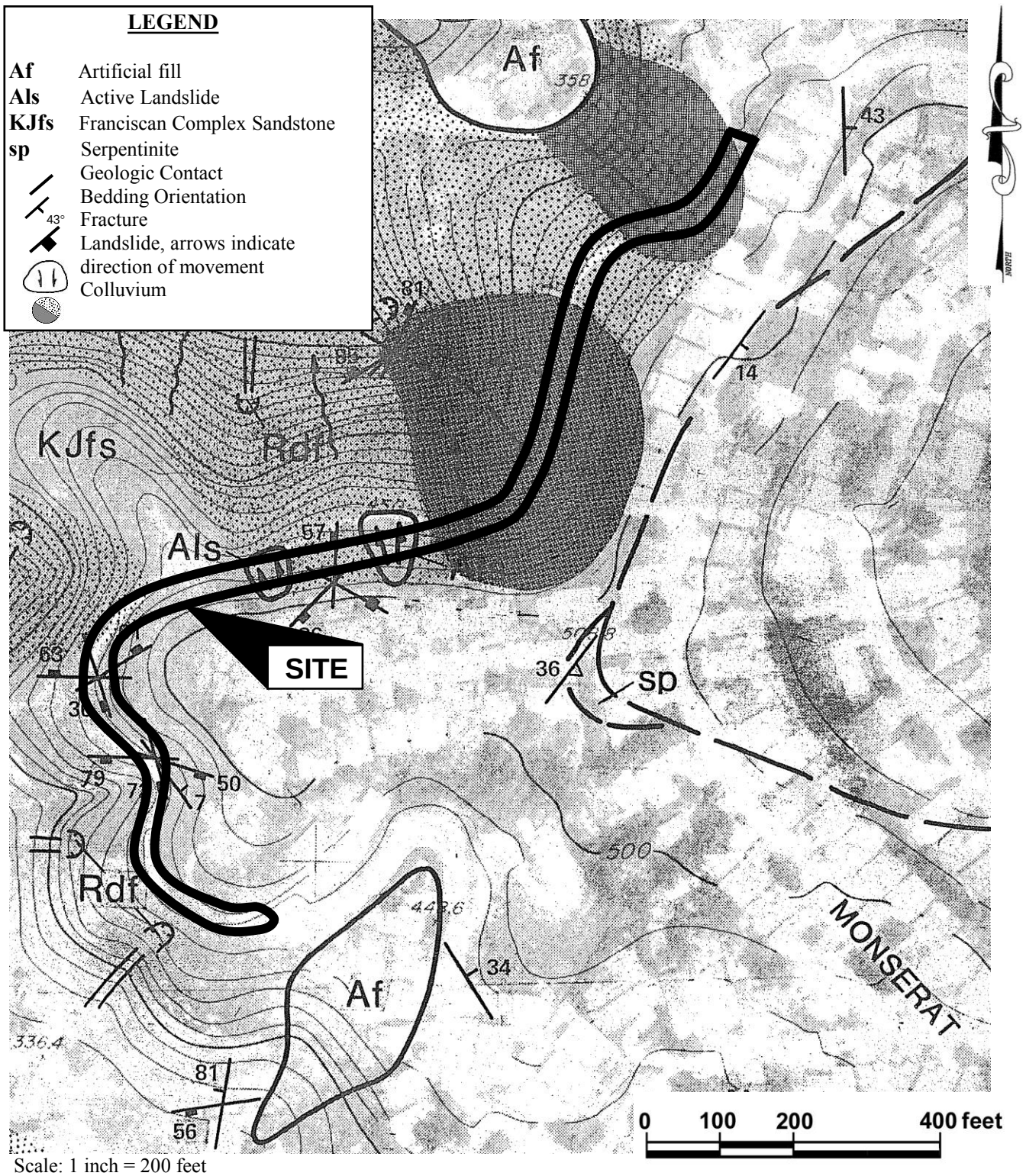

Scale: 1 inch = 2000 feet

Base is United States Geological Survey San Mateo 7.5 Minute Quadrangle, dated 1956, photorevised 1980.

**VICINITY MAP** **FIGURE 1**

MONTE CRESTA DRIVE THROUGH ROAD JUNE 2008

BELMONT, CALIFORNIA PROJECT NO. 2092-1



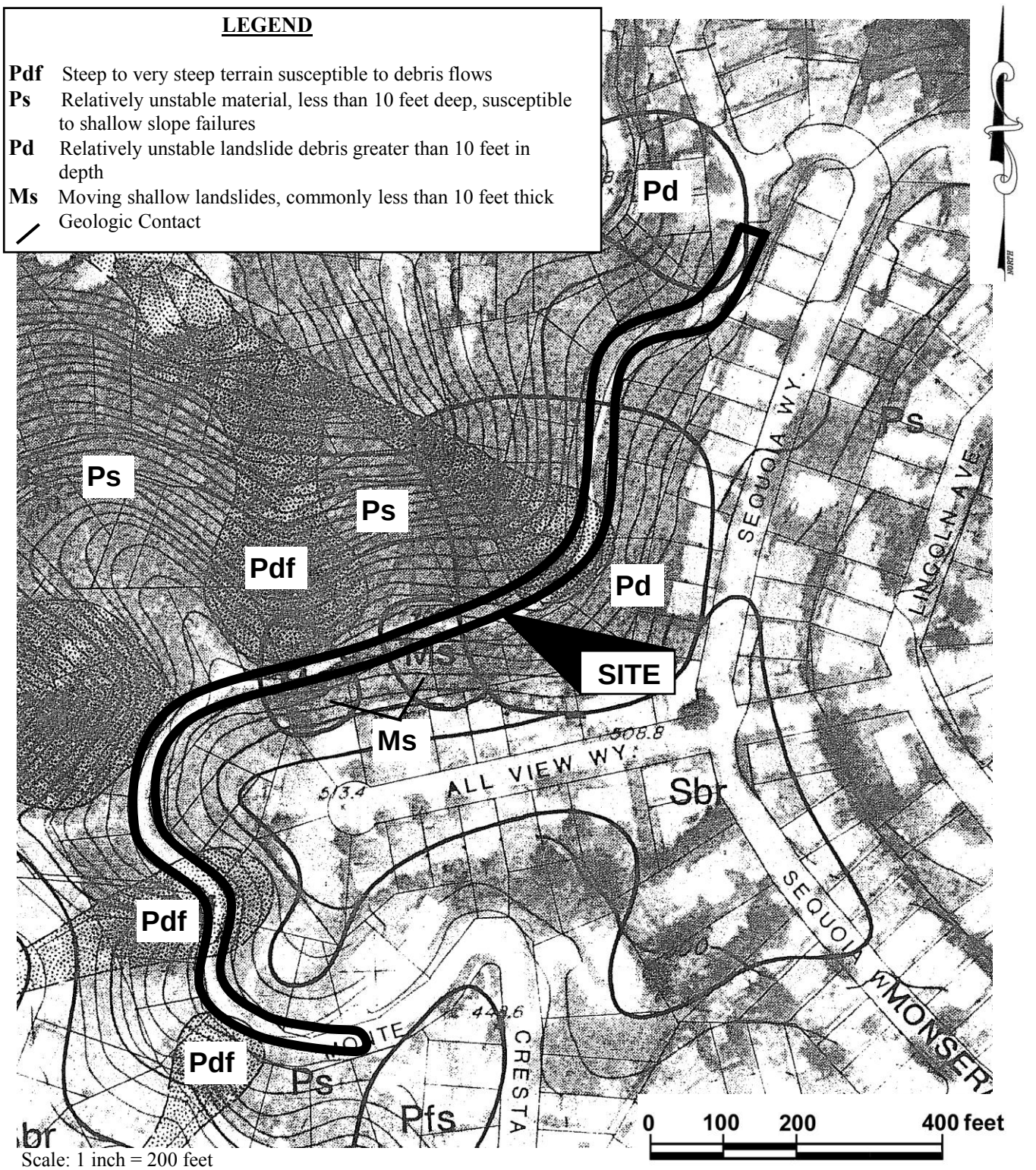

Scale: 1 inch = 200 feet

Base is Engineering Geologic Map of the San Juan Canyon Study Area, Belmont, California, by William Cotton and Associates, dated April 1985.

**VICINITY GEOLOGIC MAP** **FIGURE 2**

MONTE CRESTA DRIVE THROUGH ROAD JUNE 2008

BELMONT, CALIFORNIA PROJECT NO. 2092-1




Scale: 1 inch = 200 feet

Base is Ground Movement Potential Map of the San Juan Canyon Study Area, Belmont, California, by William Cotton and Associates, dated April 1985.

**GROUND MOVEMENT POTENTIAL MAP** **FIGURE 3**
MONTE CRESTA DRIVE THROUGH ROAD JUNE 2008
BELMONT, CALIFORNIA PROJECT NO. 2092-1

**LEGEND**

- Af - Artificial fill
- Mw - Mass wasting; undefined downslope movement, includes landslides.
- Qls - Landslide; arrows indicate direction of movement, 'A' indicates active, 's' indicates shallow slough or earthflow, 'df' indicates debris flow.
- KJfs - Franciscan Complex Sandstone
- KJfc - Franciscan Complex Chert
- sp - Serpentinite
- Pdf* - Steep to very steep terrain susceptible to debris flows
- Ps* - Relatively unstable material, less than 10 feet deep susceptible to shallow slope failures
- Pd* - Relatively unstable landslide debris greater than 10 feet in depth
- Ms* - Moving shallow landslides, commonly less than 10 feet thick
- * William Cotton and Associates, 1985
- Geologic Contact
- Landslide outline
- Landslide headscarp
- Strike and dip of bedding
- Strike and dip of fracture
- Cut slope
- Fill slope
- Erosion
- Inclusion
- Geologic Cross Section

Preliminary Through Road Alignment

Approximate Station 17+50 Feet

Station 10+00 Feet

Monte Cresta Drive

Spur Ridge

0 50 100
GRAPHIC SCALE

Base: LTI, Luzuriaga Taylor, Inc., modified by Romig Engineers, Inc. using information from William Cotton and Associates, Inc, 1985, field reconnaissance by Romig Engineers, Inc. engineering geologic staff and aerial photo analysis.

Note: This site plan and engineering geologic map is a conceptual schematic illustration of general engineering geologic surface features and should not be used for any other purpose.

**SITE PLAN AND ENGINEERING GEOLOGIC MAP**

**MONTE CRESTA DRIVE THROUGH ROAD**

**PROJECT NO. 2092-1** **FIGURE 4**

ROMIG ENGINEERS, INC.
GEOTECHNICAL & ENVIRONMENTAL SERVICES
1390 El Camino Real, Second Floor
San Carlos, California 94070
Tel: (650) 591-3224 Fax: (650) 591-3231

Note: This landslide hazard map is a conceptual representation of landslides and Pd zones (William Cotton and Associates, 1985) and should not be used for any other purpose.

Base: Figure 4, Romig Engineers, Inc., June 2008

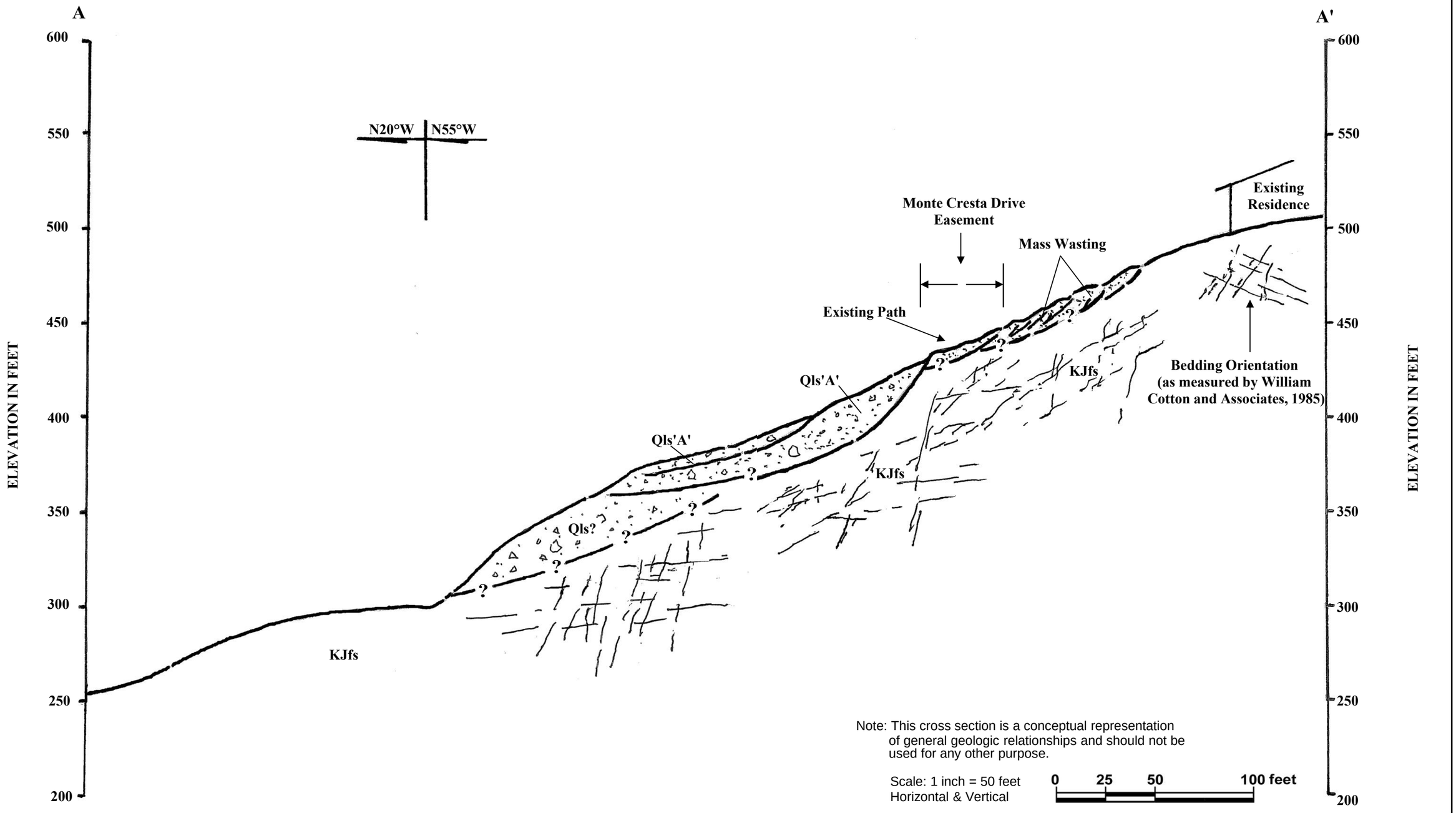



- Landslide Hazard Zones; outlines of existing landslides, debris flows, shallow sloughs, areas of mass wasting, and Pd zones (William Cotton and Associates, 1985)

**ENGINEERING GEOLOGIC HAZARD MAP**
MONTE CRESTA DRIVE THROUGH ROAD
BELMONT, CALIFORNIA

**ROMIG ENGINEERS, INC.**

**FIGURE 5**
JUNE 2008
PROJECT NO. 2092-1




Note: This cross section is a conceptual representation of general geologic relationships and should not be used for any other purpose.

Scale: 1 inch = 50 feet
Horizontal & Vertical

0 25 50 100 feet

Refer to Figure 4 for Explanation

**GEOLOGIC CROSS SECTION A-A'**
MONTE CRESTA DRIVE THROUGH ROAD
BELMONT, CALIFORNIA

**FIGURE 6**
JUNE 2008
PROJECT NO. 2092-1

B

N5°W

B'

600
550
500
450
400
350
300
250
200

ELEVATION IN FEET

Upper Boundary to Pdf zone

Upper Boundary
to Ms zone
(William Cotton and Associates, 1985)

Monte Cresta Drive
through road
easement (40 feet)

Existing
Residence

Existing
Path

KJfs

Qls'A'

Downhill boundary
to Ms zone

Typical Bedding
(Measured)

Qls'A'

Existing Ground Surface

Typical Fracture Sets
(William Cotton
and Associates, 1985)

KJfs

Qls'A'?

Qls'A'

Qls'A'?

KJfs

Typical
Fracture Sets
(William Cotton and
Associates, 1985)

KJfs

Typical Bedding
(William Cotton and Associates, 1985)

Note: This cross section is a conceptual representation of general geologic relationships and should not be used for any other purpose.

Scale: 1 inch = 50 feet
Horizontal & Vertical

0 25 50 100 feet

Refer to Figure 4 for Explanation

**GEOLOGIC CROSS SECTION B-B'**
MONTE CRESTA DRIVE THROUGH ROAD
BELMONT, CALIFORNIA

**FIGURE 7**
JUNE 2008
PROJECT NO. 2092-1

December 3, 2015
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: FEASIBILITY EVALUATION**
**SINGLE-FAMILY RESIDENCE**
**MONTE CRESTA DRIVE (APN 043-165-180)**
**BELMONT, CALIFORNIA**

Dear Mr. Kraft:

This letter summarizes the results of our geotechnical feasibility evaluation for construction of a single family residence on your property (APN 043-165-180) southwest of the terminus of Monte Cresta Drive in Belmont, California. The approximate location of the property is shown on the attached Vicinity Map, Figure 1.

The scope of our services for this geotechnical feasibility evaluation was presented in our agreement with you dated October 30, 2015. Our work for this feasibility study consisted of: a site reconnaissance; geologic field mapping; review of geologic, geotechnical, and seismic information in our files pertinent to the area of the site; review of Romig Engineers' geologic and geotechnical feasibility report, dated June 30, 2008, for the Monte Cresta Drive Through Road; review of the preliminary architectural plans for the proposed residence, dated September 24, 2015, prepared by Chris Pardo Design: Elemental Architecture; evaluation of the information described above; and preparation of this feasibility-level report. Subsurface investigation was not performed for this feasibility evaluation.

Based on the favorable results from our feasibility investigation, you have authorized Romig Engineers to perform a design-level geotechnical investigation of the property, including drilling, sampling, and logging of exploratory borings, performing laboratory tests on selected samples of material recovered from the borings, and preparing a geotechnical report to address the proposed construction. The results of our design-level investigation are expected to be available in the next month or so.

**Proposed Project**

The proposed project consists of constructing a 3,100-square-foot, three-story, split-level residence with a 400-square-foot attached garage on the steeply sloping site. The elevation of the two lower floors will be lower than the ground surface elevation within the adjacent Monte Cresta Drive right-of-way. The residence will be founded on reinforced concrete piers with the majority of the residence structurally supported above the ground surface. Access to the garage on the upper level of the residence will be provided by a pier-supported elevated structural slab. The location and configuration of the proposed residence are shown on the Site Plan, Figure 2.

Since the current terminus of Monte Cresta Drive does not have adequate space for fire truck turnaround, the proposed project includes construction of a fire truck turnaround within the Monte Cresta Road right-of-way immediately north of the property.

## FINDINGS

### Surface Conditions

The subject property is located on a relatively steep slope along the southern side of the Monte Cresta Drive right-of-way adjacent to the current terminus of Monte Cresta Drive. The ground surface across the majority of the property slopes down to the south at an average gradient that ranges from about 2:1 to 2.7:1 (horizontal:vertical). The lower portion of the slope in the southwestern portion of the property was excavated to a gradient of about 1:1 to 1.3:1 (horizontal:vertical) prior to construction of the residences south of the property. The majority of the property is covered with a sporadic growth of native grasses and weeds, and a few small to large trees.

A small wedge-shaped fill containing concrete debris is present along the southern side of the Monte Cresta Drive right-of-way along the northern side of the property. What appears to be a thin layer of fill containing concrete debris is also present in the eastern portion of the site, extending downslope from the Monte Cresta Drive right-of-way to approximately the southern property line, as shown on the Preliminary Site Geologic Map, Figure 3. This fill appears to have been in-place for many years since the time of construction of Monte Cresta Drive. A subtle debris flow chute is present west of the southwestern side of the property.

Published geologic maps of the area and aerial photographs do not indicate the presence of landsliding on the subject property. During our recent site reconnaissance and geologic mapping, we did not observe evidence of slope instability on the property, along the debris flow chute, or along the upslope side of the slope excavation on and below the southwestern portion of the property.

### Anticipated Subsurface Conditions

Based on our observations on and around the property, the results of our previous geologic and geotechnical investigation for the Monte Cresta Drive Through Road, published geologic maps, interpretation of stereo-paired aerial photographs, and subsurface exploration performed by others along and north of the Monte Cresta Drive right-of-way, we expect the site is underlain by a thin layer of colluvium ranging in thickness from about 1 to 3 feet overlying Franciscan Formation sandstone. The colluvium in the eastern side of the property is overlain by a thin layer of fill with concrete debris, as described previously.

## GEOLOGIC SETTING

### Regional Geology

As part of this feasibility evaluation, we reviewed our local experience and geologic literature in our files pertinent to the general area. The information reviewed indicates the site is located in an area mapped as Cretaceous and Jurassic-age sandstone (fs) of the Franciscan Complex (Pampeyan, 1994), as shown on the Vicinity Geologic Map, Figure 4. The Engineering Geologic Map of the San Juan Canyon Study Area (William Cotton and Associates, 1985), which is shown on Figure 5, indicates the site is underlain by Franciscan

Complex sandstone (KJfs). The sandstone unit is described as highly consolidated, cemented, tan to dark gray, thin to thickly bedded, poorly sorted, fine to coarse grained sandstone commonly interlayered with thin sequence of dark siltstone and shale. A fill mass that supports several residences is present within the drainage east of the site. The western lateral margin of this fill is shown underlying the southeastern portion of the subject site. There are no indicated landslides or debris flows/chutes within or immediately adjacent to the site.

The Ground Movement Potential Map of the San Juan Canyon Study Area (William Cotton and Associates, 1985), a portion of which is shown on Figure 6, categorizes the hazards and materials in the proposed building area as "Ps," relatively unstable materials susceptible to shallow slope failures. Mapped "Ps" areas are typically considered areas of potentially unstable material, including landslide debris, slope materials, and weak bedrock, commonly less than 10 feet in thickness on gentle to moderately steep slopes.

Based on our site observations and the shallow depth to competent sandstone bedrock across the site, the potential for slope instability to affect the proposed residence and driveway appears to be relatively low.

**Site Geology**

As part of our feasibility evaluation, we performed a surface reconnaissance consisting of walking the subject site, and traversing the slope and nearby roads and properties, where accessible, to observe surficial field features. Our observations are shown on Figure 3. The lot and the immediate site vicinity are located in a moderately to steeply sloping hillside area. Monte Cresta Drive appears to have been graded primarily by excavating into the hillside, with a thin wedge of fill along the downslope side. Sandstone bedrock was observed on the north side of the road right-of-way and within the excavated cut along the southern downslope side of the site. Sedimentary bedding (strata) were oriented north-northwest in the Monte Cresta Drive road cut and north-northeast in the cut on the south side of the site, with bedding inclinations of 53 to 66 degrees to the northeast on the north side of Monte Cresta Drive and 81 degrees to the northwest in cut on the south side of the site. Variably oriented fractures were observed in the exposed upper and lower bedrock exposures. The intervening slope was underlain by colluvium and residual soil. We did not observe indications of springs, seeps, or unusually shallow ground water.

A relatively large fill mass (underlying several residences) is located within the drainage east of the site. Based on air photo interpretation, this fill was placed between 1955 and 1966, probably after 1960, and is presumed to be engineered. The western lateral margin of the fill is located within the eastern side of the site approximately where shown on Figures 3 and 5. The fill thus increases in thickness from west to east within the site. As described in the Surface Conditions section of this report, relatively thin non-engineered fill is present along the northern side of the property. This fill contains concrete debris and is located along the downslope side of the Monte Cresta Drive right-of-way. Additional fill containing concrete and additional debris mantles the eastern side of the property. It is unlikely that either fill deposit is more than about 4 to 5 feet thick.

During our geologic reconnaissance, we traversed the site and neighboring slopes and did not observe indications of recent slope movement. There were no indications of significant settlement or lateral movement of the paved section of Monte Cresta Drive to the east or within the area underlain by engineered fill.

There do not appear to be any indications of landslides, faults, or other geologic hazards that would significantly affect the proposed residence or fire truck turnaround.

**Aerial Photographs**

Ten sets of stereo pair aerial photographs were interpreted for this study. The images were flown from 1937 through 2000 and ranged in scale from 1:10,000 to 1:23,600. The images are listed in the References section of this report.

Monte Cresta Drive and much of the surrounding road network, except Alhambra Drive, were present in 1937. The fill currently present east of the site in the adjacent drainage was not present. Monte Cresta Drive was developed with an excavated upslope cut and a wedge fill prism along the downslope side. There were no indications of landslides or flows on or immediately adjacent to the site. The site and the immediate vicinity exhibited a similar appearance in the 1946 and 1955 imagery.

By 1969, the fill within the drainage to the east had been constructed, extending as far as approximately one-third to one-half way across the subject site although thinning to meet the natural ground surface. Monte Cresta Drive had been paved to its approximate current cul-de-sac, although the cul-de-sac was not present. Alhambra Way was present on a broad excavated bench, with several residences including the immediate downslope residence present. The narrow bench immediately below the site was present. By 1979, the adjacent residence to the east and the cul-de-sac had been constructed. The eastern residence was located on the relatively flat upper area of the fill mass, and the fill slope was located immediately south of the residence. The large fill mass appeared to thin and meet the natural ground essentially as it appeared in the 1969 imagery.

The site was essentially unchanged through the 1980s to 1995. The 1995 imagery indicates the eastern side of the site had been cleared, and possible shallow fill placed on the previous ground surface. The fill did not significantly modify the ground surface appearance and thus is unlikely to be more than a few feet thick. Based on our review of historic Google Earth imagery, the thin fill was probably placed in approximately 1992. The site was essentially unchanged in the 2000 imagery, and based on historic Google Earth imagery, was also unchanged to the present.

In summary, the pre-development ground surface is uneven, as is typical for the vicinity. There are no indications of landsliding, slumps, or flows on or immediately adjacent to the site. The fill mass east of the site feathers to meet the natural ground surface approximately one-third to one-half way across the site. The fill is likely less than 1 foot in thickness near the center of the site increasing to a maximum estimated thickness of about 5 feet along the eastern property line.

**Faulting and Seismicity**

There are no mapped through-going faults within or adjacent to the site and the site is not located within a State of California Earthquake Fault Zone, an area where the potential for fault rupture is considered probable. The closest active fault is the San Andreas fault, which is located approximately 1.7 miles southwest of the property. Thus, the likelihood of surface rupture occurring from active faulting at the site is low.

The San Francisco Bay Area is an active seismic region. Earthquakes in the region result from strain energy constantly accumulating because of the northwestward movement of the Pacific Plate relative to the North American Plate. On average about 1.6-inches of movement occur per year. Historically, the Bay Area has experienced large, destructive earthquakes in 1838, 1868, 1906, and 1989. The faults considered most likely to produce large earthquakes in the area include the San Andreas, San Gregorio, Hayward, and Calaveras faults. The San Gregorio fault is located approximately 9.5 miles southwest of the site. The Hayward and Calaveras faults are located approximately 17 and 24 miles northeast of the site, respectively. These faults and significant earthquakes that have been documented in the Bay Area are listed on Table 1 below.

In the future, the subject property will undoubtedly experience severe ground shaking during moderate and large magnitude earthquakes produced along the San Andreas fault or other active Bay Area fault zones. The Working Group on California Earthquake Probabilities, a panel of experts that are periodically convened to estimate the likelihood of future earthquakes based on the latest science and ground motion prediction modeling, concluded there is a 72 percent chance for at least one earthquake of Magnitude 6.7 or larger in the Bay Area before 2045. The Hayward fault has the highest likelihood of producing an earthquake greater than or equal to magnitude 6.7 in the Bay Area, estimated at 14 percent, while the likelihood on the San Andreas and Calaveras faults is estimated at approximately 6 and 7 percent, respectively (Working Group, 2015).

**Table 1. Earthquake Magnitudes and Historical Earthquakes**
**Belmont, California**

| Fault | Maximum Magnitude (Mw) | Historical Earthquakes | | Estimated Magnitude |
|---|---|---|---|---|
| San Andreas | 7.9 | 1989 | Loma Prieta | 6.9 |
| | | 1906 | San Francisco | 7.9 |
| | | 1865 | N. of 1989 Loma Prieta Earthquake | 6.5 |
| | | 1838 | San Francisco-Peninsula Segment | 6.8 |
| | | 1836 | East of Monterey | 6.5 |
| Hayward | 7.1 | 1868 | Hayward | 6.8 |
| | | 1858 | Hayward | 6.8 |
| Calaveras | 6.8 | 1984 | Morgan Hill | 6.2 |
| | | 1911 | Morgan Hill | 6.2 |
| | | 1897 | Gilroy | 6.3 |
| San Gregorio | 7.3 | 1926 | Monterey Bay | 6.1 |

**CONCLUSIONS AND PRELIMINARY RECOMMENDATUIONS**

Based on the results of our feasibility evaluation, we have concluded that the site is suitable for construction of the proposed single-family residence. The recommendations in our upcoming design-level geotechnical report should be followed during design and construction of the residence, site improvements, and fire truck turnaround.

The primary geologic and geotechnical concerns for construction of the proposed single-family residence on the subject property are: 1) the presence of the existing undocumented, wedge-shaped fill along the southern side of the Monte Cresta Drive right-of-way; 2) the presence of the thin undocumented fill in the eastern portion of the site; 3) the steepness of the site for construction of foundation piers; 4) the need to dispose of roof water and storm water runoff on the site (rather than into an existing storm drain system); and 5) the probability of severe ground shaking at the site during a major earthquake in the area.

Based on the geologic and geotechnical work we have performed to date, we have developed the following conclusions and preliminary recommendations regarding design and construction of the proposed single-family residence on the subject site. In our opinion, these minimum guidelines will need to be followed during design and construction in order for the City of Belmont to grant grading and building permits for the proposed residence and fire truck turnaround.

1. The existing undocumented fill in the Monte Cresta Drive right-of-way and along the northern side of the site should be removed and recompacted with observation and testing during earthwork construction by our staff. Remedial grading of the existing fill will need to extend beyond the edge of the proposed fire truck turnaround. The fill should be keyed and benched into competent bedrock below any fill and native soil.

2. The existing thin fill in the eastern portion of the site appears to have been in-place without signs of instability since the 1960s. Since no grading or ground-supported structures are proposed for the eastern side of the site, and the proposed residence will be supported on reinforced concrete piers, the existing fill may remain in-place without presenting a risk to the proposed residence or adjacent residences. Construction of the reinforced concrete piers is expected to increase the stability of the existing fill.

3. Due to the steepness of the site, the proposed residence and driveway deck should be supported on reinforced concrete piers at least 16 inches in diameter embedded in competent sandstone bedrock. The minimum required depth of the piers will depend on the depth to bedrock and lateral loads from the proposed residence. At the present time, we anticipate the minimum required depth of the piers will be at least 15 feet and at least 12 feet into competent bedrock. Difficult to very difficult drilling conditions should be anticipated to achieve the required depth of pier embedment into the Franciscan Complex bedrock.

4. Retaining walls along the downslope side of the fire truck turnaround and around the upslope side of the lower levels of the residence should also be supported on reinforced concrete piers.

5. Storm water runoff from roof downspouts and hardscape surfaces will need to be collected and disposed of on-site by means of a suitable storm water detention system with metered release to a level spreader at a suitable location. Storm water should not be disposed of in the eastern portion of the site where fill is present. Constructing a row of stitch piers along the downslope side of a level spreader would be advisable.

The conclusions and preliminary geotechnical recommendations summarized above will need to be confirmed during our design-level geotechnical investigation of the site.

**LIMITATIONS**

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geologic and geotechnical engineering principles generally accepted at this time and location.

Please call if you have questions or comments about site conditions or the findings, conclusions, and preliminary recommendations from the feasibility evaluation summarized above.

Very truly yours,

**ROMIG ENGINEERS, INC.**

Richard G. Woodard, P.E., G.E.

David F. Hoexter, P.G, C.E.G.
Expires 11/30/17

Attachments:

REFERENCES
Figure 1 - Vicinity Map
Figure 2 - Site Plan
Figure 3 - Preliminary Site Geologic Map
Figure 4 - Vicinity Geologic Map
Figure 5 - San Juan Canyon Engineering Geologic Map
Figure 6 - San Juan Canyon Ground Movement Potential Map

Copies: Addressee (5)

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| Source | Imagery | Date | Scale |
|---|---|---|---|
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| PAS | AV-2265-10-08-09 | 6/6/83 | 1:12,000 |
| PAS | AV-2670-10-8/9 | 10/15/85 | 1:12,000 |
| PAS | AV-4916-11-8/9 | 9/7/95 | 1:12,000 |
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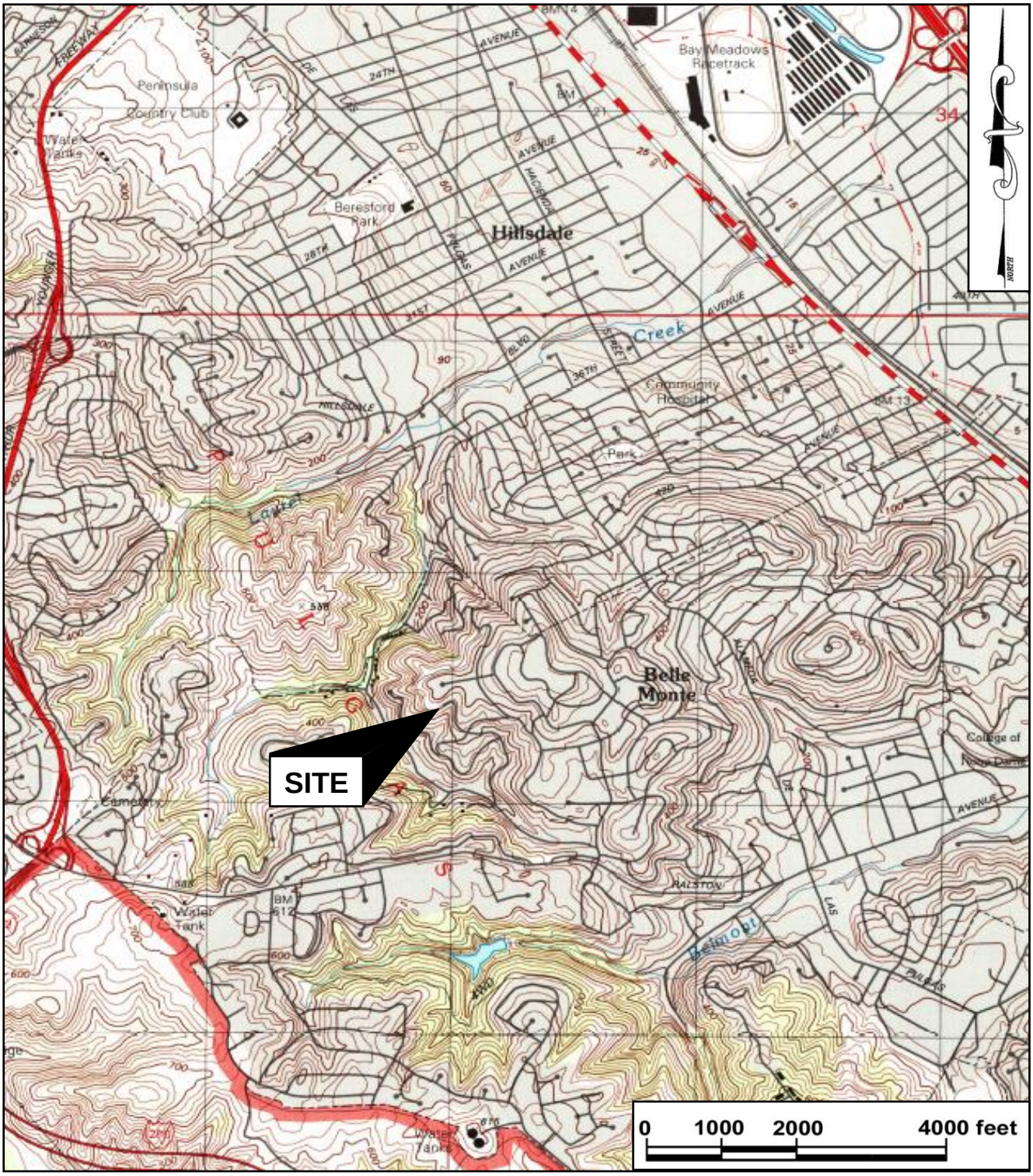
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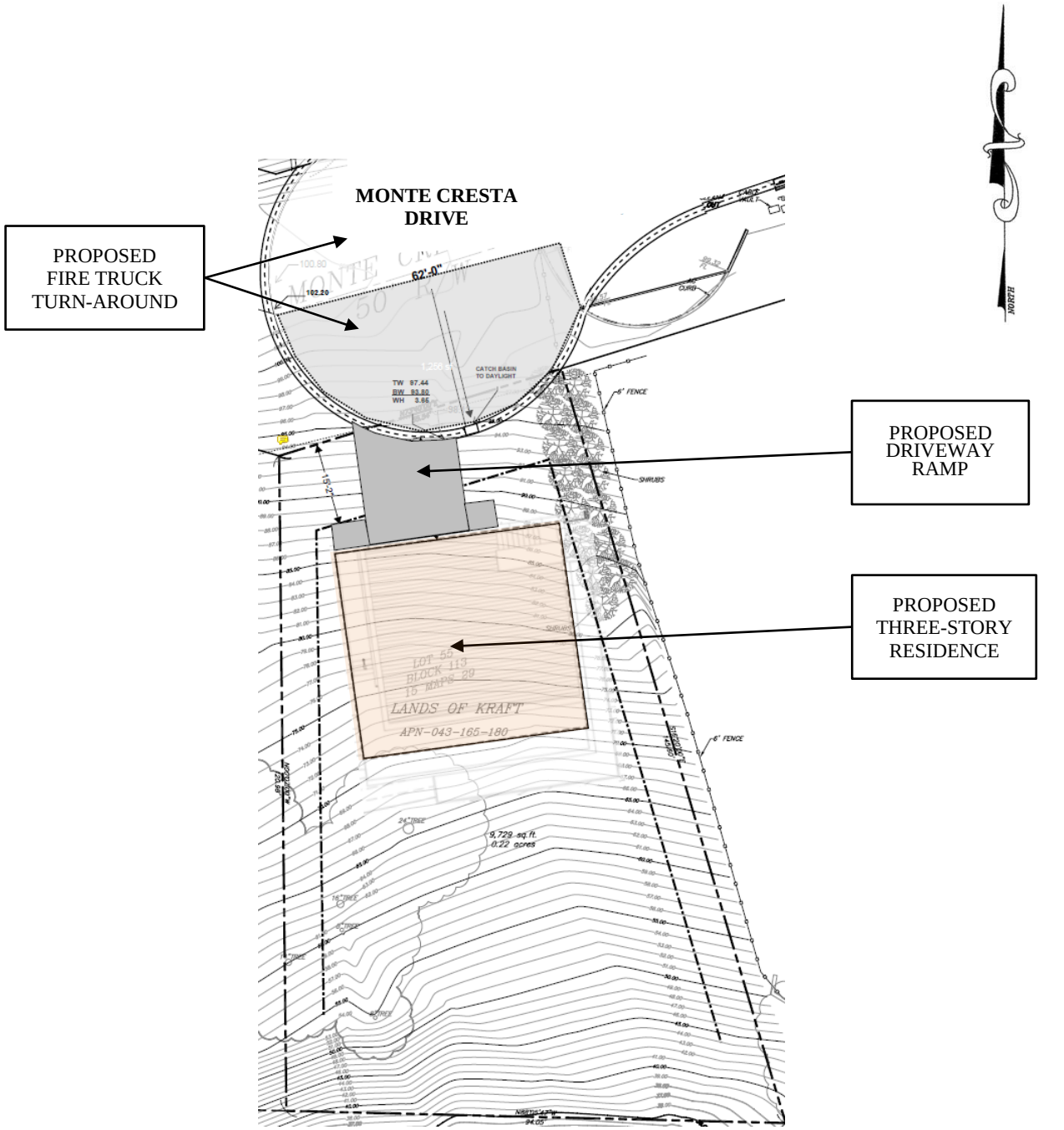
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Scale: 1 inch = 2000 feet
Base is United States Geological Survey San Mateo 7.5 Minute Quadrangle, dated 1997.

**VICINITY MAP**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE 1**
DECEMBER 2015
PROJECT NO. 3614-1




**LEGEND**

Approximate Scale: 1 inch = 30 feet.

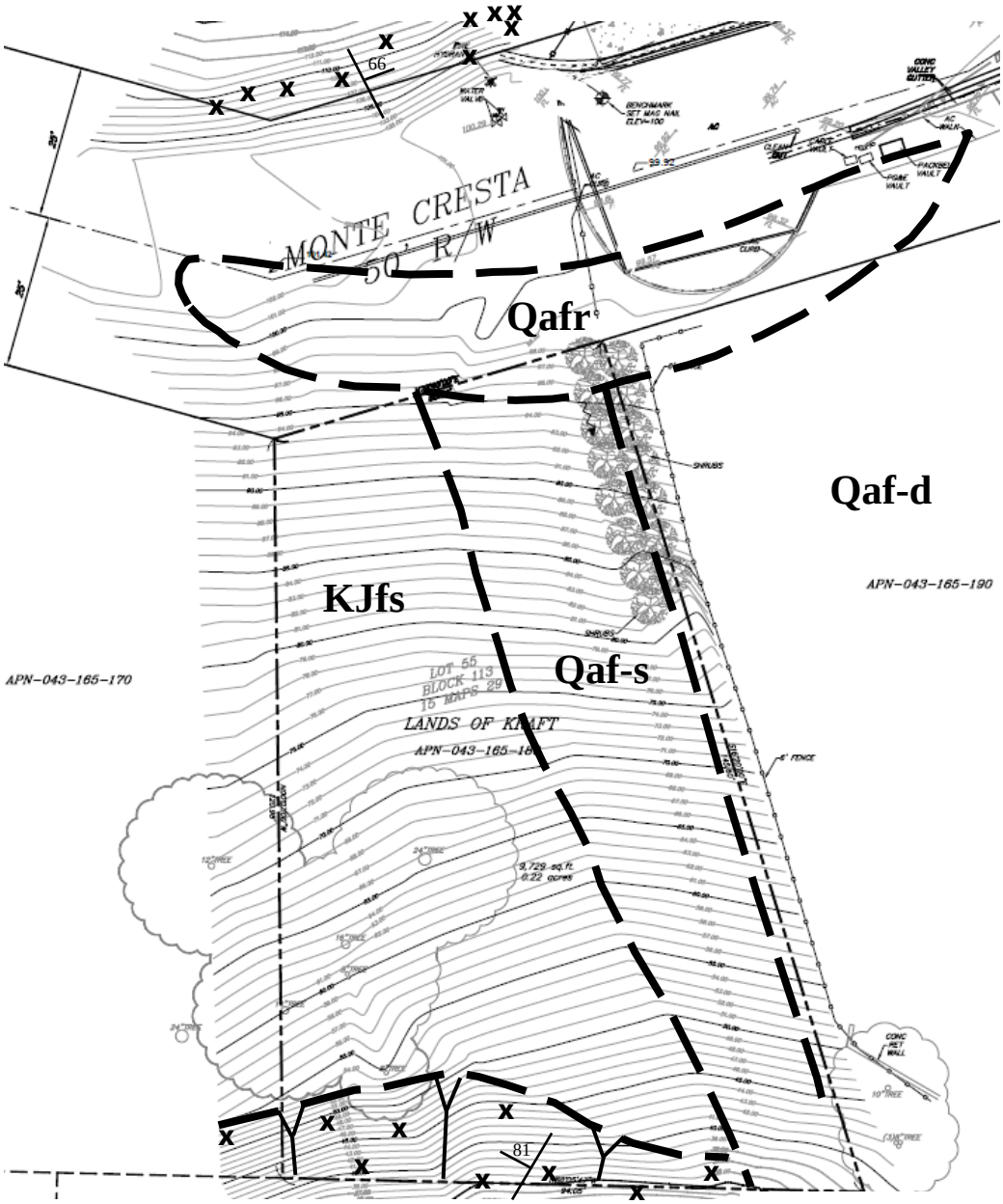
Base is Site Plan prepared by Triad/Homes Associates, dated November 10, 2015.

**SITE PLAN**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE 2**
DECEMBER 2015
PROJECT NO. 3614-1

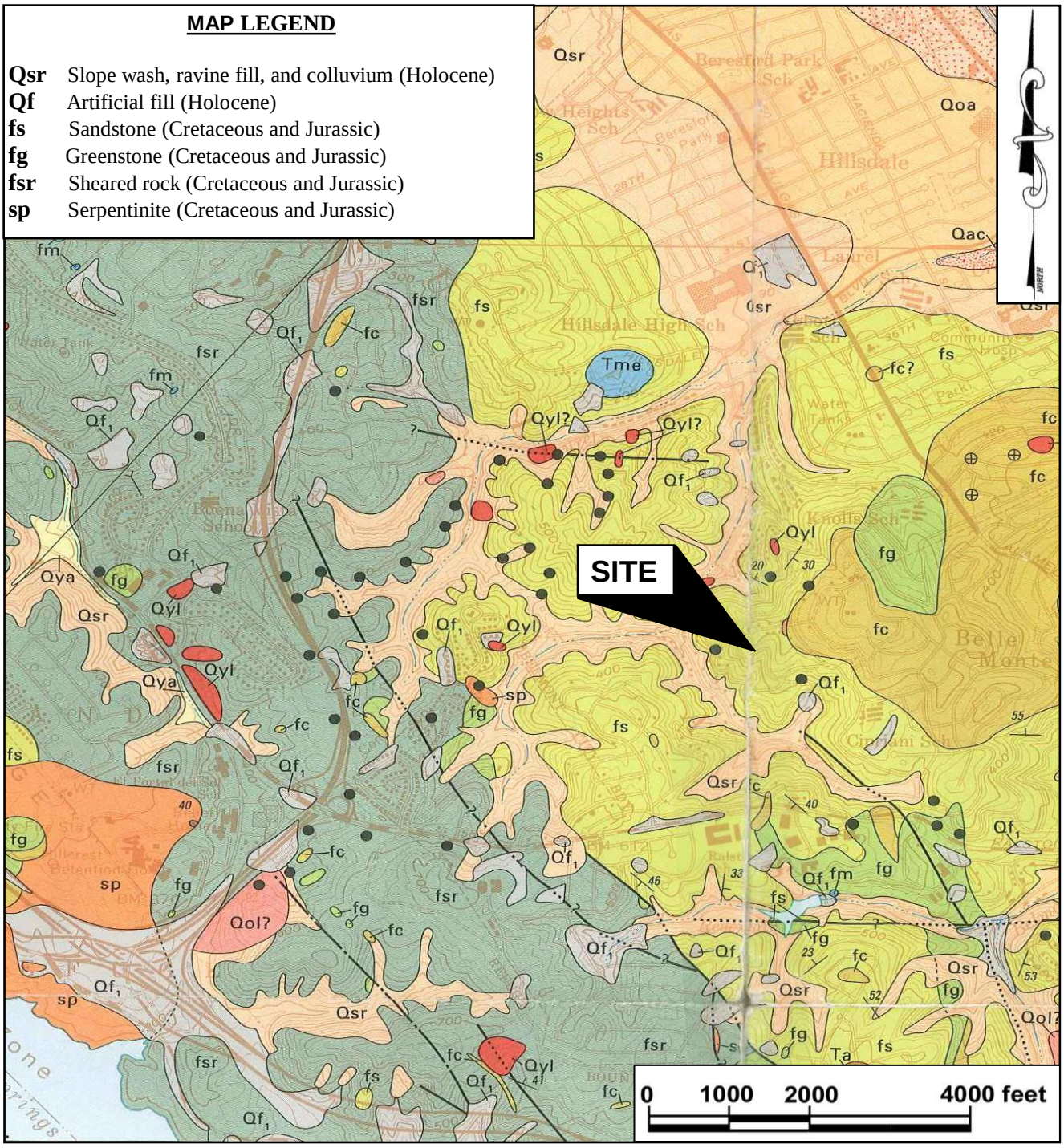
**MAP LEGEND**

**Qaf-s** Shallow fill overlying lateral margin of ca. 1960 fill mass.
**Qafr** "Wedge" fill supporting road.
**Qaf-d** ca. 1960 fill mass.
**KJfs** Franciscan Assemblage Sandstone.
81 Strike and dip of bedding.
x Bedrock outcrop.
Y Excavated cut.




**LEGEND**
Approximate Scale: 1 inch = 30 feet.
Base is Survey prepared by Triad/Homes Associates, dated November 10, 2015.

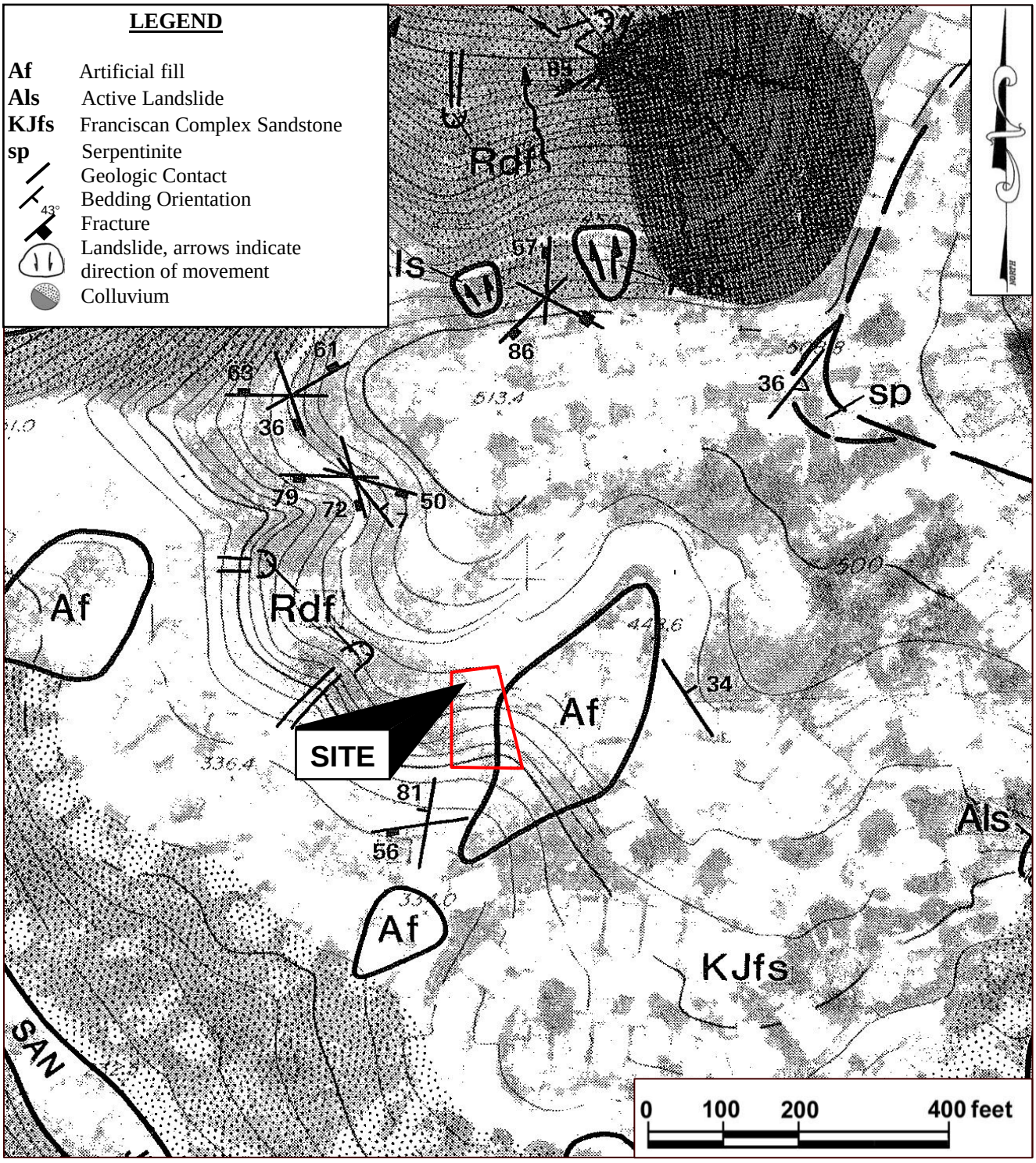
**PRELIMINARY SITE GEOLOGIC MAP** **FIGURE 3**
KRAFT RESIDENCE DECEMBER 2015
BELMONT, CALIFORNIA PROJECT NO. 3614-1




Scale: 1 inch = 2000 feet
Base is Geologic Map of the Montara Mountain and San Mateo 7.5 Minute Quadrangles, San Mateo County, California, (Pampeyan, 1994).

**VICINITY GEOLOGIC MAP**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE 4**
DECEMBER 2015
PROJECT NO. 3614-1



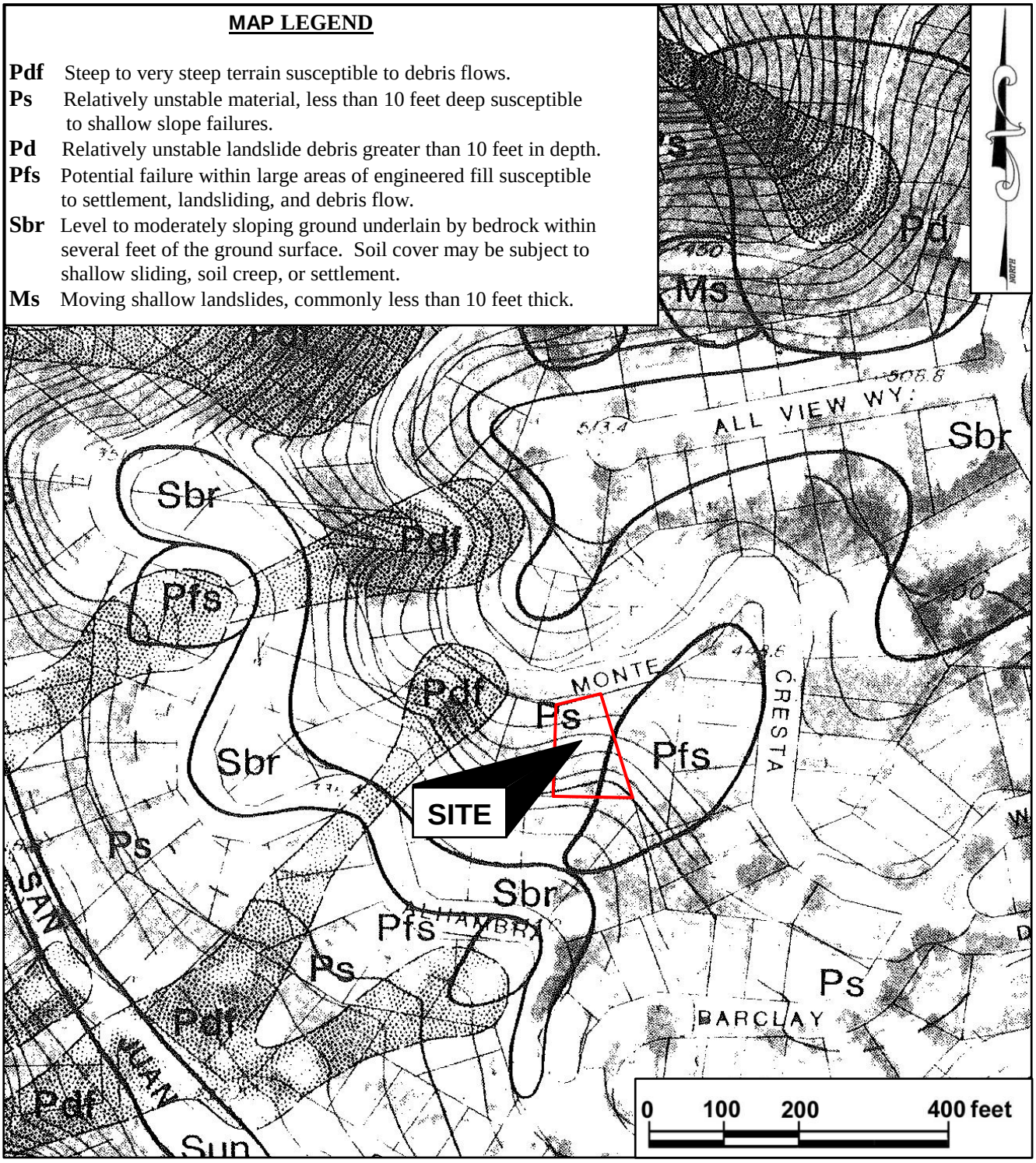

Scale: 1 inch = 200 feet

Base is Engineering Geologic Map of the San Juan Canyon Study Area, Belmont, California, by William Cotton and Associates, dated April 1985.

**SAN JUAN CANYON ENGINEERING GEOLOGIC MAP** **FIGURE 5**

KRAFT RESIDENCE DECEMBER 2015

BELMONT, CALIFORNIA PROJECT NO. 3614-1




Scale: 1 inch = 200 feet

Base is Ground Movement Potential Map of the San Juan Canyon Study Area, Belmont, California, by William Cotton and Associates, dated April 1985.

**SAN JUAN CANYON GROUND MOVEMENT POTENTIAL MAP** **FIGURE 6**

KRAFT RESIDENCE DECEMBER 2015

BELMONT, CALIFORNIA PROJECT NO. 3614-1

January 29, 2016
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: GEOTECHNICAL INVESTIGATION**
**KRAFT RESIDENCE**
**MONTE CRESTA DRIVE**
**(APN 043-165-180)**
**BELMONT, CALIFORNIA**

Dear Mr. Kraft:

As requested, we have performed a geotechnical investigation for the proposed residence on your property (APN 043-165-180) southwest of the terminus of Monte Cresta Drive in Belmont, California. The accompanying report summarizes the results of our subsurface exploration, laboratory testing, and engineering analysis, and presents our geotechnical recommendations for the proposed residence.

We refer you to the text of our report for specific recommendations.

Thank you for the opportunity to work with you on this project. Please call if you have questions or comments about site conditions or the findings and recommendations from our geotechnical investigation for your proposed residence.

Very truly yours,

**ROMIG ENGINEERS, INC.**

Payum Vossoughi, E.I.T.

Richard G. Woodard, P.E., G.E.

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BKF Engineers (via email)
Attn: Mr. Isaac Kontorovsky

# GEOTECHNICAL INVESTIGATION
# KRAFT RESIDENCE
# MONTE CRESTA DRIVE (APN 043-165-180)
# BELMONT, CALIFORNIA

**PREPARED FOR:**
**MR. JEFF KRAFT**
**105 SCENIC DRIVE**
**REDWOOD CITY, CALIFORNIA 94062**

**PREPARED BY:**
**ROMIG ENGINEERS, INC.**
**1390 EL CAMINO REAL, SECOND FLOOR**
**SAN CARLOS, CALIFORNIA 94070**

**JANUARY 2016**

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APPENDIX B - SUMMARY OF LABORATORY TESTS

# GEOTECHNICAL INVESTIGATION
# FOR
# KRAFT RESIDENCE
# MONTE CRESTA DRIVE
# (APN 043-165-180)
# BELMONT, CALIFORNIA

## INTRODUCTION

This report presents the results of our geotechnical investigation for the single family residence proposed for construction on the Kraft property (APN 043-165-180) southwest of the terminus of Monte Cresta Drive in Belmont, California. The location of the site is shown on the Vicinity Map, Figure 1. The purpose of this investigation was to evaluate subsurface conditions at the site and to provide geotechnical recommendations for the proposed residence and associated site improvements. The results of our Geotechnical Feasibility Evaluation of the site were presented in a report dated December 3, 2015.

### Project Description

The project consists of constructing a 3,100-square-foot, three-story, split-level residence with a 400-square-foot attached garage on the steeply sloping site. The finished floor elevation of the two lower floors will be lower than the ground surface in the adjacent Monte Cresta Drive right-of-way. The residence will be founded on reinforced concrete piers with the majority of the residence structurally supported above the ground surface. Access to the garage on the upper level of the residence will be provided by a pier-supported elevated structural slab.

Since the current terminus of Monte Cresta Drive does not have adequate space for fire truck turnaround, the proposed project includes construction of a fire truck turnaround within the Monte Cresta Road right-of-way immediately north of the property.

### Scope of Work

The scope of our geotechnical work for the proposed residence is summarized in our agreement with Mr. Jeff Kraft, dated October 30, 2015. In order to complete our geotechnical investigation of the site, we performed the following work.

- Review of geologic, geotechnical, and seismic conditions in the vicinity of the site, including information in our Geologic and Geotechnical Engineering Feasibility Study Report for the Monte Cresta Drive Through Road, dated June 30, 2008.

- Reconnaissance of the site and the surrounding area by our project geologist and project engineers.

- Review and interpretation of stereo-pair aerial photographs of the site.

- Subsurface exploration consisting of drilling, sampling, and logging two exploratory borings within the Monte Cresta Drive right-of-way at the crest of the steep slope along the north side of the property.

- Laboratory testing of selected samples to aid in soil classification and to help evaluate the engineering properties of the soil and bedrock at the site.

- Engineering analysis and evaluation of the field and laboratory test data to develop earthwork guidelines and foundation design criteria for the project.

- Preparation of this report presenting our findings and geotechnical recommendations for the proposed residence and associated site improvements.

**Limitations**

This report was prepared for the exclusive use of Mr. Jeff Kraft for specific application to developing geotechnical design criteria for the proposed single-family residence on the property (APN 043-165-180) southwest of the terminus of Monte Cresta Drive in Belmont, California. We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with geotechnical engineering principles generally accepted at this time and location. This report was prepared to provide engineering opinions and recommendations only. In the event there are any changes in the nature, design, or location of the project, or if any future improvements are planned, the conclusions and recommendations presented in this report should not be considered valid unless: 1) the changes are reviewed by us, and; 2) the conclusions and recommendations presented in this report are modified or verified in writing.

The analysis, conclusions, and recommendations presented in this report are based on site conditions as they existed at the time of our investigation; the currently proposed improvements; review of readily available reports relevant to the site conditions; and laboratory test results. In addition, it should be recognized that certain limitations are inherent in the evaluation of subsurface conditions, and that certain conditions may not be detected during an investigation of this type. Changes in the information or data gained from any of these sources could result in changes in our conclusions or recommendations. If such changes occur, we should be advised so that we can review our report in light of those changes.

**SUBSURFACE EXPLORATION AND SITE RECONNAISSANCE**

Reconnaissance of the site was performed by our project geologist and engineers on several occasions in November and December 2015. Subsurface exploration was performed on December 23, 2015 using a track-mounted drill rig equipped with 8-inch hollow stem augers and an automatic trip hammer. Two exploratory borings were advanced to sampler refusal conditions in bedrock at a depth of 10.2 feet at the approximate locations shown on the Site Plan, Figure 2. The boring logs and the results of our laboratory tests are attached in Appendices A and B, respectively.

**Surface Conditions**

The subject property is located on a relatively steep slope along the southern side of the Monte Cresta Drive right-of-way adjacent to the current terminus of Monte Cresta Drive. The ground surface across the majority of the property slopes down to the south at an average gradient that ranges from about 2:1 to 2.7:1 (horizontal:vertical). The lower portion of the slope in the southwestern portion of the property was excavated to a gradient of about 1:1 to 1.3:1 (horizontal:vertical) prior to construction of the residences south of the property. The majority of the property is covered with a sporadic growth of native grasses and weeds, and a few small to large trees.

A small wedge-shaped fill containing rock fragments, asphalt concrete, and concrete debris is present along the southern side of the Monte Cresta Drive right-of-way along the northern side of the property. What appears to be a thin wedge-shaped layer of fill containing concrete debris is also present in the eastern portion of the site, extending downslope from the Monte Cresta Drive right-of-way to approximately the southern property line, as shown on the Site Geologic Map, Figure 3. This fill appears to have been in-place for many years since the time of construction of Monte Cresta Drive. A subtle debris flow chute is present west of the southwestern side of the property.

Published geologic maps of the area and aerial photographs do not indicate the presence of landsliding on the subject property. During our site reconnaissance and geologic mapping, we did not observe evidence of slope instability on the property, along the debris flow chute, or along the upslope side of the slope excavation on and below the southwestern portion of the property.

**Subsurface Conditions**

At the location of Boring EB-1, which was advanced immediately west of the terminus of Monte Cresta Drive, we encountered about 4.5 feet of undocumented fill consisting of stiff to very stiff, sandy lean clay with gravel. Large rock and concrete fragments, and asphalt concrete debris, were present within this fill. The fill was underlain by about 1.5 feet of dense, silty sand over severely weathered sandstone bedrock of the Franciscan

Complex to a depth of about 10.2 feet, the maximum depth of our exploration. Sampler refusal conditions (50 blows for 6 inches or less of sampler advance) occurred in the sandstone and drilling became more difficult with depth.

At the location of Boring EB-2, which was advanced in the northwest portion of the proposed fire truck turnaround, we encountered about 2.5 feet of medium dense to dense, silty sand underlain by severely weathered sandstone bedrock of the Franciscan Complex to a depth of about 10.2 feet, the maximum depth of our exploration. Sampler refusal conditions occurred in the sandstone and drilling became more difficult with depth.

The near-surface native soils encountered in our borings were composed of silty sand with low plasticity fines and were judged to have a relatively low potential for expansion.

### Ground Water

Ground water was not encountered in our borings during drilling and sampling. Since the borings were backfilled with grout immediately after sampling was completed, sufficient time may not have been allowed for ground water to seep into the bore holes. Please be cautioned that fluctuations in the level of ground water can occur due to variations in rainfall, landscaping watering on the property and upslope, surface and subsurface drainage patterns, and other factors. It is likely that perched ground water conditions develop in the surface soils and near the surface of the bedrock during and after significant rainfall.

## GEOLOGIC SETTING

### Regional Geology

As part of our investigation, we reviewed our local experience and geologic literature in our files pertinent to the general area. The information reviewed indicates the site is located in an area mapped as Cretaceous and Jurassic-age sandstone (fs) of the Franciscan Complex (Pampeyan, 1994), as shown on the Vicinity Geologic Map, Figure 4. The Engineering Geologic Map of the San Juan Canyon Study Area (William Cotton and Associates, 1985), which is shown on Figure 5, indicates the site is underlain by Franciscan Complex sandstone (KJfs). The sandstone unit is described as highly consolidated, cemented, tan to dark gray, thin to thickly bedded, poorly sorted, fine to coarse grained sandstone commonly interlayered with thin sequence of dark siltstone and shale. A fill mass that supports several residences is present within the drainage east of the site. The western lateral margin of this fill is shown underlying the southeastern portion of the subject site. There are no indicated landslides or debris flows/chutes within or immediately adjacent to the site.

The Ground Movement Potential Map of the San Juan Canyon Study Area (William Cotton and Associates, 1985), a portion of which is shown on Figure 6, categorizes the hazards and materials in the proposed building area as "Ps," relatively unstable materials susceptible to shallow slope failures. Mapped "Ps" areas are typically considered areas of potentially unstable material, including landslide debris, slope materials, and weak bedrock, commonly less than 10 feet in thickness on gentle to moderately steep slopes.

Based on our site observations and the shallow depth to competent sandstone bedrock across the site, the potential for slope instability to affect the proposed residence and driveway appears to be relatively low.

**Site Geology**

As part of our investigation, we performed a surface reconnaissance consisting of walking the subject site, and traversing the slope and nearby roads and properties, where accessible, to observe surficial field features. Our observations are shown on Figure 3. The lot and the immediate site vicinity are located in a moderately to steeply sloping hillside area. Monte Cresta Drive appears to have been graded primarily by excavating into the hillside and placing a thin wedge of fill along the downslope side.

Sandstone bedrock was observed on the north side of the road right-of-way and within the excavated cut along the southern downslope side of the site. Sedimentary bedding (strata) were oriented north-northwest in the Monte Cresta Drive road cut and north-northeast in the cut on the south side of the site, with bedding inclinations of 53 to 66 degrees to the northeast on the north side of Monte Cresta Drive and 81 degrees to the northwest in cut on the south side of the site. Variably oriented fractures were observed in the exposed upper and lower bedrock exposures. The intervening slope was underlain by colluvium and residual soil. We did not observe indications of springs, seeps, or unusually shallow ground water.

A relatively large fill mass underlying several residences is located within the drainage east of the site. Based on air photo interpretation, this fill was placed between 1955 and 1966, probably after 1960, and is presumed to be engineered. The western lateral margin of the fill is located within the eastern side of the subject property approximately where shown on Figures 3 and 5. The fill increases in thickness from west to east within the site and, based on topography, is estimated to have a maximum thickness of about 5 feet along the eastern side of the subject property. As described in the Surface Conditions section of this report, relatively thin non-engineered fill is present along the northern side of the property. This fill contains concrete fragments and asphalt concrete debris and is located along the downslope side of the Monte Cresta Drive right-of-way.

During our geologic reconnaissance, we traversed the site and neighboring slopes and did not observe indications of recent slope movement. There were no indications of significant settlement or lateral movement of the paved section of Monte Cresta Drive to the east or within the area underlain by engineered fill. There do not appear to be any indications of landslides, faults, or other geologic hazards that would significantly affect the proposed residence or fire truck turnaround.

**Aerial Photographs**

Ten sets of stereo pair aerial photographs were interpreted for our study. The images were flown from 1937 through 2000 and ranged in scale from 1:10,000 to 1:23,600. The images are listed in the References section of this report.

Monte Cresta Drive and much of the surrounding road network, except Alhambra Drive, were present in 1937. The fill currently present east of the site in the adjacent drainage was not present. Monte Cresta Drive was developed with an excavated upslope cut and a wedge fill prism along the downslope side. There were no indications of landslides or flows on or immediately adjacent to the site. The site and the immediate vicinity exhibited a similar appearance in the 1946 and 1955 imagery.

By 1969, the fill within the drainage to the east had been constructed, extending as far as approximately one-third to one-half way across the subject site although thinning to meet the natural ground surface. Monte Cresta Drive had been paved to its approximate current cul-de-sac, although the cul-de-sac was not present. Alhambra Way was present on a broad excavated bench, with several residences including the immediate downslope residence present. The narrow bench immediately below the site was present. By 1979, the adjacent residence to the east and the cul-de-sac had been constructed. The eastern residence was located on the relatively flat upper area of the fill mass, and the fill slope was located immediately south of the residence. The large fill mass appeared to thin and meet the natural ground essentially as it appeared in the 1969 imagery.

The area of the site was essentially unchanged through the 1980s to 1995. The 1995 imagery indicates the eastern side of the site had been cleared, and possible shallow fill placed on the previous ground surface. The fill did not significantly modify the ground surface appearance and thus is unlikely to be more than a foot or two thick. Based on our review of historic Google Earth imagery, the thin fill was probably placed in approximately 1992. The site was essentially unchanged in the 2000 imagery, and based on historic Google Earth imagery, was also unchanged to the present.

In summary, the pre-development ground surface is uneven, as is typical for the vicinity. There are no indications of landsliding, slumps, or flows on or immediately adjacent to the site. The fill mass east of the site feathers to meet the natural ground surface approximately one-third to one-half way across the site. The fill is likely less than about 1 foot thick near the center of the property increasing to a maximum estimated thickness of about 5 feet along the eastern property line.

**Faulting and Seismicity**

There are no mapped through-going faults within or adjacent to the site and the site is not located within a State of California Earthquake Fault Zone, an area where the potential for fault rupture is considered probable. The closest active fault is the San Andreas fault, which is located approximately 1.7 miles southwest of the property. Thus, the likelihood of surface rupture occurring from active faulting at the site is low.

The San Francisco Bay Area is an active seismic region. Earthquakes in the region result from strain energy constantly accumulating because of the northwestward movement of the Pacific Plate relative to the North American Plate. On average about 1.6-inches of movement occur per year. Historically, the Bay Area has experienced large, destructive earthquakes in 1838, 1868, 1906, and 1989.

The faults considered most likely to produce large earthquakes in the area include the San Andreas, San Gregorio, Hayward, and Calaveras faults. The San Gregorio fault is located approximately 9.5 miles southwest of the site. The Hayward and Calaveras faults are located approximately 17 and 24 miles northeast of the site, respectively. These faults and significant earthquakes that have been documented in the Bay Area are listed on Table 1 below.

In the future, the subject property will undoubtedly experience severe ground shaking during moderate and large magnitude earthquakes produced along the San Andreas fault or other active Bay Area fault zones. The Working Group on California Earthquake Probabilities, a panel of experts that are periodically convened to estimate the likelihood of future earthquakes based on the latest science and ground motion prediction modeling, concluded there is a 72 percent chance for at least one earthquake of Magnitude 6.7 or larger in the Bay Area before 2045. The Hayward fault has the highest likelihood of producing an earthquake greater than or equal to magnitude 6.7 in the Bay Area, estimated at 14 percent, while the likelihood on the San Andreas and Calaveras faults is estimated at approximately 6 and 7 percent, respectively (Working Group, 2015).

**Table 1. Earthquake Magnitudes and Historical Earthquakes**
**Kraft Residence**
**Belmont, California**

| Fault | Maximum Magnitude (Mw) | Historical Earthquakes | Estimated Magnitude |
|---|---|---|---|
| San Andreas | 7.9 | 1989 Loma Prieta | 6.9 |
| | | 1906 San Francisco | 7.9 |
| | | 1865 N. of 1989 Loma Prieta Earthquake | 6.5 |
| | | 1838 San Francisco-Peninsula Segment | 6.8 |
| | | 1836 East of Monterey | 6.5 |
| Hayward | 7.1 | 1868 Hayward | 6.8 |
| | | 1858 Hayward | 6.8 |
| Calaveras | 6.8 | 1984 Morgan Hill | 6.2 |
| | | 1911 Morgan Hill | 6.2 |
| | | 1897 Gilroy | 6.3 |
| San Gregorio | 7.3 | 1926 Monterey Bay | 6.1 |

**Earthquake Design Parameters**

The State of California currently requires that all buildings be designed in accordance with the seismic design provisions presented in the 2013 California Building Code and in ASCE 7, "Minimum Design Loads for Buildings and Other Structures." Based on site geologic conditions and on information from our subsurface exploration at the site, the site may be classified as Site Class C, very dense soil and soft rock, in accordance with Chapter 20 of ASCE 7-10. Spectral acceleration response parameters $S_S$ and $S_1$, and site coefficients Fa and Fv, may be taken directly from the U.S.G.S. website based on the latitude and longitude of the proposed structure. For the site latitude (37.5180 degrees) and longitude (-122.3116 degrees) and Site Class C, Fa = 1.0, Fv = 1.3, SDs = 1.486g, and SD1 = 0.923g.

**Geologic Hazards**

As part of our investigation, we reviewed the potential for geologic hazards to impact the site and the proposed residence considering the geologic setting and the soil and bedrock encountered during our investigation. The results of our review are presented below.

- Fault Rupture - The site is not located in a State of California Earthquake Fault Zone or area where fault rupture is considered likely. Therefore, active faults are not believed to exist beneath the site and the potential for fault rupture to occur at the site is considered low.

- Ground Shaking - The site is located in an active seismic area. Moderate to large earthquakes are probable along several active faults in the greater Bay Area over a 30 to 50 year design life. Strong ground shaking should therefore be expected several times during the design life of the proposed residence, as is typical for sites throughout the Bay Area. The proposed residence and retaining walls for the fire truck turnaround should be designed and constructed in accordance with current earthquake resistance standards.

- Liquefaction - Liquefaction occurs when saturated, sandy soils lose strength during earthquake shaking. Ground settlement often accompanies liquefaction. Soils most susceptible to liquefaction are saturated, loose, silty sands, sandy silts, and uniformly graded sands. Since relatively shallow bedrock was encountered in our borings and observed across the site, and no saturated loose silty sands and other types of soil prone to liquefaction were encountered above the bedrock, the likelihood of liquefaction occurring at the site is low.

- Differential Compaction - Differential compaction can occur during moderate and large earthquakes when soft or loose, natural or fill soils are densified and settle, often unevenly across a site. As discussed previously, about 4.5 feet of undocumented fill is present near the crest of the steep slope at the location of Boring EB-1 and appears to be present along the southern side of the Monte Cresta Drive right-of-way. Due to the variable nature of this fill material, it is difficult to estimate the amount of dynamic settlement that could occur along the downslope side of the proposed fire truck turnaround. In our opinion, differential settlement of the existing fill in the Monte Cresta Drive right-of-way is probable unless the fill is excavated and recompacted as recommended in this report.

- Slope Stability - During our geologic review and geologic reconnaissance of the subject property, we did not find evidence of landsliding, instability, or erosion of the thin layer of native soil over bedrock or the fill that was placed in the eastern portion of the property in the 1960s. The currently proposed project does not include placement of unsupported fill downslope of the fire truck turnaround or construction of surface improvements other than the residence on the slope south of the fire truck turnaround.

  Based on this information, we have concluded that the risk of damage to the proposed pier-supported residence from slope instability is low, provided that: storm water runoff is properly controlled and discharged on and around the property; existing fill in the area for the proposed fire truck turnaround is removed and recompacted; proposed fill around the southern side of the fire truck turnaround is retained by a properly designed pier-supported retaining wall; and foundation piers for the proposed residence are designed and constructed to account for loads from the proposed residence and potential creep forces from the existing fill in the eastern portion of the property.

**CONCLUSIONS**

From the geotechnical viewpoint, the site is suitable for the proposed residence, driveway deck, and fire truck turnaround, provided the recommendations presented in this report are followed during design and construction. Specific recommendations for the project are presented in the following sections of this report.

The primary geologic and geotechnical concerns for construction of the proposed residence and fire truck turnaround are: 1) the presence of the existing wedge-shaped fill along the southern side of the Monte Cresta Drive right-of-way; 2) the presence of the thin undocumented fill in the eastern portion of the site; 3) the steepness of the site for access for construction of foundation piers; 4) the need to dispose of roof water and storm water runoff on the site (rather than into an existing storm drain system); and 5) the probability of severe ground shaking at the site during a major earthquake in the area.

Due to the steep site conditions, the existing and proposed fill in the northern portion of the site and within the Monte Cresta Drive right-of-way, and the presence of fill in the eastern portion of the property, the proposed residence, driveway deck, and retaining wall along the southern side of the fire truck turnaround should be supported on reinforced concrete piers embedded in the weathered Franciscan Complex bedrock. The minimum required diameter and depth of the piers will depend on the depth to bedrock at the pier locations, the vertical and lateral loads from the proposed residence and the retaining wall for the fire truck turnaround, and whether the top of the piers will be restrained or unrestrained from rotation.

Existing undocumented fill in the Monte Cresta Drive right-of-way and in the northern portion of the site that will be dedicated for the fire truck turnaround should be removed and recompacted with observation and testing by our staff during earthwork construction.

Since no grading or ground-supported structures other than the residence are proposed in the eastern portion of the property, and the residence and retaining wall for the fire truck turnaround will be supported on reinforced concrete piers, the existing fill in the eastern portion of the property may remain in-place without presenting a risk to the proposed residence or fire truck turnaround. Construction of reinforced concrete piers for support of the proposed residence will increase the stability of the existing fill.

Storm water runoff from roof downspouts and hardscape surfaces will need to be collected and disposed of on-site by means of a suitable storm water detention system with metered release to a level spreader at a suitable location. Storm water should not be disposed of in the eastern portion of the site where fill is present. Depending on design and details for the storm water disposal system, constructing a row of reinforced concrete stitch piers along the downslope side of a level spreader would probably be desirable.

Because subsurface conditions may vary from those encountered at the locations of our borings, and to observe that our recommendations are properly implemented, we recommend that we be retained to: 1) review the project plans for conformance with our recommendations; and 2) observe and test during earthwork and foundation construction.

## FOUNDATIONS

### Reinforced Concrete Piers

Due to the steepness of the site and the presence of undocumented fill, the proposed residence, driveway deck, and retaining wall for the fire truck turnaround should be supported on reinforced concrete piers embedded in competent sandstone bedrock below any fill and colluvium. Reinforced concrete piers should have a minimum diameter of at least 16-inches and should extend at least 15 feet below adjacent grade and at least 12 feet into weathered bedrock, whichever is deeper. The structural engineer may require deeper embedment into bedrock to resist lateral loads imposed on the piers. To account for the variable depth to bedrock, the piers should be designed for lateral creep loads from the existing fill and colluvium assuming the depth to bedrock varies from 2 feet to 6 feet below grade as described in the following section of this report titled "Lateral Loads."

Although the structural steel frame of the residence is expected to be rigid and to resist rotation of the top of the piers, the structural engineer may want to consider connecting the top of the piers or the lower portion of the steel frame with tie beams, at least below the eastern side of the residence, to provide additional restraint to rotation of the top of the piers thereby increasing the lateral load capacity and decreasing pier deflection.

Reinforced concrete piers may be designed for allowable skin friction of 550 pounds per square foot for dead plus live loads in weathered bedrock with a one-third increase allowed when considering additional short-term wind or seismic loading. Skin friction support in native soil and fill should be neglected in design. Piers should be reinforced with the equivalent of at least four, No. 6 bars in the vertical direction or as determined by the structural engineer to resist bending from lateral loads. Piers should have a center-to-center spacing of at least three pier diameters.

Pier drilling should be observed by a member of our staff to confirm that the pier holes extend at least the required minimum depth below grade, extend at least the minimum required depth into bedrock, and are properly cleaned of all loose or soft soil and debris. The pier depths recommended above may require adjustment if differing conditions are encountered during drilling. Although we expect that moderate sized drilling equipment can obtain the required depths, a rock bit equipped with carbide teeth or a rock core barrel will probably be required due to the hardness of the bedrock at the site.

Concrete should be placed in the pier holes as soon as practical after drilling. Although considered unlikely, seepage of ground water into the pier holes may occur during pier drilling, and it is possible that seepage of ground water could cause some sloughing or caving of the soil above bedrock if concrete is not placed in pier excavations soon after drilling. If water seeps into the pier holes, and water cannot be successfully pumped from the pier holes, concrete will need to be placed in the pier holes by the tremie method. This can be further evaluated during the drilling of the initial pier holes.

**Lateral Loads**

To account for the variable depth to bedrock and a potential lateral creep force from the existing fill and colluvium, the piers should be designed for depth to bedrock of 2 feet and 4 feet below grade below the western portion of the residence and for a depth to bedrock of 4 feet and 6 feet below grade below the eastern portion of the residence.

To account for downslope soil creep, a lateral earth pressure of at least 85 pounds per cubic foot should be assumed to act on the portion of the piers above bedrock. This lateral creep pressure should be assumed to act over two pier diameters. The lateral creep pressure and other lateral loads imposed on the piers may be assumed to be resisted by passive earth pressure simulated by an equivalent fluid pressure of 400 pounds per cubic foot acting over two pier diameters starting no higher than 3 feet below the surface of the bedrock. Passive resistance acting against the portion of the pier above three feet below the surface of the bedrock should be neglected in design.

**Settlement**

Thirty-year differential settlement due to static loads is not expected to exceed 3/4-inch across the pier-supported residence and driveway deck, provided the pier foundations are designed and constructed as recommended above.

## RETAINING WALLS

Retaining walls should be designed to support adjacent native material, fill, and backfill. Retaining walls with level backfill that are not free to deflect or rotate, such as retaining walls that are part of the residence or that are buttressed by the driveway deck, should be designed to resist an at-rest pressure simulated by an equivalent fluid pressure of 45 pounds per cubic foot plus a uniform lateral pressure of 8H in pounds per square foot, where H is the height of the wall in feet. Retaining walls with level backfill that are free to rotate, such as site retaining walls structurally separated from the residence, may be designed to resist an equivalent fluid pressure of 45 pounds per cubic foot.

Retaining walls with sloping backfill should be designed for an additional equivalent fluid pressure of 1 pound per cubic foot for every 1 degree of slope inclination. Where retaining walls will be subjected to surcharge loads, such as from adjacent foundations, vehicles, or construction loading, the walls should be designed for an additional uniform lateral pressure equal to one-half of the vertical surcharge pressure.

Based on the site peak ground acceleration, on Seed and Whitman (1970), Al Atik and Sitar (2010), and Lew et al. (2010), seismic loads on flexible retaining walls that can yield, such as site retaining walls, may be simulated by a line load of $8H^2$ (in pounds per foot, where H is the wall height in feet). Seismic loads on rigid retaining walls that cannot yield, such as building retaining walls, may be subjected to a seismic load as high as about $14H^2$. This seismic surcharge line load may be assumed to act at 1/3H above the base of the wall (in addition to the active wall design pressure of 45 pounds per cubic foot for level wall backfill with an additional 1 pound per cubic foot for every 1 degree of slope inclination for sloping backfill).

To prevent buildup of water pressure from surface water infiltration, a subsurface drainage system should be installed behind retaining walls. The drainage system should consist of a 4-inch diameter perforated pipe (with perforations facing down) embedded in a 12-inch wide section of ½- to ¾-inch, clean, crushed gravel. Backfill above the perforated drain pipe should also consist of ½- to ¾-inch, clean, crushed gravel to within about 1½ to 2 feet below exterior finished grade.

A layer of filter fabric, such as Mirafi 140N, should be wrapped around the crushed rock to protect it from infiltration of the adjacent soil and backfill. The upper 1½ to 2 feet of the backfill should consist of compacted on-site soil. The perforated pipe should discharge to a suitable storm water detention system. Damp-proofing should be installed in areas where retaining wall dampness and/or efflorescence would be undesirable.

Miradrain, Enkadrain, or other drainage panels approved by our staff may be used for wall drainage as an alternative to the gravel drainage system described above. If used, the drainage panels should extend from a depth of about 1 foot below the top of the wall backfill down to the drain pipe at the base of the wall. A minimum 12-inch wide section of ½- to ¾-inch clean crushed gravel protected by filter fabric should be installed around the drain pipe, as recommended above.

Backfill placed behind retaining walls should be compacted to at least 90 percent relative compaction using light compaction equipment. If heavy equipment is used for compaction of wall backfill, the walls may need to be temporarily braced. Ideally, backfill behind retaining walls should be placed on level benches, rather than directly on the sloping ground surface.

The retaining wall along the south side of the fire truck turnaround, and retaining walls around the upslope side of the lower levels of the residence, should be supported on reinforced concrete piers that are designed and constructed as recommended above.

## SLABS-ON-GRADE

### General Slab Considerations

To reduce the potential for differential movement of concrete slabs-on-grade, at least the upper 6-inches of the subgrade should be scarified and compacted at a moisture content above the laboratory optimum value. Soil subgrades should be kept moist up until the time the non-expansive fill, aggregate base, and/or vapor barrier is installed. Slab subgrades and non-expansive fill should be prepared and compacted as recommended in the section of this report titled "Earthwork." All soft, moist, or otherwise unsuitable soils should be removed from slab-on-grade areas. Exterior flatwork and interior slabs should be underlain by a layer of non-expansive fill as recommended below. The non-expansive fill should consist of Class 2 aggregate base or clayey soil with a Plasticity Index of 15 or less.

Considering the potential for some differential movement of the surface and near-surface soils, we expect that reinforced slabs will perform better than unreinforced slabs. Consideration should be given to using a control joint spacing on the order of 2 feet in each direction for each inch of slab thickness.

For improved slab performance, existing fill in areas that will be covered by concrete slabs-on-grade should be removed and recompacted on a series of level benches as recommended for structural fill.

### Exterior Flatwork

Concrete walkways and exterior flatwork should be at least 4 inches thick and should be constructed on at least 6 inches of compacted Class 2 aggregate base over a properly prepared and compacted subgrade. For improved performance, exterior slabs-on-grade could be constructed with a thickened edge to improve edge stiffness and to reduce the potential for water seepage under the edge of the slabs and into the underlying base and subgrade. In our opinion, thickened slab edges should be at least 8 inches wide and should extend to a depth of at least 4 inches below the bottom of the underlying aggregate base layer.

**Interior Slabs**

Interior concrete slab-on-grade floors should be constructed on a layer of non-expansive fill at least 6 inches thick. The non-expansive fill should be placed and compacted on a properly prepared and compacted subgrade. In areas where dampness of concrete floor slabs would be undesirable, such as within the interior of the residence, concrete slabs should be underlain by at least 6 inches of free-draining gravel, such as ½- to ¾-inch, clean, crushed gravel with no more than 5 percent passing the ASTM No. 200 sieve. Pea gravel should not be used for this capillary break material. The crushed rock layer should be densified and leveled with vibratory equipment and may be considered as the non-expansive fill recommended above.

To reduce vapor transmission up through concrete floor slabs, the crushed rock layer should be covered with a high quality vapor barrier conforming to the requirements of ASTM E 1745 Class A, with a water vapor transmission rate less than or equal to 0.01 perms, such as 15-mil thick Stego Wrap Class A. The vapor barrier should be placed directly below the concrete slab. Installation of a layer of sand above the vapor barrier is not recommended. The vapor barrier should be installed in accordance with ASTM E 1643. All seams and penetrations of the vapor barrier should be sealed in accordance with manufacturer's recommendations.

The permeability of concrete is affected significantly by the water:cement ratio of the concrete mix, with lower water:cement ratios producing more damp-resistant slabs and stronger concrete. Where moisture protection is important and/or where the concrete will be placed directly on the vapor barrier, the water:cement ratio should be 0.45 or less. To increase the workability of the concrete, mid-range plasticizers can be added to the mix. Water should not be added to the concrete mix unless the slump is less than specified and the water:cement ratio will not exceed 0.45.

Other steps that may be taken to reduce moisture transmission through the concrete slabs-on-grade include moist curing for 5 to 7 days and allowing the slab to dry for a period of two months or longer prior to installing floor coverings. Prior to installation of floor coverings, it would be appropriate to test the slab moisture content for adherence to the manufacturer's requirements and to determine whether a longer drying time is necessary.

**PAVEMENT FOR FIRE TRUCK TURNAROUND**

Based on our borings, the subgrade for the fire truck turnaround will be composed of silty sand with an R-value greater than 30. If the turnaround will be surfaced with asphalt concrete, the pavement section should consist of at least 3 inches of asphalt concrete on at least 6 inches of Class 2 aggregate base on a properly prepared and compacted subgrade. This pavement section corresponds to a Traffic Index slightly above 5.0.

If the fire truck turnaround will be surfaced with concrete, the pavement section should consist of at least 5½ inches of concrete on at least 4 inches of Class 2 aggregate base on a properly prepared and compacted subgrade. Unreinforced concrete for the 5½-inch thick pavement should have a 28-day compressive strength of at least 3,500 psi. The pavement should be laterally constrained with curbs or shoulders, and sufficient control joints should be incorporated in the design and construction to limit and control cracking.

Existing fill in the area for the proposed turnaround should be removed and recompacted as described in this report. The fill, subgrade, and aggregate base below the pavement section should be prepared and compacted as recommended below.

## EARTHWORK

### Clearing and Subgrade Preparation

All deleterious materials, such as concrete, pavement, abandoned utility lines, soft or loose soils, existing fill, vegetation, root systems, topsoil, etc., should be cleared from areas of the site to be built or paved on. The actual stripping depth should be determined by a member of our staff in the field at the time of construction. Excavations that extend below finished grade should be backfilled with structural fill that is water-conditioned, placed, and compacted as recommended in the section of this report titled "Compaction."

After the site has been properly cleared, stripped, and excavated to the required grades, exposed soil surfaces in areas to receive structural fill, slabs-on-grade, or pavements should be scarified to a depth of 6 inches, moisture conditioned, and compacted as recommended for structural fill in the section of this report titled "Compaction."

Undocumented fill in the area for the proposed fire truck turnaround should be removed and recompacted on level benches with observation and testing by our staff during earthwork construction. Remedial grading of the existing fill may need to extend beyond the edge of the proposed fire truck turnaround depending on the final configuration and elevation of the turnaround.

### Material for Fill

All on-site soil containing less than 3 percent organic material by weight (ASTM D2974) may be suitable for use as structural fill. Structural fill should not contain rocks or pieces larger than 6 inches in greatest dimension and no more than 15 percent larger than 2.5 inches. Imported, non-expansive fill should have a Plasticity Index no greater than 15, should be predominately granular, and should have sufficient binder so as not to slough or cave into foundation excavations or utility trenches. A member of our staff should evaluate and approve proposed import materials prior to their delivery to the site.

**Compaction**

Scarified soil surfaces and all structural fill should be compacted in uniform lifts no thicker than 8 inches, conditioned to the appropriate moisture content, and compacted as recommended for structural fill in Table 2 below. The relative compaction and moisture content recommended in Table 2 is relative to ASTM Test D1557, latest edition.

**Table 2. Compaction Recommendations**
**Kraft Residence**
**Belmont, California**

| | Relative Compaction* | Moisture Content* |
|---|---|---|
| **General** | | |
| • Scarified subgrade in areas to receive structural fill. | 90 percent | Above optimum |
| • Structural fill composed of on-site soil. | 90 percent | Above optimum |
| • Structural fill composed of non-expansive fill. | 90 percent | Above optimum |
| • Structural fill below a depth of 4 feet. | 93 percent | Near optimum |
| **Fire Truck Turnaround** | | |
| • Upper 12-inches of soil below aggregate base. | 95 percent | Near optimum |
| • Aggregate base. | 95 percent | Near optimum |
| **Utility Trench Backfill** | | |
| • On-site soil. | 90 percent | Near optimum |
| • Imported sand | 95 percent | Near optimum |

* Relative to ASTM Test D1557, latest edition.

**Temporary Slopes and Excavations**

The contractor should be responsible for the design and construction of all temporary slopes and any required shoring or bracing. Shoring and bracing should be installed in accordance with all applicable local, state, and federal safety regulations, including current OSHA excavation and trench safety standards.

Because of the potential for variation of the on-site soil, field modification of temporary cut slopes may be required. Unstable materials encountered on or near excavations and slopes during and after excavation should be trimmed off even if this requires cutting the slopes back to a flatter inclination. Protection of structures near cuts and excavations will also be the responsibility of the contractor.

**Finished Slopes**

We recommend that finished slopes be cut or filled to an inclination no steeper than 2:1 (horizontal:vertical). Exposed slopes may be subject to minor sloughing and erosion that would require periodic maintenance. We recommend that all slopes and soil surfaces disturbed during construction be planted with erosion resistant vegetation.

**Surface Drainage**

Finished grades should be designed to prevent ponding of water and to direct surface water runoff away from foundations and edges slabs and pavements, and toward suitable collection and discharge facilities. Slopes of at least 2 percent are recommended for flatwork and pavement areas with 5 percent preferred in landscape areas within 8 feet of the residence, where possible.

Storm water runoff from roof downspouts and hardscape surfaces will need to be collected and disposed of on-site by means of a suitable storm water detention system. We recommend the storm water detention system include metered release that discharges to a level spreader at a suitable location in the western portion of the site where existing fill is not present. Depending on design and details for the storm water disposal system, constructing a row of reinforced concrete stitch piers along the downslope side of a level spreader would probably be desirable.

Drainage facilities should be observed to verify that they are adequate and that no adjustments need to be made, especially during the first two years following construction. We recommend an as-built plan be prepared to show the locations of surface and subsurface drain lines and clean-outs. Drainage facilities should be periodically checked to verify that they are continuing to function properly. It is likely the drainage facilities will need to be periodically cleaned of silt and debris that may build up in the lines.

## FUTURE SERVICES

**Plan Review**

Romig Engineers should review the final grading and foundation plans for conformance with the recommendations presented in this report. We should be provided with these plans as soon as possible upon their completion in order to limit the potential for delays in the permitting process that might otherwise be attributed to our review process. In addition, it should be noted that many of the local building and planning departments now require a "clean" geotechnical plan review letter prior to acceptance of plans for their final review. Since our plan reviews typically result in recommendations for modification of the plans, our generation of a "clean" review letter often requires two iterations.

At a minimum, we recommend that the following note be added to the plans: "Earthwork, slab subgrade and non-expansive fill preparation, pier drilling, foundation construction, retaining wall drainage and backfilling, utility trench backfilling, pavement construction, and site drainage should be performed in accordance with the recommendations in the geotechnical report, dated January 29, 2016, prepared by Romig Engineers, Inc. Romig Engineers should be notified at least 48 hours in advance of earthwork and foundation construction and should observe and test during earthwork, foundation, and pavement construction as recommended in the geotechnical report."

**Construction Observation and Testing**

The earthwork and foundation phases of construction should be observed and tested by us to: 1) confirm that subsurface conditions are compatible with those used in the analysis and design; 2) observe compliance with the design concepts, specifications, and recommendations; and 3) allow design changes in the event that subsurface conditions differ from those anticipated. The recommendations in this report are based on a limited amount of subsurface exploration. The nature and extent of variation across the site may not become evident until construction. If variations are exposed during construction, it will be necessary to reevaluate our recommendations.



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| Source | Imagery | Date | Scale |
|---|---|---|---|
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| PAS | AV-9-16-9/10 | 7/29/46 | 1:23,600 |
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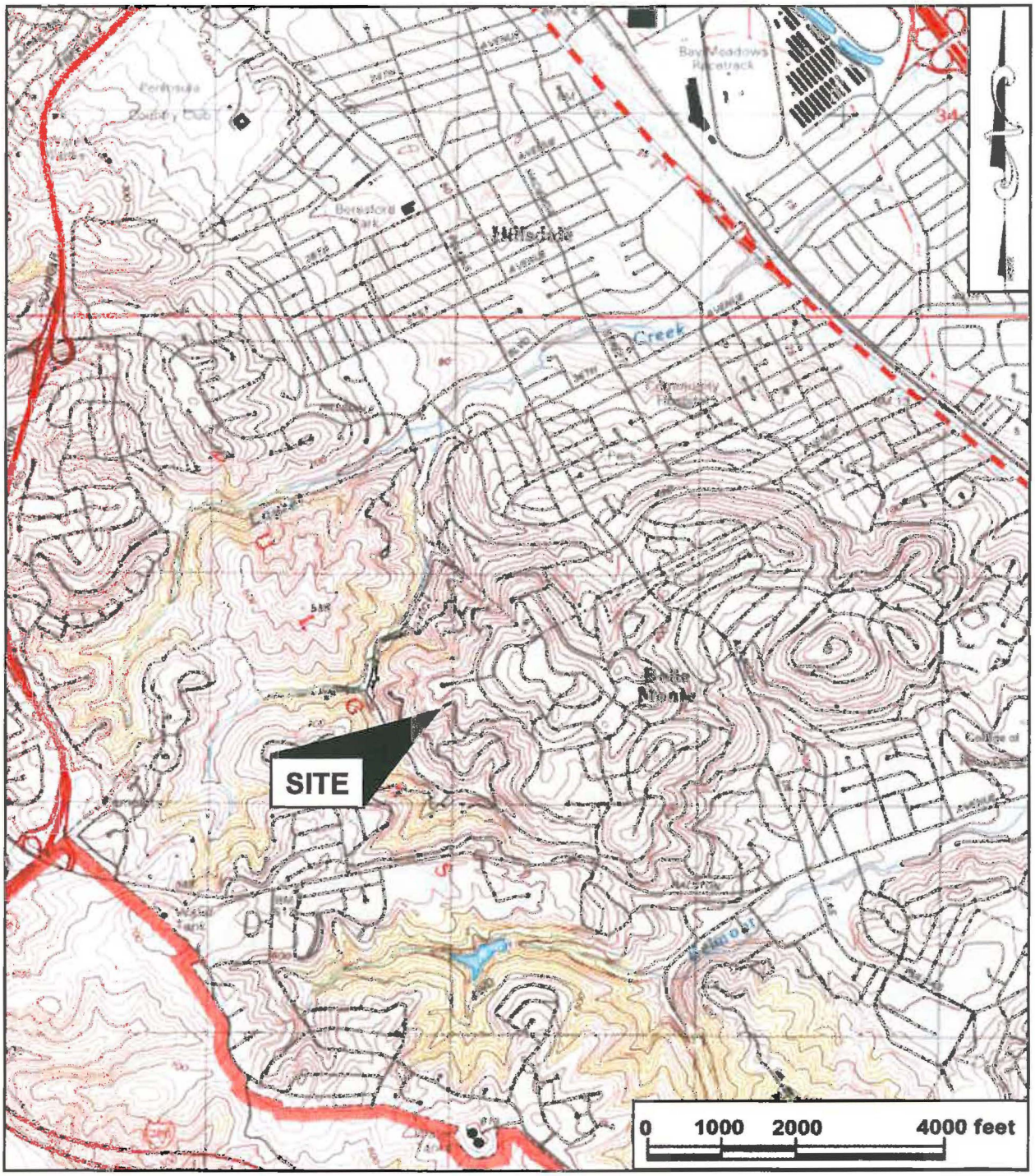
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William Cotton and Associates, April 1985, Ground Movement Potential Map, San Juan Canyon Study Area, Belmont, California.

Working Group on California Earthquake Probabilities (WGCEP), 2008, The Uniform California Earthquake Rupture Forecast, Version 2 (UCERF 2), U.S. Geological Survey Circular Open File Report 2007-1437.

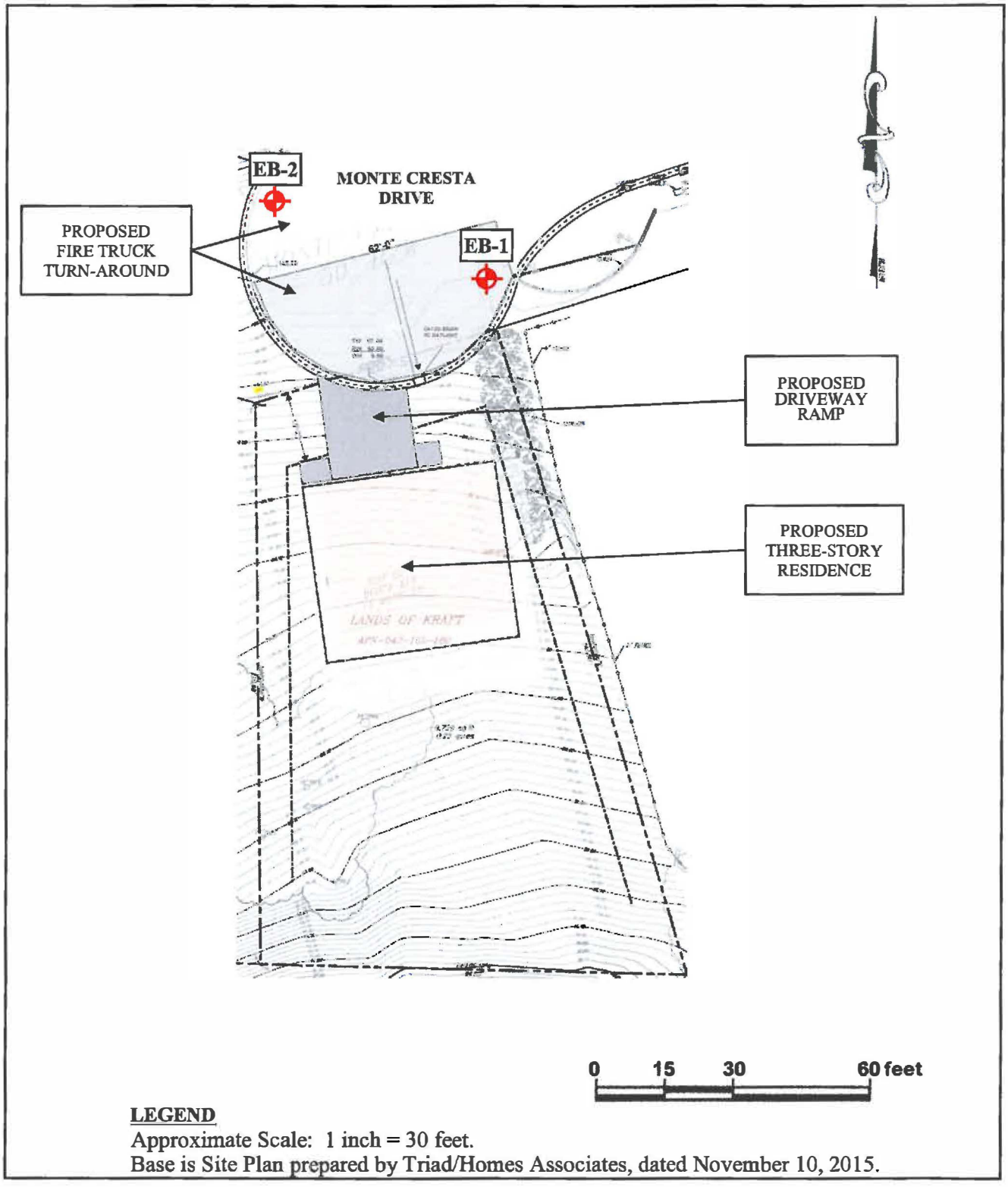





Scale: 1 inch = 2000 feet
Base is United States Geological Survey San Mateo 7.5 Minute Quadrangle, dated 1997.

**VICINITY MAP**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE 1**
JANUARY 2016
PROJECT NO. 3614-1



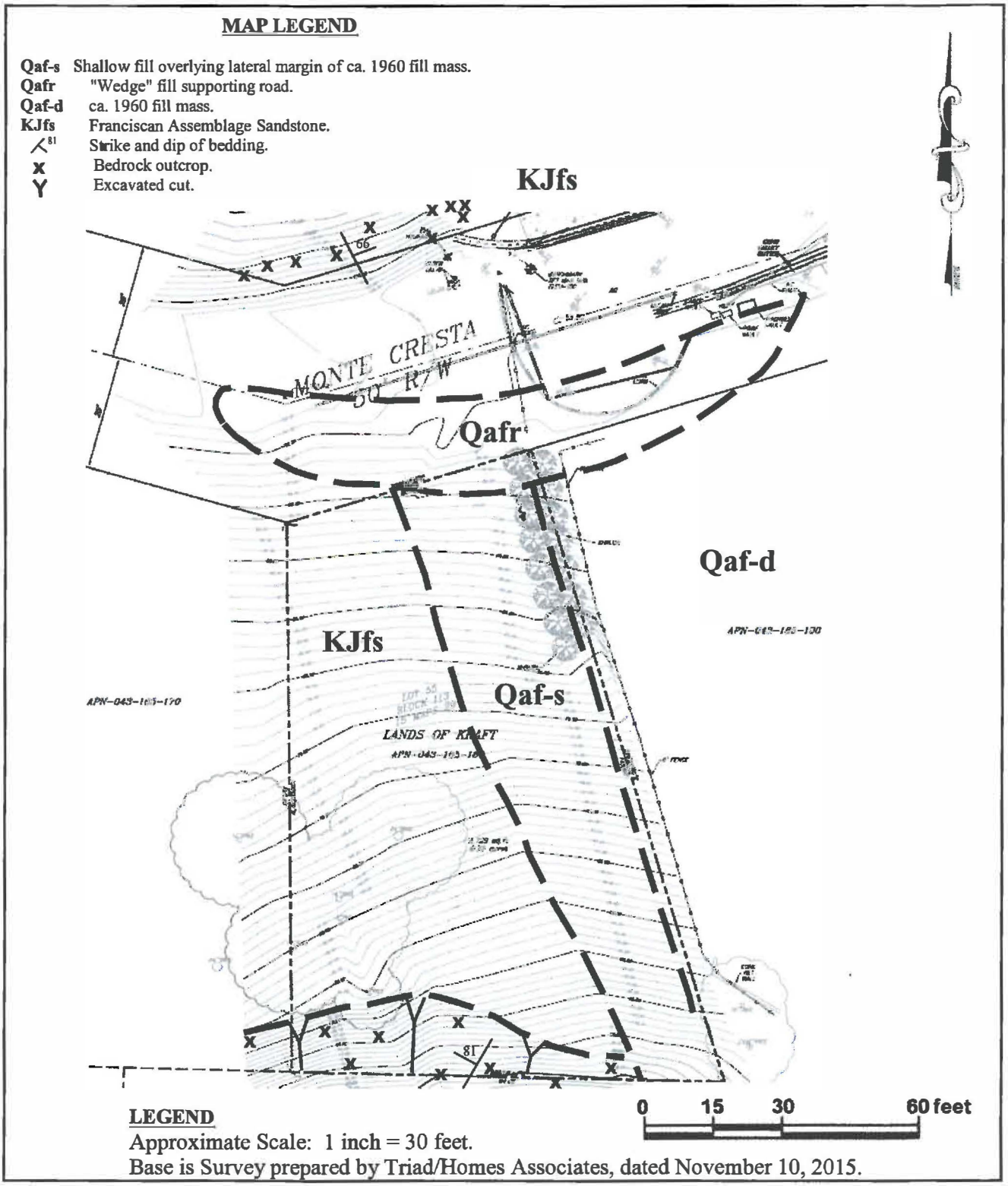

**LEGEND**

Approximate Scale: 1 inch = 30 feet.

Base is Site Plan prepared by Triad/Homes Associates, dated November 10, 2015.

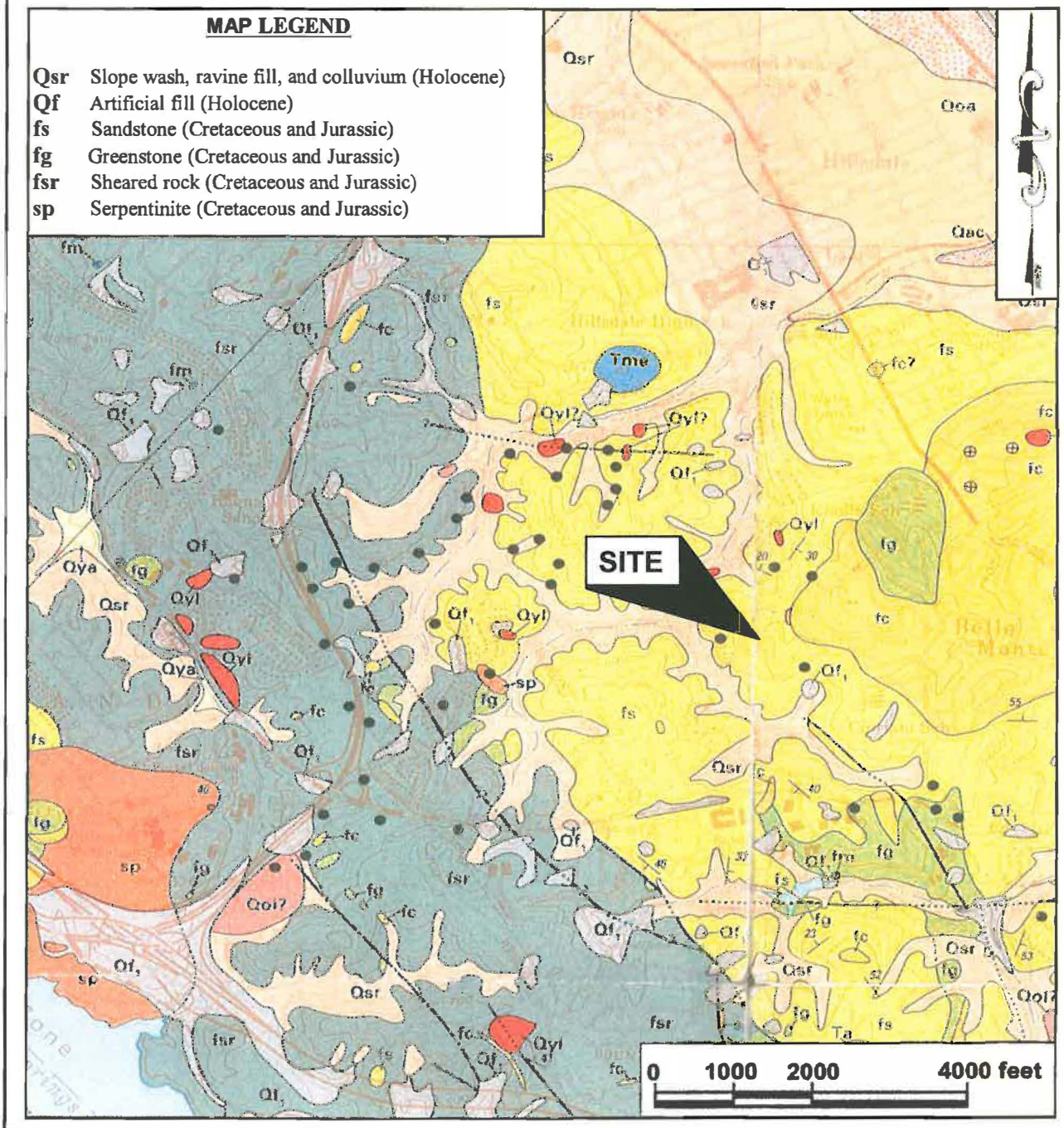
**SITE PLAN**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE 2**
JANUARY 2016
PROJECT NO. 3614-1




**SITE GEOLOGIC MAP**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

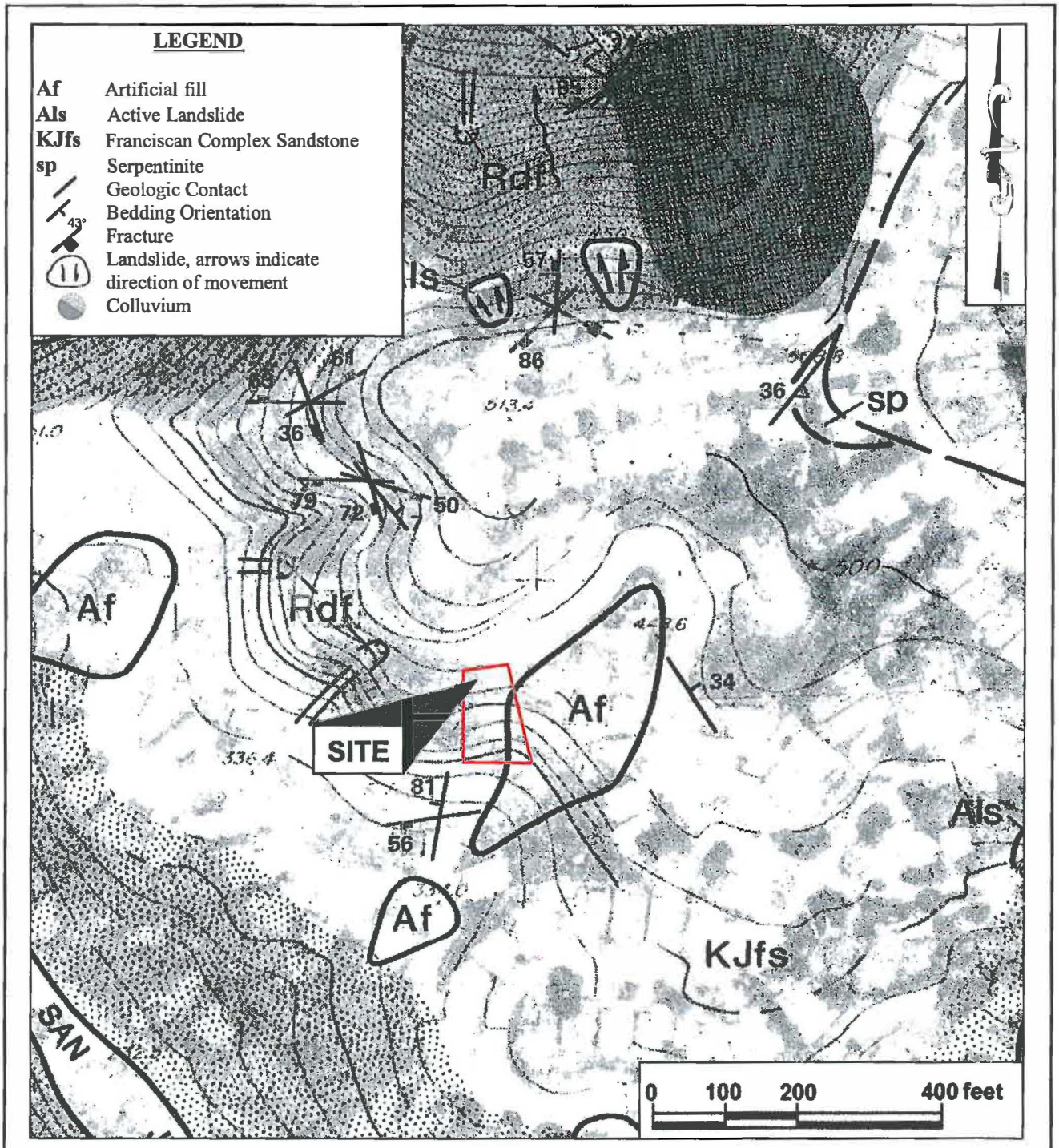
**FIGURE 3**
JANUARY 2016
PROJECT NO. 3614-1




Scale: 1 inch = 2000 feet
Base is Geologic Map of the Montara Mountain and San Mateo 7.5 Minute Quadrangles, San Mateo County, California, (Pampeyan, 1994).

**VICINITY GEOLOGIC MAP**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE 4**
JANUARY 2016
PROJECT NO. 3614-1

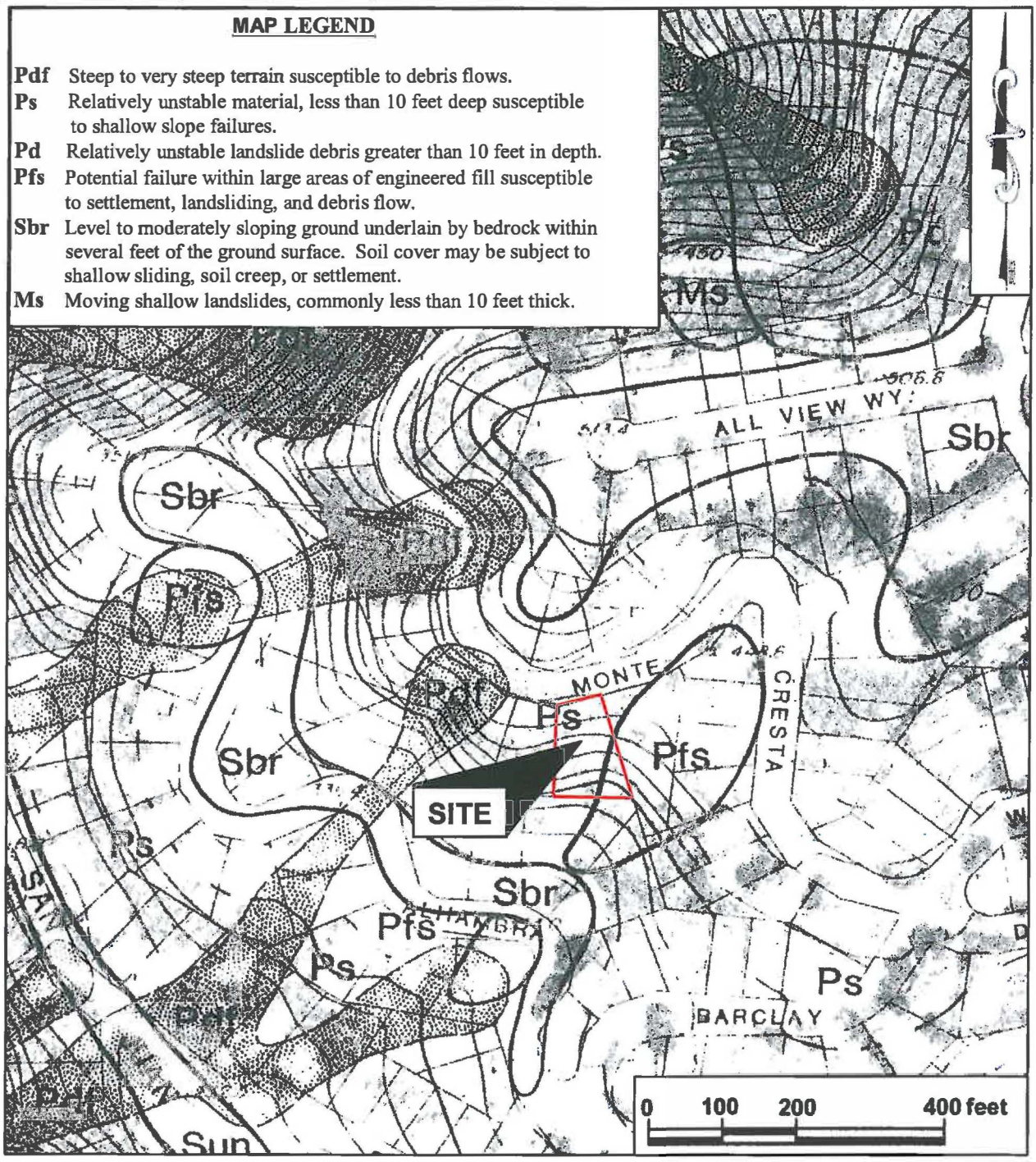



Scale: 1 inch = 200 feet

Base is Engineering Geologic Map of the San Juan Canyon Study Area, Belmont, California, by William Cotton and Associates, dated April 1985.

**SAN JUAN CANYON ENGINEERING GEOLOGIC MAP**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE 5**
JANUARY 2016
PROJECT NO. 3614-1




Scale: 1 inch = 200 feet

Base is Ground Movement Potential Map of the San Juan Canyon Study Area, Belmont, California, by William Cotton and Associates, dated April 1985.

**SAN JUAN CANYON GROUND MOVEMENT POTENTIAL MAP** **FIGURE 6**
KRAFT RESIDENCE JANUARY 2016
BELMONT, CALIFORNIA PROJECT NO. 3614-1

## APPENDIX A

## FIELD INVESTIGATION

The soils encountered during drilling were logged by our representative and samples were obtained at depths appropriate to the investigation. The samples were taken to our laboratory where they were evaluated and classified in accordance with the Unified Soil Classification System. The logs of our borings, and a summary of the soil classification system (Figure A-1) and bedrock descriptions used on the boring logs (Figure A-2) are attached.

Several tests were performed in the field during drilling. The standard penetration test resistance was determined by dropping a 140-pound hammer through a 30-inch free fall and recording the blows required to drive the 2-inch (outside diameter) sampler 18 inches. The standard penetration test (SPT) resistance is the number of blows required to drive the sampler the last 12 inches and is recorded on the boring logs at the appropriate depths. Soil samples were also collected using a 3-inch O.D. drive sampler. The blow counts shown on the logs for this larger sampler do not represent SPT values and have not been corrected in any way.

The locations and elevations of the exploratory borings were determined by pacing using the site plan, dated November 10, 2015, prepared by Triad/Homes Associates, and should be considered accurate only to the degree implied by the method used.

The boring logs and related information depict our interpretation of subsurface conditions only at the specific location and time indicated. Subsurface conditions and ground water levels at other locations may differ from conditions at the locations where sampling was conducted. The passage of time may also result in changes in the subsurface conditions.



## USCS SOIL CLASSIFICATION

| PRIMARY DIVISIONS | | | SOIL TYPE | SECONDARY DIVISIONS |
|---|---|---|---|---|
| COARSE GRAINED SOILS (< 50 % Fines) | GRAVEL | CLEAN GRAVEL (< 5% Fines) | GW | Well graded gravel, gravel-sand mixtures, little or no fines. |
| | | | GP | Poorly graded gravel or gravel-sand mixtures, little or no fines. |
| | | GRAVEL with FINES | GM | Silty gravels, gravel-sand-silt mixtures, non-plastic fines. |
| | | | GC | Clayey gravels, gravel-sand-clay mixtures, plastic fines. |
| | SAND | CLEAN SAND (< 5% Fines) | SW | Well graded sands, gravelly sands, little or no fines. |
| | | | SP | Poorly graded sands or gravelly sands, little or no fines. |
| | | SAND WITH FINES | SM | Silty sands, sand-silt mixtures, non-plastic fines. |
| | | | SC | Clayey sands, sand-clay mixtures, plastic fines. |
| FINE GRAINED SOILS (> 50 % Fines) | SILT AND CLAY Liquid limit < 50% | | ML | Inorganic silts and very fine sands, with slight plasticity. |
| | | | CL | Inorganic clays of low to medium plasticity, lean clays. |
| | | | OL | Organic silts and organic clays of low plasticity. |
| | SILT AND CLAY Liquid limit > 50% | | MH | Inorganic silt, micaceous or diatomaceous fine sandy or silty soil. |
| | | | CH | Inorganic clays of high plasticity, fat clays. |
| | | | OH | Organic clays of medium to high plasticity, organic silts. |
| HIGHLY ORGANIC SOILS | | | Pt | Peat and other highly organic soils. |
| BEDROCK | | | BR | Weathered bedrock. |

### RELATIVE DENSITY

| SAND & GRAVEL | BLOWS/FOOT* |
|---|---|
| VERY LOOSE | 0 to 4 |
| LOOSE | 4 to 10 |
| MEDIUM DENSE | 10 to 30 |
| DENSE | 30 to 50 |
| VERY DENSE | OVER 50 |

### CONSISTENCY

| SILT & CLAY | STRENGTH^ | BLOWS/FOOT* |
|---|---|---|
| VERY SOFT | 0 to 0.25 | 0 to 2 |
| SOFT | 0.25 to 0.5 | 2 to 4 |
| FIRM | 0.5 to 1 | 4 to 8 |
| STIFF | 1 to 2 | 8 to 16 |
| VERY STIFF | 2 to 4 | 16 to 32 |
| HARD | OVER 4 | OVER 32 |

### GRAIN SIZES

| BOULDERS | COBBLES | GRAVEL | | SAND | | | SILT & CLAY |
|---|---|---|---|---|---|---|---|
| | | COARSE | FINE | COARSE | MEDIUM | FINE | |
| | 12 " | 3" | 0.75" | 4 | 10 | 40 | 200 |
| | SIEVE OPENINGS | | | U.S. STANDARD SERIES SIEVE | | | |

Classification is based on the Unified Soil Classification System; fines refer to soil passing a No. 200 sieve.

* Standard Penetration Test (SPT) resistance, using a 140 pound hammer falling 30 inches on a 2 inch O.D. split spoon sampler; blow counts not corrected for larger diameter samplers.

^ Unconfined Compressive strength in tons/sq. ft. as estimated by SPT resistance, field and laboratory tests, and/or visual observation.

**KEY TO SAMPLERS**



Modified California Sampler (3-inch O.D.)
Mid-size Sampler (2.5-inch O.D.)
Standard Penetration Test Sampler (2-inch O.D.)

**KEY TO EXPLORATORY BORING LOGS**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE A-1**
JANUARY 2016
PROJECT NO. 3614-1

**ROMIG ENGINEERS, INC.**

## WEATHERING

**Fresh**
Rock fresh, crystals bright, few joints may show slight staining. Rock rings under hammer if crystalline.

**Very Slight**
Rock generally fresh, joints stained, some joints may show thin clay coatings, crystals in broken face show bright. Rock rings under hammer if crystalline.

**Slight**
Rock generally fresh, joints stained, and discoloration extends into rock up to 1 inch. Joints may contain clay. In granitoid rocks some occasional feldspar crystals are dull and discolored. Crystalline rocks ring under hammer.

**Moderate**
Significant portions of rock show discoloration and weathering effects. In granitoid rocks, most feldspars are dull and discolored; some are clayey. Rock has dull sound under hammer and shows significant loss of strength as compared with fresh rock.

**Moderately Severe**
All rock except quartz discolored or stained. In granitoid rocks, all feldspars dull and discolored and majority show kaolinization. Rock shows severe loss of strength and can be excavated with geologist's pick. Rock goes "clunk" when struck.

**Severe**
All rock except quartz discolored or stained. Rock "fabric" clear and evident, but reduced in strength to strong soil. In granitoid rocks, all feldspars kaolinized to some extent. Some fragments of strong rock usually left.

**Very Severe**
All rock except quartz discolored and stained. Rock "fabric" discernible, but mass effectively reduced to "soil" with only fragments of strong rock remaining.

**Complete**
Rock reduced to "soil". Rock fabric not discernible or discernible only in small scattered locations. Quartz may be present as dikes or stringers.

## HARDNESS

**Very hard**
Cannot be scratched with knife or sharp pick. Hand specimens requires several hard blows of geologist's.

**Hard**
Can be scratched with knife or pick only with difficulty. Hard blow of hammer required to detach hand specimen.

**Moderately Hard**
Can be scratched with knife or pick. Gouges or grooves to 1/4 inch deep can be excavated by hard blow of point of a geologist's pick. Hard specimen can be detached by moderate blow.

**Medium**
Can be grooved or gouged 1/16 inch deep by firm pressure on knife or pick point. Can be excavated in small chips to pieces about 1 inch maximum size by hard blows of the point of a geologist's pick.

**Soft**
Can be gouged or grooved readily with knife or pick point. Can be excavated in chips to pieces several inches in size by moderate blows of a pick point. Small thin pieces can be brocken by finger pressure.

**Very Soft**
Can be carved with knife. Can be excavated readily with point of pick. Pieces 1 inch or more in thickness can be broken with finger pressure. Can be scratched readily by fingernail.

**JOINT BEDDING AND FOLIATION SPACING**

| Spacing | Joints | Bedding and Foliation |
|---|---|---|
| Less than 2 in. | Very Close | Very Thin |
| 2 in. to 1 ft. | Close | Thin |
| 1 ft. to 3 ft. | Moderately Close | Medium |
| 3 ft. to 10 ft. | Wide | Thick |
| More than 10 ft. | Very Wide | Very Thick |

**ROCK QUALITY DESIGNATOR (RQD)**

| RQD, as a percentage | Descriptor |
|---|---|
| Exceeding 90 | Excellent |
| 90 to 75 | Good |
| 75 to 50 | Fair |
| 50 to 25 | Poor |
| Less than 25 | Very Poor |

**KEY TO BEDROCK DESCRIPTIONS**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**FIGURE A-2**
JANUARY 2016
PROJECT NO. 3614-1

**DRILL TYPE:** Track-mounted CME-55 with 8" Hollow Stem Auger and Auto Hammer **LOGGED BY:** PV

**DEPTH TO GROUND WATER:** Not Encountered. **SURFACE ELEVATION:** 100 feet. **DATE DRILLED:** 12/23/15

| CLASSIFICATION AND DESCRIPTION | SOIL CONSISTENCY/ DENSITY or ROCK HARDNESS (Figure A-2) | SOIL TYPE | SOIL SYMBOL | DEPTH (FEET) | SAMPLE INTERVAL | SPT RESISTANCE (Blows/ft) | WATER CONTENT (%) | SHEAR STRENGTH (TSF)* | UNCONFIN. COMP. (TSF)* |
|---|---|---|---|---|---|---|---|---|---|
| **Fill:** Grayish brown, Sandy Lean Clay with Gravel, moist, fine to coarse grained sand, fine to coarse angular to rounded gravel, clayey sand lenses, low to moderate plastic fines, large rock and concrete fragments, asphalt concrete debris. | Stiff to Very Stiff | CL | | 0 | | 19 | 11 | | |
| Tannish brown, Silty Sand, moist, fine to medium grained sand, low plasticity fines. | Dense | SM | | 5 | | 43 | 18 | | |
| **Franciscan Complex:** Light brown, Sandstone, slightly moist, fine to medium grained, friable, severely weathered. | Medium | BR | | | | 50/4" | 9 | | |
| | | | | 10 | | 50/2.5" | 6 | | |
| Bottom of Boring at 10.2 feet. | | | | | | | | | |
| | | | | 15 | | | | | |
| | | | | 20 | | | | | |

Note: The stratification lines represent the approximate boundary between soil and rock types, the actual transition may be gradual.

*Measured using Torvane and Pocket Penetrometer devices.

**EXPLORATORY BORING LOG EB-1**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**BORING EB-1**
JANUARY 2016
PROJECT NO. 3614-1

**DRILL TYPE:** Track-mounted CME-55 with 8" Hollow Stem Auger and Auto Hammer **LOGGED BY:** PV

**DEPTH TO GROUND WATER:** Not Encountered. **SURFACE ELEVATION:** 102 feet. **DATE DRILLED:** 12/23/15

| CLASSIFICATION AND DESCRIPTION | SOIL CONSISTENCY/ DENSITY or ROCK HARDNESSe (Figure A-2) | SOIL TYPE | SOIL SYMBOL | DEPTH (FEET) | SAMPLE INTERVAL | SPT RESISTANCE (Blows/ft) | WATER CONTENT (%) | SHEAR STRENGTH (TSF)* | UNCONFIN. COMP. (TSF)* |
|---|---|---|---|---|---|---|---|---|---|
| Tannish brown, Silty Sand, moist, fine to medium grained sand, low plasticity fines. | Medium Dense to Dense | SM | | 0 | | | | | |
| **Franciscan Complex:** Light brown, Sandstone, slightly moist, fine to medium grained, friable, severely weathered. | Medium | BR | | 5 | | 50/6" | 6 | | |
| | | | | 10 | | 50/6" | 7 | | |
| | | | | | | 50/2" | | | |
| Bottom of Boring at 10.2 feet. | | | | 15 | | | | | |
| | | | | 20 | | | | | |

Note: The stratification lines represent the approximate boundary between soil and rock types, the actual transition may be gradual.

*Measured using Torvane and Pocket Penetrometer devices.

**EXPLORATORY BORING LOG EB-2**
KRAFT RESIDENCE
BELMONT, CALIFORNIA

**BORING EB-2**
JANUARY 2016
PROJECT NO. 3614-1

## APPENDIX B

## LABORATORY TESTS

Samples from the subsurface exploration were selected for tests to establish the physical and engineering properties of the soils encountered at the site. The tests that were performed are briefly described below.

The natural moisture content was determined in accordance with ASTM D 2216 on nearly all of the samples recovered from the borings. This test determines the moisture content, representative of field conditions, at the time the samples were collected. The results are presented on the boring logs at the appropriate sample depths.



August 2, 2016
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: GEOTECHNICAL REVIEW**
**GRADING AND DRAINAGE PLANS**
**KRAFT RESIDENCE**
**MONTE CRESTA DRIVE**
**BELMONT, CALIFORNIA**

Dear Mr. Kraft:

As requested, we have reviewed the planning-level Grading and Drainage Plans for your proposed residence and adjacent fire truck turn-around at the western terminus of Monte Cresta Drive in Belmont. As you know, we performed a geologic and geotechnical investigation for your residence and the fire truck turn-around and presented the results in our geotechnical report dated January 29, 2016. Our responses to the Geotechnical Peer Review comments summarized in a letter dated December 10, 2015 from the City's geologic and geotechnical consultant, Cotton, Shires and Associates, Inc., were presented in a letter to you dated April 4, 2016.

We reviewed the geotechnical elements of Planning Civil Design Sheets C1 and C2, dated January 26, 2016, and Preliminary Utility Design Sheet C-3, dated March 15, 2016, prepared by BKF Engineers.

Based on our review, it is our opinion that the planning-level Grading and Drainage Plans referenced above reflect the intent of our geotechnical recommendations for the fire truck turn-around and for storm water drainage on your property. We will consult with BKF Engineers during preparation of final grading and drainage plans for the project after planning approval is received from the City.

Romig Engineers performed a geologic and geotechnical investigation to address the feasibility of constructing a 1,800-foot-long Through Road Extension for Monte Cresta Drive and presented the results in a report dated June 30, 2008. Copies of this report should still be available in City of Belmont files. Since geologic conditions along the alignment of the Through Road Extension have not changed significantly since the time that report was prepared, our conclusion remains the same that constructing a Through Road Extension for Monte Cresta Drive is impractical and economically infeasible due to the presence of geologic instability and deep landslides along the Through Road alignment.

The City's geologic and geotechnical consultant, Cotton, Shires and Associates, Inc., agreed with the findings and conclusions presented in our June 30, 2008 feasibility report for Through Road Extension and summarized their findings, conclusions, and recommendations in a Geotechnical Peer Review Letter to the City of Belmont, dated August 13, 2008. No further investigative work is needed to substantiate the findings and conclusions presented in our June 30, 2008 for the Through Road Extension.

One of the conclusions presented in Cotton, Shires and Associates' August 13, 2008 letter to the City was that they agreed with Romig Engineers' assessment "that no significant geotechnical constraints (beyond standard mitigation design) are apparently present along the first 104-foot segment of the road extension from the end of the existing roadway pavement ...". Recommended mitigation measures for constructing the proposed fire truck turn-around were summarized in our design-level geotechnical report for your residence.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

Please call if you have questions or comments about site conditions or the results of our geotechnical review of the Planning-Level Grading and Drainage Plans addressed in this letter.

Very truly yours,

**ROMIG ENGINEERS, INC.**




Richard G. Woodard, P.E., G.E.

Copies: Addressee (4)
BKF Engineers (via email)
Attn: Mr. Isaac Kontorovsky

RGW:PV:dr

October 7, 2016
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: GEOTECHNICAL RESPONSE TO CITY PLANNING REVIEW COMMENTS**
**KRAFT RESIDENCE**
**MONTE CRESTA DRIVE**
**BELMONT, CALIFORNIA**
**PLANNING APPLICATION #2015-0057**

Dear Mr. Kraft:

This letter was prepared at your request to respond to City of Belmont Planning Division review comments, dated September 9, 2016, regarding the proposed residence on your property (APN 043-165-180) southwest of the western terminus of Monte Cresta Drive in Belmont, California.

As part of our initial geologic and geotechnical work for your proposed residence, we evaluated the feasibility of constructing the residence and the adjacent fire truck turn-around on the subject site and presented the results in a Feasibility Evaluation Report to you dated December 3, 2015. Our responses to Cotton, Shires and Associates' December 10, 2015 Geotechnical Peer Review letter addressing our Feasibility Evaluation Report were presented in a letter to you dated April 4, 2016.

Romig Engineers performed a geotechnical investigation for the proposed residence and adjacent fire truck turn-around and presented the results in our design-level geotechnical report dated January 29, 2016. The results of our geotechnical review of the previous Planning-Level Grading and Drainage Plans were presented in a letter dated August 2, 2016.

Our responses to the City's September 9, 2016 Review Comments pertaining to geotechnical conditions at the site and the proposed site improvements are summarized below.

Public Works Comment 1:

*The letter from Romig Engineers dated August 2, 2016 contains no foundation for the statements that "geologic conditions … have not changed significantly" since 2008 and that "no further investigative work is needed to substantiate the findings and conclusions presented in our June 30, 2008 report for the Through Road Extension." An evidentiary foundation, such as a visual inspection of the site, must be provided for those statements.*

Members of Romig Engineers' staff have visited the eastern end of the Monte Cresta Drive Through Road Alignment several times since 2008 during our geotechnical investigation and plan review services for the Campbell residence and the Kraft residence. Although we have not field-checked our 2008 geologic mapping along the entire Monte Cresta Drive Through Road Alignment for changes, we are confident that the potentially unstable slopes and existing deep landslides shown on the City's Geologic Map and Ground Movement Potential Map prepared by Cotton, Shires and Associates, and in

Romig Engineers' 2008 report for the Through Road Alignment, have not become more stable or less complicated to remediate for a safe and stable Monte Cresta Through Road. The City's geologic and geotechnical consultant, Cotton, Shires and Associates, Inc., agreed with the findings and conclusions presented in our June 30, 2008 feasibility report for Through Road Extension and summarized their findings, conclusions, and recommendations in a Geotechnical Peer Review letter to the City of Belmont, dated August 13, 2008. One of the conclusions presented in Cotton, Shires and Associates' Peer Review letter was that they agreed with Romig Engineer's assessment "that no significant geotechnical constraints (beyond standard mitigation design) are apparently present along the first 104-foot segment of the road extension from the end of the existing roadway pavement ...". Recommended mitigation measures for constructing the proposed fire truck turnaround are summarized in our design-level geotechnical report for the Kraft residence.

Our June 30, 2008 Geologic and Geotechnical Investigation and Report for the Monte Cresta Drive Through Road were completed for Mr. Damon Campbell. Earlier this year, Mr. Campbell notified Romig Engineers in writing that we had his permission to release our June 30, 2008 Geologic and Geotechnical Report for the Monte Cresta Through Road to Mr. Kraft for his use and submittal to the City, which we have done.

Public Works Comment 5:

*Please note that soils report shall include an analysis of slope stability after the storm water pollution prevention measures are final as requested in items #3 above.*

Our January 29, 2016 report includes our evaluation of slope stability after recommended storm water pollution prevention measures are installed. The recommendations in our report are intended to mitigate the potential for surface erosion and slope instability.

Geotechnical Comments:

*It is unclear if the civil plans have been updated to address the geotechnical comments. Please have the project geotechnical engineer and engineering consultants provide a letter addressing each comment below.*

Geotechnical Comment 1:

*A new catch basin is depicted at lower side of the new cul de sac with a Rim of 94.8. A depicted storm drain pipe connects the new catch basin to an existing catch basin to the east with a Rim of 99.2. Invert elevations should be provided for these two catch basins. Plans should clarify where flow will be directed and verify that the receiving drainage system has adequate capacity for the new intercepted flow collected from the cul de sac (to include contribution of anticipated flow from the adjacent planned Campbell driveway to the north).*

The previous Planning-Level Grading and Drainage Plans referred to in our August 2, 2016 geotechnical plan review letter have been updated and revised to respond to comments from the City of Belmont. The updated civil plans for project planning, sheets C1, C2, and C3, prepared by BKF Engineers, are dated October 5, 2016, and are the plans referred to in our responses below.

The updated civil plans specify invert elevations for the storm water drainage system for the proposed cul-de-sac and fire truck turnaround. We understand from the civil engineer that the cul-de-sac storm drain system has adequate capacity to discharge storm water runoff safely without relying on the capacity of any existing storm water receiving system.

Geotechnical Comment 2:

*A drainage spreader is depicted immediately downslope of the detention pipe. The lateral length of this spreader should be specified. It should be clarified that the purpose of this spreader is only to disperse collected residential roof and driveway water.*

The civil plans referenced above specify a width of 10 feet for the level spreader downslope from the storm water detention pipe. The purpose of the level-spreader is only to disperse storm water from the roof, driveway, and backdrains behind the on-site retaining walls.

Geotechnical Comment 3:

*The geotechnical consultant had previously recommended consideration of the installation of stitch piers near the drainage spreader. The geotechnical consultant should clarify the locations and design of the stitch piers, or explain why an alternative design is acceptable. The consultant should review proposed civil design plans for control of site drainage with respect to potential erosion or adverse slope stability impacts.*

The need for reinforced concrete stitch piers below the level-spreader should be determined during construction based on conditions exposed in the detention pipe trench and along the bench cut for the level-spreader. To reduce the potential for erosion of surface soil, a high-quality erosion control blanket should be installed for a distance of at least 6 feet along the downslope side of the level-spreader. If the thickness of the soil cover over residual soil and/or bedrock is greater than about 2 to 3 feet along the downslope edge of the erosion control blanket, and if this surface soil appears to be potentially susceptible to rapid downslope creep, slumping, or failure, we will recommend construction of a row of stitch piers along the downslope side of the erosion control blanket.

The depth, diameter, and reinforcement of the stitch piers will depend on conditions along the stitch pier alignment. If stitch piers are recommended, the lateral load on the stitch piers may be simulated by an equivalent fluid pressure of 85 pounds per cubic foot acting over 2 pier diameters. Passive soil resistance of 400 pounds per cubic foot acting over two pier diameters may be assumed in residual soil and bedrock. If stitch piers are recommended, we anticipate a pier diameter of 12 to 16 inches, a center-to-center spacing of 3 to 4 feet, and a total of six or seven stitch piers so that the stitch piers will extend out from the ends of the level-spreader at about 30 degrees. The depth of embedment of the stitch piers into residual soil or bedrock is expected to be approximately 1.5 times the depth of the surface soil at the pier locations.

If the mitigation measures described above are implemented, it is our opinion that the potential for soil erosion and slope instability below the level-spreader will be low.

Existing fill along the downslope side of the cul-de-sac will need to be removed and recompacted as recommended in our January 29, 2016 report. Removal and replacement of existing fill will also need to extend below the proposed bio-retention area and shallow gravel basin adjacent to the end of the cul-de-sac.

Geotechnical Comment 4:

*The northern side of the cul de sac requires a cut but a retaining wall is only depicted to support a portion of the cut. Proposed final contours are not depicted to indicate the cut inclination beyond the retaining wall. Grading and wall need to be clarified around the northern edge of the cul de sac. An explanation should be provided indicating how the planned driveway for the Campbell project will be accommodated.*

Proposed finished grades on the slope south of the Campbell driveway and north of the cul-de-sac are shown on the Site Plan on sheet C1. Based on these elevations, the length and location of the low proposed retaining wall along the north side of the cul-de-sac appears to be appropriate. It does not appear that the proposed cul-de-sac will need to be modified to accommodate the proposed driveway to the Campbell residence since they are both designed to conform to the existing western end of Monte Cresta Drive.

Geotechnical Comment 5:

*The project geotechnical consultant should verify the geotechnical design parameters to be utilized for all retaining walls associated with construction of the cul de sac.*

Geotechnical design parameters for retaining walls, including the proposed retaining walls along the north and south sides of the cul-de-sac, are summarized on pages 12 and 13 of our January 29, 2016 geotechnical report for the Kraft residence.

Geotechnical Comment 6:

*The driveway profile (Kraft residence access) depicted on sheet C1 should be drawn to scale.*

The Driveway Profile shown on sheet C1 appears to be drawn to scale.

Geotechnical Review of Revised Civil Plans

The proposed residence and the cul-de-sac for the fire truck turn-around are shown on civil plan sheets C1, C2, and C3, dated October 5, 2016, prepared by BKF Engineers. Based on our review, it is our opinion that these preliminary grading and drainage plans reflect the intent of the storm water drainage recommendations in our geotechnical report. We will consult with BKF Engineers during preparation of final grading and drainage plans for the project after planning approval is received from the City.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

Please call if you have questions or comments about site conditions or any of the information and responses to the City planning review comments summarized in this letter.

Very truly yours,

**ROMIG ENGINEERS, INC.**




Richard G. Woodard, P.E., G.E.

Copies: Addressee (4)
BKF Engineers (via email)
Attn: Mr. Christian Anzelde and Mr. Isaac Kontorovsky

RGW:PV:dr

ROMIG ENGINEERS

February 23, 2017
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: GEOLOGIC AND GEOTECHNICAL UPDATE TO COMPLETE APPLICATION NO. 2015-0057 KRAFT RESIDENCE AND MONTE CRESTA DRIVE CUL-DE-SAC BELMONT, CALIFORNIA**

Dear Mr. Kraft:

This letter provides the geologic and geotechnical information requested by the City of Belmont Planning Commission to complete Application No. 2015-0057 for the proposed residence on your property (APN 043-165-180) and the adjacent fire truck turn-around at the current terminus of Monte Cresta Drive in Belmont, California. As you know, we performed a geotechnical investigation for the proposed residence and adjacent fire truck turn-around and presented the results in a geotechnical report dated January 29, 2016.

The geologic and geotechnical information the City requested for them to consider your application complete to be was summarized in Exhibit A, page 3 of 6, in the City's Resolution No. 2017-02, dated January 3, 2017. Our responses to Items 1a, 1b, and 1c are summarized below.

> *Item 1a: CEG Inspection and Evaluation – A Certified Engineering Geologist (CEG) shall inspect slopes at and below the area where construction of the bioretention area and discharge of street drainage are proposed (northwest of the proposed Kraft residence) and shall evaluate the potential for adverse impacts to slope stability associated with the proposed new drainage structures. The CEG shall inspect and update mapping (as needed) for the proposed project development site.*

As part of the site investigation for Romig Engineers' January 29, 2016 report, the undersigned CEG and Geotechnical Engineer inspected the proposed work area in the Monte Cresta Drive Right-of-Way and the slopes on the Kraft property. The results of the geologic observations and site mapping were presented in our January 29, 2016 report.

On February 16, 2017, the undersigned CEG and Geotechnical Engineer visited the proposed work area paying particular attention to the ground surface downslope of the proposed bioretention area and drainage structures. There were no indications of drainage or erosion rills, debris flow channels, soil slumps, flows, or landslides. The surface soils appeared to be relatively coarse-grained, including sand and gravel, which should facilitate water infiltration to the underlying colluvium and weathered sandstone bedrock. We also noted bedding and joints within exposed weathered bedrock and in underlying bedrock in cuts excavated along the Monte Cresta Drive Right-of-Way and downslope of the site. The bedding and joints are variably oriented and should help facilitate water infiltration.

Despite recent heavy rainfall, there was no evidence of surface soil erosion, seeps, or soil slumps on the Kraft property or in the area for the proposed fire truck turnaround, bioretention area, or drainage structures. The geologic mapping shown on the Site Geologic Map, Figure 3, in our January 29, 2016 report was judged to adequately represent existing conditions on the site and within the work area without modification.

The attached Site Plan and Cross-Sections show existing and proposed topography and subsurface conditions across the proposed bioretention area and adjacent fire truck turnaround. Based on our original site investigation and conditions observed at the site, we anticipate that sandstone bedrock is present at a depth of about 1 to 2 feet below the original ground surface. We have shown bedrock downslope of the Right-of-Way at a depth of 2 to 3 feet below the original ground surface on the attached Cross-Sections.

As shown on the Site Plan and Cross-Section AA, an excavation will be made for the fire truck turnaround that will direct the majority of the storm water runoff in the Monte Cresta Drive Right-of-Way into a gravel-filled infiltration trench. The bottom of the infiltration trench will be excavated into bedrock. We understand the storage volume of the infiltration trench was sized to accommodate runoff from a 10 year storm.

Rain water that falls on the surface of the fire truck turnaround will be collected and discharged into the bioretention basin via a bubbler. As shown on Section AA, the proposed grading is expected to remove the majority of the existing fill in the Monte Cresta Drive Right-of-Way, and the downslope side of the proposed bioretention area will be excavated into or through a thin layer of colluvium.

For improved strength, stability, and resistance to erosion along the downslope side of the bioretention basin, the basin could be moved further away from the face of the slope, and/or the surface soil along the downslope edge of the bioretention area could be removed down to bedrock and reconstructed as a keyed and benched structural fill, if needed. The extent of the remedial grading, if any, will need to be determined when conditions are exposed during excavation for the bioretention basin. For improved resistance to erosion, the downslope side of the bioretention basin could be covered with a high quality erosion control blanket.

> *Item 1b: Romig Engineers Update – The Project Geotechnical Consultant shall make observations and inspect the entire length of Monte Cresta Road extension. The consultant shall make recommendations and perform additional testing and borings, if required. The consultant shall also update conclusions and recommendations regarding the feasibility of the through roadway, proposed site development and associated drainage measures after reviewing the findings of the CEG described above.*

Romig Engineers performed a geologic and geotechnical investigation to address the feasibility of constructing an 1,800-foot-long Monte Cresta Drive Through Road and presented the results in a report dated June 30, 2008. Based on our site investigation, we concluded that constructing a Through Road is impractical and economically infeasible,

although extending Monte Cresta Drive a distance of about 750 feet to near the top of a spur ridge was feasible with proper design and construction. The City's geologic and geotechnical consultant, Cotton, Shires and Associates, Inc., agreed with the findings and conclusions summarized in our Through Road Feasibility Report and summarized their findings, conclusions, and recommendations in a Geotechnical Peer Review Letter to the City of Belmont, dated August 13, 2008.

One of the conclusions presented in Cotton, Shires and Associates' August 13, 2008 letter to the City was that they agreed with Romig Engineers' assessment "that no significant geotechnical constraints (beyond standard mitigation design) are apparently present along the first 104-foot segment of the road extension from the end of the existing roadway pavement ...". Recommended mitigation measures for constructing the proposed fire truck turnaround were summarized in our design-level geotechnical report for your residence, dated January 29, 2016.

On February 1, 2017, the undersigned Geotechnical Engineer walked the entire 1800-foot long alignment of the Monte Cresta Drive Through Road to observe current conditions. The results of this most recent walk-through indicated that site conditions have not changed significantly since the 2008 Monte Cresta Drive Through Road Feasibility Report was prepared. The landslides and potential zones of slope instability mapped previously by Romig Engineers and the City's geologic consultant were still present. Some of the steep cut and fill slopes along the Right-of-Way, particularly north and northwest of the mapped Pdf zone located about 180 feet beyond the end of the proposed fire truck turnaround, showed evidence of on-going and recent downslope soil creep and mass wasting. Several of the drainage gullies in the northern portion of the Through Road alignment, primarily north of the spur ridge located about 700 feet north of the fire truck turnaround, showed evidence of surface erosion, deepening, and enlargement.

There are considerable geologic and geotechnical concerns regarding the presence of existing active and dormant landslides, the extensive retaining walls required on both sides of the Right-of-Way to achieve the required road width, the difficulty of accessing acceptable building sites on both sides of a road extension, and control and discharge of storm water runoff beyond the large mapped landslides located north of the spur ridge about 700 feet beyond the end of the proposed fire truck turnaround. The natural drainage swales where storm water runoff is typically discharged contain deep colluvium and landslide debris that would be adversely influenced by introduction of additional concentrated storm water discharge from extension of Monte Cresta Drive further than approximately 700 feet beyond the end of the proposed fire truck turnaround.

Based on our recent observations at the site and along the Monte Cresta Drive Through Road alignment, we agree with the conclusions and recommendations in our June 30, 2008 Geologic and Geotechnical Report addressing the feasibility of the Monte Cresta Through Road, the feasibility of extending Monte Cresta Drive 104 feet beyond its current terminus, and the feasibility of extending Monte Cresta Drive up to the spur ridge about 700 feet beyond the end of the currently proposed fire truck turnaround.

*Item 1c: Revised Civil Engineering Plans – Civil engineering plans for street and drainage improvements shall be updated as necessary to address recommendations of the Project Geotechnical Consultant.*

Our conclusions regarding the overall stability of the slope below the proposed bioretention area and storm drain system for the fire truck turnaround are summarized in our response to Item 1a above. Based on our evaluation of site conditions, we recommend the following modifications be made to the civil engineering plans for the fire truck turnaround and associated drainage system:

1. Move the bioretention basin and gravel infiltration trench at least 1 foot further from the edge of the Monte Cresta Drive Right-of-Way. Modify finished grade of the excavation slope adjacent to the infiltration trench and bioretention area, as needed.

2. Add the following note to the civil plans: "Reconstruct slope along downslope side of bioretention area as directed in the field by the geotechnical engineer. Line slope along southern side of bioretention area with an erosion control blanket, such as North American Green 350, or equal. Slope lining shall extend at least 6 feet beyond the edge of the bioretention basin.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

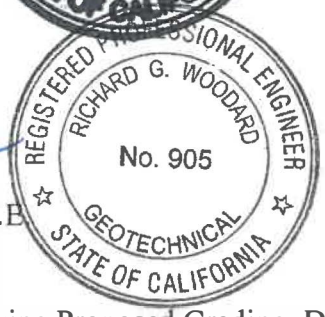
Please call if you have questions or comments about site conditions or any of the information summarized in this letter.

Very truly yours,

**ROMIG ENGINEERS, INC.**




David F. Hoexter, C.E.G.

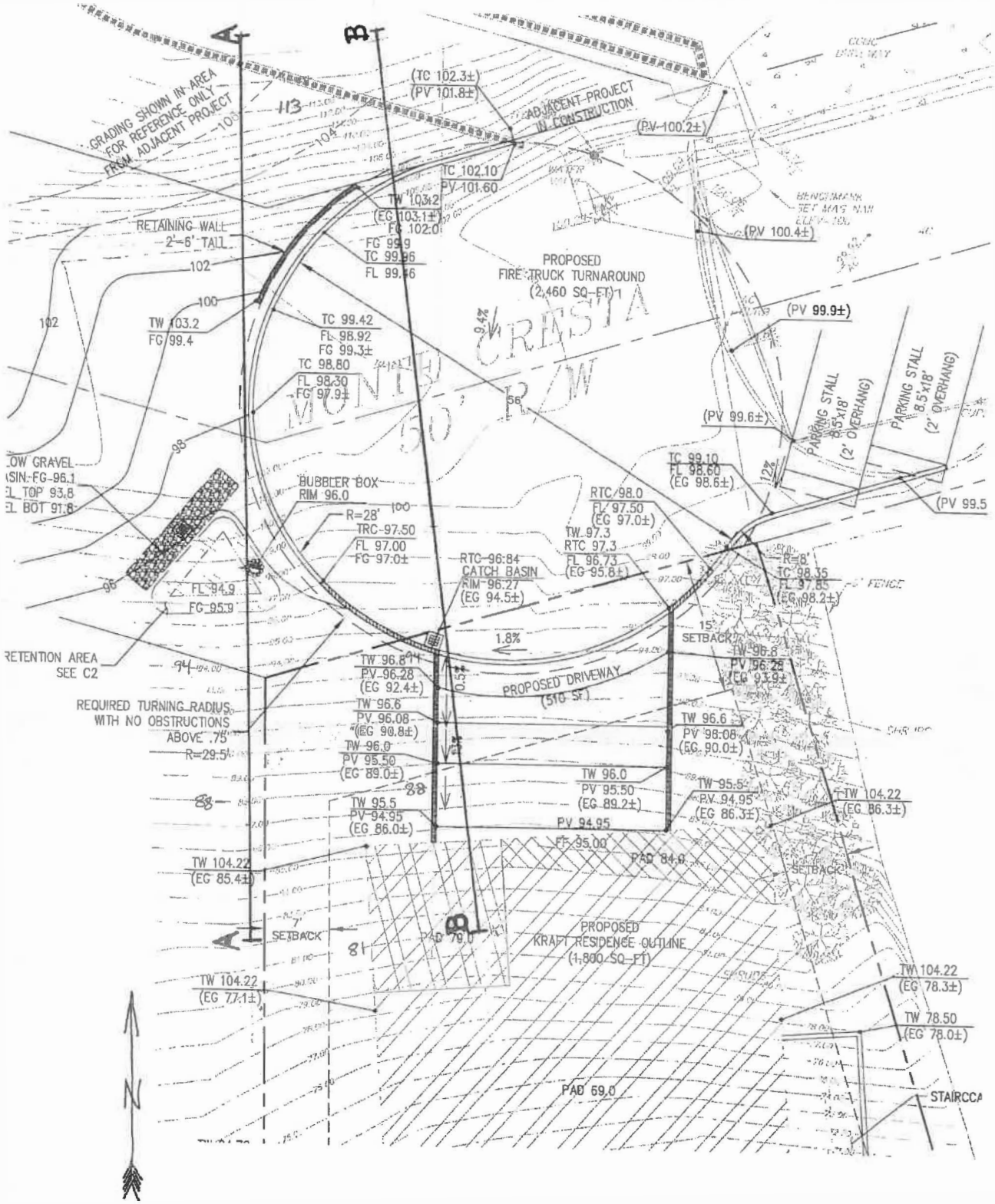



Richard G. Woodard, P.E., G.E.

Attachments: Site Plan Showing Proposed Grading, Drainage and Fire Truck Turnaround
Cross-Sections AA and BB

Copies: Addressee (4)
BKF Engineers (via email)
Attn: Mr. Isaac Kontorovsky and Mr. Richard Gonzalez
Hopkins & Carley (via email)
Attn: Ms. Dori Yob Kilmer

RGW:DFH:PV:dr




Monte Cresta Drive
fire truck turnaround
Belmont, CA

Roming Engineers, Inc.
Project 3614-1

2/19/17

scale: 0' 5' 10' 15' 20'

**ROMIG ENGINEERS, INC.**
GEOTECHNICAL & ENVIRONMENTAL SERVICES
1390 El Camino Real, Second Floor
San Carlos, California 94070
(650) 591-5224 Fax(650) 591-5251

JOB NAME KRAFT – Monte Cresta Drive
JOB NO. 3614-1 SHEET NO. 1 OF 1
BY RG Woodard DATE 2/9/17
CHECKED BY DATE
SUBJECT Fire truck turnaround

ROMIG ENGINEERS

May 29, 2019
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: GEOTECHNICAL PLAN REVIEW**
**GRADING AND DRAINAGE PLANS**
**KRAFT RESIDENCE**
**MONTE CRESTA DRIVE**
**BELMONT, CALIFORNIA**

Dear Mr. Kraft:

As requested, we have reviewed the revised grading and drainage plans for your proposed residence and adjacent fire truck turn-around at the western terminus of Monte Cresta Drive in Belmont. As you know, we performed a geologic and geotechnical investigation for your residence and the adjacent fire truck turn-around and presented the results in a geotechnical report dated January 29, 2016.

We reviewed the geotechnical elements of civil plan sheets C0.1, C2.0, C3.0, C4.0, C4.1, and C6.3, dated May 16, 2019, prepared by BKF Engineers.

The civil plans referenced above specify collection and discharge of storm water runoff from the Monte Cresta Drive right-of-way and the proposed cul-de-sac into a new storm drain system along Monte Cresta Drive. This is expected to reduce the amount of storm water runoff that has historically flowed onto and across the Kraft property. Construction of the proposed cul-de-sac and storm drain system is not expected to result in landsliding or significant erosion on the Kraft property.

Based on our review, it is our opinion that the civil plans referenced above have been prepared in essential compliance with the recommendations in our geotechnical report and previous plan review letters for the project.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

Please call if you have questions or comments about site conditions or the results of our geotechnical review of the revised civil plans for your residence and the fire truck turnaround addressed in this letter.

Very truly yours,

**ROMIG ENGINEERS, INC.**

Richard G. Woodard

Richard G. Woodard, P.E., G.E.



Copies: Addressee (4)
BKF Engineers (via email)
Attn: Mr. Michael LaVelle and Mr. Isaac Kontorovsky

RGW:PV:pf

ROMIG ENGINEERS

June 12, 2018
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: GEOTECHNICAL REVIEW**
**GRADING AND DRAINAGE PLANS**
**KRAFT RESIDENCE**
**MONTE CRESTA DRIVE**
**BELMONT, CALIFORNIA**

Dear Mr. Kraft:

As requested, we have reviewed the design review grading and drainage plans for your proposed residence and adjacent fire truck turn-around at the western terminus of Monte Cresta Drive in Belmont. As you know, we performed a geologic and geotechnical investigation for your residence and the adjacent fire truck turn-around and presented the results in a geotechnical report dated January 29, 2016.

We reviewed the geotechnical elements of design review civil plan sheets C0.1, C2.0, C3.0, C4.0, and C6.3, dated May 15, 2018, prepared by BKF Engineers.

Based on our review, it is our opinion that the civil plan sheets referenced above have been prepared in essential compliance with our geotechnical recommendations for the project, with the following items noted.

1. The amount of storm water runoff that has historically flowed across the property will not be increased significantly by the proposed construction. Due to the presence of bedrock at a shallow depth, construction of the proposed storm water disposal system is not expected to cause deep-seated landsliding or significant erosion on the property provided the storm water detention and disposal system is constructed as shown on the plans referenced above modified as indicated in this plan review letter.

2. In our opinion, it is unreasonable and unnecessary to require the contractor to report to the project manager any differences greater than 0.05 feet (0.6 inches) between the elevations shown on the civil plans and actual elevations in the field at the start of construction, as specified on General Site Note 3 on sheet C0.1.

3. The date of our geotechnical report for the project is January 29, 2016 (rather than December 2015, as indicated on General Site Note 6 on sheet C0.1).

4. To avoid misunderstanding, the 8- to 10-foot high retaining wall below the sidewalk and the northern end of the driveway bridge should be shown (at least conceptually) on the civil plans and on Section AA on sheet C3.0.

5. To avoid misunderstanding, the plans should include a construction detail and/or notes for the fire truck turn-around pavement section that is to be “approved” by the geotechnical engineer, as indicated on the note on sheet C2.0.

6. The retaining wall backdrains and their discharge locations should be shown on sheet C4.0.

7. The storm water detention and metered release through a 4-inch storm drain pipe at the northeastern corner of the property referred to on the catch basin notes on sheet C4.0 do not appear to be included on standard details 1, 2, 3, and 4 on sheet C6.2.

8. We note that the "detention system" is shown on detail 7/C6.3 (rather than on detail 5/C6.3, as indicated on sheet C4.0).

9. We note that the level spreaders are to be 24-feet wide, as indicated on detail 1/C6.3 (rather than 20-feet long, as indicated on sheet C4.0).

10. The stitch piers shown on sheet C4.0 should extend beyond the ends of the 24-foot long level spreader. If stitch piers are required, their location, diameter, depth, and spacing will depend on the soil condition and depth to bedrock at the stitch piers (rather than installed 3-feet on-center, as indicated on the note on sheet C4.0).

11. To avoid misunderstanding, the locations where the "sedimentation inlet" shown on detail 4/C6.3 are to be installed should be shown on sheet C4.0.

12. The "staked level-header" board and erosion control blanket should be shown and specified on detail 1/C6.3.

13. In our opinion, the minimum depth of the bench cut and rock rip-rap for the level spreaders should be at least 2 feet (rather than 1 foot, as indicated on detail 1/C6.3).

14. To avoid misunderstanding, the minimum width of the excavation for the detention system beyond the side of the detention pipe should be specified on detail 7/C6.3.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

Please call if you have questions or comments about site conditions or the results of our geotechnical review of the design review civil plans for your residence and the fire truck turnaround addressed in this letter.

Very truly yours,

**ROMIG ENGINEERS, INC.**




Richard G. Woodard, P.E., G.E.

ROMIG ENGINEERS

Copies: Addressee (4)
BKF Engineers (via email)
Attn: Mr. Isaac Kontorovsky and Mr. Richard Gonzales

RGW:PV:dr

ROMIG ENGINEERS

May 29, 2019
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: GEOTECHNICAL PLAN REVIEW**
**GRADING AND DRAINAGE PLANS**
**KRAFT RESIDENCE**
**MONTE CRESTA DRIVE**
**BELMONT, CALIFORNIA**

Dear Mr. Kraft:

As requested, we have reviewed the revised grading and drainage plans for your proposed residence and adjacent fire truck turn-around at the western terminus of Monte Cresta Drive in Belmont. As you know, we performed a geologic and geotechnical investigation for your residence and the adjacent fire truck turn-around and presented the results in a geotechnical report dated January 29, 2016.

We reviewed the geotechnical elements of civil plan sheets C0.1, C2.0, C3.0, C4.0, C4.1, and C6.3, dated May 16, 2019, prepared by BKF Engineers.

The civil plans referenced above specify collection and discharge of storm water runoff from the Monte Cresta Drive right-of-way and the proposed cul-de-sac into a new storm drain system along Monte Cresta Drive. This is expected to reduce the amount of storm water runoff that has historically flowed onto and across the Kraft property. Construction of the proposed cul-de-sac and storm drain system is not expected to result in landsliding or significant erosion on the Kraft property.

Based on our review, it is our opinion that the civil plans referenced above have been prepared in essential compliance with the recommendations in our geotechnical report and previous plan review letters for the project.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

Please call if you have questions or comments about site conditions or the results of our geotechnical review of the revised civil plans for your residence and the fire truck turnaround addressed in this letter.

Very truly yours,

**ROMIG ENGINEERS, INC.**

Richard G. Woodard

Richard G. Woodard, P.E., G.E.



Copies: Addressee (4)
BKF Engineers (via email)
Attn: Mr. Michael LaVelle and Mr. Isaac Kontorovsky

RGW:PV:pf

ROMIG ENGINEERS

November 8, 2021
3614-1

**Mr. Jeff Kraft**
105 Scenic Drive
Redwood City, California 94062

**RE: GEOTECHNICAL PLAN REVIEW**
**GRADING AND DRAINAGE PLANS**
**KRAFT RESIDENCE**
**MONTE CRESTA DRIVE**
**BELMONT, CALIFORNIA**

Dear Mr. Kraft:

As requested, we have reviewed the updated grading and drainage plans for your proposed residence and adjacent cul-de-sac/fire truck turn-around at the western terminus of Monte Cresta Drive in Belmont. As you know, we performed a geologic and geotechnical investigation for your residence and the adjacent fire truck turn-around and presented the results in a geotechnical report dated January 29, 2016.

We reviewed the geotechnical elements of civil plan sheets C0.1, C2.0, C3.0, C4.0, C4.1, and C6.2, dated October 10, 2019, prepared by BKF Engineers.

The civil plans referenced above are intended to direct storm water runoff from the Monte Cresta Drive right-of-way and the proposed cul-de-sac down the alignment of Monte Cresta Drive (rather than to a detention system that discharges onto a level-spreader in the southern portion of the Kraft property). The portion of the storm water runoff from the driveway and residence that exceeds the pre-development runoff will be discharged onto Monte Cresta Drive. This will reduce the amount of storm water runoff that has historically flowed onto and across the Kraft property and onto the adjacent property to the south. The proposed grading and drainage plans will reduce the potential for erosion and slumping of surface soil on and below the Kraft property.

Based on our review, it is our opinion that the civil plans referenced above are consistent with site conditions, the recommendations in our geotechnical report, and supplemental information that has been reviewed and discussed with the project team.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

Please call if you have questions or comments about site conditions or the results of our geotechnical review of the civil plans for your residence and the adjacent cul-de-sac.

Very truly yours,

**ROMIG ENGINEERS, INC.**




Richard G. Woodard, P.E., G.E.

Copies: Addressee (via email)
BKF Engineers (via email)
Attn: Mr. Michael LaVelle and Mr. Isaac Kontorovsky

RGW:pf

ROMIG ENGINEERS

October 24, 2023
3614-1

**Mr. Jeff Kraft**
7 Michelle Lane
Petaluma, California 94952

**RE: MONTE CRESTA DRIVE EXTENSION FOR FIRE TRUCK TURNAROUND ADJACENT TO KRAFT PROPERTY LOT 55 MONTE CRESTA DRIVE BELMONT, CALIFORNIA**

Dear Mr. Kraft:

This letter was prepared in response to an email to you, dated October 17, 2023, from Mr. Rob Gill, a Senior Planner for the City of Belmont, regarding the proposed fire-truck turnaround at the present southern terminus of Monte Cresta Drive in front of your property (APN 043-165-180) in Belmont, California. Mr. Gill also asked us to clarify whether extension of Monte Cresta Drive further to the north was feasible and practical.

Romig Engineers' Geologic and Geotechnical Feasibility Study Report, dated June 30, 2008, addressed the feasibility of constructing an 1,800-foot-long Through Road Connection of Monte Cresta Drive. This study and report was prepared for Mr. Damon Campbell who originally planned to extend Monte Cresta Drive 104 feet for access to his proposed residence. Our Feasibility Study concluded that the originally proposed 104-foot long road extension was feasible without encountering any significant geologic or geotechnical constraints.

Romig Engineers concluded that constructing a continuous Through Road Connection of Monte Cresta Drive is not practical or feasible due to existing geologic conditions and constraints in the central portion of the road right-of-way alignment, primarily the presence of two, Ms landslides and one large Pd landslide.

Romig Engineers concluded that it would be technically possible, although very difficult and expensive, even if allowed by the City, to extend Monte Cresta Drive approximately 750 feet to the north to the existing spur ridge near Station 17+50 (see Figures 4 and 5 of 2008 Feasibility report). This extension would require stabilizing at least portions of seven small landslides (Qls'A') mapped within the roadway alignment. The comment in paragraph 4 on page 19 of our 2008 Feasibility Report indicating that construction of this section of roadway was not currently considered feasible or reasonable was intended to mean not feasible due to City requirements, negative public pressure, fractionated property ownership, and practical funding issues (rather than not feasible from the geotechnical engineering point-of-view). The City's geologic and geotechnical consultant confirmed their agreement of our conclusions in a letter to the City, dated August 13, 2008.

Due to difficult geologic conditions between the originally addressed 104 foot road extension and the spur ridge, detailed site investigations would need to be performed for design and construction of the road extension and for any and all individual lots proposed for development in the future. Some of the lots along the potential future road extension are expected to be negatively influenced by potentially unstable slope conditions.

Belmont Code Section 7-13 requires a turnaround at the end of dead-end roads that are 800 feet or longer, which is the case for the subject section of Monte Cresta Drive. Any further extension of the roadway beyond the turnaround would be at the discretion of the City Engineer and Fire Marshal. Given conditions and constraints beyond 104 feet from the current road terminus, the currently proposed location for the fire truck turnaround is practical and preferred. Construction of the proposed fire truck turnaround will not prevent the possible future extension of Monte Cresta Drive to Station 17+50 if that is desired and funded by the property owners along this portion of the right-of-way, approved by the Fire Marshal and the City Engineer, and is shown to be safe, feasible, and affordable.

The proposed fire truck turnaround in front of the Kraft property was addressed in our geotechnical report, dated January 29, 2016, and in our Geologic and Geotechnical Report Update, dated February 23, 2017. The City's geologic and geotechnical consultant confirmed their agreement with our conclusions and recommendations for the proposed fire truck turnaround and the Kraft property in a letter to the City, dated October 26, 2017.

The information presented in our February 23, 2017 Geologic and Geotechnical Update letter for the fire truck turnaround and the Kraft property is consistent with the findings and conclusions presented in our June 30, 2008 Geologic and Geotechnical Feasibility Study for the Monte Cresta Drive Road Extension, as clarified in this letter.

We make no warranty, expressed or implied, for the services we perform for this project. Our services are performed in accordance with the geotechnical engineering principles generally accepted at this time and location.

Please contact us if you have questions or comments about site conditions or any of the information summarized in this letter.

Very truly yours,

**ROMIG ENGINEERS, INC.**

Tom W. Porter, P.E.

REGISTERED PROFESSIONAL ENGINEER THOMAS W. PORTER No. 77883 CIVIL STATE OF CALIFORNIA

Richard G. Woodard, P.E., G.E.

REGISTERED PROFESSIONAL ENGINEER RICHARD G. WOODARD No. 905 GEOTECHNICAL STATE OF CALIFORNIA

Copies: Addressee (via email)
BKF Engineers (via email)
Attn: Michael LaVelle and Isaac Kontorovsky

RGW:TWP:pf

ROMIG ENGINEERS

December 10, 2015
B5105

TO : Rob D. Gill
Associate Planner
CITY OF BELMONT
1070 Sixth Avenue, Suite 110
Belmont, California 94002

SUBJECT: **Geotechnical Peer Review**
RE: Kraft Residence
Lot 55 Monte Cresta Drive
(APN 043-165-180)

At your request, we have completed a geotechnical peer review of the proposed single-family residence site development concept using:

- Feasibility Evaluation, Single Family Residence (letter-report) prepared by Romig Engineers, Inc., dated December 3, 2015;
- Architectural Plans (16 Sheets) prepared by Chris Pardo Design, dated September 4, 2015; and
- Civil Design Plans (3 Sheets) prepared by Triad/Holmes Associates, dated November 10, 2015.

In addition, we have completed a recent inspection of site conditions and reviewed pertinent technical maps and reports from our office files (B4030 and B5113).

## DISCUSSION

The applicant proposes to construct a three-story residence with a driveway bridge extending from the terminus of Monte Cresta Drive. Construction of a 62-foot diameter turn-around is proposed at the western terminus of Monta Cresta Drive requiring fill placement (estimated at 154 cubic yards) and construction of a retaining wall to 3.6 feet in height along the southern side of the turn-around. Proposed cuts for the new residence totals 154 cubic yards, and this material is to be used for turn-around construction. Current plans do not clearly depict where surface drainage from the new turn-around (and future Campbell driveway to the north) will be discharged. We understand that a 20-foot long infiltration trench is proposed immediately downslope of the new residence that will accommodate roof drainage. It appears that turn-around construction must be coordinated with driveway construction to the Campbell residence

or additional temporary retaining walls may be required along the northern side of the turn-around.

## SITE CONDITIONS

The vicinity of the proposed residence is generally characterized by a steep (approximate 40 percent inclination) south-facing slope. A very steep to precipitous cut slope of approximately 25 feet in height is located along the southwestern perimeter of the property. This cut exposes relatively competent Franciscan bedrock. Fill materials are present beneath the proposed house site, possibly on the order of 5 feet in thickness or less. Drainage is characterized by sheetflow to the south.

The property is generally underlain by shallow sandstone bedrock of the Franciscan Complex. The bedrock appears to be generally overlain by shallow sandy clay (colluvium) and several feet of undocumented fill materials. The majority of the proposed residence is located within the "Ps" designation indicating the potential for creep or shallow landsliding. The southeastern portion of the property is mapped as "Pfs" indicating the presence of fill materials that maybe susceptible to instability.

## CONCLUSIONS AND RECOMMENDED ACTION

Proposed site development is somewhat constrained by steep slopes, existing fill materials of undetermined depth, and very strong seismic ground shaking. The Project Geotechnical Consultant has completed a feasibility level evaluation of proposed site development based on surface inspection, photograph and document review without completion of subsurface investigation to define depths of competent supporting materials. The Consultant concludes that the site is suitable for proposed residential development but recommends that geotechnical aspects of project design be based on the detailed design-level geotechnical report that is currently in progress.

We agree that single-family residence construction is likely feasible at the subject property if appropriate pier foundation design parameters are developed and measures to achieve stable discharge of site drainage are clarified. We note that Romig Engineers initially concluded that construction of a row of stitch piers located downslope of the drainage spreader would be advisable. Such stitch piers are not depicted on the submitted plans. Also, it is unclear how drainage from the new Monte Cresta Drive turn-around will be conveyed and discharged. We recommend that the following Items 1 and 2 be satisfactorily addressed prior to geotechnical approval of specific site development plans:

1. **Street and Site Drainage** - The proposed conveyance and discharge of storm water collected at the proposed Monte Cresta Drive turn-around should be clarified. The Project Geotechnical Consultant should evaluate the proposed position and design of site residential drainage discharge with respect to potential

erosion or slope stability impacts. Multiple drainage discharge locations should be considered. Use of stitch piers below the primary discharge should be considered. Any proposed discharge of street drainage across the subject property should be evaluated from a geotechnical perspective.

2. **Geotechnical Investigation** – A design-level geotechnical investigation for the project should be completed including subsurface investigation. We understand this investigation will also include providing recommended geotechnical grading criteria for the proposed street turn-around and design parameters for associated retaining walls.

Appropriate documentation and revised plans to address the above two items should be submitted to the City Engineer and City Geotechnical Consultant after formal approval by the Project Geotechnical Consultant.

## LIMITATIONS

This geotechnical peer review has been performed to provide technical advice to assist the City with its discretionary permit decisions. Our services have been limited to review of the documents previously identified, and a visual review of the property. Our opinions and conclusions are made in accordance with generally accepted principles and practices of the geotechnical profession. This warranty is in lieu of all other warranties, either expressed or implied.

Respectfully submitted,

**COTTON, SHIRES AND ASSOCIATES, INC.**
**CITY GEOTECHNICAL CONSULTANT**

Ted Sayre
Principal Engineering Geologist
CEG 1795

David T. Schrier
Principal Geotechnical Engineer
GE 2334

TS:DTS:kc

March 2, 2016
B5105A

TO : Rob D. Gill
Associate Planner
CITY OF BELMONT
1070 Sixth Avenue, Suite 110
Belmont, California 94002

SUBJECT: **Supplemental Geotechnical Peer Review**
RE: Kraft Residence
Lot 55 Monte Cresta Drive
(APN 043-165-180)

At your request, we have completed a supplemental geotechnical peer review of the proposed single-family residence site development concept using:

- Geotechnical Investigation (report) prepared by Romig Engineers, dated January 29, 2016;
- Feasibility Evaluation, Single Family Residence (letter-report) prepared by Romig Engineers, Inc., dated December 3, 2015;
- Architectural Plans (16 Sheets) prepared by Chris Pardo Design, dated September 4, 2015; and
- Civil Design Plans (3 Sheets) prepared by Triad/Holmes Associates, dated November 10, 2015.

In addition, we have reviewed pertinent technical maps and reports from our office files (B4030 and B5113).

## DISCUSSION

The applicant proposes to construct a three-story residence with a driveway bridge extending from the terminus of Monte Cresta Drive. Construction of a 62-foot diameter turn-around is proposed at the western terminus of Monte Cresta Drive requiring construction of a retaining wall along the southern side of the turn-around. Current plans do not clearly depict where surface drainage from the new turn-around (and future Campbell driveway to the north) will be discharged. It appears that turn-around construction must be coordinated with driveway construction to the Campbell residence to the north.

In our previous geotechnical peer review (dated December 10, 2015), we recommended clarification of proposed conveyance and discharge of storm water from the Monte Cresta Drive turn-around. We also recommended that a design-level geotechnical investigation be completed for the project prior to approval of specific development plans.

## CONCLUSIONS AND RECOMMENDED ACTION

Proposed site development is constrained by steep slopes, existing fill materials, and very strong seismic ground shaking. The Project Geotechnical Consultant has completed a design-level geotechnical investigation and recommended geotechnical design parameters that are consistent with prevailing professional standards.

We agree that proposed single-family residence construction is likely feasible at the subject property if measures to achieve suitable discharge of site and road drainage are clarified. We note that Romig Engineers has recommended consideration of the construction of a row of stitch piers downslope of the roof water drainage spreader. Such stitch piers are not depicted on the submitted plans. Also, it is unclear how drainage from the new Monte Cresta Drive turn-around will be conveyed and discharged. We recommend that the following Items 1 and 2 be satisfactorily addressed prior to geotechnical approval of specific site development plans:

1. Street and Site Drainage - The Project Civil Engineer should clarify the proposed conveyance and discharge of storm water collected at the proposed Monte Cresta Drive turn-around. The Project Geotechnical Consultant should evaluate the proposed position and design of site residential drainage discharge with respect to potential erosion or other adverse slope impacts and provide recommendations as warranted. The position of the line of stitch piers near the drainage discharge should be depicted in plan view. Any proposed discharge of street drainage across the subject property should be evaluated from a geotechnical perspective.

2. Driveway Coordination - It appears that the proposed turn-around/cul-de-sac design should be coordinated with plans for driveway construction extending from the northern portion of the turn-around (providing access to upcoming new Campbell residence). Turn-around design provisions to accommodate this future driveway to the north should be clarified on the project Civil Design Plans.

Appropriate documentation and revised plans to address the above two items should be submitted to the City for review by the City Engineer and City Geotechnical Consultant.

## LIMITATIONS

This supplemental geotechnical peer review has been performed to provide technical advice to assist the City with its discretionary permit decisions. Our services have been limited to review of the documents previously identified, and a visual review of the property. Our opinions and conclusions are made in accordance with generally accepted principles and practices of the geotechnical profession. This warranty is in lieu of all other warranties, either expressed or implied.

Respectfully submitted,

COTTON, SHIRES AND ASSOCIATES, INC.
CITY GEOTECHNICAL CONSULTANT

Ted Sayre
Principal Engineering Geologist
CEG 1795

David T. Schrier
Principal Geotechnical Engineer
GE 2334

TS:DTS:kc

November 14, 2016
B5105B

TO: Rob D. Gill
Associate Planner
CITY OF BELMONT
1070 Sixth Avenue, Suite 110
Belmont, California 94002

SUBJECT: **Supplemental Geotechnical Peer Review**
RE: Kraft Residence
Lot 55 Monte Cresta Drive
(APN 043-165-180)

At your request, we have completed a supplemental geotechnical peer review of the proposed single-family residence site development concept using:

- Geotechnical Response to City (letter) prepared by Romig Engineers, Inc., dated October 7, 2016;
- Planning and Preliminary Civil Design Sheets (C1-C3) prepared by BKF, dated January 26, 2016;
- Geotechnical Investigation (report) prepared by Romig Engineers, Inc., dated January 29, 2016;
- Feasibility Evaluation, Single Family Residence (letter-report) prepared by Romig Engineers, Inc., dated December 3, 2015; and
- Architectural Plans (16 Sheets) prepared by Chris Pardo Design, dated September 4, 2015.

In addition, we have reviewed pertinent technical maps and reports from our office files (B4030 and B5113).

## DISCUSSION

The applicant proposes to construct a three-story residence with a driveway extending from the terminus of Monte Cresta Drive. Construction of a 62-foot diameter turn-around is proposed at the western terminus of Monte Cresta Drive requiring construction of adjacent retaining walls. In our previous geotechnical peer review (dated March 2, 2016), we recommended that the Project Civil Engineer detail proposed conveyance and discharge of storm water collected in the new turn-around and clarify

design provision to accommodate a planned future driveway from the north (Campbell residence). In addition, we recommended that the Project Geotechnical Consultant evaluate proposed residential and street drainage discharge with respect to potential adverse slope impacts.

## RECENT SUBMITTALS

The Project Civil Engineer has depicted a proposed street drainage discharge system that conveys collected water from a new street drop inlet via a 6-inch diameter pipe to a pop-up bubbler and bioretention area located across an approximate 40 percent slope. Water is then drained via a 4-inch pipe to a shallow gravel basin (2 foot thick blanket of drain rock overlain by native soil) with an unspecified length and width (size stated to accommodate a 10-year storm event). The Project Geotechnical Consultant indicates that Civil Plans reflect the intent of geotechnical report recommendations, but we note that these recommendations do not appear to address discharge of street drainage.

## CONCLUSIONS AND RECOMMENDED ACTION

The Project Geotechnical Consultant has adequately addressed our comments about control and discharge of drainage around the proposed new residence. However, it is not clear if the proposed street drainage discharge (across steep slopes) will result in erosion or adverse slope stability impacts and whether this risk has been fully evaluated. We recommend that the following two Items be satisfactorily addressed prior to geotechnical approval of design measures associated the proposed new street turn-around area.

1. **Civil Design Clarification** – If the concept of a shallow gravel basin is deemed acceptable by the Project Geotechnical Consultant, then the dimensions of this facility (to accommodate the design storm event) should be calculated and specified, and illustrated on project plans. To reduce the potential for clogging of street storm drainage pipes, we suggest use of an oversized pipe be considered along with avoidance of a pop-up bubbler. The use of a 4-inch diameter pipe to convey water to the gravel basin should be re-evaluated. Updated drainage details should be prepared.

2. **Geotechnical Street Drainage Evaluation** – The Project Geotechnical Consultant should coordinate with the Project Civil Engineer to develop a proposed system for street drainage discharge with a low potential for adverse erosion and slope instability impacts. The potential for concentrated drainage discharge across steep slopes to trigger slope instability with off-site impacts should be evaluated and minimized by the final

proposed drainage design. Updated drainage design plans should be reviewed and approved by the Project Geotechnical Consultant prior to submittal to the City for additional evaluation.

Appropriate documentation and revised plans to address the above two items should be submitted to the City for review by the City Engineer and City Geotechnical Consultant.

## LIMITATIONS

This supplemental geotechnical peer review has been performed to provide technical advice to assist the City with its discretionary permit decisions. Our services have been limited to review of the documents previously identified, and a visual review of the property. Our opinions and conclusions are made in accordance with generally accepted principles and practices of the geotechnical profession. This warranty is in lieu of all other warranties, either expressed or implied.

Respectfully submitted,

**COTTON, SHIRES AND ASSOCIATES, INC.**
**CITY GEOTECHNICAL CONSULTANT**



Ted Sayre
Principal Engineering Geologist
CEG 1795



David T. Schrier
Principal Geotechnical Engineer
GE 2334

TS:DTS:kc

January 11, 2017
B5105C

TO : Rob D. Gill
Associate Planner
CITY OF BELMONT
1070 Sixth Avenue, Suite 110
Belmont, California 94002

SUBJECT: **Supplemental Geotechnical Peer Review**
RE: Kraft Residence
Lot 55 Monte Cresta Drive
(APN 043-165-180)

At your request, we have completed a supplemental geotechnical peer review of the proposed single-family residence site development concept using:

- Geotechnical Response to City (letter) prepared by Romig Engineers, Inc., dated October 7, 2016;
- Planning and Preliminary Civil Design Sheets (C1-C3) prepared by BKF, dated January 26, 2016;
- Geotechnical Investigation (report) prepared by Romig Engineers, Inc., dated January 29, 2016;
- Feasibility Evaluation, Single Family Residence (letter-report) prepared by Romig Engineers, Inc., dated December 3, 2015; and
- Architectural Plans (16 Sheets) prepared by Chris Pardo Design, dated September 4, 2015.

In addition, we have reviewed pertinent technical maps and reports from our office files (B4030 and B5113).

## DISCUSSION

The applicant proposes to construct a three-story residence with a driveway extending from the terminus of Monte Cresta Drive. Construction of a 62-foot diameter turn-around is proposed at the western terminus of Monte Cresta Drive requiring construction of adjacent retaining walls. On December 20, 2016, we prepared a list of items that would be required to fully update previous reports for the Monte Cresta Road Extension. We currently recommend that the required update items be revised as follows:

1. **CEG Inspection and Evaluation** – A Certified Engineering Geologist (CEG) should inspect slopes at and below the area where construction of the bioretention area and discharge of street drainage are proposed (northwest of the proposed Kraft residence) and should evaluate the potential for adverse impacts to slope stability associated with proposed new drainage discharge structures. The CEG should inspect and update mapping (as needed) for the proposed project development site.

2. **Romig Engineers Update** - The Project Geotechnical Consultant should make observation and inspect the entire length of Monte Cresta Road Extension. The consultant shall make recommendations and perform additional testing or borings, if required. The consultant shall also update conclusions and recommendations regarding the feasibility of the through roadway, proposed site development and associated drainage measures after reviewing the findings of the requested CEG evaluation described above.

3. **Revised Civil Plans** – Civil engineering plans for street and drainage improvements shall be updated as necessary to address recommendations of the project geotechnical Consultant.

## LIMITATIONS

This supplemental geotechnical peer review has been performed to provide technical advice to assist the City with its discretionary permit decisions. Our services have been limited to review of the documents previously identified, and a visual review of the property. Our opinions and conclusions are made in accordance with generally accepted principles and practices of the geotechnical profession. This warranty is in lieu of all other warranties, either expressed or implied.

Respectfully submitted,

COTTON, SHIRES AND ASSOCIATES, INC.
CITY GEOTECHNICAL CONSULTANT

Ted Sayre
Principal Engineering Geologist
CEG 1795

TS:kc

October 26, 2017
B5105D

TO : Gilbert Yau
Senior Civil Engineer
CITY OF BELMONT
1070 Sixth Avenue, Suite 110
Belmont, California 94002

SUBJECT: **Supplemental Reconnaissance and Geotechnical Peer Review**
RE: Kraft Residence and Through Road
Lot 55 Monte Cresta Drive
(APN 043-165-180)

At your request, we have completed a supplemental geotechnical peer review of the proposed single-family residence site development concept and viability of the Monte Cresta through road using:

- Geologic and Geotechnical Update- Kraft Residence and Cul-de-Sac (letter report), prepared by Romig Engineers, dated February 23, 2017;
- Geotechnical Response to City (letter) prepared by Romig Engineers, Inc., dated October 7, 2016;
- Planning and Preliminary Civil Design Sheets (C1-C3) prepared by BKF, dated January 26, 2016; and
- Geotechnical Investigation (report) prepared by Romig Engineers, Inc., dated January 29, 2016.

In addition, we have reviewed pertinent technical maps and reports from our office files (B4030 and B5113) and completed a reconnaissance of the through road alignment on October 20, 2017.

## DISCUSSION

The applicant proposes to construct a three-story residence with a driveway extending from the terminus of Monte Cresta Drive. Construction of a 62-foot diameter turn-around is proposed at the western terminus of Monte Cresta Drive requiring construction of adjacent retaining walls. In our previous geotechnical peer review (January 11, 2017) we recommended that the Project Geotechnical Consultant evaluate

the potential for adverse impacts to slope stability caused by discharge of street drainage and bioretention area and to update conclusions regarding the feasibility of the Monte Cresta Drive through road.

## RECENT GEOTECHNICAL EVALUATIONS

The Project Geotechnical Engineer has evaluated the bioretention design and proposed revised cul-de-sac drainage discharge. The Consultant has recommended some relatively minor design modifications but does not object to the basic method of drainage discharge. During a recent field meeting, the Consultant indicated the potential benefits of adding an upslope percolation/detention structure with a metered water release to the bioretention area. In our opinion, this supplemental drainage control element appears to be a benefit to the overall drainage system design and should be implemented to reduce peak water flow to the bioretention facility.

Regarding the through road concept; the consultant has inspected the existing unpaved road alignment and slope conditions. Evidence of on-going and recent slope creep and mass wasting were observed, along with enlargement of erosional features. In general, slope conditions impacting the through road remain very similar to those observed in 2008. We concur with the Consultant that the through road remains impractical and economically very costly because of very significant landslide constraints.

## CONCLUSIONS AND RECOMMENDED ACTION

Based on our review of referenced documents and over recent site inspection, we concur with the Project Geotechnical Consultant that construction of the Monte Cresta Drive through road remains impractical and economically very costly because of significant landslide constraints. We recommend that drainage plans for collection and dispersal of water from the vicinity of the proposed cul-de-sac be updated (per Romig Engineers geotechnical recommendations) and consideration be given to adding percolation and detention design elements upslope of the currently proposed bioretention basin.

We trust that the above evaluations satisfactorily address City geotechnical peer review needs at this time. Please contact us for any necessary supplemental project evaluations.

## LIMITATIONS

This supplemental geotechnical peer review has been performed to provide technical advice to assist the City with its discretionary permit decisions. Our services

have been limited to review of the documents previously identified, and a visual review of the property. Our opinions and conclusions are made in accordance with generally accepted principles and practices of the geotechnical profession. This warranty is in lieu of all other warranties, either expressed or implied.

Respectfully submitted,

COTTON, SHIRES AND ASSOCIATES, INC.
CITY GEOTECHNICAL CONSULTANT

Ted Sayre
Principal Engineering Geologist
CEG 1795

David T. Schrier
Principal Geotechnical Engineer
GE 2334

TS:DTS:tms

July 10, 2018
B5105E

TO : Rob Gill
Senior Planner
CITY OF BELMONT
One Twin Pines Lane, Suite 110
Belmont, California 94002

SUBJECT: **Supplemental Geotechnical Peer Review**
RE: Kraft Residence and Cul-De-Sac
Lot 55 Monte Cresta Drive (Application 2015-0057)
(APN 043-165-180)

At your request, we have completed a supplemental geotechnical peer review of the proposed single-family residence site development planning application using:

- Response to February 2018 Incomplete Letter (letter), prepared by BKF dated May 19, 2018;
- Geotechnical Review – Grading and Drainage Plans (letter), prepared by Romig Engineers, Inc., dated June 12, 2018;
- Civil Design Review Plans (12 sheets), prepared by BKF, dated May 15, 2018; and
- Geotechnical Investigation (report) prepared by Romig Engineers, Inc., dated January 29, 2016.

In addition, we have reviewed pertinent technical maps and reports from our office files (B4030 and B5113).

## DISCUSSION

The applicant proposes to construct a residence with a driveway extending from the terminus of Monte Cresta Drive. The proposed construction also includes a fire truck turn-around/cul-de-sac at the western terminus of Monte Cresta Drive and will require construction of nearby retaining walls and drainage control measures. In our previous geotechnical peer review (October 26, 2017) we recommended that drainage plans for collection and dispersal of water from the proposed cul-de-sac be revised with

consideration of dispersal and detention design elements suggested by the Project Geotechnical Consultant.

The currently proposed storm water runoff design includes collection of water from the cul-de-sac with two drop inlets, detention of collected water (volume and location of detention facility not depicted), conveyance of water in a 4-inch diameter pipe along an existing easement near the eastern property line (easement not illustrated), and dispersal of the collected water via a 24-foot wide rip rap level spreader in the southeastern portion of the property above very steep cut slopes. We understand that an easement may be required for the above noted spreader and for the portion of the street storm water drainage pipe located within the Kraft property. Project civil plans indicate construction of concrete stitch piers downslope of the spreader if required by the Project Geotechnical Consultant. The Consultant has recommended specific revisions to rip rap placement design adjacent to the level spreader in order to more securely key placed rock into the slope.

## CONCLUSIONS AND RECOMMENDED ACTION

We understand that proposed discharge of collected street storm water on a private property is not consistent with City Public Works design standards. We note that the proposed spreader for cul-de-sac water discharge is located within an area of mapped 1960s vintage fill materials (potential stability concern) and above very steep cut slopes. While we understand that upslope catch basins and flow metering are designed to reduce discharge rates to the spreader, it is not clear were excess water will flow after the limited detention capacity is filled. We are concerned about impacts of 50-year or greater storm events that may exceed the capacity of the 4-inch diameter pipe.

In our opinion, the proposed discharge location and design is not appropriate for collected street storm water runoff and **we do not recommend geotechnical approval of the design proposal**. We recommend that that water collected storm water runoff from roadways be conveyed and discharged in accordance with City Public Works standards, and that discharge of such water be avoided on, or immediately above, very steep slopes. Water discharge structures should be avoided that direct concentrated flow onto slopes underlain by existing fill materials. We do not have other objections to submitted project geotechnical design recommendations or other proposed improvements beyond the above storm water control comments.

## LIMITATIONS

This supplemental geotechnical peer review has been performed to provide technical advice to assist the City with its discretionary permit decisions. Our services have been limited to review of the documents previously identified, and a visual review of the property. Our opinions and conclusions are made in accordance with generally

accepted principles and practices of the geotechnical profession. This warranty is in lieu of all other warranties, either expressed or implied.

Respectfully submitted,

**COTTON, SHIRES AND ASSOCIATES, INC.**

Ted Sayre
Principal Engineering Geologist
CEG 1795

David T. Schrier
Principal Geotechnical Engineer
GE 2334

TS:DTS:st

December 23, 2021

City of Belmont
Public Works Department
1 Twin Pines Lane, Suite 385
Belmont, California 94002

Attention: Mr. Anwar Mirza, Associate Civil Engineer

**Subject:** **Geotechnical Engineering Review**
Kraft Residence and Monte Cresta Drive Improvements
Monte Cresta Drive, Belmont, California 94002
Atlas Project No. 91-57787-A1

Dear Mr. Mirza:

In accordance with your request, **Atlas Technical Consultants LLC (Atlas)** has reviewed for the City of Belmont (City) documentation regarding the construction of the proposed Kraft Residence and development of a new cul-de-sac terminus of Monte Cresta Drive in Belmont, California. Our review included the following scope of work:

- A review of a letter prepared by Romig Engineers, Inc. (Romig), titled, *Geotechnical Plan Review, Grading and Drainage Plans, Kraft Residence, Monte Cresta Drive, Belmont, California,* dated November 8, 2021;
- A review of a letter prepared by Romig, titled, *Geotechnical Plan Review, Grading and Drainage Plans, Kraft Residence, Monte Cresta Drive, Belmont, California,* dated May 29, 2019;
- A review of a letter prepared by Romig, titled, *Geotechnical Review, Grading and Drainage Plans, Kraft Residence, Monte Cresta Drive, Belmont, California,* dated June 12, 2018;
- A review of a letter prepared by Romig, titled, *Geotechnical Response to City Planning Review Comments, Kraft Residence, APNs 043-042-750 & 043-191-210, Monte Cresta Drive, Belmont, California, Planning Application #2015-0057,* dated October 7, 2016;
- A review of a report prepared by Romig, titled, *Geotechnical Investigation, Kraft Residence, Monte Cresta Drive (APN 043-165-180), Belmont, California,* dated January 29, 2016;
- A review of a report prepared by Romig, titled, *Feasibility Evaluation, Single-Family Residence, Monte Cresta Drive (APN 043-165-180), Belmont, California,* dated December 3, 2015;
- A review of a review letter prepared for the City by Cotton, Shires and Associates, Inc. (CSA), titled, *Supplemental Geotechnical Peer Review, Kraft Residence and Cul-De-Sac, Lot 55 Monte Cresta Drive (Application 2015-007) (APN 043-165-80)*, dated July 10, 2018;

- A review of a letter prepared for the City by CSA, titled, *Supplemental Reconnaissance and Geotechnical Peer Review, Kraft Residence and Through Road, Lot 55 Monte Cresta Drive (APN 043-165-180),* dated October 26, 2017;
- A review of a letter prepared for the City by CSA, titled, *Supplemental Geotechnical Peer Review, Kraft Residence, Lot 55 Monte Cresta Drive (APN 043-165-180),* dated January 11, 2017;
- A review of a letter prepared for the City by CSA, titled, *Supplemental Geotechnical Peer Review, Kraft Residence, Lot 55 Monte Cresta Drive (APN 043-165-180),* dated November 14, 2016;
- A review of a letter prepared for the City by CSA, titled, *Supplemental Geotechnical Peer Review, Kraft Residence, Lot 55 Monte Cresta Drive (APN 043-165-180),* dated March 2, 2016;
- A review of a letter prepared for the City by CSA, titled, *Geotechnical Peer Review, Kraft Residence, Lot 55 Monte Cresta Drive (APN 043-165-180),* dated December 10, 2015;
- A review of a Technical Memorandum for the project prepared by BKF Engineers (BKF), dated August 10, 2021;
- A review of a letter prepared for the City by BKF, titled, *Kraft Residence, Monte Cresta Incomplete Letter,* dated October 5, 2016;
- A review of architectural permit plans prepared by Bone Structure, Sheets A.000, A.001, A.100, A.102 through A.105, A.200 through A.204, A.300 and A.301, dated May 29, 2018;
- A review of Design Review civil plans prepared by BKF, Sheets C0.0 through C5.0, C0.1, C5.1, and C6.0 through C6.2 (11 sheets), dated October 10, 2019;
- A review of available published and unpublished geologic information relevant to the proposed project;
- Site reconnaissance by a State of California registered Geotechnical Engineer on October 13, 2021;
- Teleconference discussion with City Public works and Community Development department personnel on October 14, 2021; and
- Preparation of this geotechnical peer review letter.

**PROJECT SUMMARY AND HISTORY**

Based on our review of the project plans and geotechnical study report provided by your office, it is our understanding that the applicant proposes to construct a new three-story, single-family residence with driveway on the subject property at the existing, developed northern end of Monte Cresta Drive north of the intersection of Monte Cresta Drive and Barclay Way. Access to the residence would be via a short extension of the existing terminus of Monte Cresta Drive to a new paved cul-de-sac on the north side of the new residence to provide fire truck access to the project. The project would also include new site infrastructure and utilities, and associated landscaping and drainage systems.

The subject property is on the southern side of the unpaved extension of Monte Cresta Drive opposite the paved driveways to the existing residences with addresses of 2824 and 2828 Monte Cresta Drive. At the time of our site reconnaissance, the lot was observed to slope downward toward the rear yard of a residential property at 2810 Alhambra Drive, and was undeveloped, with a few large trees. The 2016 Romig report indicated the presence of a wedge-shaped fill along the southern edge of the Monte Cresta Drive right-of-way, as well as a thin layer of 1960s-vintage undocumented fill in the eastern portion of the property. The fill associated with the grading of the Monte Cresta right-of-way was to be replaced by engineered fill as required during cul-de-sac and related retaining wall construction, and the undocumented fill along the eastern side of the property was not to be relied upon for foundation support.

The information reviewed indicated this project was originally submitted for geotechnical peer review by CSA in 2015 and has gone through several iterations of peer review. CSA's most recent peer review letter, written in July 2018, indicated that the civil design review plans submitted by BKF at the time (plans dated May 15, 2018) showed collected street storm water from the cul-de-sac would be discharged onto the existing slope via a rip rap spreader, which CSA said was not consistent with City design standards. CSA's outstanding comments per their most recent letter were (1) that collected street water runoff cannot be discharged onto private property, and that the project be resubmitted with street runoff conveyed and discharged according to City standards; and (2) that any discharge collected on the property is not discharged onto slopes underlain by existing fill materials (i.e., the undocumented thin fill on the eastern side of the property).

Subsequent to CSA's most recent review, revised civil plans by BKF dated October 10, 2019 were submitted to the City for review. In addition, BKF submitted a technical memorandum dated August 10, 2021 stating that proposed new stormwater flows generated by the project (0.54 cubic feet per second [cfs], consisting of 0.40 cfs off-site flow and 0.14 cfs on-site flow) can be adequately accommodated by the City's DI-4280, the proposed point of conveyance of the additional project runoff. Romig submitted a plan review letter dated November 8, 2021, where they indicated their opinion that the plans show that storm water runoff from the driveway and pre-development runoff that exceeds the pre-development runoff will be discharged onto Monte Cresta Drive, and that the most recent reviewed civil plans are in accordance with their geotechnical recommendations and supplemental information discussed with the project team.

**COMMENTS**

Based on the reviewed documents, we have the following comments:

- On-Site Drainage: As noted in this letter, project geotechnical engineer Romig has issued a civil plan review certification letter required as part of the City's plan review process. The submitted plans show a sump pit and pump with erosion control blanket and stitch piers downslope of the residence which is shown as for the collection and disposition of collected stormwater flow generated directly within the limits of the property. The system appears to be located outside the area mapped by Romig as underlain by the thin undocumented fill layer, and thus satisfies the CSA comment on not directly discharging collected stormwater flow onto undocumented fill.

The design review plans lack detail on this on-site drainage system, and prior to final approval of the civil plans, details of this system including appropriate cross sections should be provided for review by the City and Romig.

- Off-Site Drainage: Information provided by BKF infers and the Romig letter indicates that all increased stormwater runoff from the project, including collected stormwater on the cul-de-sac and the paved driveway would be discharged onto the paved street and drain to City DI-4280, thus satisfying the CSA comment that City requirements state flows from City streets cannot discharge onto private properties. The City at its option may want to require more direct documentation from Civil Engineer BKF that this is indeed the case.

**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 or directly at 925-314-7123.

Sincerely,
**ATLAS TECHNICAL CONSULTANTS, LLC**






Corey T. Dare, PE, GE
Geotechnical Engineer

Distribution: PDF to Addressee (650/637-2985) amirza@Belmont.gov
PDF to Mr. Rob Gill, Community Development Department; rgill@Belmont.gov

CTD:ctd

March 22, 2022

City of Belmont
Community Development Department
1 Twin Pines Lane, Suite 110
Belmont, California 94002

Attention: Mr. Rob Gill, Senior Planner

**Subject:** **Geotechnical Engineering Review**
Kraft Residence and Monte Cresta Drive Improvements
Monte Cresta Drive, Belmont, California 94002
Atlas Project No. 91-57787-A1

Dear Mr. Gill:

In accordance with your request, **Atlas Technical Consultants LLC (Atlas)** has reviewed for the City of Belmont (City) the most recently submitted documentation regarding the construction of the proposed Kraft Residence and development of a new cul-de-sac terminus of Monte Cresta Drive in Belmont, California. Atlas previously performed a review of this project, the results of which were presented in our letter to Mr. Anwar Mirza of the Public Works Department, dated December 23, 2021.

Our current review included the following scope of work:

- A review of a Technical Memorandum, Kraft Residence – Storm Drain Impact Study, for the project prepared by BKF Engineers (BKF) for the City dated January 3, 2022.
- A review of civil plans prepared by BKF, Sheets C0.0 through C5.0, C0.1, C5.1, and C6.0 through C6.2 (11 sheets), dated November 6, 2021.
- Kraft Resubmittal Comment Letter issued by City dated February 4, 2022, with attached review letter by Ruggeri-Jensen-Azar dated January 31, 2022 (includes 3rd submittal comments).

**COMMENTS**

Based on the reviewed documents, we have the following comment:

- Revised Civil Plans and On-Site Drainage Comment (12-23-22 Letter): The revised civil plans by BKF dated November 6, 2021, do not appear to differ from the previously reviewed civil set dated October 20, 2019, with respect to on-site drainage details of the sump pump discharge system, particularly at the discharge point onto the slope. We had recommended that additional design detail of the system be provided by the applicant's civil engineer in our December 23, 2021, review letter. However, in our opinion, if the City is satisfied that the most recently submitted civil plans meet its requirements for approval for construction of the project, and that such details can be worked out during construction with the GEORs (Romig's) approval, Atlas has no further comments to be addressed.

**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; rgill@Belmont.gov

CTD:pmf

# BIOLOGICAL RESOURCE ASSESSMENT
# FOR THE KRAFT RESIDENCE
# MONTE CRESTA DRIVE
# CITY OF BELMONT
# SAN MATEO COUNTY, CALIFORNIA



October 14, 2017

*Prepared for:*

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*The information provided in this document is intended solely for the use and benefit of Mr. Jeff Kraft*

*No other person or entity shall be entitled to rely on the services, opinions, recommendations, plans or specifications provided herein, without the express written consent of Wood Biological Consulting, Inc.*

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# SUMMARY

This report presents the results of an assessment of existing or potentially occurring biological constraints to the construction of a single-family home on a parcel of land located in the City of Belmont, San Mateo County. This Biological Resource Assessment (BRA) is intended to assist the lead agency (City of Belmont) in evaluating the potential biological impacts resulting from the proposed project. pursuant to the statutes and guidelines of the California Environmental Quality Act (CEQA). The proposed project calls for the construction of a single-family residence on an undeveloped parcel of land with an area of 0.09 ha (0.22 ac).

Plant communities and habitats occurring within the BSA are characterized as anthropogenic, chamise chaparral, coast live oak woodland, coyote brush scrub, non-native annual grassland, and ruderal. Of these, anthropogenic, coast live oak woodland, non-native annual grassland and ruderal habitats occur within the project footprint. No special-status natural communities or land features (e.g., wetlands, streams, riparian habitat) occur within the BSA and none would be impacted by project implementation. No impact avoidance, minimization or mitigation measures are warranted.

A total of 92 special-status plant species have been recorded from the nine 7.5-minute USGS quadrangles including and surrounding the BSA. The potential for occurrence of all 92 target species can be ruled out due to a lack of suitable habitat, lack of suitable soils, geographic location of the BSA relative to known occurrences, or that the fact that they would have been detectable during the present survey. No impact avoidance, minimization or mitigation measures are warranted and no further surveys or analysis related to special-status plant species are necessary.

A total of 85 special-status animal species have been recorded in the nine 7.5-minute USGS quadrangles including and surrounding the BSA, 18 of which have been recorded from within a 4.8 km (3 mi) radius of the project site. Based on the existing habitats on site and its geographic location, the occurrence of 75 of the target species can be ruled out entirely based on absence of suitable habitat, the site's location outside of the species known range, or absence of regional species occurrences. A total of five special-status animals are considered to have a potential to occur in the BSA. These include Allen's hummingbird, CA thrasher, oak titmouse, spotted towhee, and San Francisco dusky-footed woodrat. If present at the time of construction, project implementation could impact these species. Impacts to these resources would be considered significant pursuant to the statutes and statutes and guidelines of CEQA. However, with the incorporation of the impact avoidance, minimization and/or mitigation measures outlined in this report impacts would be reduced to a less-than significant level pursuant to the statutes and guidelines of CEQA.

## List of Acronyms

EXPLANATION OF ABBREVIATED TERMS USED IN THIS DOCUMENT

| acronym | explanation | acronym | explanation |
|---|---|---|---|
| ac | acres | ft/ft$^2$/ft$^3$ | feet/square feet/cubic feet |
| AOU | American Ornithologist's Union | ha | hectares |
| APN | assessor's parcel number | km/km$^2$ | kilometers/square kilometers |
| ASM | American Society of Mammologists | LSAP | Lake and Streambed Alteration Program |
| BCC | birds of conservation concern | m/m$^2$/m$^3$ | meters/square meters/cubic meters |
| BGEPA | Bald/Golden Eagle Protection Act | MBTA | Migratory Bird Treaty Act |
| BRA | Biological Resource Assessment | MBTRA | Migratory Bird Treaty Reform Act |
| BSA | biological study area | mi/mi$^2$ | miles/square miles |
| CA | California | msl | mean sea level |
| CCR | CA Code of Regulations | NRCS | Natural Resource Conservation Service |
| CDFG | CA Dept. of Fish and Game | Occ. # | CNDDB species occurrence number |
| CDFW | CA Dept. of Fish and Wildlife | OHWM | ordinary high water mark |
| CEQA | CA Environmental Quality Act | PCWQCA | Porter-Cologne Water Quality Control Act |
| CESA | CA Endangered Species Act | RWQCB | Regional Water Quality Control Board |
| CFGC | CA Fish and Game Code | SFDW | San Francisco dusky-footed woodrat |
| CFR | Code of Federal Regulations | TNW | Traditional Navigable Waters |
| CNDDB | CA Natural Diversity Database | USACE | U.S. Army Corps of Engineers |
| CNPPA | CA Native Plant Protection Act | USC | United States Code |
| CNPS | CA Native Plant Society | USDA | U.S. Dept. of Agriculture |
| CWA | Clean Water Act | USEPA | U.S. Environmental Protection Agency |
| FESA | Federal Endangered Species Act | USFWS | U.S. Fish and Wildlife Service |
| FR | Federal Register | USGS | U.S. Geological Survey |

## List of Plant Names

SCIENTIFIC NAMES OF THE PLANT SPECIES CITED IN THIS DOCUMENT

| Common Name | Scientific Name | Common Name | Scientific Name |
|---|---|---|---|
| arroyo willow | *Salix lasiolepis* | Italian thistle** | *Carduus pycnocephalus* |
| big-leaf maple | *Acer macrophyllum* | Ithuriel's spear | *Triteleia laxa* |
| black oak | *Quercus kelloggii* | madrone | *Arbutus menziesii* |
| black walnut | *Juglans californica* | milk thistle** | *Silybum marianum* |
| blue oak | *Quercus douglasii* | oleander* | *Nerium oleander* |
| CA bay | *Umbellularia californica* | ookow | *Dichelostemma congestum* |
| CA buckeye | *Aesculus californica* | perennial ryegrass** | *Festuca perennis* |
| CA phacelia | *Horkelia californica* | poison oak | *Toxicodendron diversilobum* |
| CA phacelia | *Phacelia californica* | rattail fescue** | *Festuca myuros* |
| CA sycamore | *Platanus racemosa* | ripgut brome** | *Bromus diandrus* |
| coast live oak | *Quercus agrifolia* | rose clover** | *Trifolium hirtum* |
| coastal buckwheat | *Eriogonum latifolium* | silver lupine | *Lupinus albifrons* |
| Coulter pine | *Pinus coulteri* | summer lupine | *Lupinus formosus* |
| coyote brush | *Baccharis pilularis* | valley oak | *Quercus lobata* |
| Engelmann oak | *Quercus engelmannii* | varied-color lupine | *Lupinus variicolor* |
| false brome** | *Brachypodium distachyon* | wild oats** | *Avena fatua* |
| foothill needlegrass | *Stipa lepida* | yellow starthistle** | *Centaurea solstitialis* |
| hairy false goldenaster | *Heterotheca villosa* | | |

* indicates non-native species

** indicates target invasive species

**Special-status species appear in BOLD**

## List of Animal Names

SCIENTIFIC NAMES OF THE ANIMAL SPECIES CITED IN THIS DOCUMENT

| Common Name | Scientific Name | Common Name | Scientific Name |
|---|---|---|---|
| acorn woodpecker | *Melanerpes formicivorus* | house finch | *Carpodacus mexicanus* |
| **Allen's hummingbird** | ***Selasphorus sasin*** | house sparrow | *Passer domesticus* |
| alligator lizard | *Elgaria* spp. | **long-eared myotis** | ***Myotis evotis*** |
| **American badger** | ***Taxidea taxus*** | **long-legged myotis** | ***Myotis volans*** |
| American crow | *Corvus brachyrhynchos* | long-tailed weasel | *Mustela frenata* |
| Anna's hummingbird | *Calypte anna* | **mission blue butterfly** | ***Plebejus icarioides misionensis*** |
| barn owl | *Tyto alba* | mountain lion | *Felis concolor* |
| barn swallow | *Hirundo rustica* | mourning dove | *Zenaida macroura* |
| black phoebe | *Sayornis nigricans* | mule deer | *Odoicoileus hemionus* |
| black-tailed jackrabbit | *Lepus californicus* | northern mockingbird | *Mimus polyglottos* |
| bobcat | *Lynx rufus* | northern Pacific rattlesnake | *Crotalus oreganus* |
| Boisduval's blue butterfly | *Plebejus icarioides* | Norway rat | *Rattus norvegicus* |
| Botta's pocket gopher | *Thomomys bottae* | **Nuttall's woodpecker** | ***Picoides nuttallii*** |
| Brewer's blackbird | *Euphagus cyanocephalus* | **oak titmouse** | ***Baeopholus inornatus*** |
| brown creeper | *Certhia americana* | Pacific treefrog | *Pseudacris regilla* |
| brush rabbit | *Sylvilagus bachmani* | **pallid bat** | ***Antrozous pallidus*** |
| **burrowing owl** | ***Athene cunicularia*** | pocket gopher | *Thomomys* sp. |
| bushtit | *Psaltriparus minimus* | raccoon | *Procyon lotor* |
| CA ground squirrel | *Otospermophilus beecheyi* | red fox | *Vulpes vulpes* |
| CA newt | *Taricha torosa* | red-shouldered hawk | *Buteo lineatus* |
| CA quail | *Callipepla californica* | red-tailed hawk | *Buteo jamaicensis* |
| CA scrub-jay | *Aphelocoma californica* | ring-necked snake | *Diadophis punctatus* |
| CA slender salamander | *Batrachoseps attenuatus* | **rufous hummingbird** | ***Selasphorus rufus*** |
| CA thrasher | *Toxostoma redivivum* | **San Francisco Bay Area leaf-cutter bee** | ***Trachusa gummifera*** |
| CA towhee | *Melozone crissalis* | **sharp-shinned hawk** | ***Accipiter striatus*** |
| CA vole | *Microtus californicus* | shrews | *Sorex* spp. |
| chestnut-backed chickadee | *Poecile rufescens* | Steller's jay | *Cyanocitta stelleri* |
| common kingsnake | *Lampropeltis getula* | striped skunk | *Mephitis mephitis* |
| **Cooper's hawk** | ***Accipiter cooperi*** | terrestrial garter snake | *Thamnophis elegans* |
| coyote | *Canis latrans* | Virginia opossum | *Didelphis virginiana* |
| dark-eyed junco | *Junco hyemalis* | western bluebird | *Sialia mexicana* |

| Common Name | Scientific Name | Common Name | Scientific Name |
|---|---|---|---|
| deer mouse | *Peromyscus maniculatus* | western fence lizard | *Sceloporus occidentalis* |
| dusky-footed woodrat | *Neotoma fuscipes* | western gray squirrel | *Sciurus griseus* |
| eastern fox squirrel | *Sciurus niger* | western meadowlark | *Sturnella neglecta* |
| European starling | *Sturnus vulgaris* | western skink | *Eumeces skiltonianus* |
| **golden eagle** | ***Aquila chrysaetos*** | western toad | *Bufo boreas* |
| gopher snake | *Pituophis catenifer* | white-breasted nuthatch | *Sitta carolinensis* |
| gray fox | *Urocyon cinereoargenteus* | white-crowned sparrow | *Zonotrichia leucophrys* |
| great horned owl | *Bubo virginianus* | **Yuma myotis** | ***Myotis yumanensis*** |

**Special-status species appear in BOLD**

# 1.0 INTRODUCTION

This report presents the results of an assessment of existing or potentially occurring biological constraints to the construction of a single-family home on a parcel of land located in the City of Belmont, San Mateo County. This Biological Resource Assessment (BRA) is intended to assist the lead agency (City of Belmont) in evaluating the potential biological impacts resulting from the proposed project. pursuant to the statutes and guidelines of the California Environmental Quality Act (CEQA). The report provides background and site-specific information pertaining to special-status plant and wildlife species and other regulated biological resources (e.g., wetlands, streams, natural communities, and protected trees) which may represent constraints to the proposed activity.

## 1.1 Project Background and Description

The subject property is located at the western terminus of Monte Cresta Drive just west of the residence located at 2817 Monte Cresta Drive (Figures 1 and 2). The parcel (APN 043-165-180) has a gross area of 900 $m^2$ (9682 $ft^2$). The proposed two-story home would have a gross floor area of 305 $m^2$ (3283 $ft^2$). The conceptual plans for the home are shown in Figure 3.

Previous analyses regarding biological resources covering the subject parcel were conducted in support of the approved Monte Cresta Drive Road Improvement Project. These include a biological assessment and update (Wood Biological Consulting, 2004, 2012), an evaluation of habitats for the endangered mission blue butterfly (Wood Biological Consulting, 2009), and an Initial Study and Mitigated Negative Declaration (City of Belmont, 2011).

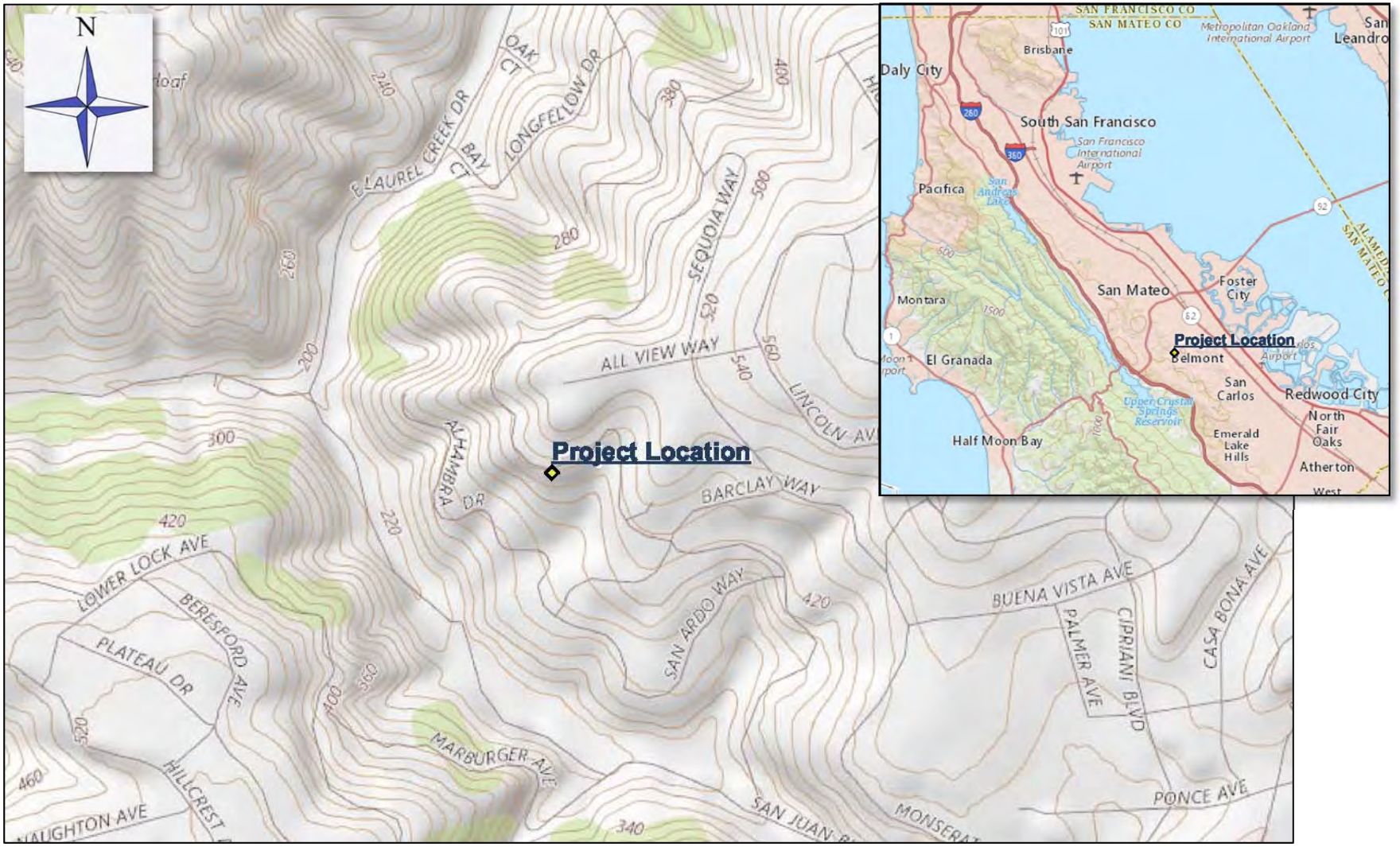
# 2.0 METHODS AND LIMITATIONS

## 2.1 Definitions

The following terms are used to evaluate habitat suitability and on-site biological resources.

**Biological Study Area** — The biological study area (BSA) encompasses the project footprint and adjacent lands within a radius of approximately 92 m (300 ft; see Figure 4).

**Project Footprint** — The project footprint consists of the boundary of the proposed home site, foundations and all related underground utilities (see Figure 3).




Source: CDFW BIOS, NAIP 2016

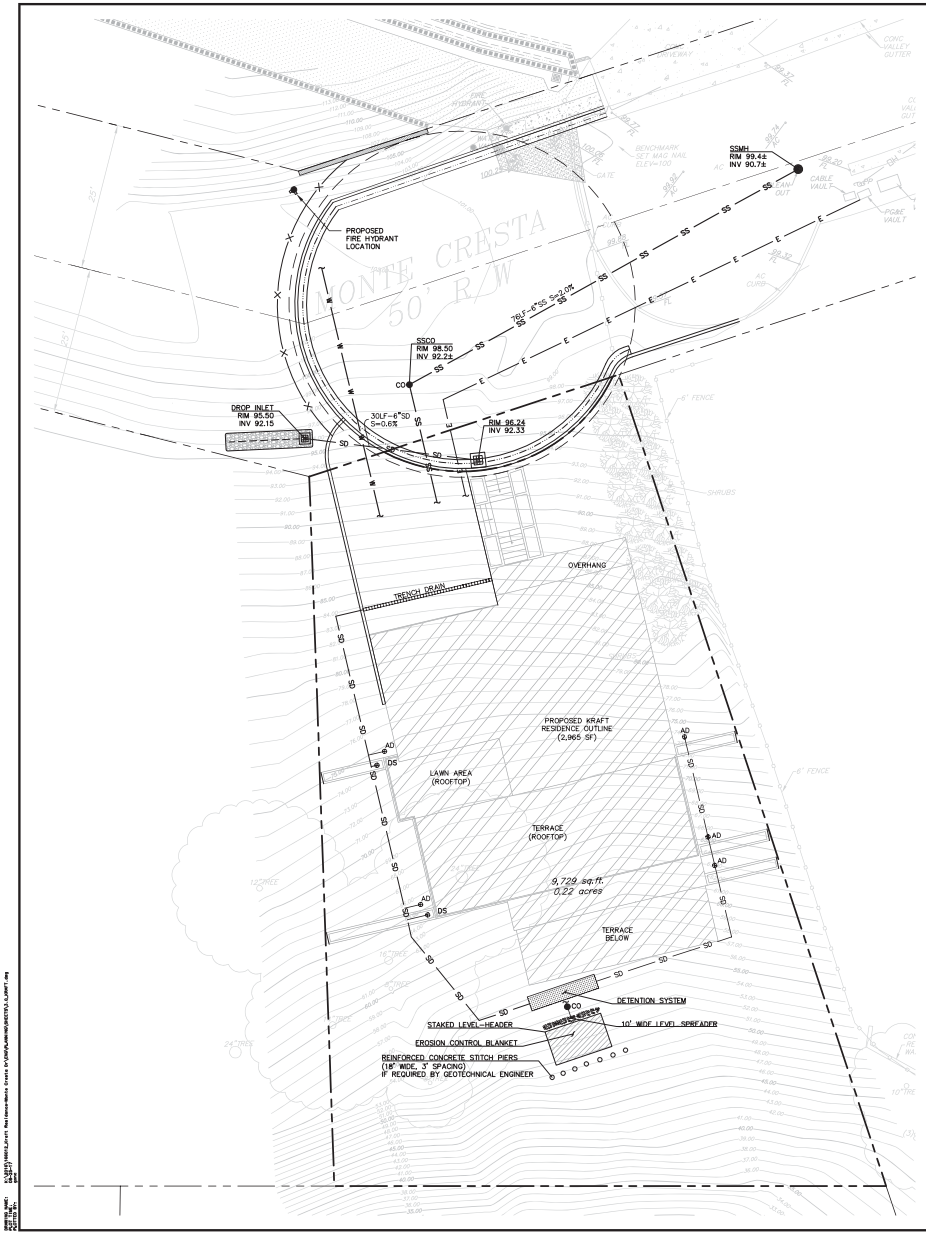
**Figure 1. Project Location**




Source: CDFW BIOS, NAIP 2016

**Figure 2. Aerial View of the Project Vicinity**

© BKF ENGINEERS

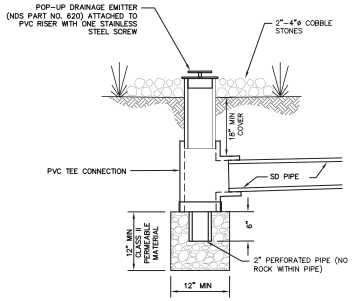



## STORM DRAIN NOTES

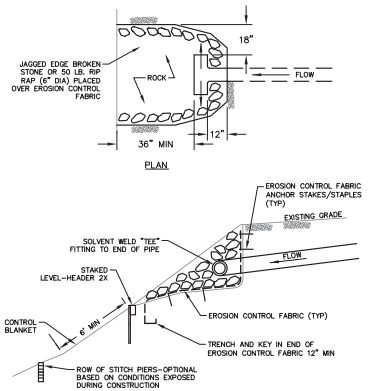
1. PRIVATE STORM DRAIN LINE 4-INCH THROUGH 12-INCH WITH A MINIMUM OF TWO (2) FEET OF COVER IN NON-TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 WHITE PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH GLUED JOINTS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS, 45° ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE's ARE PROHIBITED.
2. PRIVATE STORM DRAIN LINE 6-INCH THROUGH 12-INCH WITH LESS THAN THREE (3) FEET OF COVER IN VEHICULAR TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) C900, RATED FOR 150 PSI CLASS PIPE. PROVIDE AND INSTALL "STORM DRAIN" MARKER TAPE FOR THE ENTIRE LENGTH OF PIPE TRENCH IN ACCORDANCE WITH TOWN STANDARDS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, OBTUSE ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE's ARE PROHIBITED.
3. ALL AREA DRAINS AND CATCH BASINS GRATES WITHIN PEDESTRIAN ACCESSIBLE AREAS SHALL MEET ADA REQUIREMENTS.
4. ALL TRENCHES SHALL BE BACK FILLED PER THE SPECIFICATIONS WITH APPROPRIATE TESTS BY THE GEOTECHNICAL ENGINEER TO VERIFY COMPACTION VALUES.
5. FOR GRAVITY FLOW SYSTEMS CONTRACTOR SHALL VERIFY (POTHOLE IF NECESSARY) SIZE, MATERIAL, LOCATION AND DEPTH OF ALL SYSTEMS THAT ARE TO BE CONNECTED TO OR CROSSED PRIOR TO THE TRENCHING OR INSTALLATION OF ANY GRAVITY FLOW SYSTEM.
6. DRAINS SHOWN ON CIVIL PLANS ARE NOT INTENDED TO BE THE FINAL NUMBER AND LOCATION OF ALL DRAINS. PLACEMENT AND NUMBER OF LANDSCAPING DRAINS ARE HIGHLY DEPENDENT ON GROUND COVER TYPE AND PLANT MATERIAL. CONTRACTOR SHALL ADD ADDITIONAL AREA DRAINS AS NEEDED AND AS DIRECTED BY THE LANDSCAPE ARCHITECT OR CIVIL ENGINEER.
7. INSTALL SEPARATE SUB-DRAIN SYSTEM BEHIND RETAINING WALLS PER GEOTECHNICAL REPORT AND CONNECT TO STORM DRAIN SYSTEM AS SHOWN ON PLANS.
8. ALL DOWN SPOUTS SHALL BE HARD CONNECTED TO THE STORM DRAINAGE SYSTEM. SEE ARCHITECTURE PLANS FOR EXACT LOCATION OF THE DOWN SPOUTS.
9. FOR ALL RETAINING WALLS, SEE STRUCTURAL PLANS FOR DETAILED SUBDRAINAGE INFORMATION.

## SANITARY SEWER NOTES

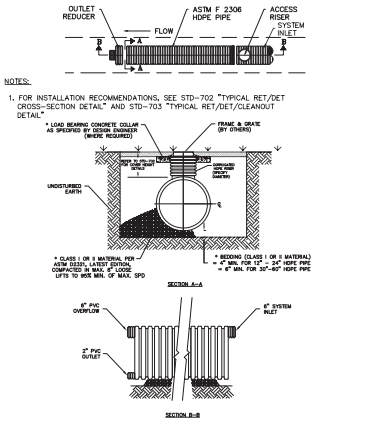
1. ALL SEWER WORK SHALL BE IN CONFORMANCE WITH THE TOWN OR APPROPRIATE SANITARY SEWER DISTRICT.
2. PRIVATE SANITARY SEWER SERVICE LINE 4-INCH THROUGH 8-INCH SHALL BE POLYVINYL CHLORIDE (PVC) SDR 26 GREEN SEWER PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH GLUED JOINTS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS or 45° ELBOWS, 90° ELBOWS AND TEE's ARE PROHIBITED. PUBLIC SANITARY SEWER LINES AND MAINS SHALL BE PER TOWN STANDARDS.
3. ALL LATERALS SHALL HAVE A CLEANOUT AT FACE OF BUILDING AND AS SHOWN ON PLANS PER THE TOWN STANDARD OR APPROPRIATE SANITARY SEWER DISTRICT.
4. IF (E) SEWER LATERAL IS TO BE USED, SEE UTILITY NOTE #1 ON SHEET C3.1 FOR TOWN OF HILLSBOROUGH SEWER LATERAL RE-USE REQUIREMENTS. A PRESSURE TEST SHALL NOT BE ADEQUATE. EXTEND (N) OR (E) SEWER LINE AS SHOWN ON THE PLANS SLOPED AT 2% MINIMUM. INSTALL CLEANOUT AT FACE OF BUILDING AND AT PROPERTY LINE.
5. IF A NEW SEWER SERVICE IS PROPOSED, THE EXISTING SEWER LATERAL MUST BE ABANDONED. IF CONNECTED TO A SEWER MAIN, THE ENTIRE LENGTH OF SEWER MAIN, FROM JOINT TO JOINT, MUST BE REPLACED. IF CONNECTED AT A MANHOLE, THE HOLE LEFT IN THE RISER CAN BE SEALED. APPLICABLE DETAILS, INCLUDING SEWER LATERAL, CLEANOUTS, TRENCH REQUIREMENTS, CONNECTION TO MAINS, ETC. SHOULD BE INCLUDED ON THE PLANS. TOWN APPROVED MATERIAL SHALL BE WATER TIGHT AND ROOT FREE.




**BUBBLER BOX**
N.T.S.




**LEVEL SPREADER**
N.T.S.




**DETENTION SYSTEM**
N.T.S.

GRAPHIC SCALE
( IN FEET )
1 inch = 10 ft.

**NOT FOR CONSTRUCTION**

BKF Engineers | Surveyors | Planners
1730 N. FIRST STREET SUITE 600 SAN JOSE, CA 95112 408-467-9100 408-467-9199 (FAX)

**PLANNING CIVIL DESIGN SHEET**
**KRAFT RESIDENCE**
BELMONT SAN MATEO CALIFORNIA

| No. | Revisions |
|---|---|

Date: 08/24/2017
Scale: 1"=10'
Design: RG
Drawn: RG
Approved: JK
Job No: 20130012

Drawing Number: C3
3 OF 3

## 2.2 Data Sources

Lists of potentially occurring special-status plant and animal species[1] were compiled based on a review of databases maintained by the California Natural Diversity Database (CNDDB, 2017), the U.S. Fish and Wildlife Service (USFWS, 2017), and the California Native Plant Society (CNPS, 2017). Botanical nomenclature conforms to the Jepson Online Interchange (Jepson Herbarium, no date). Common names of plant species are derived from Calflora (2017). Plant habitat affinities and local distribution information are consistent with Baldwin et al. (2012), Corelli (2011), Corelli and Chandik (1995), Thomas (1961). Nomenclature for special-status plant species conforms to the California Department of Fish and Wildlife (CDFW[2]; CDFW 2017a,b).

Nomenclature for common wildlife species conforms to the (CDFW, 2016), with taxonomic nomenclature updates conforming to the American Ornithologist's Union and supplements (AOU, 2016) for birds, Jennings (2004) for amphibians and reptiles, and the American Society of Mammologists (ASM, 2016) for mammals. Nomenclature for freshwater and terrestrial invertebrates conforms to the CDFW (2017c) and (Moyle and Davis, 2000) for freshwater, anadromous, and euryhaline fishes. Local information on breeding bird species is based on Bousman (2007). Nomenclature for special-status animal species conforms to the CDFW (2017c,d).

The classification of vegetation types described herein conforms to Sawyer et al. (2009) and, where applicable, Holland (1986) and Cowardin et al. (1979). Special-status plant community designations conform to the CDFW (CNDDB, 2017 and CDFG, 2010). Current and historic creek conditions were obtained from the *Creek and Watershed Map of San Mateo and Vicinity* (Oakland Museum, 2007). Information regarding soils was obtained from the web-based database Web Soil Survey[3], operated by the Natural Resources Conservation Service (NRCS).

## 2.3 Special-Status Biological Resources

A literature review was conducted to investigate the potential presence of special-status biological resources within the BSA. Occurrence summaries were obtained from the following sources:

1. Database queries for the San Mateo, Woodside, Half Moon Bay, San Leandro, Redwood Point, Palo Alto, Hunters Point, San Francisco South, and Montara Mountain 7.5-minute USGS quadrangles from the available databases (CNDDB, 2017; CNPS, 2017; USFWS, 2017).

[1] For purposes of this discussion, the term "species" implies all recognized taxa at the level of species, subspecies or variety.

[2] On January 1, 2013, the CA Dept. of Fish and Game (CDFG) changed its name to the CA Dept. of Fish and Wildlife (CDFW); publications are referenced by the name in effect at the time of publication.

[3] Available at http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

2. An assessment of habitat types and surrounding land uses completed by reviewing recent aerial photographs.
3. A reconnaissance-level survey by a qualified biologist.

The presence or potential for occurrence of special-status biological resources within the BSA is based on direct observation or an evaluation of the suitability of existing habitats occurring within the BSA. Suitability is based on familiarity with the specific habitat requirements (i.e., elevation, geology, soil chemistry and type, vegetation communities, microhabitats), geographic distribution, local occurrence records, and the degree of habitat disturbance or alteration. The criteria for assessing the potential for occurrence of special-status species are summarized below.

| | |
|---|---|
| **None** | Applied to plant and animal species for which suitable habitat is lacking, which are not known to occur locally, or which are thought to be locally extirpated. |
| **Absent** | Applied to plant and animal species for which suitable habitat is present but which would have been detectable at the time surveys were conducted. |
| **Not Expected** | Applied to plant and animal species for which suitable habitat or key habitat elements may be present but which are considered to be of poor quality or are spatially isolated from either known occurrences or areas of suitable habitat. When the existing habitats within the BSA do not coincide with a species' life history or ecological requirements, its occurrence is not expected. |
| **Possible** | Applied to plant and animal species for which suitable habitat or key habitat elements are present within the BSA. The occurrence of these species is either considered likely, or, at the least, its presence cannot be ruled out. |
| **Present** | Applied to plant and animal species that were either observed directly or, in the case of animal species, whose presence can be presumed based on detection of diagnostic sign (i.e. tracks, scat, burrows, carcasses, castings, prey remains, etc.). |

The conclusions presented in this document are based on a reconnaissance-level survey performed by biologist Michael Wood on October 8, 2017. All plant and wildlife observations were recorded, and habitats characterized and mapped.

## 2.4 Limitations That May Influence Results

Based on the timing of surveys performed as part of this assessment, the presence or absence of some of the target special-status plant or animal species cannot be established. Not all plant species, for example, occurring within the BSA may have been detectable due to flowering phenology and life forms (e.g., bulbs, biennials, and annuals). In addition, some annual plant species present in the seed bank may not germinate in some years due to drought, temperature, or fire regime. Negative findings during site assessments or focused surveys do not necessarily indicate absence unless field surveys conform to agency approved protocols.

A multi-season floristic survey was not performed as part of this assessment and not all target special-status plant species would have been identifiable at the time the single survey was performed. However, the survey was performed by a qualified botanist and an assessment of the potential for occurrence of all target plant species was completed.

# 3.0 SETTING

The BSA is situated near the top of a southwest-facing slope overlooking San Juan Canyon. Lands to the south and east of the study area support single family residences. Another line of homes is present immediately downslope along Alhambra Drive.

The study area itself is contiguous with undeveloped slopes of San Juan Canyon and the San Juan Hills. San Juan Canyon is contiguous with the City of San Mateo's Sugar Loaf Mountain Open Space Preserve and Laurelwood Park. Combined, the park, preserve and canyon occupy well over 122 ha (300 ac) of mostly native, mixed oak woodland, riparian, chaparral, and grassland habitats. San Juan Canyon drains into Laurel Creek, which drains into San Francisco Bay.

The project site has a southwesterly aspect, with elevations ranging from 122-143 m (400-460 ft) above mean sea level (msl).

The BSA is mapped as supporting soils classified as Fagan loam, 15-50% slopes and Orthents, cut and fill – Urban land complex, 5-75 percent slopes (USDA, 2017b). Neither of these soil units is considered a hydric soil type (USDA, 2017a).

The limits of the BSA are illustrated in Figure 4. Photographs of the BSA and project footprint are presented in Appendix A.




Source: Google Earth, Imagery dated 9/27/2017

**Figure 4. Aerial View of the Project Vicinity**

## 3.1 Plant Communities and Habitats

Plant communities and habitats occurring within the BSA are characterized as anthropogenic, chamise chaparral, coast live oak woodland, coyote brush scrub, non-native annual grassland, and ruderal. Of these, anthropogenic, coast live oak woodland, non-native annual grassland and ruderal habitats occur within the project footprint each is described below. The location and extent of each of these habitats are illustrated in Figure 4.

*Anthropogenic Habitat*

Anthropogenic habitats are those dominated by plant species introduced by humans and established or maintained by human disturbances or activities (Holland and Keil, 1990). Some are entirely artificial such as areas under active cultivation (e.g., rowcrops, orchards, vineyards, ornamental landscaping). Others include areas used as rangeland or pasture, and areas influenced by urban or suburban landscaping or plantings. On such sites, the native vegetation has typically been removed by clearing in preparation for cultivation, landscaping, or development. Cleared areas that are planted with or colonized by non-indigenous plant species can create distinct communities dominated by annual grasses and forbs, shrubs, or trees. Some of these communities are only perpetuated with direct human intervention such as irrigation or grazing, while have naturalized and are able to persist without artificial means. In some situations, introduced non-indigenous species invade native habitats, altering the composition of the native understory or canopy, or both.

Anthropogenic habitats within the BSA consist of structures, paving, cleared lands, and maintained ornamental landscaping. Within the boundaries of the subject parcel, a hedge of planted oleander shrubs is present along the northeaster property line.

Landscaping as a habitat is not classified by Sawyer et al. (2009); it would be classified as an upland following Cowardin et al. (1979). Unless found to support special-status plant or animal species, or as otherwise regulated under local tree or zoning ordinances, impacts to anthropogenic habitats typically would not be regarded as significant pursuant to the statutes and guidelines of CEQA (see discussion in Section 4.1).

Many native and non-native animal species are well adapted to anthropogenic habitats, while others have benefited greatly from urbanization and anthropogenic effects. These species are attracted by certain resources readily available in anthropogenic settings such as forage, water and shelter while being tolerant of human disturbances such as noise, lighting, and the movement of people and machinery. Many mammals are attracted to human development providing a source of food (e.g., rubbish, garden plants, pet food, and pets themselves).

Mature ornamental trees may support a variety of birds by providing roosting, nesting, and foraging opportunities. Common birds that can nest and roost in such trees include passerines (i.e, perching birds) such as black phoebe, bushtit, CA scrub-jay CA towhee,

chestnut-backed chickadee, house finch, house sparrow, mourning dove, northern mockingbird, oak titmouse, and red-shouldered hawk, among many others. Common mammals likely to occur in this habitat within the BSA include eastern fox squirrel, mule deer, raccoon, striped skunk, and Virginia opossum, among others.

Animal species or their sign[4] detected in this habitat during the present wildlife reconnaissance survey include American crow, mule deer, pocket gopher, western scrub-jay, and white-crowned sparrow.

*Coast Live Oak Woodland*

Coast live oak woodland is typically found on north-facing slopes and shaded ravines in the southern and inland portions of the State and on more exposed, mesic sites in the north. This community is dominated by coast live oak, a drought-resistant evergreen tree growing to 25 m (82 ft) tall. It produces both deep taproots and extensive surface roots. The species frequently occurs in pure, dense stands with a closed canopy. Coast live oak woodland is restricted primarily to the coast side of the State and is distributed from Sonoma County to Baja California. It occurs throughout the outer South Coast ranges and coastal slopes of the Transverse and Peninsular ranges, from sea level to about 1200 m (4000 ft) in elevation. Coast live oak woodlands can be found on alluvial terraces, canyon bottoms, stream banks, slopes, and flats, growing on deep, sandy or loamy soils with high organic matter content (Sawyer, et al., 2009).

Membership in this alliance requires that coast live oak trees comprise over 50 percent relative cover in the tree canopy, or, if CA bay is present, less than 33 percent relative cover in the tree canopy. The California Fish and Game Code (CFGC) defines oak woodland as "an oak stand with a greater than ten percent canopy cover or that may have historically supported greater than ten percent canopy cover".[5] Stands with a mixed tree layer may include as co-dominant species arroyo willow, big-leaf maple, black oak, black walnut, blue oak, CA bay, CA buckeye, CA sycamore, Coulter pine, Engelmann oak, madrone, and valley oak (Sawyer, et al., 2009). Coast live oak woodland has been assigned a rarity ranking of G5/S4, which is considered secure statewide and is does not have a high priority for inventory in the CNDDB (CDFG, 2010).

Within the BSA, coast live oak woodland consists of two relatively small, isolated stands, one of which overlaps onto the subject parcel. This stand is dominated by only a few mature coast live oak trees of relatively small stature. The understory is sparse, supporting non-native grasses, poison oak, and coyote brush.

[4] Animal signs include tracks, vocalization, scat, white-wash, feathers, fur, shed skin, nests, burrows, prey remains, odor, and dead individuals.

[5] CFGC § 1361(h)

On site, coast live oak woodland conforms to the *Quercus agrifolia* Woodland Alliance as described by Sawyer, et al. (2009; CA vegetation code 71.060.02 and Holland code 71160). This plant association is classified as an upland habitat following Cowardin, et al. (1979). Unless protected under local policies or ordinances or found to support special-status plant or animal species, impacts to coast live oak woodland in upland or non-riparian settings would not typically be regarded as significant under the statues and guidelines of CEQA (see discussion in Section 4.1).

In general, oak woodlands are considered essential for the conservation of many bird and mammal species (USDA, 1999; Block et al., 1990). Over 300 vertebrate species are known to use oak trees. Important components of oak habitats to wildlife include acorns, snags, trunk cavities, and downed wood/litter. As a seasonal food, acorns play an important role in the survival of many animal species (Tietje, 1990). Mature oak trees frequently bear snag limbs and trunk cavities, which are provide opportunities for nesting, roosting, foraging, caching and wintering by a wide variety of birds and bats. Acorns constitute a significant portion of the diet of numerous birds and mammals. Numerous species of raptors (birds-of-prey) are associated with coast live oak woodland.

Coast live oak woodland provides foraging, nesting, cover, and movement habitat for a variety of other animal species. California newt and CA slender salamander can be found underneath surface litter, such as downed wood, leaf litter and bark. Pacific treefrog and western toad also might occur in oak woodland if suitable spawning pools are nearby. Reptiles often found in oak woodland include alligator lizard, common kingsnake, gopher snake, terrestrial garter snake, western fence lizard, and western skink.

Avian insect eaters, such as bushtit, chestnut-backed chickadee, dark-eyed junco, and oak titmouse feed off of the foliage of oaks. Bark gleaner species, such as brown creeper, Nuttall's woodpecker, and white-breasted nuthatch. Other species such as acorn woodpecker, CA scrub-jay, and Steller's jay feed on insects as well as acorns. California quail and CA towhee are ground foliage gleaners. Great horned owl, red-shouldered hawk, red-tailed hawk may forage on small mammals in adjacent grasslands from the protection of the canopy of oak woodlands while Cooper's hawk and sharp-shinned hawk may hunt small birds among the tree canopy.

Mammals associated with coast live oak woodland include the native western gray squirrel and the ubiquitous non-native eastern fox squirrel, which forage and nest in the canopy. The long-tailed weasel hunts for shrews and CA vole on the ground. Bobcat, dusky-footed woodrat, gray fox, mountain lion, mule deer, raccoon, and Virginia opossum are also likely to utilize the understory of this community (e.g., poison oak, blackberry bushes) for shelter, hunting and for browse. Mature oaks and snags are important habitat features because they provide nesting and roosting areas for a variety of special-status species of bats that occur in this region, including long-eared myotis, long-legged myotis, pallid bat, and Yuma myotis (Whitaker, 1997).

Animal species or their sign detected in this habitat during the present wildlife reconnaissance survey include Anna's hummingbird, CA towhee, mule deer, and western scrub-jay.

*Non-native Annual Grassland*

Non-native grasslands are generally found in open areas in valleys and foothills throughout coastal and interior California (Holland, 1986). They typically occur on soils consisting of fine-textured loams or clays that are somewhat poorly drained. This vegetation type is dominated by non-native annual grasses and weedy annual and perennial forbs, primarily of Mediterranean origin, that have replaced native perennial grasslands, scrub and woodland habitats as a result of human disturbance. Scattered native wildflowers and grasses, representing remnants of the original vegetation may also be common.

Within the BSA, non-native annual grassland occurs on the upper slopes where it has been historically impacted by grazing, grading, road and home construction, and earth movement. It is dominated by such characteristic non-native species as false-brome, perennial ryegrass, rattail fescue, ripgut brome, and wild oats; co-dominant non-native annual forbs include Italian thistle, red-stemmed filaree, rose clover, and yellow starthistle, among others. The native perennial bunchgrass foothill needlegrass is relatively common on site.

On site, areas of non-native annual grassland most closely conform to Annual Brome Grasslands (*Bromus* [*diandrus, hordeaceus*]-*Brachypodium distachyon* Semi-Natural Herbaceous Stands), as described in Sawyer, et al. (2009). It has been described as Non-native Grassland by Holland (1986; Holland code 42200) and the CDFW (CA vegetation code 42.026.00). Non-native annual grasslands would be classified as an upland following Cowardin, et al. (1979). As a common, widespread and non-natural plant association, on-native annual grassland has no global or State rarity ranking (Sawyer, et al., 2009; CDFG, 2010). Unless found to harbor special-status species, impacts to non-native annual grassland would not typically meet the significance criteria pursuant to the statutes and guidelines of CEQA (see discussion in Section 4.1).

Grasslands may support a variety of reptiles and amphibians including alligator lizard, common kingsnake, gopher snake, northern Pacific rattlesnake, ring-necked snake, western fence lizard, and western skink, among others. This habitat also attracts avian seed-eating and insect-eating species of birds and mammals. California quail, mourning dove, and western meadowlark are a few seed-eaters that nest and forage in grasslands. Insect-eaters such as barn swallow, CA scrub-jay, and western bluebird commonly forage in grasslands. In the project region, burrowing owl may nest and forage in grasslands where the vegetation is kept low by grazing or regular mowing.

Grasslands are important foraging grounds for aerial and ground foraging insect-eating bat species in the genus *Myotis*. A large number of other mammal species such as black-tailed

jackrabbit, Botta's pocket gopher, brush rabbit, CA ground squirrel, CA vole, and deer mouse also reside or forage within grasslands. Small rodents attract raptors (birds of prey) such as barn owls and great horned owls that hunt at night, as well as day-hunting raptors such as golden eagle and red-tailed hawk. Mule deer use grassland for grazing and, if the grass is tall enough, for bedding down at night. American badger, coyote, gray fox, and red fox will dig dens in grasslands for the rearing of young and daytime refuge, and, along with bobcats, will hunt in grasslands.

Animal species or their sign detected in this habitat during the present survey include brush rabbit, mule deer, western fence lizard and white-crowned sparrow.

*Ruderal Habitat*

Ruderal habitat is that from which the native vegetation has been completely removed by grading, cultivation, or other surface disturbances. Left undeveloped, such areas typically become recolonized by invasive exotic species. Scattered native species might recolonize such sites after disturbances have ceased. Ruderal sites are typically dominated by herbaceous species, although scattered woody shrubs and trees may also begin to appear if left undisturbed long enough. Ruderal sites are characteristic of road sides, fallow agricultural fields, vacant lots, and landslides.

Within the BSA, ruderal habitat coincides with areas historically subjected to the highest level of repeat disturbance. These areas occur adjacent to homes, on roadsides and along trails, and where excavated spoils have been deposited. Characteristic non-native species commonly observed on site include Italian thistle, milk thistle, perennial ryegrass, ripgut brome, and wild oats, among others.

Ruderal habitat is not specifically described by Sawyer, et al. (2009); it would be classified as upland following Cowardin, et al. (1979). As a non-native plant association, ruderal habitat has no global or State rarity ranking. Unless found to support special-status plant or animal species, or as otherwise regulated features such as drainages or water bodies, impacts to ruderal habitat would not be regarded as significant pursuant to the statutes and guidelines of CEQA (see discussion in Section 4.1).

Ruderal sites commonly support a variety of passerines (perching birds) that forage on disturbed ground or among the scattered trees and shrubs, and may include Brewer's blackbird, CA scrub-jay, European starling, house finch, house sparrow, mourning dove, and northern mockingbird, among others. Fossorial (i.e., burrowing) mammals such as Botta's pocket gopher and CA ground squirrel are also expected, along with brush rabbit and such rodents as deer mouse, CA vole, and Norway rat. Mammals that are naturally habituated to human habitation and activities include mule deer, raccoon, striped skunk, and Virginia opossum. Reptiles that may also be found include alligator lizard and western fence lizard.

## 3.2 Animal Movement Corridors

Under CEQA, impacts to animal movement corridors are considered significant if a project would interfere substantially with the movement of native resident or migratory fish or animal species or with established native resident or migratory animal corridors, or impede the use of native animal nursery sites. Animal movement corridors are defined as linear habitats that naturally connect and provide passage between two or more large habitats or habitat fragments; they are important for the persistence of animal species overtime. For populations to be viable, animal species must have access to adequate resources. Corridors are used to find suitable forage, nesting and resting sites, mates and for the establishment of new home ranges by dispersing juveniles. In addition, corridors for dispersal within breeding populations will decrease the likelihood that extirpations will occur in subpopulations. Even where patches of pristine habitat are fragmented, as commonly occurs with riparian vegetation, the movement of animals between populations is facilitated through habitat linkages, migration corridors and movement corridors.

Animal movements includes migration (i.e., usually one direction per season), inter-population movement (i.e., long-term genetic exchange) and small travel pathways (i.e., daily movement within an animal's home range). Daily movement patterns define an animal's home range where activities such as foraging, resting and conspecific (individuals of the same species) interactions occur. Generally, longer movements, usually by dispersing individuals connect breeding populations, permit gene flow between subpopulations. Corridors generally provide adequate habitat for animals to disperse until reaching an area large enough to establish home ranges. Corridors are different depending on the type of organism; a corridor for a butterfly or bird may be a series of "stepping stones" of suitable habitat, while a terrestrial vertebrate may require a continuous band of suitable habitat for successful movement. Habitat loss, fragmentation, and degradation resulting from a change in land use or habitat conversion can alter the use and viability of corridors.

The BSA encompasses residential neighborhoods at the interface of undeveloped lands of San Juan Canyon and the adjacent Sugar Loaf Open Space Preserve and Laurelwood Park. These lands are connected to the much large open space surrounding Crystal Springs Reservoir and the State Fish and Game Refuge. Despite the presence of Interstate 280, San Juan Canyon is basically contiguous with the extensive open space of the San Mateo Peninsula. For this reason, it is expected that San Juan Canyon supports a high level of wildlife abundance and diversity. However, the subject parcel is at the periphery of developed lands and, as such, is not in the pathway of wildlife movements between connected open space lands. Development of the parcel would have no significant adverse effects on the movements of terrestrial wildlife.

# 4.0 SPECIAL-STATUS BIOLOGICAL RESOURCES

Certain natural plant communities, wildlife habitats and landscape features are considered to have special-status due to their restricted occurrence in the State, their tendency to support special-status plant or animal species, or because impacts are restricted or otherwise regulated under federal, State, or local laws or ordinances. These are discussed below.

## 4.1 Special-Status Natural Communities and Landscape Features

*Special-Status Natural Communities*

Special-status natural communities are those that are considered rare in the region, support special-status plant or animal species, or receive regulatory protection under the Clean Water Act (CWA), Lake and Streambed Alteration Program (LSAP), and/or the Porter-Cologne Water Quality Control Act (PCWQCA). A number of communities have been designated as rare and these communities are given the highest inventory priority (CNDDB, 2017; CDFG, 2010). Vegetation alliances given a rarity ranking of G1/S1, G2/S2 or G3/S3 are considered to be of high inventory priority by the CNDDB; impacts would be considered significant pursuant to CEQA. Alliances ranked as G4/S4 or G5/S5 are generally considered common enough to not be of concern; impacts would not normally be considered as significant pursuant to CEQA (rarity rankings are explained in Appendix D).

Wetland and riparian habitats are considered by federal and State regulatory agencies to represent a sensitive and declining resource. Wetland and riparian habitats can serve significant biological functions by providing nesting, breeding, foraging, and spawning habitat for a wide variety of resident and migratory animal species. No wetland or riparian habitats are present on the subject parcel or in the BSA.

Special-status natural communities recorded from the project region include Northern Coastal Salt Marsh, Northern Maritime Chaparral, Serpentine Bunchgrass Grassland, Valley Needlegrass Grassland and Valley Oak Woodland (CNDDB, 2017). None of these or any other special-status natural communities are present within the BSA and none would be impacted as a result of project implementation. No impact avoidance, minimization or mitigation measures are warranted.

*Special-Status Landscape Features*

In addition to wetlands and riparian habitats, discussed above, non-vegetated channels, drainages, swales, ponds and lakes, and other bodies of water also receive regulatory protection under federal, State or local laws or policies.

The U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (USEPA) assert jurisdiction over "non-navigable tributaries of traditional navigable waters (TNW) that are relatively permanent where the tributaries typically flow year-round or have

continuous flow at least seasonally (e.g., typically three months)" and "wetlands that abut such tributaries" (USEPA/USACE, 2008). Such areas are referred to collectively as "Waters of the U.S."[6] The extent of USACE jurisdiction corresponds to the Ordinary High Water Mark (OHWM).[7] As such, the placement of fill below the OHWM would be regulated pursuant to the CWA[8] and would fall under the jurisdiction of the USACE and the San Francisco Regional Water Quality Control Board (RWQCB).

The CDFW also asserts jurisdiction over water courses and water bodies. Pursuant to the LSAP[9], entities must notify the CDFW prior to commencing any of the following activities:

- Substantially divert or obstruct the natural flow of any river, stream or lake[10];
- Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or
- Deposit debris, waste or other materials that could pass into any river, stream or lake.

The extent of CDFW jurisdiction extends to the top of bank or beyond if an overhanging riparian canopy is present.

No special-status landscape features are present within the BSA and none would be impacted as a result of project implementation. No impact avoidance, minimization or mitigation measures are warranted.

[6] As defined in 40 CFR 230.3(s), Waters of the U.S. include:

- All waters that are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of tide;
- All interstate waters, including interstate wetlands;
- All other waters, such as interstate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, vernal pools, wet meadows, playa lakes, or natural ponds, the use, degradation, or destruction of which could affect interstate or foreign commerce;
- Tributaries of the above;
- Territorial seas; and
- Wetlands adjacent to waters defined above.

Although isolated wetlands no longer fall under USACE jurisdiction, impacts to isolated wetlands continue to be regulated under State law (see below).

[7] The OHWM is the line on the shores established by the fluctuations of water and indicated by physical characteristics such as: a clear natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; the presence of litter and debris; or other appropriate means that consider the characteristics of the surrounding areas (USACE, 2006).

[8] CWA § 404 and CWA § 401

[9] CFGC §§ 1600, *et seq*.

[10] These include those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

## 4.2 Special-Status Plant Species

Special-status plant species include all plant species that meet one or more of the following criteria:[11]

- Listed or proposed for listing as Threatened or Endangered under the federal Endangered Species Act (FESA) or candidates for possible future listing as Threatened or Endangered under the FESA.[12]
- Listed[13] or candidates for listing by the State of California as Threatened or Endangered under the California Endangered Species Act (CESA).[14] A species, subspecies, or variety of plant is **endangered** when the prospects of its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, disease, or other factors.[15] A plant is **threatened** when it is likely to become endangered in the foreseeable future in the absence of special protection and management measures.[16]
- Listed as Rare under the California Native Plant Protection Act (CNPPA).[17] A plant is **Rare** when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.[18]
- Meet the definition of Rare or Endangered under CEQA.[19] Species that may meet the definition of Rare or Endangered include the following:
  - Species considered by the CNPS to be "rare, threatened or endangered in California" (Lists 1A, 1B and 2);
  - Species that may warrant consideration on the basis of local significance or recent biological information;
  - Some species included on the California Natural Diversity Database's (CNDDB) *Special Plants, Bryophytes, and Lichens List*.
- **Locally significant species,** that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region[20] or is so designated in local or regional plans, policies, or ordinances

[11] This definition is provided in CDFG (2009).
[12] 50 CFR §17.12
[13] Refer to current online published lists available at: http://www.dfg.ca.gov/biogeodata.
[14] CFGC § 2050 *et seq*.
[15] CFGC § 2062
[16] CFGC § 2067
[17] CFGC § 1900, *et seq*.
[18] CFGC § 1901
[19] CEQA § 15380[b] and [d]
[20] CEQA § 15125 (c)

(CEQA Guidelines[21]). Examples include a species at the outer limits of its known range or a species occurring on an uncommon soil type.

In addition, plant species have been assigned global and State rarity rankings (rarity rankings are explained in Appendix D). Species ranked as S1, S2, or S3 are considered to be critically imperiled, imperiled or vulnerable to extinction within the boundaries of the State (CDFW, 2017a). As such, these species may be considered to meet the criteria for listing as endangered, threatened or rare under CESA.[22] Species ranked as S4 or S5 are generally considered common enough to be secure and not at risk of extinction. Impacts on special-status plants species, as thusly defined, would be regarded as significant pursuant to CEQA[23] and should be addressed in environmental review documents.[24]

A total of 92 special-status plant species have been recorded from the nine 7.5-minute USGS quadrangles including and surrounding the BSA (CNPS, 2017; CNDDB, 2017; USFWS, 2017). A total of 19 special-status plant species have been recorded from within a 4.8 km (3 mi) radius of the BSA; six have been recorded from within 1.6 km (1 mi) of the BSA (Figure 5).

The potential for occurrence of all 92 of the target species can be ruled out due to a lack of suitable habitat, lack of suitable soils, geographic location of the BSA relative to known occurrences, or that the fact that they would have been detectable during the present survey. No impact avoidance, minimization or mitigation measures are warranted and no further surveys or analysis related to special-status plant species are necessary.

A list of all special-status plant species evaluated as part of this analysis can be found in Appendix B. Rarity rankings are explained in Appendix D.

## 4.3 Special-Status Animal Species

Special-status animal species include listed as Endangered, Threatened, Rare, or as Candidates for listing under the FESA (USFWS, 2017) or CESA (CDFW, 2017d). Other species regarded as having special-status include special animals, as listed by the CDFW (2017c). Additional bird species receive protection under the Bald and Golden Eagle Protection Act (BGEPA)[25], the Migratory Bird Treaty Act (MBTA)[26] and the Migratory Bird Treaty Reform Act (MBTRA)[27]. The USFWS maintains a list of bird species of conservation concern (BCC) which includes species of migratory nongame birds that could become candidates for listing under FESA (USFWS, 2008). The CFGC provides specific language

[21] CEQA Appendix G
[22] CEQA § 15380(d)
[23] CEQA § 15065
[24] CEQA § 15125
[25] 16 USC 668
[26] 16 USC 703-711
[27] 70 FR 12710

1-mile radius

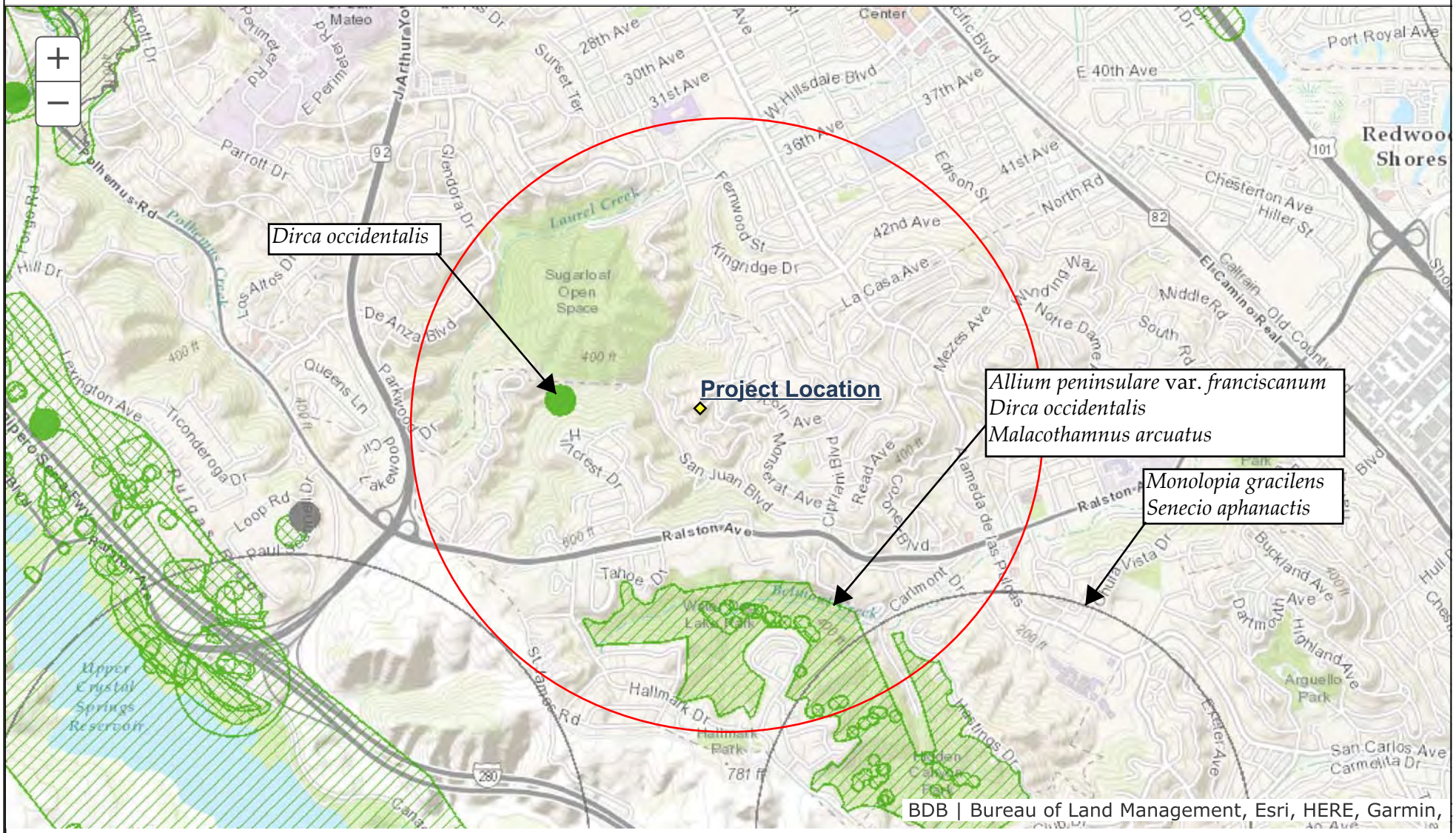



Figure 8. Special-status Plant Records from the Project Vicinity

protecting birds and raptors[28], "fully protected birds"[29], "fully protected mammals"[30], "fully protected reptiles and amphibians"[31] and "fully protected fish".[32] The California Code of Regulations (CCR) prohibits the take[33] of fully protected fish[34], certain fur-bearing mammals,[35] and restricts the taking of amphibians[36] and reptiles[37]. Additional definitions are given in CEQA.[38] Impacts on special-status animal species, as thusly defined, may qualify as significant pursuant to the statutes and guidelines of CEQA.

A total of 85 special-status animal species have been recorded in the nine 7.5-minute USGS quadrangles including and surrounding the BSA (CNDDB, 2017; USFWS, 2017). A total of 18 special-status animal species have been recorded from within a 4.8 km (3 mi) radius of the BSA; of these, only five have been recorded from within a 1.6 km (1 mi) radius of the BSA (Figure 6).

Based on the existing habitats on site and its geographic location, the occurrence of 75 of the target species can be ruled out entirely based on absence of suitable habitat, the site's location outside of the species known range, or absence of regional species occurrences. Although marginally suitable habitat is present within the BSA for another five target species (American badger, burrowing owl, Nuttall's woodpecker, rufous hummingbird, and San Francisco Bay Area leaf-cutter bee), their occurrence is not expected due to the site's level of disturbance, habitat alteration, or geographic location relative to know occurrences. No federally or State-listed animal species are considered to have any potential to occur on site or to be adversely affected by project implementation.

Based on the presence of suitable or marginally suitable habitat, a total of five target special-status animals are considered to have a potential to occur on site. These include Allen's hummingbird, CA thrasher, oak titmouse, spotted towhee, and San Francisco dusky-footed woodrat. These species, along with other high-profile species known from the region, are described below. A list of all special-status animal species evaluated as part of this analysis can be found in Appendix C. An explanation of rarity status codes is provided in Appendix D.

[28] §§ 3503 and 3503.5
[29] CFGC § 3511
[30] CFGC § 4700
[31] CFGC § 5050
[32] CFGC § 5515
[33] Pursuant to CFGC § 86, "take" means hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.
[34] 14 CCR § 5.93
[35] 14 CCR § 460
[36] 14 CCR § 5.05
[37] 14 CCR § 5.60
[38] § 15380(d)

1-mile radius

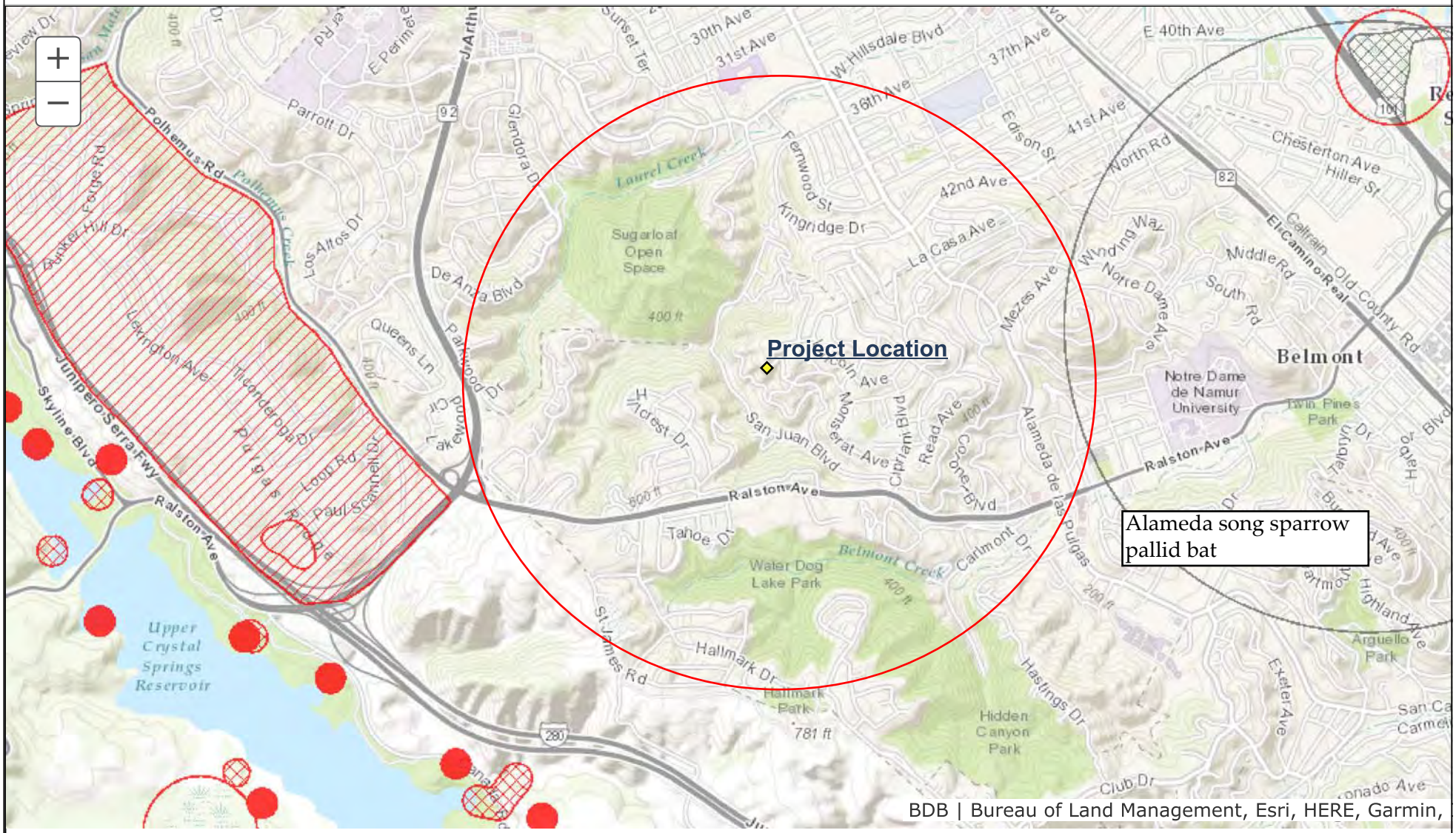



Figure 9. Special-status Animal Records from the Project Vicinity

**Federal/State-Listed, Proposed, Candidate, or Fully Protected Fish and Animal Species**

*Mission Blue Butterfly*

*Regulatory Status*: FESA: Endangered; CESA: none; CDFW: Special Animal; Global/State rarity ranking: G5T1/S1; Xerces: Candidate.

*Description*: The mission blue butterfly (*Plebejus icarioides misionensis*) is a member of the gossamer-winged butterfly family (Lycaenidae) and is one of several subspecies of the Boisduval's blue butterfly. The subspecies is non-migratory and is restricted to grasslands within the coastal fogbelt of San Mateo County, San Francisco County, and Marin County. The subspecies is a small butterfly with wingspan approximately 2.5-3.8 cm (1-1.5 in) across. Males and females have very different wings. The tops of males' wings are iridescent blue and lavender. Females' wings are dark brown with blue at the base. In both males and females, wing edges are black. They have fringes made of long white hair-like scales. The undersides of the wings are whitish with small gray and larger black circles. There are no spots on the upper surfaces of the wings. The body of the male is dark bluish brown.

Mission blue butterflies can be seen flying around from about late March to early July, and adults live about a week. Favored nectar plants include coastal buckwheat, hairy false goldenaster, ookow, Ithuriel's spear, California phacelia, California horkelia, and a variety of native and non-native thistles.

Females lay eggs on lupine plants throughout the mating flight. The eggs are laid singly on leaves, stems, flowers and seed pods. The larval host plants include three perennial lupine species; summer lupine, silver lupine, and varied-color lupine. Eggs hatch after 4-10 days and the caterpillars hatch and begin feeding on the lupine leaves. The caterpillars go into an extended dormancy (diapause) through late summer, fall and winter, and commence feeding again in the early spring of the following year. Once the caterpillars reach the fifth and final instar, they pupate for approximately three weeks and then emerge as adults.

*Critical Habitat*: Critical Habitat has not been designated for the subspecies.

*Habitat Suitability and Occurrence Data*: Marginally suitable habitat for the mission blue butterfly is present on site and on the grassy slopes of San Juan Canyon. A large stand of the larval host plant, silver lupine, was mapped on lands just to the west of the subject parcel (Wood Biological Consulting, 2009). Based on the current survey, no larval host plants or nectar sources are present on the subject parcel and none would be impacted by the proposed project.

There are no reported occurrences of the mission blue butterfly within 4.8 km (3 mi) of the project site. The closest recorded occurrence of the mission blue butterfly is approximately 8.9 km (5.5 mi) to the northwest at Crystal Spring Reservoir (CNDDB, 2017). No other mission blue observations have been recorded within the general region, and mission blues

have not previously been detected south of Highway 92 or inland (east) of Highway 280. This is thought to be due to the lack of coastal fog influence, although the open canyons of San Mateo County have not been well studies.

*Potential Project-Related Effects*: No suitable habitat for the mission blue butterfly is present on site and the species is presumed to be absent. No impact avoidance, minimization or mitigation measures are warranted.

**Other Special-Status or Locally Rare Animal Species**

*Allen's Hummingbird*

*Regulatory Status:* FESA: none; CESA: none; CDFW: Special Animal (nesting); USFWS: Bird of Conservation Concern; Global/State rarity ranking: G5/S4.

*Description*: Allen's hummingbird (*Selasphorus sasin*) is a spring and summer resident found along the coastline from Curry County in southern Oregon to Santa Barbara and the Channel Islands in southern California (Mitchell, 2000). Migration begins early and may depart their wintering grounds in Central Mexico as early as December or January (Mitchell, 2000). Breeding habitat varies in the Bay Area from moist coastal scrub, mixed evergreen forests, riparian corridors, and eucalyptus groves to oak woodlands, chaparral and scrub, where it builds small nests on the branches of trees and shrubs (Mitchell, 2000; Baicich and Harrison, 2005). This species is highly territorial and will aggressively defend its nesting and foraging grounds. Breeding typically begins in February and is commonly double-brooded due to the extended breeding season (Baicich and Harrison, 2005). Allen's hummingbird is a confirmed breeder in Santa Clara County (Bousman, 2007).

*Critical Habitat*: Allen's hummingbird is not listed under FESA; as such, Critical Habitat has not been designated for the species.

*Habitat Suitability and Occurrence Data*: Within the BSA, coast live oak woodland provides suitable nesting and foraging habitat for Allen's hummingbird.

Although Allen's hummingbird nesting is not tracked by CNDDB, it is a Bird of Conservation Concern listed by the USFWS (2017) as occurring in the project region. Based on the suitability of habitat and known nesting range, it is possible Allen's hummingbirds utilize the BSA for nesting.

*Potential Project-Related Effects*: Although nesting by Allen's hummingbird has not been recorded within the BSA, suitable nesting sites are present. If active nesting is underway at the time of construction, direct or indirect impacts to breeding behavior or success could result. Such effects would be deemed a significant adverse impact pursuant to the statutes and guidelines of CEQA; impacts should be addressed in environmental review documents. Impact avoidance measures are warranted, as outlined in Section 5.3, below.

*California Thrasher*

Regulatory Status: FESA: none; CESA: none; CDFW: none; USFWS: Bird of Conservation Concern; Global/State rarity ranking: none.

Description: The California thrasher (*Toxostoma redivivum*) is listed as a Species of Special Concern by CDFG (2017c) and it is protected under the MBTA and CFGC[39]. This relatively common resident of foothills and lowlands occupies moderate to dense chaparral habitat and, less commonly, extensive riparian thickets, especially with blackberry patches. It nests close to the ground and feeds on invertebrates, acorns, and forb seeds. California thrasher occurs across the length of California. Along the coastal fog belt north of San Francisco, it is restricted to drier sites.

Critical Habitat: The California thrasher is not listed under FESA; as such, Critical Habitat has not been designated for the species.

Habitat Suitability and Occurrence Data: No California thrashers were observed during the site reconnaissance. However, suitable nesting habitat is present within the proposed development area and vicinity. For this reason, the potential exists for the species to inhabit the project site.

Although California thrasher nesting is not tracked by CNDDB, it is a Bird of Conservation Concern listed by the USFWS (2017) as occurring in the project region. Based on the suitability of habitat and known nesting range, it is possible that the species occurs in the BSA and on the subject parcel.

Potential Project-Related Effects: If present at the time of site clearing, project implementation could result in a take of the species, which would be in violation of the MBTA and would be deemed a significant adverse impact pursuant to the statutes and guidelines of CEQA; impacts should be addressed in environmental review documents. Impact avoidance measures are warranted, as outlined in Section 5.3, below. With the incorporation of these measures into the project design, impacts would be reduced to a less-than-significant level.

*Oak Titmouse*

Regulatory Status: FESA: none; CESA: none; CDFW: Special Animal (nesting); USFWS: Bird of Conservation Concern; Global/State rarity ranking: G4/S4.

Description: The oak titmouse (*Baeolophus inornatus*) is considered an oak obligate species, inhabiting oak woodlands, oak savannahs, piñon and juniper woodlands and occasionally suburban areas with oaks (Cicero, 2000; Baicich and Harrison, 2005). It is a year-round resident throughout much of California. Nests are situated in natural or excavated cavities

[39] CFGC § 3503

in trunks, primary and secondary branches, and stumps (Cicero, 2000). Breeding begins in March and is single-brooded (Baicich and Harrison, 2005). The oak titmouse is a confirmed breeder in Santa Clara County (Bousman, 2007).

*Critical Habitat*: The oak titmouse is not listed under FESA; as such, Critical Habitat has not been designated for the species.

*Habitat Suitability and Occurrence Data*: Suitable habitat is present in the BSA, consisting of the coast live oak trees. Potential nest cavities were observed in oak trees during the site reconnaissance and an oak titmouse was observed foraging within the BSA.

Although oak titmouse nesting is not tracked by CNDDB, it is a Bird of Conservation Concern listed by the USFWS (2017) as occurring in the project region. Based on the suitability of habitat and known nesting range, it is possible that oak titmouse utilizes the BSA for nesting.

*Potential Project-Related Effects*: Although nesting by oak titmouse was not confirmed within the BSA, suitable nesting sites are present. If active nesting is underway at the time of construction, direct or indirect impacts to breeding behavior or success could result. Such effects would be deemed a significant adverse impact pursuant to the statutes and guidelines of CEQA; impacts should be addressed in environmental review documents. Impact avoidance measures are warranted, as outlined in Section 5.3, below.

*San Francisco Dusky-Footed Woodrat*

*Regulatory Status*: FESA: none: CESA: none; CDFW: Species of Special Concern; Global/State rarity ranking: G5T2T3/S2S3.

*Description*: The San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*; hereafter SFDW) is one of eleven recognized woodrat subspecies occurring in California (Matocq, 2002). It inhabits oak and riparian woodlands with a well-developed understory and is distributed through the Santa Cruz Mountains and Diablo Range from the Pajaro River north to the San Francisco Bay (Hall, 1981). It is most common in riparian, oak woodland and scrub habitats, but is able to persist in semi-rural areas in proximity to houses, if patches of native habitat are present. A study of a similar subspecies *N. f. luciana* on Camp Roberts found that densities increased significantly if dense under-story was present; densities reached 46.7 animals per ha (18.9 per ac) in plots of dense vegetation (Tietje, 1995).

The SFDW is a medium-sized native rodent with large ears and a long, scantily haired tail. They build mounded stick nests that may range in size from 1-2.5 m (3-8 ft) across at the base and up to 1.8m (6 ft) tall. Less typically, they may den in tree cavities, rock crevices and ground holes that are well-hidden and easily overlooked. Woodrats they tend to live in colonies of three to 15 nests or more. Nests may contain multiple chambers used for sleeping and food storage. Each nest is usually occupied by single adults or females with their litters

for a few months until the young disperse to nearby nests. Adult female woodrats live in the same nest until they die, when the nest is taken over by one of the female offspring. In this manner nests may be occupied and maintained by the same family for decades. They exhibit high site fidelity and build stick nests that may last for 20 years or more. They are also highly arboreal and sometimes construct aerial nests, utilizing evergreen or live oaks and other trees and shrubs with thick leaves (Kelly, 1990; Williams et al., 1992). Woodrat nests are also used by a wide variety of native amphibians, small mammals, reptiles and insects (Carraway and Verts, 1991).

Woodrats are generalist herbivores, consuming a variety of nuts, fruits, fungi, foliage and some forbs (Jameson and Peeters, 1988). They are mostly nocturnal in habit and active throughout the year. The SFDW breeds from February through September and may produce up to five litters per year, with litters containing one to four young (Zeiner, et al. 1988).

*Critical Habitat*: The SFDW is not listed under FESA; as such, Critical Habitat has not been designated for the species.

*Habitat Suitability and Occurrence Data*: No evidence of the presence of SFDW, such as stick nests, was detected on the subject parcel. However, due to the presence of abundant suitable habitat, the potential exists for this subspecies to move onto the site in the future.

The project site is located within the geographic range of SFDW. There are no records of SFDW from within 1.6 km (1 mi) of the project site, but there are two records from within 4.8 km (3 mi) (CNDDB, 2017). Despite the lack of nearby records, this wide-ranging, relatively common subspecies is underreported in the CNDDB; it is highly likely that the species occurs in the vicinity of the project site.

*Potential Project-Related Effects*: Although no woodrat nests were detected during the reconnaissance-level survey, there is a potential for this species to move into and inhabit the subject parcel. Should SFDW move into the work area, construction-related activities could result in direct mortalities of individuals and loss of nest structures. Such impacts would be considered a significant adverse effect pursuant to CEQA. Impact avoidance measures are warranted, as outlined in Section 5.3, below

*Spotted Towhee*

*Regulatory Status*: FESA: none; CESA: none; CDFW: none; USFWS: Bird of Conservation Concern; Global/State rarity ranking: none.

*Description*: The spotted towhee (*Pipilo maculatus*) is a large sparrow with a thick, pointed bill, short neck, chunky body, and long, rounded tail. They are found from the Great Plains to the Pacific Coast and from Canada to Mexico. In California, the species occurs from the Sierra Nevada to the coast.

Males have jet-black upperparts and throat; their wings and back are spotted bright white. The flanks are warm rufous and the belly is white. Females have the same pattern but are warm brown where males are black. In flight, look for white corners to the black tail. Spotted towhees hop over the ground beneath dense tangles of shrubs, scratching in leaf litter for food, mainly insects, but also includes acorns, berries, and seeds. They also climb into lower branches to search for insects and fruits, or to deliver their quick, buzzy song. The inhabit dry thickets, brushy tangles, forest edges, old fields, shrubby backyards, chaparral, coulees, and canyon bottoms, places with dense shrub cover and plenty of leaf litter. Spotted towhees place their nests on the ground or as high as 12 feet high deep inside thickets.

*Critical Habitat*: The spotted towhee is not listed under FESA; as such, Critical Habitat has not been designated for the species.

*Habitat Suitability and Occurrence Data*: No spotted towhees were observed during the site reconnaissance. However, suitable nesting habitat is present within the proposed development area and vicinity. For this reason, the potential exists for the species to inhabit the project site.

Although spotted towhee nesting is not tracked by CNDDB, it is a Bird of Conservation Concern listed by the USFWS (2017) as occurring in the project region. Based on the suitability of habitat and known nesting range, it is possible that the species occurs in the BSA and on the subject parcel.

*Potential Project-Related Effects*: If present at the time of site clearing, project implementation could result in a take of the species, which would be in violation of the MBTA and would be deemed a significant adverse impact pursuant to the statutes and guidelines of CEQA; impacts should be addressed in environmental review documents. Impact avoidance measures are warranted, as outlined in Section 5.3, below. With the incorporation of these measures into the project design, impacts would be reduced to a less-than-significant level.

# 5.0 DISCUSSION

As described in Section 3.0, the project site is located in a residential area at the interface with undeveloped lands of San Juan Canyon. Although the subject parcel is undeveloped, it has been altered by historic grazing and grading. Habitats that would be impacted by the proposed home construction include ruderal, non-native annual grassland and coast live oak woodland. While no special-status plant or animal species are known to occur on site, there is a potential for impacts special-status species. The implications of the proposed project as they relate to these resources are discussed below.

## 5.1 Special-Status Natural Communities and Landscape Features

As described in Section 4.1 above, project implementation would not result in significant adverse effects on special-status natural communities or landscape features. No impact avoidance, minimization or mitigation measures are warranted.

## 5.2 Special-Status Plant Species

As described in Section 4.2 above, project implementation would not result in significant adverse effects on special-status plant species. No impact avoidance, minimization or mitigation measures are warranted.

## 5.3 Special-Status Animal Species

As described in Section 4.3 above, a total of five special-status animal species are considered to have a potential to occur on the subject parcel. These include Allen's hummingbird, California thrasher, oak titmouse, San Francisco dusky-footed woodrat, and spotted towhee, as well as numerous species of migratory birds.

Project implementation could therefore result in direct, indirect and/or cumulative impacts to special-status animal species. Such impacts would be considered a significant pursuant to the statutes and guidelines of CEQA. A discussion of the implications and appropriate impact avoidance, minimization, or mitigation measures is presented below.

### 5.3.1 Implications of the Proposed Project: Special-Status and Migratory Birds

Within the project area, grasslands, shrubs, and trees provide nesting habitat for **Allen's hummingbird, California thrasher, oak titmouse, and spotted towhee, as well as many other migratory bird species**. Site clearing activities (e.g., grubbing, grading, trenching, and tree removal or pruning) could result in direct or indirect impacts to nesting birds by causing the destruction or abandonment of occupied nests. To ensure compliance with the MBTA/MBTRA and the CFGC the measures outlined below should be performed.

1. Raptor Nests. Prior to the removal or significant pruning of any trees, they should be inspected by a qualified biologist for the presence of raptor nests. This is required

regardless of season. If a suspected raptor nest is discovered, the CDFW should be notified. Pursuant to the CFGC[40], raptor nests, whether or not they are occupied, may not be removed until approval is granted by the CDFW.

2. Site Clearing – Non-Breeding Season. If clearing, grubbing or tree removal/pruning are to be conducted outside of the breeding season (i.e., September 1 through January 31), no preconstruction surveys for nesting migratory birds are necessary.

3. Site Clearing – Breeding Season. If clearing and grubbing and tree removal or pruning are to be conducted during the breeding season (i.e., February 1 through August 31), a preconstruction nesting bird survey should be conducted. The survey should be performed by a qualified biologist no more than two weeks prior to the initiation of work. If no nesting or breeding activity is observed, work may proceed without restrictions. To the extent allowed by access, all active nests identified within 76 m (250 ft) for raptors and 15 m (50 ft) for passerines should be mapped.

4. Active Nesting. For any active nests found near the construction limits (76 m [250 ft] for raptors and 15 m [50 ft] for passerines) a qualified biologist should make a determination as to whether or not construction activities are likely to disrupt reproductive behavior. If it is determined that construction is unlikely to disrupt breeding behavior, construction may proceed. If it is determined that construction may disrupt breeding, a no-construction buffer zone should be designated on the grading plans. Avoidance of impacts on nesting migratory birds is the only acceptable mitigation; take of nesting birds is a violation of State and federal law. The ultimate size of the no-construction buffer zone may be adjusted by a qualified biologist based on the species involved, topography, lines of site between the work area and the nest, physical barriers, and the ambient level of human activity. Site evaluations and buffer adjustments should be made in consultation with the CDFW and/or the USFWS Division of Migratory Bird Management, as appropriate.

   If it is determined that construction activities are likely to disrupt raptor breeding, construction activities within the no-construction buffer zone may not proceed until the qualified biologist determines that the nest is long longer occupied.

5. Nest Monitoring. If maintenance of a no-construction buffer zone is not feasible, the Project Biologist should monitor the nest(s) to document breeding and rearing behavior of the adult birds. If it is determined that construction activities are likely to cause nest abandonment, work should cease immediately and the CDFW and/or the USFWS Division of Migratory Bird Management should be contacted for guidance.

With the incorporation of these measures, impacts to special-status and other migratory bird species would be reduced to a less-than-significant level pursuant to the statutes and guidelines of CEQA.

[40] § 3503.5

### 5.3.2 Implications for Future Development: Impacts on San Francisco Dusky-Footed Woodrat

Although no active nests of the SFDW were detected curing the present survey and no individual animals were observed, there is a high likelihood for SFDW to be encountered during construction due to the presence of abundant occupied habitat nearby. To avoid direct mortalities and adverse effects on SFDW, the following measures should be implemented.

1. Site Clearing. Prior to site clearing, grubbing or tree removal, the project biologist should survey for SFDW nests within and adjacent to the limits of grading. All nests (active or inactive) should be mapped and flagged in the field. If no stick nests are detected, no further surveys, monitoring or mitigation are warranted.
2. Nest Removal – Non-Breeding Season. If a woodrat nest is detected in the work zone and it cannot be avoided, site clearing should be performed during the non-breeding season (i.e., September 1 through November 30). During the non-breeding season, the nest should be disassembled by hand and the nest materials (e.g., sticks) removed and disposed of off-site. Any adult animals present should be permitted to disperse into adjacent habitat. This work may only be performed by a qualified biologist in coordination with the CDFW.
3. Nest Removal – Breeding Season. If site clearing must proceed during the breeding season (i.e., December 1 through August 31), it will be necessary to determine whether or not the nest is occupied. This may be done by direct observation over the course of at least two evenings no more than 48 hours prior to nest disassembly. Direct observation may consist of installation of camera traps at the nest or by a biologist on the ground. If no animals are observed, the nest may be disassembled by hand. If, during the process of disassembling the nest, live animals are encountered, nest materials should be replaced on top of the nest and the effort abandoned. Nest may not be disassembled if young woodrats are present. Construction must then be postponed until the end of the breeding season when juveniles are able to survive on their own.

With the incorporation of these measures, impacts to the SFDW would be reduced to less-than-significant level pursuant to the statutes and guidelines of CEQA.

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# APPENDIX A. SITE PHOTOGRAPHS

Photographs taken October 8, 2017



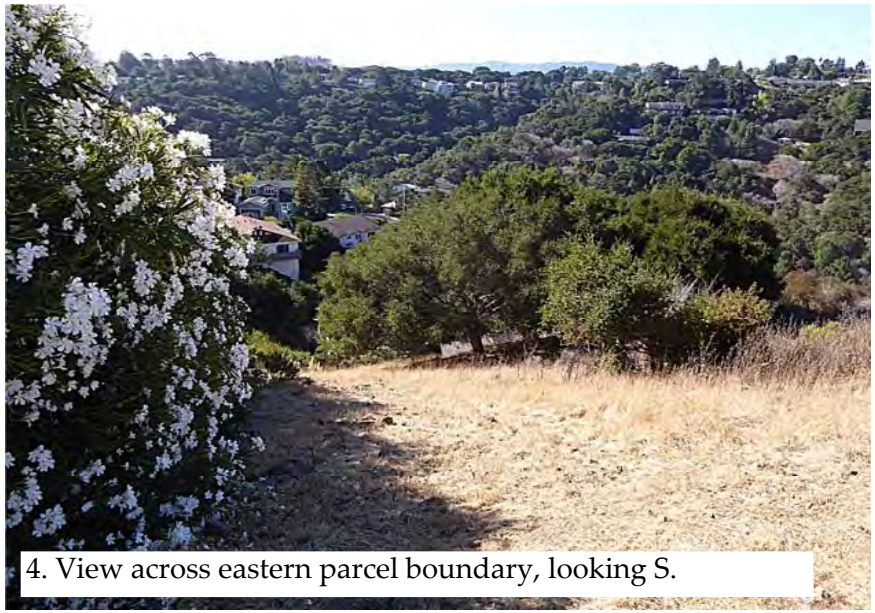
1. View across northern parcel boundary, looking E.



2. View across northern parcel boundary, looking W.



3. View across eastern parcel boundary, looking N.



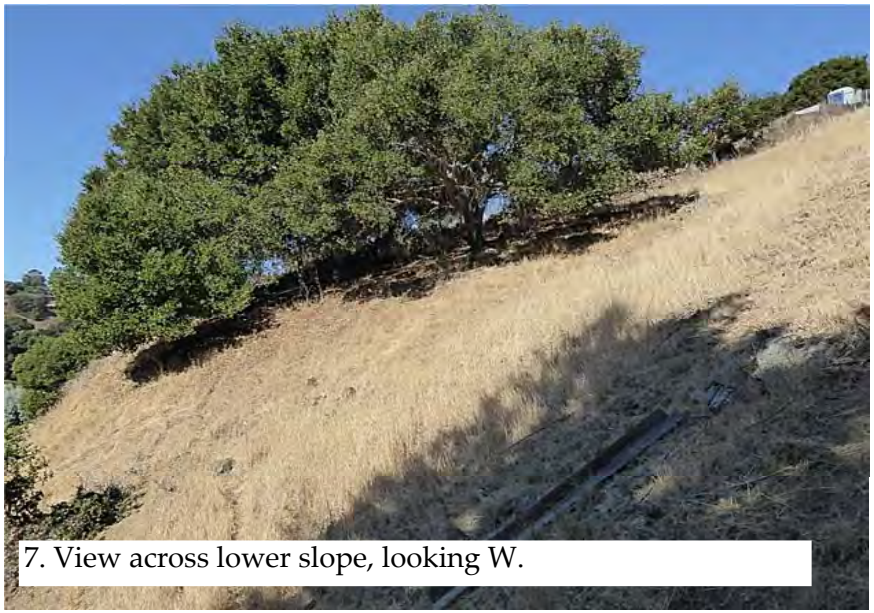
4. View across eastern parcel boundary, looking S.



5. View across mid-slope, looking E.



6. View across mid-slope, looking W.



7. View across lower slope, looking W.



8. View of upper slope, looking N.



9. View of southern portion of parcel, looking N.



10. View of southern portion of parcel, looking N.

# APPENDIX B. SPECIAL-STATUS PLANT SPECIES

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Oct 9, 2017

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **Alliaceae - Onion Family** | | | | |
| *Allium peninsulare* var. *franciscanum*<br>Franciscan onion | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G5T1/S1<br>Other: DFG: SP | Occurs in cismontane woodland, valley and foothill grassland.<br>Substrate: clay, often serpentinite.<br>Recorded from San Mateo, Santa Clara, Sonoma.<br>Recorded from project vicinity. | May-Jun<br>Perennial Herb (bulbiferous) | Not Expected:<br>marginally suitable habitat present. |
| **Apiaceae - Carrot Family** | | | | |
| *Eryngium aristulatum* var. *hooveri*<br>Hoover's button-celery | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G5T1/S1<br>Other: DFG: SP | Occurs in vernal pools<br>Moisture: vernally-flooded.<br>Recorded from Alameda, San Benito, San Luis Obispo, Santa Clara. | July<br>Annual/perennial Herb | None:<br>no suitable habitat present. |
| *Eryngium jepsonii*<br>Jepson's coyote thistle | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFG: SP | Occurs in valley and foothill grassland, vernal pools<br>Moisture: vernally-flooded.<br>Recorded from Alameda, Contra Costa, Napa, San Mateo, Solano, Yolo. | Apr-Aug<br>Perennial Herb | None:<br>no suitable habitat present. |
| *Sanicula maritima*<br>adobe sanicle | Federal: none<br>State: SR<br>CNPS: 1B.1<br>CNDDB: G2/S2<br>Other: DFG: SP | Occurs in chaparral, coastal prairie, meadows, seeps, valley and foothill grassland<br>Substrate: clay, serpentinite.<br>Recorded from Alameda, Monterey, San Francisco, San Luis Obispo. Additional distribution: presumed extirpated in Alameda and San Francisco counties. | Feb-May<br>Perennial Herb | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Oct 9, 2017

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **Asteraceae - Sunflower Family** | | | | |
| *Centromadia parryi* ssp. *congdonii*<br>Congdon's tarplant | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G3T2/S2<br>Other: BLM: S<br>DFW: SP | Occurs in valley and foothill grassland.<br>Substrate: alkaline.<br>Recorded from Alameda, Contra Costa, Monterey, San Luis Obispo, San Mateo, Santa Clara, Santa Cruz, Solano.<br>Additional distribution: presumed extirpated in Santa Cruz and Solano counties. | May-Nov<br>Annual Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Centromadia parryi* ssp. *parryi*<br>pappose tarplant | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G3T2/S2<br>Other: BLM: S<br>DFG: SP | Occurs in coastal prairie, meadows, seeps, coastal salt marsh, valley and foothill grassland.<br>Moisture: vernally mesic,Substrate: often alkaline,<br>Recorded from Butte, Colusa, Glenn, Lake, Napa, San Mateo, Solano, Sonoma. | May-Nov<br>Annual Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Cirsium andrewsii*<br>Franciscan thistle | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G3/S3<br>Other: DFG: SP | Occurs in broadleafed upland forest, coastal bluff scrub, coastal prairie, coastal scrub<br>Moisture: mesic,Substrate: sometimes serpentinite,<br>Recorded from Contra Costa, Marin, San Francisco, San Mateo, Sonoma. | Mar-Jul<br>Perennial Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Cirsium fontinale* var. *fontinale*<br>Crystal Springs fountain thistle | Federal: FE<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G2T1/S1<br>Other: DFG: SP | Occurs in chaparral, valley and foothill grassland, cismontane woodland.<br>Substrate: serpentinite, Habitats Note: seeps.<br>Recorded from San Mateo. | May-Oct<br>Perennial Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Cirsium occidentale* var. *compactum*<br>compact cobwebby thistle | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G3G4T2/S2<br>Other: DFG: SP | Occurs in chaparral, coastal dunes, coastal prairie, coastal sage scrub, coastal scrub, coastal strand, northern coastal scrub.<br>Recorded from Monterey, San Francisco, San Luis Obispo. | Apr-Jun<br>Perennial Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Cirsium praeteriens*<br>lost thistle | Federal: none<br>State: none<br>CNPS: 1A<br>CNDDB: GX/SX<br>Other: DFG: SP | Habitat affinities unknown.<br>Recorded from Santa Clara. | Jun-Jul<br>Perennial Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Eriophyllum latilobum*<br>San Mateo woolly sunflower | Federal: FE<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in cismontane woodland.<br>Substrate: often on serpentine, roadcuts.<br>Recorded from San Mateo. | May-Jun<br>Perennial Herb | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |
| *Grindelia hirsutula* var. *maritima*<br>San Francisco gumplant | Federal: none<br>State: none<br>CNPS: 3.2<br>CNDDB: G5T1Q/S1<br>Other: DFG: SP | Occurs in coastal bluff scrub, coastal scrub, valley and foothill grassland<br>Substrate: sandy or serpentinite.<br>Recorded from Marin, Monterey, San Francisco, San Luis Obispo, San Mateo, Santa Cruz. | Jun-Sep<br>Perennial Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Helianthella castanea*<br>Diablo helianthella | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: BLM: S<br>DFG: SP | Occurs in broadleafed upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, valley and foothill grassland.<br>Recorded from Alameda, Contra Costa, Marin, San Mateo, San Francisco. Additional distribution: presumed extirpated in Marin and San Francisco counties. | Mar-Jun<br>Perennial Herb | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Hemizonia congesta* ssp. *congesta*<br>white seaside tarplant | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G5T1T2/S1S2<br>Other: DFG: SP | Occurs in valley and foothill grassland.<br>Habitats Note: sometimes roadsides.<br>Recorded from Marin, Mendocino, San Francisco, San Mateo, Sonoma. | Apr-Nov<br>Annual Herb | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |
| *Hesperevax sparsiflora* var. *brevifolia*<br>short-leaved evax | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G4T3/S2<br>Other: BLM: S<br>DFG: SP | Occurs in coastal bluff scrub, coastal dunes, coastal strand, northern coastal scrub.<br>Recorded from Humboldt, Marin, Mendocino, San Francisco, Santa Cruz, Sonoma.Also recorded from Oregon. | Mar-Jun<br>Annual Herb | None:<br>no suitable habitat present. |
| *Lasthenia californica* ssp. *macrantha*<br>perennial goldfields | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G3T2/S2<br>Other: DFG: SP | Occurs in coastal bluff scrub, coastal dunes, coastal scrub.<br>Recorded from Marin, Mendocino, San Luis Obispo, San Mateo, Sonoma. | Jan-Nov<br>Perennial Herb | None:<br>no suitable habitat present. |
| *Lasthenia conjugens*<br>Contra Costa goldfields | Federal: FE<br>State: none<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFW: SP | Occurs in cismontane woodland, playas (alkaline), valley and foothill grassland, vernal pools<br>Moisture: mesic.<br>Recorded from Alameda, Contra Costa, Marin, Mendocino, Monterey, Napa, Santa Barbara, Santa Clara, Solano, Sonoma.<br>Additional distribution: presumed extirpated in Mendocino, Santa Barbara and Santa Clara counties. | Mar-Jun<br>Annual Herb | None:<br>no suitable habitat present. |
| *Layia carnosa*<br>beach layia | Federal: FE<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G2/S2<br>Other: DFG: SP | Occurs in coastal dunes, coastal scrub.<br>Substrate: sandy.<br>Recorded from Humboldt, Marin, Monterey, San Francisco, Santa Barbara; presumed extirpated in Santa Barbara and San Francisco counties. | Mar-Jul<br>Annual Herb | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Lessingia arachnoidea* Crystal Springs lessingia | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFG: SP | Occurs in cismontane woodland, coastal scrub, foothill woodland, northern coastal scrub, valley and foothill grassland.<br>Substrate: serpentinite.<br>Recorded from San Mateo, Sonoma. | Jul-Oct<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Lessingia germanorum* San Francisco lessingia | Federal: FE<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in coastal scrub.<br>Habitats Note: on remnant dunes.<br>Recorded from San Francisco, San Mateo. | Jun-Nov<br>Annual Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Lessingia hololeuca* woolly-headed lessingia | Federal: none<br>State: none<br>CNPS: 3<br>CNDDB: G3?/S3?<br>Other: DFW: SP | Occurs in broadleafed upland forest, coastal scrub, lower montane coniferous forest, valley and foothill grassland<br>Substrate: serpentinite, clay.<br>Recorded from Alameda, Marin, Monterey, Napa, San Mateo, Santa Clara, Solano, Sonoma, Yolo. | Jun-Oct<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Micropus amphibolus* Mt. Diablo cottonweed | Federal: none<br>State: none<br>CNPS: 3.2<br>CNDDB: G3G4/S3S4<br>Other: DFW: SP | Occurs in broadleafed upland forest, chaparral, cismontane woodland, valley and foothill grassland<br>Substrate: rocky.<br>Recorded from Alameda, Colusa, Contra Costa, Lake, Marin, Monterey, Napa, San Joaquin, San Luis Obispo, Santa Barbara, Santa Clara, Santa Cruz, Solano, Sonoma. | Mar-May<br>Annual Herb | Not Expected:<br>marginally suitable habitat present. |
| *Monolopia gracilens* woodland woollythreads | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G3/S3<br>Other: DFG: SP | Occurs in broadleafed upland forest (openings), chaparral (openings), cismontane woodland, North Coast coniferous forest (openings), valley and foothill grassland.<br>Substrate: serpentinite.<br>Recorded from Alameda, Contra Costa, Monterey, San Luis Obispo, San Mateo, Santa Clara, Santa Cruz.<br>Recorded from project vicinity. | Feb-Jul<br>Annual Herb | None:<br>no suitable habitat present.<br>Serpentine soils not present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

## FAMILY

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Pentachaeta bellidiflora*<br>white-rayed pentachaeta | Federal: FE<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFW: SP | Occurs in valley and foothill grassland, cismontane woodland<br>Substrate: often on serpentinite.<br>Recorded from Marin, San Mateo, Santa Cruz. Additional distribution: known from fewer than 20 occurrences, presumed extirpated from Marin Co. | Mar-May<br>Annual Herb | None:<br>suitable habitat present.<br>Suitable soils lacking. |
| *Senecio aphanactis*<br>rayless ragwort | Federal: none<br>State: none<br>CNPS: 2B.2<br>CNDDB: G3/S2<br>Other: DFW: SP | Occurs in chaparral, cismontane woodland, coastal scrub.<br>Substrate: sometimes alkaline.<br>Recorded from Alameda, Contra Costa, Fresno, Los Angeles, Merced, Monterey, Orange, Riverside, San Diego, San Luis Obispo, Santa Barbara, Santa Clara, Solano, Ventura.Santa Catalina Island, Santa Cruz Island, Santa Rosa Island.Also recorded from Baja California.<br>Recorded from project vicinity. | Jan-Apr<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| **Boraginaceae - Borage Family** | | | | |
| *Amsinckia lunaris*<br>bent-flowered fiddleneck | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2G3/S2S3<br>Other: BLM: S<br>DFW: SP | Occurs in coastal bluff scrub, cismontane woodland, valley and foothill grassland.<br>Recorded from Alameda, Colusa, Contra Costa, Lake, Marin, Napa, San Benito, San Mateo, Santa Clara, Santa Cruz, Sonoma, Yolo. | Mar-Jun<br>Annual Herb | Not Expected:<br>marginally suitable habitat present.<br>Not known from project vicinity. |
| *Plagiobothrys chorisianus* var. *chorisianus*<br>Choris's popcorn-flower | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G3T2Q/S2<br>Other: DFW: SP | Occurs in chaparral, coastal prairie, coastal scrub, northern coastal scrub<br>Moisture: moist.<br>Recorded from Alameda, San Francisco, San Mateo, Santa Cruz. | Mar-Jun<br>Annual Herb | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **Brassicaceae - Mustard Family** | | | | |
| *Arabis blepharophylla*<br>coast rock cress | Federal: none<br>State: none<br>CNPS: 4.3<br>CNDDB: G4/S4<br>Other: DFW: SP | Occurs in broadleafed upland forest, coastal bluff scrub, coastal prairie, coastal scrub, mixed evergreen forest, northern coastal scrub.<br>Recorded from Contra Costa, Marin, Monterey, San Francisco, San Mateo, Santa Cruz, Sonoma. | Feb-May<br>Perennial Herb | None:<br>no suitable habitat present. |
| *Erysimum franciscanum*<br>San Francisco wallflower | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G3/S3<br>Other: DFG: SP | Occurs in chaparral, coastal dunes, coastal scrub, valley and foothill grassland<br>Substrate: often serpentinitic or granitic, Habitats Note: sometimes roadsides.<br>Recorded from Marin, San Francisco, San Mateo, Santa Clara, Santa Cruz, Sonoma. | Mar-Jun<br>Perennial Herb | None:<br>no suitable habitat present. |
| *Streptanthus albidus* ssp. *peramoenus*<br>most beautiful jewel-flower | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2T2/S2<br>Other: DFW: SP | Occurs in chaparral, cismontane woodland, valley and foothill grassland.<br>Substrate: serpentinite.<br>Recorded from Alameda, Contra Costa, Monterey, Santa Clara, San Luis Obispo. | Mar-Oct<br>Annual Herb | None:<br>no suitable habitat present.<br>Serpentine soils not present. |
| *Tropidocarpum capparideum*<br>caper-fruited tropidocarpum | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFW: SP | Occurs in valley and foothill grassland (alkaline hills).<br>Substrate: alkaline.<br>Recorded from Alameda, Contra Costa, Glenn, Monterey, San Joaquin, San Luis Obispo, Santa Clara. Additional distribution: Rediscovered in 2000 on Ft. Hunter Liggett. Presumed extirpated in Alameda, Contra Costa, Glenn, Santa Clara and San Joaquin counties. | Mar-Apr<br>Annual Herb | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

| FAMILY<br>*Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **Caryophyllaceae - Pink Family** | | | | |
| *Silene verecunda* ssp. *verecunda*<br>San Francisco campion | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G5T1/S1<br>Other: DFW: SP | Occurs in chaparral, coastal bluff scrub, coastal prairie, coastal scrub, northern coastal scrub, valley and foothill grassland. Recorded from San Francisco, San Mateo, Santa Cruz. | Mar-Aug<br>Perennial Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| **Chenopodiaceae - Goosefoot Family** | | | | |
| *Suaeda californica*<br>California seablite | Federal: FE<br>State: none<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in marshes and swamps (coastal salt). Recorded from Alameda, Contra Costa, San Francisco, San Luis Obispo, Santa Clara. Additional distribution: presumed extirpated in Alameda, Contra Costa and Santa Clara counties - reintroduced to San Francisco County. | Jul-Oct<br>Shrub (evergreen) | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| **Cyperaceae - Sedge Family** | | | | |
| *Carex comosa*<br>bristly sedge | Federal: none<br>State: none<br>CNPS: 2B.1<br>CNDDB: G5/S2<br>Other: DFW: SP | Occurs in coastal prairie, freshwater marsh, marshes and swamps, valley and foothill grassland.<br>Habitats Note: lake margins.<br>Recorded from Contra Costa, Lake, Mendocino, San Bernardino, San Francisco, San Joaquin, Santa Cruz, Shasta, Sonoma.Also recorded from Idaho, Oregon, Washington. | May-Sep<br>Perennial Herb (rhizomatous) | None:<br>no suitable habitat present. |
| **Equisetaceae - Horsetail Family** | | | | |
| *Equisetum palustre*<br>marsh horsetail | Federal: none<br>State: none<br>CNPS: 3<br>CNDDB: G5/S1S3<br>Other: DFG: SP | Occurs in freshwater marsh, marshes and swamps. Recorded from Lake, Napa, San Francisco, San Mateo.Also recorded from Idaho, Oregon, Washington. | Unknown<br>Perennial Herb (rhizomatous) | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

| FAMILY<br>*Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **Ericaceae - Heath Family** | | | | |
| *Arctostaphylos andersonii*<br>Anderson's manzanita | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFW: SP | Occurs in broadleafed upland forest, chaparral, mixed evergreen forest, North Coast coniferous forest, redwood forest. Recorded from San Mateo, Santa Clara, Santa Cruz. | Nov-Apr<br>Shrub (evergreen) | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Arctostaphylos franciscana*<br>Franciscan manzanita | Federal: FE<br>State: none<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in coastal scrub, northern coastal scrub<br>Substrate: serpentine.<br>Recorded from San Francisco. | Feb-Apr<br>Shrub (evergreen) | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Arctostaphylos imbricata*<br>San Bruno Mountain manzanita | Federal: none<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in chaparral, coastal scrub.<br>Recorded from San Mateo. | Feb-May<br>Shrub (evergreen) | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Arctostaphylos montana* ssp. *ravenii*<br>Presidio manzanita | Federal: FE<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G3T1/S1<br>Other: DFG: SP | Occurs in chaparral, coastal prairie, coastal scrub, northern coastal scrub<br>Substrate: serpentine.<br>Recorded from San Francisco. | Feb-Mar<br>Shrub (evergreen) | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Arctostaphylos montaraensis*<br>Montara manzanita | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in chaparral, coastal scrub, northern coastal scrub.<br>Recorded from San Mateo. | Jan-Mar<br>Shrub (evergreen) | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

| FAMILY<br>*Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Arctostaphylos pacifica*<br>Pacific manzanita | Federal: none<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: | Occurs in chaparral, coastal scrub.<br>Recorded from San Mateo. | Feb-Apr<br>Evergreen Shrub | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Arctostaphylos regismontana*<br>Kings Mountain manzanita | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFG: SP | Occurs in broadleafed upland forest, chaparral, mixed evergreen forest, North Coast coniferous forest.<br>Substrate: granitic sedimentary sandstone.<br>Recorded from San Mateo, Santa Clara, Santa Cruz. | Jan-Apr<br>Shrub (evergreen) | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| **Fabaceae - Legume Family** | | | | |
| *Astragalus nuttallii* var. *nuttallii*<br>Nuttall's milk-vetch | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G4T4/S4<br>Other: DFG: SP | Occurs in coastal bluff scrub, coastal dunes.<br>Recorded from Alameda, Monterey, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Marin. Presumed extirpated in Alameda and San Francisco counties. | Jan-Nov<br>Perennial Herb | None:<br>no suitable habitat present. |
| *Astragalus pycnostachyus* var. *pycnostachyus*<br>coastal marsh milk-vetch | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2T2/S2<br>Other: BLM: S<br>DFG: SP | Occurs in coastal dunes, marshes and swamps, coastal scrub<br>Moisture: mesic, Habitats Note: coastal salt marshes, streamsides.<br>Recorded from Humboldt, Marin, Mendocino, San Mateo.<br>Recorded from project vicinity. | Apr-Oct<br>Perennial Herb | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Astragalus tener* var. *tener*<br>alkali milk-vetch | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2T2/S2<br>Other: DFG: SP | Occurs in playas, valley and foothill grassland (adobe clay), vernal pools<br>Substrate: adobe clay, alkaline.<br>Recorded from Alameda, Contra Costa, Merced, Monterey, Napa, San Benito, San Francisco, San Joaquin, Santa Clara, Solano, Sonoma, Stanislaus, Yolo. Additional distribution: presumed extirpated in Contra Costa, Monterey, San Benito, Santa Clara, San Francisco, San Joaquin, Sonoma, and Stanislaus counties. | Mar-Jun<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Hoita strobilina*<br>Loma Prieta hoita | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G2/S2<br>Other: DFW: SP | Occurs in chaparral, cismontane woodland, riparian woodland<br>Moisture: mesic,Substrate: usually serpentinite,<br>Recorded from Contra Costa, Santa Clara, Santa Cruz, Alameda. Additional distribution: presumed extirpated from Alameda County. | May-Oct<br>Perennial Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Lupinus arboreus* var. *eximius*<br>San Mateo tree lupine | Federal: none<br>State: none<br>CNPS: 3.2<br>CNDDB: G2Q/S2<br>Other: DFG: SP | Occurs in chaparral, coastal scrub.<br>Recorded from San Mateo, Sonoma (?). | Apr-Jul<br>Evergreen Shrub | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Trifolium amoenum*<br>two-fork clover | Federal: FE<br>State: none<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in coastal bluff scrub, valley and foothill grassland<br>Substrate: sometimes serpentinite.<br>Recorded from Marin, Napa, San Mateo, Santa Clara, Solano, Sonoma; presumed extirpated from Napa, Santa Clara and Solano counties. | Apr-Jun<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **FAMILY** | | | | |
| *Trifolium hydrophilum*<br>saline clover | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFW: SP | Occurs in marshes and swamps, valley and foothill grassland (mesic, alkaline), vernal pools.<br>Recorded from Alameda, Colusa, Monterey, Napa, San Benito, San Luis Obispo, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma. Additional distribution: questionable in Colusa County. | Apr-Jun<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| **Iridaceae - Iris Family** | | | | |
| *Iris longipetala*<br>coast iris | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G3/S3<br>Other: DFG: SP | Occurs in coastal prairie, lower montane coniferous forest, meadows, seeps<br>Moisture: mesic.<br>Recorded from Alameda, Contra Costa, Humboldt, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Solano, Sonoma. | Mar-May<br>Perennial Herb (rhizomatous) | None:<br>suitable habitat present.<br>Would have been detectable during present survey. |
| **Lamiaceae - Mint Family** | | | | |
| *Acanthomintha duttonii*<br>San Mateo thorn-mint | Federal: FE<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in valley and foothill grassland, chaparral.<br>Substrate: serpentinite.<br>Recorded from San Mateo. | Apr-Jun<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Monardella sinuata* ssp. *nigrescens*<br>northern curly-leaved monardella | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G3T2/S2<br>Other: DFG: SP | Occurs in chaparral, coastal dunes, coastal scrub, lower montane coniferous forest.<br>Recorded from Marin, Monterey, Santa Cruz. Additional distribution: presumed extirpated from San Francisco County. | Apr-Sep<br>Annual Herb | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**
*Scientific Name*
Common Name

| Status | Habitat Affinities And Reported Distribution | Blooming Time Life Form | Potential For Occurrence On Site |
|---|---|---|---|
| **Liliaceae - Lily Family** | | | |
| *Calochortus umbellatus*<br>Oakland star-tulip<br>Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G4T5/S4<br>Other: DFG: SP | Occurs in broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, valley and foothill grassland<br>Substrate: often serpentinite.<br>Recorded from Alameda, Contra Costa, Lake, Marin, San Mateo, Santa Clara, Santa Cruz, Stanislaus. Additional distribution: presumed extirpated in Santa Cruz County. | Mar-May<br>Perennial Herb (bulbiferous) | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Fritillaria biflora* var. *ineziana*<br>Hillsborough chocolate lily<br>Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G3G4T1/S1<br>Other: DFG: SP | Occurs in cismontane woodland, foothill woodland, valley and foothill grassland<br>Substrate: serpentine.<br>Recorded from San Mateo. | Mar-Apr<br>Perennial Herb (bulbiferous) | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Fritillaria lanceolata* var. *tristulis*<br>Marin checker lily<br>Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G5T2/S2<br>Other: DFG: SP | Occurs in coastal bluff scrub, coastal prairie, coastal scrub.<br>Recorded from Marin, San Mateo. | Feb-May<br>Perennial Herb (bulbiferous) | None:<br>no suitable habitat present. |
| *Fritillaria liliacea*<br>fragrant fritillary<br>Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFW: SP<br>USFS: S | Occurs in cismontane woodland, coastal prairie, coastal scrub, valley and foothill grassland<br>Substrate: often serpentinite.<br>Recorded from Alameda, Contra Costa, Marin, Monterey, San Benito, San Francisco, San Mateo, Santa Clara, Solano, Sonoma. | Feb-Apr<br>Perennial Herb (bulbiferous) | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Lilium maritimum*<br>coast lily<br>Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G2/S2<br>Other: DFG: SP | Occurs in broadleafed upland forest, closed-cone coniferous forest, closed-cone pine forest, coastal prairie, coastal scrub, marshes and swamps, mixed evergreen forest, North Coast coniferous forest, northern coastal scrub.<br>Recorded from Marin, Mendocino, San Francisco, San Mateo, Sonoma. | May-Jul<br>Perennial Herb (bulbiferous) | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **Limnanthaceae - Meadowfoam Family** | | | | |
| *Limnanthes douglasii* ssp. *ornduffii*<br>Ornduff's meadowfoam | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G4T1/S1<br>Other: DFG: SP | Occurs in seeps, meadows<br>Moisture: moist.<br>Recorded from San Mateo. Additional distribution: Restricted to a single agricultural field. | Nov-May<br>Annual Herb | None:<br>no suitable habitat present. |
| **Linaceae - Flax Family** | | | | |
| *Hesperolinon congestum*<br>Marin western flax | Federal: FT<br>State: ST<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in chaparral, valley and foothill grassland.<br>Substrate: serpentinite.<br>Recorded from Marin, San Francisco, San Mateo. | Apr-Jul<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| **Malvaceae - Mallow Family** | | | | |
| *Malacothamnus aboriginum*<br>Indian Valley bush-mallow | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G3/S3<br>Other: BLM: S<br>DFW: SP | Occurs in chaparral, cismontane woodland, foothill woodland<br>Habitats Note: rocky.<br>Recorded from Fresno, Monterey, San Benito, Kings, Santa Clara, San Mateo. | Apr-Oct<br>Shrub (deciduous) | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |
| *Malacothamnus arcuatus*<br>arcuate bush-mallow | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2Q/S2<br>Other: DFW: SP | Occurs in chaparral.<br>Recorded from San Mateo, Santa Clara, Santa Cruz.<br>Recorded from project vicinity. | Apr-Sep<br>Shrub (evergreen) | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

## FAMILY

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Malacothamnus davidsonii* Davidson's bush-mallow | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFG: SP | Occurs in chaparral, cismontane woodland, coastal sage scrub, coastal scrub, northern coastal scrub, riparian woodland. Recorded from Los Angeles, Monterey, San Luis Obispo, San Mateo, Santa Clara. | Jun-Jan<br>Shrub (deciduous) | None: marginally suitable habitat present. Would have been detectable during present survey. |
| *Malacothamnus hallii* Hall's bush-mallow | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: BLM: S DFW: SP | Occurs in chaparral, coastal scrub. Recorded from Contra Costa, Mendocino, Merced, San Mateo, Santa Clara, Stanislaus, Lake. | May-Oct<br>Shrub (evergreen) | None: marginally suitable habitat present. Would have been detectable during present survey. |
| **Montiaceae - Montia Family** | | | | |
| *Calandrinia breweri* Brewer's calandrinia | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G4/S4<br>Other: DFW: SP | Occurs in chaparral, coastal scrub Substrate: sandy or loamy, Habitats Note: disturbed sites and burns. Recorded from Contra Costa, Los Angeles, Marin, Mariposa, Mendocino, Monterey, Napa, San Bernardino, San Diego, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Sonoma, Ventura. Santa Cruz Island, Santa Rosa Island. Also recorded from Baja California. | Mar-Jun<br>Annual Herb | None: no suitable habitat present. Suitable soils lacking. |
| **Orobanchaceae - Broomrape Family** | | | | |
| *Castilleja ambigua* ssp. *ambigua* Johnny-nip | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G4T5/S4<br>Other: DFG: SP | Occurs in coastal bluff scrub, coastal prairie, coastal scrub, marshes and swamps, valley and foothill grassland, vernal pools. Recorded from Alameda, Contra Costa, Del Norte, Humboldt, Lake, Marin, Mendocino, Monterey, Napa, San Luis Obispo, San Mateo, Santa Cruz, Solano, Sonoma, Yolo. | Mar-Aug<br>Annual Herb, Hemiparasitic | None: no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

| FAMILY<br>*Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Chloropyron maritimum* ssp. *palustre*<br>Point Reyes bird's-beak | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G4?T2/S2<br>Other: BLM: S<br>DFG: SP | Occurs in marshes and swamps<br>Habitats Note: coastal salt marsh.<br>Recorded from Alameda, Humboldt, Marin, San Francisco, San Mateo, Santa Clara, Sonoma. Additional distribution: presumed extirpated in Alameda, Santa Clara, and San Mateo counties.Also recorded from Oregon. | Jun-Oct<br>Annual Herb, Hemiparasitic | None:<br>no suitable habitat present. |
| *Pedicularis dudleyi*<br>Dudley's lousewort | Federal: none<br>State: SR<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFG: SP<br>USFS: S | Occurs in chaparral (maritime), cismontane woodland, North Coast coniferous forest, valley and foothill grassland.<br>Recorded from Monterey, San Luis Obispo, San Mateo, Santa Cruz. Additional distribution: presumed extirpated in Santa Cruz Co. | Apr-Jun<br>Perennial Herb | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |
| **Parmeliaceae** | | | | |
| *Usnea longissima*<br>long-beard lichen | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G4/S4<br>Other: BLM: S<br>DFG: SP | Occurs in north coastal coniferous forest, broadleafed upland forest.<br>Recorded from Humboldt, San Mateo, Santa Cruz. Additional distribution: Grows in the "redwood zone" on a variety of trees including big leaf maple, Douglas fir, oaks, ash and bay. | n/a<br>Lichen | None:<br>no suitable habitat present. |
| **Plantaginaceae - Plantain Family** | | | | |
| *Collinsia corymbosa*<br>round-headed Chinese houses | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in coastal dunes.<br>Recorded from Humboldt, Marin, Mendocino, San Francisco, Sonoma. | Apr-Jun<br>Annual Herb | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

## FAMILY

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Collinsia multicolor*<br>San Francisco collinsia | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFW: SP | Occurs in closed-cone coniferous forest, coastal scrub<br>Substrate: sometimes serpentinite.<br>Recorded from Marin, Monterey, San Francisco, San Mateo, Santa Clara, Santa Cruz. | Mar-May<br>Annual Herb | Not Expected:<br>marginally suitable habitat present. |
| **Poaceae - Grass Family** | | | | |
| *Agrostis blasdalei*<br>Blasdale's bentgrass | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: BLM: S<br>DFG: SP | Occurs in coastal bluff scrub, coastal dunes, coastal prairie, coastal strand, northern coastal scrub.<br>Recorded from Marin, Mendocino, Santa Cruz, Sonoma. | May-Jul<br>Perennial Herb (rhizomatous) | None:<br>no suitable habitat present. |
| *Elymus californicus*<br>California bottle-brush grass | Federal: none<br>State: none<br>CNPS: 4.3<br>CNDDB: G4/S4<br>Other: DFG: SP | Occurs in broadleafed upland forest, cismontane woodland, North Coast coniferous forest, riparian woodland.<br>Recorded from Marin, San Mateo, Santa Cruz, Sonoma. | May-Nov<br>Perennial Herb | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |
| **Polemoniaceae - Phlox Family** | | | | |
| *Gilia capitata* ssp. *chamissonis*<br>blue coast gilia | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G5T2/S2<br>Other: DFG: SP | Occurs in coastal dunes, coastal scrub.<br>Recorded from Marin, San Francisco, Sonoma. | Apr-Jul<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Gilia millefoliata*<br>dark-eyed gilia | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: BLM: S<br>DFG: SP | Occurs in coastal dunes.<br>Recorded from Del Norte, Humboldt, Marin, Mendocino, San Francisco, Sonoma.Also recorded from Oregon. | Apr-Jul<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Leptosiphon ambiguus*<br>serpentine linanthus | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G4/S4<br>Other: DFW: SP | Occurs in cismontane woodland, coastal scrub, foothill woodland, northern coastal scrub, valley and foothill grassland.<br>Substrate: usually serpentinite.<br>Recorded from Alameda, Contra Costa, Merced, San Benito, San Joaquin, San Mateo, Santa Clara, Santa Cruz, Stanislaus. | Mar-Jun<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Leptosiphon croceus*<br>coast yellow linanthus | Federal: none<br>State: SCE<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in coastal bluff scrub, coastal prairie.<br>Recorded from Marin, Monterey, San Mateo. Additional distribution: presumed extirpated in Marin County. | Apr-May<br>Annual Herb | None:<br>no suitable habitat present. |
| *Leptosiphon rosaceus*<br>rose leptosiphon | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in coastal bluff scrub.<br>Recorded from Marin, San Francisco, San Mateo, Sonoma.<br>Additional distribution: presumed extirpated from San Francisco and Sonoma. | Apr-Jul<br>Annual Herb | None:<br>no suitable habitat present. |
| *Navarretia myersii* ssp. *myersii*<br>pincushion navarretia | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G2T2/S2<br>Other: DFG: SP | Occurs in vernal pools.<br>Substrate: often acidic.<br>Recorded from Amador, Calaveras, Merced, Sacramento, Placer. | Apr-May<br>Annual Herb | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

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**FAMILY**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Polemonium carneum*<br>Oregon polemonium | Federal: none<br>State: none<br>CNPS: 2B.2<br>CNDDB: G3G4/S2<br>Other: DFG: SP | Occurs in coastal prairie, coastal scrub, lower montane coniferous forest.<br>Recorded from Alameda, Del Norte, Humboldt, Marin, San Francisco, San Mateo, Siskiyou, Sonoma. | Apr-Sep<br>Perennial Herb | None:<br>no suitable habitat present. |
| **Polygonaceae - Buckwheat Family** | | | | |
| *Chorizanthe cuspidata* var. *cuspidata*<br>San Francisco Bay spineflower | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2T1/S1<br>Other: DFG: SP | Occurs in coastal bluff scrub, coastal dunes, coastal prairie, coastal scrub<br>Substrate: sandy.<br>Recorded from Alameda, Marin, San Francisco, San Mateo, Sonoma. | Apr-Aug<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| *Chorizanthe robusta* var. *robusta*<br>robust spineflower | Federal: FE<br>State: none<br>CNPS: 1B.1<br>CNDDB: G2T1/S1<br>Other: BLM: S<br>DFW: SP | Occurs in chaparral (maritime), cismontane woodland (openings), coastal dunes, coastal scrub<br>Substrate: sandy, gravelly.<br>Recorded from Alameda, Marin, Monterey, San Francisco, San Mateo, Santa Clara, Santa Cruz. Additional distribution: presumed extirpated in Alameda, Santa Clara and San Mateo counties; questionable in Marin.. | Apr-Sep<br>Annual Herb | None:<br>suitable habitat present.<br>Suitable soils lacking. |
| *Polygonum marinense*<br>Marin knotweed | Federal: none<br>State: none<br>CNPS: 3.1<br>CNDDB: G2Q/S2<br>Other: DFG: SP | Occurs in marshes and swamps.<br>Habitats Note: coastal salt or brackish marshes.<br>Recorded from Marin, Napa, Solano, Sonoma, Humboldt. | Apr-Oct<br>Annual Herb | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

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**FAMILY**

| *Scientific Name* / Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time / Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **Pontederiaceae - Pickerel-weed Family** | | | | |
| *Heteranthera dubia*<br>water star-grass | Federal: none<br>State: none<br>CNPS: 2B.2<br>CNDDB: G5/S2<br>Other: DFG: SP | Occurs in marshes and swamps; (alkaline, still or slow-moving water).<br>Recorded from Butte, Colusa, Del Norte, Glenn, Humboldt, Lassen, Mendocino, Modoc, Placer, Plumas, Sacramento, Shasta, Siskiyou, Solano, Sonoma, Sutter, Tehama, Yolo, Yuba. | Jul-Oct<br>Perennial Herb | None:<br>no suitable habitat present. |
| **Potamogetonaceae - Pondweed Family** | | | | |
| *Stuckenia filiformis* ssp. *alpina*<br>slender-leaved pondweed | Federal: none<br>State: none<br>CNPS: 2B.2<br>CNDDB: G5T5/S3<br>Other: DFG: SP | Occurs in marshes and swamps.<br>Moisture: shallow, freshwater.<br>Recorded from Alameda, Butte, Contra Costa, El Dorado, Lassen, Mariposa, Merced, Modoc, Mono, Placer, San Mateo, Santa Clara, Shasta, Sierra, Solano, Sonoma. Additional distribution: presumed extirpated from Santa Clara County.Also recorded from Arizona, Nevada, Oregon, Washington. | May-Jul<br>Perennial Herb (rhizomatous), Aquatic | None:<br>no suitable habitat present. |
| **Pottiaceae** | | | | |
| *Triquetrella californica*<br>coastal triquetrella | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFG: SP<br>USFS: S | Occurs in coastal bluff scrub, coastal scrub.<br>Substrate: soil.<br>Recorded from Contra Costa, Del Norte, Marin, Mendocino, San Diego, San Francisco, San Mateo, Sonoma.Also recorded from Oregon. | n/a<br>Moss | None:<br>no suitable habitat present. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

## FAMILY

| *Scientific Name* / Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time / Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| **Primulaceae - Primrose Family** | | | | |
| *Androsace elongata* ssp. *acuta*<br>California androsace | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G5?T3T4/S3S4<br>Other: DFW: SP | Occurs in chaparral, cismontane woodland, coastal scrub, meadows, seeps, pinyon and juniper woodland, valley and foothill grassland<br>Moisture: dry.<br>Recorded from Alameda, Colusa, Contra Costa, Fresno, Glenn, Kern, Los Angeles, Merced, Riverside, San Benito, San Bernardino, San Diego, San Joaquin, San Luis Obispo, San Mateo, Santa Clara, Siskiyou, Stanislaus, Tehama.Also recorded from Oregon, Baja California. | Mar-Jun<br>Annual Herb | Not Expected:<br>marginally suitable habitat present.<br>Not known from project vicinity. |
| **Ranunculaceae - Buttercup Family** | | | | |
| *Ranunculus lobbii*<br>Lobb's aquatic buttercup | Federal: none<br>State: none<br>CNPS: 4.2<br>CNDDB: G4/S3<br>Other: DFW: SP | Occurs in cismontane woodland, North Coast coniferous forest, valley and foothill grassland, vernal pools<br>Moisture: mesic.<br>Recorded from Alameda, Contra Costa, Marin, Mendocino, Napa, Solano, Sonoma, Santa Cruz, San Mateo.Also recorded from Oregon. | Feb-May<br>Annual Herb, Aquatic | None:<br>no suitable habitat present. |
| **Rosaceae - Rose Family** | | | | |
| *Horkelia cuneata* ssp. *sericea*<br>Kellogg's horkelia | Federal: none<br>State: none<br>CNPS: 1B.1<br>CNDDB: G4T1?/S1?<br>Other: DFW: SP<br>USFS: S | Occurs in chaparral (maritime), closed-cone coniferous forest, coastal dunes, coastal scrub.<br>Substrate: sandy or gravelly, Habitats Note: openings.<br>Recorded from Alameda, Marin, Monterey, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Cruz. Additional distribution: presumed extirpated in Alameda, Marin, and San Francisco counties. | Apr-Sep<br>Perennial Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| *Horkelia marinensis*<br>Point Reyes horkelia | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFW: SP | Occurs in coastal dunes, coastal prairie, coastal scrub, coastal strand, northern coastal scrub.<br>Recorded from Marin, Mendocino, San Mateo, Santa Cruz. | May-Sep<br>Perennial Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |

# Special-status Plant Species Evaluated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**FAMILY**

| *Scientific Name*<br>Common Name | Status | Habitat Affinities And Reported Distribution | Blooming Time<br>Life Form | Potential For Occurrence On Site |
|---|---|---|---|---|
| *Potentilla hickmanii*<br>Hickman's cinquefoil | Federal: FE<br>State: SE<br>CNPS: 1B.1<br>CNDDB: G1/S1<br>Other: DFG: SP | Occurs in seeps, meadows, closed-cone coniferous forest, coastal bluff scrub, marshes and swamps.<br>Recorded from Monterey, San Mateo, Sonoma. | Apr-Aug<br>Perennial Herb | None:<br>no suitable habitat present.<br>Would have been detectable during present survey. |
| **Scrophulariaceae - Figwort Family** | | | | |
| *Triphysaria floribunda*<br>San Francisco owl's-clover | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2?/S2?<br>Other: DFG: SP | Occurs in coastal prairie, coastal scrub, valley and foothill grassland<br>Substrate: usually serpentinite.<br>Recorded from Marin, San Francisco, San Mateo. | Apr-Jun<br>Annual Herb | None:<br>no suitable habitat present.<br>Suitable soils lacking. |
| **Thymelaeaceae - Mezereum Family** | | | | |
| *Dirca occidentalis*<br>western leatherwood | Federal: none<br>State: none<br>CNPS: 1B.2<br>CNDDB: G2/S2<br>Other: DFW: SP | Occurs in broadleafed upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, North Coast coniferous forest, riparian forest, riparian woodland<br>Moisture: mesic.<br>Recorded from Alameda, Contra Costa, Marin, San Mateo, Santa Clara, Sonoma.<br>Recorded from project vicinity. | Jan-Apr<br>Shrub (deciduous) | None:<br>marginally suitable habitat present.<br>Would have been detectable during present survey. |

# APPENDIX C. SPECIAL-STATUS ANIMAL SPECIES

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| ***Gastropoda - Snails And Slugs*** | | | |
| *Tryonia imitator* mimic tryonia | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G2/S2 | Inhabits coastal lagoons, estuaries and salt marshes. Found only in permanently submerged areas in a variety of sediment types. Tolerant of a wide range of salinities. Recorded from Alameda, Los Angeles, Monterey, Orange, San Diego, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Sonoma, Ventura counties. Additional distribution: occurs from Sonoma County south to San Diego County. | None: no suitable habitat present. |
| ***Arachnida - Arachnids*** | | | |
| *Banksula incredula* incredible harvestman | Federal none<br>State none<br>Other CDFW: SA Global/State Rank: G1/S1 | Found within a franciscan sandstone talus slope supporting chaparral. Known only from the type locality, San Bruno Mountain, San Mateo County. | None: no suitable habitat present. |
| *Calicina minor* Edgewood blind harvestman | Federal none<br>State none<br>Other DFG: SA Global/State Rank: G1/S1 | Found on the underside of moist serpentine rocks near permanent springs. Recorded from San Mateo, Santa Clara counties. | None: no suitable habitat present. |
| *Microcina edgewoodensis* Edgewood Park micro-blind harvestman | Federal none<br>State none<br>Other DFG: SA Global/State Rank: G1/S1 | Occurs in xeric grasslands. Restricted to serpentine soil found beneath medium to large rocks in contact with the soil. Recorded from San Mateo County. Additional distribution: Known from two populations at Edgewood Park, Redwood City, and a single population west of I-280 on SFPUC land known as the "Triangle". | None: no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| ***Malacostraca*** | | | |
| *Caecidotea tomalensis* Tomales isopod | Federal none<br>State none<br>Other DFG: SA Global/State Rank: G2/S2S3 | Inhabits localized fresh-water ponds or streams with still or near-still water in several Bay Area counties.<br>Recorded from Marin, San Francisco, San Mateo, Sonoma counties. | None:<br>no suitable habitat present. |
| ***Insecta - Insects*** | | | |
| *Adela oplerella* Opler's longhorn moth | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G2/S2 | All known occurrences except Santa Cruz site are from serpentine grassland. Larvae feed on Platystemon californicus.<br>Recorded from Alameda, Marin, Santa Clara, Santa Cruz, Sonoma counties. | None:<br>no suitable habitat present. |
| *Bombus caliginosus* obscure bumble bee | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G4?/S1S2 | Coastal areas, on Baccharis, Cirsium, Lupinus, Lotus, Grindelia and Phacelia. Distributed in coastal areas from northern Washington to southern California.<br>Recorded from Del Norte, Humboldt, Marin, Mendocino, Monterey, San Luis Obispo, San Mateo, Santa Barbara, Sonoma counties. Also from Oregon, Washington. | None:<br>no suitable habitat present. |
| *Bombus crotchii* Crotch bumble bee | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G3G4/S1S2 | Inhabits open grassland and scrub habitats. Food plants include Antirhinum, Clarkia, Dendromecon, Eschscholzia, Eriogonum, and Phacelia. Nests are often located underground in abandoned rodent nests, or above ground in tufts of grass, old bird nests, rock piles, or cavities in dead trees. Exclusive to coastal California east towards the Sierra-Cascade Crest and into western Nevada.<br>Recorded from Alameda, Calaveras, Colusa, Contra Costa, Fresno, Glenn, Inyo, Kern, Los Angeles, Madera, Mariposa, Mendocino, Merced, Modoc, Monterey, San Benito, San Bernardino, San Joaquin, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Siskiyou, Sonoma, Stanislaus, Tehama, Tulare, Tuolumne, Ventura, Yolo counties. Also from SW Nevada. | None:<br>marginally suitable habitat present.<br><br>No suitable host plants present on site. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Bombus occidentalis*<br>western bumble bee | Federal none<br>State none<br>Other DFW: SA FS: S Global/State Rank: G2G3/S1 Xerces: I | Once very common in the western United States and western Canada, but populations from southern British Columbia to Central California have nearly disappeared. Still found in the northern and eastern portions of its historic range. It is an important pollinators of wild flowering plants and crops (e.g., Centaurea, Chrysothamnus, Cirsium, Eriogonum, Melilotus, and Trifolium). Recorded from Alameda, Alpine, Butte, Calaveras, Contra Costa, Del Norte, El Dorado, Fresno, Humboldt, Imperial, Lake, Lassen, Marin, Mariposa, Mendocino, Modoc, Monterey, Napa, Nevada, Placer, Plumas, Sacramento, San Bernardino, San Francisco, San Joaquin, San Luis Obispo, San Mateo, Santa Clara, Santa Cruz, Shasta, Sierra, Siskiyou, Sonoma, Tehama, Trinity, Tulare, Tuolumne, Yolo counties. | None:<br>no suitable habitat present. |
| *Callophrys mossii bayensis*<br>San Bruno elfin butterfly | Federal FE<br>State none<br>Other DFW: SA Global/State Rank: G4T1/S1 Xerces: C | Inhabits coastal, mountainous areas with grassy ground cover. Colonies are located on steep, north-facing slopes within the fog belt. Larval host plant is Sedum spathulifolium. Recorded from San Mateo, Marin counties. Additional distribution: primary populations are located in the vicinity of San Bruno Mountain. | None:<br>marginally suitable habitat present.<br><br>Required host plants not present on site. |
| *Cicindela hirticollis gravida*<br>sandy beach tiger beetle | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G5T2/S2 | Inhabits clean, dry, light-colored sand in the upper tidal zone. Subterranean larvae prefer moist sand not affected by wave action. Occurs in areas adjacent to non-brackish water. Recorded from Los Angeles, San Diego, Santa Barbara, Ventura counties. Additional distribution: occurs along the coast of California from San Francisco Bay to northern Mexico. | None:<br>no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Danaus plexippus* monarch butterfly | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G4T2T3/S2S3 | Listing refers to wintering sites only. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, Monterey cypress), with nectar and water sources nearby.<br><br>DFW listing covers winter roosts.<br>Recorded from Alameda, Contra Costa, Inyo, Kern, Los Angeles, Marin, Mendocino, Monterey, Orange, San Diego, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Cruz, Solano, Sonoma, Ventura counties.<br>Additional distribution: winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. | None:<br>no suitable habitat present. |
| *Dufourea stagei* Stage's dufourine bee | Federal none<br>State none<br>Other CDFW: SA Global/State Rank: G1G2/S1 | Ground nesting bee known from a single collection made in 1962 in coastal scrub habitat.<br>Recorded from San Mateo County. Additional distribution: Recorded from San Bruno Mt.. | None:<br>no suitable habitat present. |
| *Euphydryas editha bayensis* bay checkerspot butterfly | Federal FT<br>State none<br>Other DFW: SA Global/State Rank: G5T1/S1 Xerces: C | Inhabits native grasslands on outcrops of serpentine soil. The primary host plant is Plantago erecta. Secondary host plants include Orthocarpus densiflorus and O. purpurscens.<br>Recorded from Alameda, San Francisco, San Mateo, Santa Clara counties.<br>Additional distribution: occurs in the vicinity of the San Francisco Bay. | None:<br>no suitable habitat present. |
| *Hydrochara ricksecker* Ricksecker's water scavenger beetle | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G2?/S2? | Inhabits slow moving freshwater ponds, streams, marshes and lakes.<br>Recorded from Alameda, Contra Costa, Marin, San Mateo, Solano, Sonoma counties. Additional distribution: known from the San Francisco Bay area. | None:<br>no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Hydroporus leechi*<br>Leech's skyline diving beetle | Federal none<br>State none<br>Other DFG: SA Global/State Rank: G1?/S1? | Little information is available about the species' life history, habitat requirements and distribution. Initially known from a single location near Pacifica, San Mateo County; recent study has found species to be more widespread. Inhabits freshwater ponds.<br><br>Recorded from San Mateo County. | None:<br>no suitable habitat present. |
| *Ischnura gemina*<br>San Francisco forktail damselfly | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G2/S2 | Inhabits marshes, ponds and ditches with emergent and/or floating vegetation.<br>Recorded from Marin, San Francisco, San Mateo counties. | None:<br>no suitable habitat present. |
| *Lichnanthe ursina*<br>bumblebee scarab beetle | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G2/S2 | Inhabits coastal sand dunes. Usually flies close to sand surface near the crest of the dunes.<br>Recorded from Marin, San Francisco, San Mateo, Sonoma counties. | None:<br>no suitable habitat present. |
| *Plebejus icarioides missionensis*<br>mission blue butterfly | Federal FE<br>State none<br>Other DFW: SA Global/State Rank: G5T1/S1 Xerces: C | Inhabits grasslands. Three larval host plants: Lupinus albifrons, L. variicolor, and L. formosus, of which L. albifrons is favored. Primary nectar plants for adults are Eriogonum latifolium, Chrysopsis villosa, Brodiaea pulchella and Brodiaea laxa<br>Recorded from Marin, San Francisco, San Mateo counties. Additional distribution: restricted to the San Francisco Peninsula and Marin headlands. | None:<br>marginally suitable habitat present.<br><br>Required host plants not present on site. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Speyeria callippe callippe* callippe silverspot butterfly | Federal FE<br>State none<br>Other DFW: SA Global/State Rank: G5T1/S1 Xerces: C | Inhabits northern coastal scrub. Hostplant is Viola pedunculata. Most adults found on east-facing slopes. Males congregate on hilltops in search of females. Recorded from Alameda, San Mateo, Solano, Sonoma counties. | None: no suitable habitat present. |
| *Speyeria zerene myrtleae* Myrtle's silverspot butterfly | Federal FE<br>State none<br>Other DFW: SA Global/State Rank: G5T1/S1 Xerces: C | Restricted to the foggy, coastal dunes and hills Larval foodplant thought to be Viola adunca. Recorded from Marin, San Mateo, Sonoma counties. Additional distribution: Point Reyes Peninsula. Extirpated from coastal San Mateo County. | None: no suitable habitat present. |
| *Trachusa gummifera* San Francisco Bay Area leaf-cutter bee | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G1/S1 | Known from two collections made in 1957 and 1962. No specific habitat information is available. Leafcutting bees use cut leaves to construct nests in cavities (mostly in rotting wood). They create multiple cells in the nest, each with a single larva and pollen stored for the larvae to eat. Leafcutting bees are important pollinators of wildflowers, fruits, vegetables and other crops. Recorded from Marin, San Francisco, San Mateo counties. | Not expected: marginally suitable habitat present. |
| ***Actinopterygii - Ray-finned Fishes*** | | | |
| *Eucyclogobius newberryi* tidewater goby | Federal FE<br>State none<br>Other AFS: E DFW: SSC Global/State Rank: G3/S3 | Found in shallow coastal lagoons and brackish bays at mouth of freshwater streams. Requires fairly still but not stagnant water and high oxygen levels. Tolerates a wide variation in salinity (1-28 ppt.) and temperature (9-25°C). The substrate and vegetation can vary among lagoon, creek and marsh habitats. Recorded from Alameda, Del Norte, Humboldt, Los Angeles, Marin, Mendocino, Monterey, Orange, San Diego, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Cruz, Sonoma, Ventura counties. Additional distribution: occurs along the southern California coast from Agua Hedionda Lagoon, to the mouth of the Smith River. | None: no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Hypomesus transpacificus* delta smelt | Federal FT<br>State SE<br>Other AFS: T DFW: SA Global/State Rank: G1/S1 | Occurs in open brackish and freshwater of large channels. Most frequently found at salinities < 2ppt.; seldom found at salinities > 10 ppt. Occurs in the Sacramento-San Joaquin Delta. Occurs seasonally in Suisun Bay, Carquinez Strait and San Pablo Bay.<br>Recorded from Solano, Sacramento, San Joaquin, Solano, Yolo counties. | None:<br>no suitable habitat present. |
| *Mylopharodon conocephalus* hardhead | Federal none<br>State none<br>Other DFG: SSC FS: S Global/State Rank: G3/S3 | Inhabits deep pools with sand-gravel-boulder bottoms and slow-moving water. Not found where exotic centrarchids predominate. Freshwater. Occurs in low to mid-elevation streams in the Sacramento-San Joaquin drainage.<br>Recorded from Fresno, Merced, Modoc, Shasta counties. | None:<br>no suitable habitat present. |
| *Oncorhynchus mykiss irideus* steelhead - central Calif. coast DPS | Federal FT<br>State none<br>Other AFS: T DFW: SA Global/State Rank: G5T2T3Q/S2S3 | The Distinct Population Segment includes steelhead inhabiting streams and tributaries from the Russian River south to Soquel Creek and to, but not including the Pajarro River. Also occurs in the San Francisco and San Pablo basins.<br>Recorded from Alameda, Marin, Napa, San Mateo, Santa Cruz, Sonoma counties. | None:<br>no suitable habitat present. |
| *Spirinchus thaleichthys* longfin smelt-San Francisco bay-delta DPS | Federal FC<br>State ST<br>Other DFW: SSC Global/State Rank: G5/S1 | Found mostly close to shore, in bays and estuaries, ascending coastal streams to spawn. Anadromous. Occurs in fresh and brackish water, and marine environments. | None:<br>no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| ***Amphibia - Amphibians*** | | | |
| *Ambystoma californiense*<br>California tiger salamander - Central Calif. DPS | Federal FT<br>State ST<br>Other DFW: WL Global/State Rank: G2G3/S2S3 | Needs underground refuges, especially ground squirrel burrows and vernal pools or other seasonal water sources for breeding.<br>Recorded from Alameda, Amador, Butte, Calaveras, Contra Costa, Fresno, Kern, Kings, Madera, Mariposa, Merced, Monterey, Riverside, Sacramento, San Benito, San Joaquin, San Luis Obispo, San Mateo, Santa Clara, Santa Cruz, Solano, Stanislaus, Sutter, Tulare, Yolo counties. | None:<br>no suitable habitat present. |
| *Aneides flavipunctatus*<br>black salamander | Federal none<br>State none<br>Other DFW: SSC Global/State Rank: G3/S3 | South of San Francisco and in Shasta Co., salamanders frequent the margins of permanent streams in redwood, Douglas-fir, and montane hardwood forests throughout the year. In other areas, they use perennial grass, wet meadow, montane riparian, valley-foothill hardwood, hardwood conifer, and riparian habitats. Occurs from Del Norte and Siskiyou cos. south along the coast to Sonoma and Napa cos. It also inhabits the hills of Santa Cruz, Santa Clara, and San Mateo cos., and an isolated population has been found in Plumas Co. Found mostly below 2000 ft (610 m). | None:<br>no suitable habitat present. |
| *Dicamptodon ensatus*<br>California giant salamander | Federal none<br>State none<br>Other DFW: SSC Global/State Rank: G3/S2S3 | Occurs up to 2,160 m (6,500 ft) primarily in humid coastal forests, especially in Douglas-fir, redwood, red fir, and montane and valley-foothill riparian habitats (Stebbins 1972). They live in or near streams in damp forests. Aquatic adults and larvae are found in cool, rocky streams and occasionally in lakes and ponds (Nussbaum and Clothier 1973). Year-round residents of north-central California, from southern Santa Cruz County to extreme southern Mendocino and Lake counties. | None:<br>no suitable habitat present. |
| *Rana draytonii*<br>California red-legged frog | Federal FT<br>State none<br>Other DFW: SSC Global/State Rank: G2G3/S2S3 | Inhabits lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.<br>Recorded from Alameda, Butte, Butte, Calaveras, Contra Costa, El Dorado, Fresno, Glenn, Lake, Los Angeles, Marin, Mariposa, Mendocino, Merced, Monterey, Napa, Nevada, Placer, Plumas, Riverside, San Benito, San Bernardino, San Diego, San Francisco, San Joaquin, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Shasta, Solano, Sonoma, Stanislaus, Tehama, Tuolumne, Ventura, Yuba counties. | None:<br>no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| ***Reptilia - Reptiles*** | | | |
| *Emys marmorata* Pacific pond turtle | Federal none<br>State none<br>Other BLM: S DFW: SSC FS: S Global/State Rank: G3G4/S3 | A thoroughly aquatic turtle inhabiting ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Needs basking sites and sandy banks or grassy open fields in upland areas for egg-laying. Recorded from Alameda, Amador, Butte, Calaveras, Colusa, Contra Costa, Del Norte, El Dorado, Fresno, Glenn, Humboldt, Kern, Kings, Lake, Lassen, Los Angeles, Madera, Marin, Mariposa, Mendocino, Merced, Modoc, Monterey, Napa, Nevada, Orange, Placer, Plumas, Riverside, Sacramento, San Benito, San Bernardino, San Diego, San Francisco, San Joaquin, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Solano, Sonoma, Stanislaus, Tehama, Trinity, Tulare, Tuolumne, Ventura, Yolo, Yuba counties. | None: no suitable habitat present. |
| *Thamnophis sirtalis tetrataenia* San Francisco garter snake | Federal FE<br>State SE<br>Other DFW: FP Global/State Rank: G5T2Q/S2 | Occurs in the vicinity of freshwater marshes, ponds and slow moving streams. Prefers dense cover and water depths of at least one foot. Upland areas near water are also very important.<br><br>Recorded from San Mateo, Santa Cruz counties. | None: no suitable habitat present. |
| ***Aves - Birds*** | | | |
| *Accipiter cooperii* Cooper's hawk | Federal none<br>State none<br>Other DFW: WL FWS: MBTA Global/State Rank: G5/S4 | Inhabits primarily open, interrupted or marginal woodlands. Nests mainly in riparian groves of deciduous trees in canyon bottoms on river flood-plains. Also nests in coast live oak.<br><br>DFW listing covers nesting individuals only. | None: no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Agelaius tricolor*<br>tricolored blackbird | Federal none<br>State SCE<br>Other ABC: WL<br>BLM: S<br>DFW: SSC<br>FWS: BCC; MBTA<br>Global/State Rank: G2G3/S1S2 | Highly colonial species. Requires open water, protected nesting substrate, and foraging areas with insect prey within a few km of the colony. Greatest concentrations are in the Central Valley and vicinity. Largely endemic to California.<br><br>DFG listing covers nesting colonies only. | None:<br>no suitable nesting habitat present. |
| *Ardea herodias*<br>great blue heron | Federal none<br>State none<br>Other CDF: S<br>DFW: SA<br>FWS: MBTA<br>Global/State Rank: G5/S4 | Nests colonially in tall trees, cliffsides, and sequestered spots on marshes. Rookery sites are usually in close proximity to foraging areas such as marshes, lake margins, tide-flats, rivers and streams, wet meadows.<br><br>DFG listing covers nesting colonies only.<br>Recorded from Alameda, Butte, Del Norte, Humboldt, Imperial, Lake, Lassen, Marin, Merced, Monterey, Placer, Riverside, Sacramento, San Joaquin, San Mateo, Santa Clara, Shasta, Siskiyou, Solano, Sonoma, Stanislaus, Tehama, Tulare, Yolo counties. | None:<br>no suitable nesting habitat present. |
| *Arenaria melanocephala*<br>black turnstone | Federal none<br>State none<br>Other FWS: MBTA<br>Global/State Rank: n/a | Common to abundant on rocky shores of marine habitats along the entire California coast (and on offshore islands) from late July to early May. Not as abundant in winter as in fall and spring seasons (Page et al. 1979). Small numbers of nonbreeders remain through the summer. Partial to rugged, rocky, intertidal coasts, but also occurs on outer coast sandy beaches and on estuarine mudflats. Often the most common of wintering, rocky intertidal shorebirds. A few inland records exist, mostly from the Salton Sea. | None:<br>no suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Asio flammeus*<br>short-eared owl | Federal none<br>State none<br>Other ABC: WL<br>Aud: WL<br>DFW: SSC<br>FWS: BCC, MBTA<br>Global/State Rank: G5/S3 | Inhabits both freshwater and salt water swamp lands, lowland meadows, and irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depressions concealed in vegetation.<br><br>DFW listing covers nesting birds only.<br>Recorded from Contra Costa, Imperial, Los Angeles, Modoc, Monterey, San Mateo, Solano counties. | None:<br>no suitable nesting habitat present. |
| *Athene cunicularia*<br>burrowing owl | Federal none<br>State none<br>Other BLM: S<br>DFW: SSC<br>FWS: BCC; MBTA<br>Global/State Rank: G4/S3 | Inhabits open, dry annual or perenial grasslands, deserts and scrublands characterized by low-growing vegetation. Nests underground in mammal burrows, especially those of California ground squirrel.<br><br>DFW listing covers burrow sites and some wintering sites only. | Not expected:<br>marginally suitable habitat present.<br><br>No suitable burrows present on site. |
| *Baeolophus inornatus*<br>oak titmouse | Federal none<br>State none<br>Other ABC: WL<br>DFW: SA<br>FWS: BCC, MBTA<br>Global/State Rank: G4/S4 | Common species primarily associated with oaks. Occurs in montane hardwood-conifer, montane hardwood, blue, valley, and coastal oak woodlands, and montane and valley foothill riparian habitats. Range encircles San Joaquin Valley, extending east from the coast through Kern Co. onto the western slope of the Sierra Nevada north to Shasta Co.<br><br>DFW listing covers nesting individuals only. | Possible:<br>suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Brachyramphus marmoratus* marbled murrelet | Federal FT<br>State SE<br>Other ABC: WL CDF: S DFW: SA FWS: MBTA Global/State Rank: G3G4/S1 | Nests in old-growth redwood-dominated forests, up to six miles inland, often in Douglas fir trees. Forages near-shore. Nests inland along the northern California coast.<br><br>Listings cover nesting sites. | None:<br>no suitable nesting habitat present. |
| *Calidris canutus* red knot | Federal none<br>State none<br>Other FWS: MBTA Global/State Rank: n/a | Uncommon to common during fall and spring migrations along coastal estuarine habitats. Prefers estuarine sand or mud flats; found less often on sandy beaches on the outer coast. In winter, rare along the coast except at San Francisco and San Diego bays, where may be very common at times. At the Salton Sea, fairly common in spring. Elsewhere in California, higher numbers apparently pass through in fall migration than in spring. Does not breed in the state. | None:<br>no suitable habitat present. |
| *Charadrius alexandrinus nivosus* western snowy plover | Federal FT<br>State none<br>Other ABC: WL DFW: SSC FWS: BCC, MBTA Global/State Rank: G3T3/S2S3 | Inhabits sandy beaches, salt pond levees and shores of large alkali lakes. Requires sandy, gravelly or friable soils for nesting. Federal listing applies only to the Pacific coastal population.<br><br>Listings cover nesting sites only. AUD listing covers full species. | None:<br>no suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Circus cyaneus* northern harrier | Federal none<br>State none<br>Other DFW: SSC<br>FWS: MBTA<br>Global/State Rank: G5/S3 | Inhabits both freshwater and saltwater marshes and adjacent upland grasslands. Nests on the ground in tall grasses in grasslands and meadows. Breeding begins in March; single-brooded.<br><br>DFW listing covers nesting individuals only. | None:<br>no suitable nesting habitat present. |
| *Coturnicops noveboracensis* yellow rail | Federal none<br>State none<br>Other ABC: WLBCC<br>AUD: WL<br>DFW: SSC<br>FWS: BCC; MBTA<br>Global/State Rank: G4/S1S2 | The yellow rail is a small, secretive marshbird that runs under vegetation in freshwater marshlands. Breeds in north-central California and Oregon. Summer resident in the eastern Sierra Nevada. Winters in the San Francisco Bay Area.<br>Recorded from Mono County. | None:<br>no suitable nesting habitat present. |
| *Cypseloides niger* black swift | Federal none<br>State none<br>Other ABC: WL<br>AUD: WL-Y<br>DFW: SSC<br>FWS: BCC; MBTA<br>Global/State Rank: G4/S2 | Inhabits the coastal belt of the Central Coast, central and southern Sierra Nevada, and San Bernardino and San Jacinto mountains. Breeds in small colonies on cliffs behind or adj to waterfalls in deep canyons and sea-bluffs above surf. Forages widely.<br><br>DFW listing covers nesting individuals only. | None:<br>no suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Elanus leucurus* white-tailed kite | Federal none<br>State none<br>Other DFW: FP FWS: MNB, MBTA Global/State Rank: G5/S3S4 | Inhabits rolling foothills andvalley margins with scattered oaks and river bottomlands or marshes next to deciduous woodlands. Utilizes open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.<br><br>DFW listing covers nesting individuals only. | None:<br>no suitable nesting habitat present. |
| *Falco columbarius* merlin | Federal none<br>State none<br>Other DFG: WL FWS: MBTA Global/State Rank: G5/S3S4 | Winters on the seacoast, in tidal estuaries, open woodlands, savannahs, edges of grasslands and deserts, farms and ranches. Clumps of trees or windbreaks are required for roosting in open country.<br><br>DFG listing covers wintering birds only. | None:<br>no suitable nesting habitat present.<br><br>Could forage overhead. |
| *Falco peregrinus anatum* American peregrine falcon | Federal Delisted<br>State Delisted<br>Other CDF: S DFW: FP FWS: BCC, MBTA Global/State Rank: G4T4/S3S4 | Nests near wetlands, lakes, rivers, or other water bodies, on cliffs, banks, dunes, mounds, and human-made structures. Nests consist of a scrape on a depression or ledge in an open site.<br><br>DFW listing covers nesting individuals only. | None:<br>no suitable nesting habitat present.<br><br>Could forage overhead. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Gelochelidon nilotica* gull-billed tern | Federal none<br>State none<br>Other DFG: SSC FWS: BCC, MBTA Global/State Rank: G5/S1 | Nests on low, sandy islets. known to feed on fishes at mouth of colorado river and on grasshoppers in alfalfa fields. Only known breeding colony located at southeast end of Salton Sea.<br><br>DFW listing covers nesting coloniess only.<br>Recorded from Imperial, Riverside counties. | None:<br>no suitable nesting habitat present. |
| *Geothlypis trichas sinuosa* saltmarsh common yellowthroat | Federal none<br>State none<br>Other DFW: SSC FWS: BCC, MBTA Global/State Rank: G5T3/S3 | Inhabits freshwater and salt marshes. Requires thick, continuous cover down to water surface for foraging. Nests in tall grasses, tule patches and willows. Resident of the San Francisco Bay region.<br>Recorded from Alameda, Marin, Napa, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma counties. | None:<br>no suitable nesting habitat present. |
| *Haematopus bachmani* black oystercatcher | Federal none<br>State none<br>Other AUD: WL FWS: BCC; MBTA Global/State Rank: n/a USBC: Watch List | A permanent resident on rocky shores of marine habitats along almost the entire California coast, and on adjacent islands. Uncommon to locally fairly common in northern and central California and on Channel Islands. Rare on mainland coast south of Pt. Conception (Santa Barbara Co.).<br><br>DFW listing covers nesting birds. | None:<br>no suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Haliaeetus leucocephalus*<br>bald eagle | Federal Delisted<br>State SE<br>Other BLM: S<br>CDF: S<br>DFW: FP<br>FWS: BCC, MBTA<br>Global/State Rank: G5/S3<br>USFS: S | Found on ocean shores, lake margins, and rivers. Mostly nests within 1 mile of water. Nests in large, old-growth, or dominant live trees with open branches, especially ponderosa pine. Roosts communally in winter. Occasional visitor to San Francisco Bay habitats, primarily in migration and winter. Delisted in 2007 and no longer covered under FESA.<br><br>DFW listing covers nesting and wintering birds only.<br>Recorded from Alameda, Butte, Calaveras, Colusa, Del Norte, El Dorado, Fresno, Glenn, Humboldt, Inyo, Lake, Lassen, Los Angeles, Madera, Mendocino, Modoc, Mono, Monterey, Napa, Nevada, Plumas, Riverside, San Bernardino, San Luis Obispo, Santa Barbara, Shasta, Sierra, Siskiyou, Tehama, Trinity, Tuolumne, Yuba counties. | None:<br>no suitable nesting habitat present. |
| *Laterallus jamaicensis coturniculus*<br>California black rail | Federal none<br>State ST<br>Other ABC: WL<br>DFW: FP<br>FWS: BCC, MBTA<br>Global/State Rank: G3G4T1/S1 | Inhabits freshwater marshes, wet meadows and shallow margins bordering large bays. Also found in freshwater and brackish marshes, near sea level.<br><br>AUD, FWS & ABC listings cover full species.<br>Recorded from Alameda, Butte, Contra Costa, Imperial, Los Angeles, Marin, Napa, Nevada, Orange, San Diego, San Francisco, San Joaquin, San Luis Obispo, San Mateo, Santa Cruz, Solano, Sonoma, Yuba counties. | None:<br>no suitable nesting habitat present. |
| *Limnodromus griseus*<br>short-billed dowitcher | Federal none<br>State none<br>Other FWS: BCC, MBTA<br>Global/State Rank: n/a | Common in saltwater habitats. Common to abundant during spring (late March to mid-May) and fall (mid-July to October) migration along the entire coast of California, where it typically occurs on intertidal mudflats of estuarine habitats. | None:<br>no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Limosa fedoa*<br>marbled godwit | Federal none<br>State none<br>Other FWS: BCC, MBTA Global/State Rank: n/a | Most common on estuarine mudflats, but also occurs on sandy beaches, open shores, saline emergent wetlands, and adjacent wet upland fields. A common to abundant migrant and winter visitant from mid-August to early May in estuarine habitats the length of the state. A fairly common migrant and winter visitant at the Salton Sea, but generally rare elsewhere in the interior of the state. | None:<br>no suitable habitat present. |
| *Melospiza melodia pusillula*<br>Alameda song sparrow | Federal none<br>State none<br>Other DFW: SSC FWS: BCC; MBTA Global/State Rank: G5T2?/S2S3 | Inhabits pickleweed marshes. Nests low in Grindelia bushes (high enough to escape high tides) and in pickleweed. Resident of salt marshes bordering the southern arm of San Francisco Bay. | None:<br>no suitable nesting habitat present. |
| *Numenius americanus*<br>long-billed curlew | Federal none<br>State none<br>Other DFW: WL FWS: BCC; MBTA Global/State Rank: G5/S2 | Breeds in upland shortgrass prairies and wet meadows in northeastern California. Inhabits gravelly soils and gently rolling terrain are favored over others.<br><br>DFW listing covers nesting birds only. | None:<br>no suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Numenius phaeopus* whimbrel | Federal none<br>State none<br>Other FWS: BCC, MBTA Global/State Rank: n/a | On the coast, forages on rocky intertidal and sandy beach marine habitats, on the intertidal mudflats of estuarine habitats, and on wet meadow and pasture habitats adjacent to the immediate coast. Occasionally forages on lawns or golf courses. Inland, prefers flooded fields, wet meadows, croplands and the margins of riverine and lacustrine habitats. Fairly common to abundant as a spring migrant from mid-March to late May. Less common, but still numerous, in fall migration from early August to mid-October. In winter, rare to very uncommon in coastal central California, but fairly common along the southern California coast. Absent, or very rare, in winter on the northern California coast and in the interior part of the state. | None:<br>no suitable habitat present. |
| *Nycticorax nycticorax* black-crowned night-heron | Federal none<br>State none<br>Other DFW: SA FWS: MBTA Global/State Rank: G5/S4 | Nests colonially, usually in trees, but occasionally in tule patches. Rookery sites located adjacent to foraging areas such as lake margins, mud-bordered bays, marshy spots.<br><br>DFG listing covers nesting colonies only.<br>Recorded from Contra Costa, Humboldt, Marin, Riverside, Sacramento, Sutter counties. | None:<br>no suitable nesting habitat present. |
| *Oceanodroma homochroa* ashy storm-petrel | Federal none<br>State none<br>Other ABC: WL AUD: WL DFW: SSC FWS: BCC; MBTA Global/State Rank: G2/S2 | Nest colonially on off-shore islands. Nests in crevices beneath loosely piled rocks or driftwood, or in caves. Usually nests on driest part of islands. Forages over open ocean.<br><br>DFW listing covers rookery sites only.<br>Recorded from Marin, Santa Barbara counties. | None:<br>no suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Phalacrocorax auritus* double-crested cormorant | Federal none<br>State none<br>Other DFW: WL<br>FWS: MBTA<br>Global/State Rank: G5/S4 | Nests colonially on coastal cliffs, offshore islands, and along lake margins in the interior of the state. Nests along coast on sequestered islets, usually on ground with sloping surface, or in tall trees along lake margins.<br><br>DFG listing covers rookery sites only.<br>Recorded from Alameda, Contra Costa, Del Norte, Humboldt, Lake, Lassen, Mariposa, Monterey, Sacramento, San Diego, San Francisco, Santa Barbara, Sonoma, Ventura counties. | None:<br>no suitable nesting habitat present. |
| *Pica nuttalli* yellow-billed magpie | Federal none<br>State none<br>Other DFW: SA<br>FWS: BCC, MBTA<br>Global/State Rank: G3G4/S3S4 | Inhabits valley foothill hardwood, valley foothill hardwood-conifer, valley foothill riparian, orchard vineyard, cropland, pasture, and urban habitats. A common, yearlong resident of the Central Valley, and coastal mountain ranges south from San Francisco Bay to Santa Barbara Co. Also breeds locally on the coast in Monterey Co., and is casual in winter on the coast north to Sonoma Co. Rare visitor in Shasta Valley, Siskiyou Co.<br><br>DFW listing covers nesting and communal roost sites. | None:<br>no suitable nesting habitat present. |
| *Picoides nuttallii* Nuttall's woodpecker | Federal none<br>State none<br>Other ABC: WL<br>FWS: BCC, MBTA<br>Global/State Rank: n/a | Inhabits oak woodland and mixed riparian woodlands. Forage along bark of trees for insects; also feeds on acorns. Cavity nester. Breeding begins in March; single-brooded. | Not expected:<br>marginally suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Pipilo maculatus* spotted towhee | Federal none<br>State none<br>Other FWS: MBTA Global/State Rank: n/a | Found in chaparral and other shrub habitats and in open stands of riparian, hardwood, hardwood-conifer, and lower-elevation conifer habitats. Occupies relatively tall, dense stands of shrubs and riparian thickets with accumulations of leaf litter and humus, especially decadent stands and those at the bottom of slopes. A common resident throughout California except at high elevations in the Sierra Nevada and lowlands of southern deserts. East of Cascade Range and Sierra Nevada, breeds south to Owens Valley, Inyo Co. In southeastern deserts, breeds in higher ranges but not in lowlands. It is a rare winter visitor of Colorado River and Salton Sea areas, and locally elsewhere in southern California deserts. | Possible: marginally suitable nesting habitat present. |
| *Rallus longirostris obsoletus* California Ridgway's rail | Federal FE<br>State SE<br>Other ABC: WL DFW: FP FWS: MBTA Global/State Rank: G5T1/S1 | Inhabits salt-water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs. | None: no suitable nesting habitat present. |
| *Riparia riparia* bank swallow | Federal none<br>State ST<br>Other DFW: SA FWS: MBTA Global/State Rank: G5/S2 | Nests colonially, primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.<br><br>DFW listing covers nesting colonies only.<br>Recorded from Alameda, Butte, Colusa, Del Norte, El Dorado, Fresno, Glenn, Humboldt, Inyo, Lassen, Modoc, Mono, Monterey, Plumas, Sacramento, San Benito, San Diego, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Shasta, Siskiyou, Sonoma, Sutter, Tehama, Ventura, Yolo counties. | None: no suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

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| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Rynchops niger*<br>black skimmer | Federal none<br>State none<br>Other DFW: SSC FWS: BCC; MBTA Global/State Rank: G5/S2 USBC: Watch List | Nests on gravel bars, low islets, and sandy beaches, in unvegetated sites. Nesting colonies usually less than 200 pairs. Nests along the north and south ends of the Salton Sea and on salt pond dikes of south San Diego Bay.<br><br>DFW listing covers nesting colonies only.<br>Recorded from Alameda, Imperial, Orange, Riverside, San Diego counties. | None:<br>no suitable nesting habitat present. |
| *Selasphorus rufus*<br>rufous hummingbird | Federal none<br>State none<br>Other DFW: SA FWS: BCC; MBTA Global/State Rank: G5/S1S2 | A migrant to California and rare breeder, species inhabits oak woodlands with scattered pines and junipers. Breeds in forested and brushy habitats in north coastal California. Breeding begins in April; single to double-brooded.<br><br>DFW listing covers nesting individuals only. | Not expected:<br>marginally suitable nesting habitat present. |
| *Selasphorus sasin*<br>Allen's hummingbird | Federal none<br>State none<br>Other FWS: BCC, MBTA Global/State Rank: n/a | Inhabits a variety of woodland and scrub habitats. Breeds in a variety of habitats including moist coastal areas, scrub, chaparral and woodlands. Breeding begins in February; double-brooded. | Possible:<br>marginally suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Spinus lawrencei*<br>Lawrence's goldfinch | Federal none<br>State none<br>Other ABC: WL DFW: SA FWS: BCC; MBTA Global/State Rank: G3G4/S3S4 | syn: Carduelis lawrencei<br>Inhabits arid oak/pine woodlands, foothills and chaparral from northern California west of the Sierra Nevada south to Baja California, Mexico. Breeding begins in March; double-brooded .<br><br>DFW listing covers nesting individuals only. | None:<br>no suitable habitat present. |
| *Sternula antillarum browni*<br>California least tern | Federal FE<br>State SE<br>Other ABC: WL DFW: FP FWS: MBTA Global/State Rank: G4T2T3Q/S2 | Breeds in colonies on bare or sparsely vegetated, flat substrates consisting of sand beaches, alkali flats, land fills, or paved areas. Nests along the coast from San Francisco Bay south to northern Baja California.<br><br>Listing covers nesting colonies. | None:<br>no suitable nesting habitat present. |
| *Toxostoma redivivum*<br>California thrasher | Federal none<br>State none<br>Other ABC: WLBCC AUD: WL-Y FWS: MBTA Global/State Rank: n/a | A common resident of foothills and lowlands in cismontane California. Occupies moderate to dense chaparral habitats and, less commonly, extensive thickets in young or open valley foothill riparian habitat. In southern California, occurs in montane chaparral up to 1500-2000 m (5000-6600 ft). Avoids dense tree canopy.<br><br>General distribution:Occurs from the Mexican border north to Shasta, Trinity, and southern Humboldt counties., and into the Shasta Valley of Siskiyou County. | Possible:<br>marginally suitable nesting habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| ***Mammalia - Mammals*** | | | |
| *Antrozous pallidus* pallid bat | Federal none<br>State none<br>Other BLM: S<br>DFW: SSC<br>FS: S<br>Global/State Rank: G5/S3<br>WBWG: H | Inhabits rocky terrain in open areas in lowlands, foothills and mountainous areas near water throughout California below 2,000 meters. Roosts in caves, rock crevices, mines, hollow trees, buildings and bridges in arid regions in low numbers (<200). Active from March-November; migrates in some areas, but may hibernate locally.<br>Recorded from Calaveras, Imperial, Inyo, Kern, Lake, Marin, Mariposa, Mono, Napa, Orange, Riverside, San Bernardino, San Diego, San Joaquin, San Luis Obispo, Santa Barbara, Siskiyou, Sonoma, Tuolumne counties.<br>Also from Arizona, Nevada, New Mexico, Oregon, Washington. | None:<br>no suitable habitat present. |
| *Corynorhinus townsendii townsendii* Townsend's big-eared bat | Federal none<br>State SCT<br>Other BLM: S<br>DFW: SSC<br>FS: S<br>Global/State Rank: G3G4/S2<br>WBWG: H | Inhabits humid coastal regions of northern and central California. Roosts in limestone caves, lava tubes, mines, buildings etc. Will only roost in the open, hanging from walls and ceilings. Roosting sites are limiting. Extremely sensitive to disturbance.<br><br>BLM, DFW and FS listings cover full species.<br>Recorded from Alameda, Colusa, Humboldt, Lake, Marin, Mendocino, Napa, San Joaquin, Santa Cruz, Yolo counties. | None:<br>no suitable habitat present. |
| *Dipodomys venustus venustus* Santa Cruz kangaroo rat | Federal none<br>State none<br>Other DFW: SA<br>Global/State Rank: G4T1/S1 | Inhabits silverleaf manzanita mixed chaparral in the Zayante Hills ecosystem of the Santa Cruz mountains.<br>Needs soft, well-drained sand.<br>Recorded from San Mateo, Santa Clara, Santa Cruz counties. | None:<br>no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Erethizon dorsatum*<br>North American porcupine | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G5/S3 | Most common in montane conifer, Douglas-fir, alpine dwarf-shrub, and wet meadow habitats. Less common in hardwood, hardwood-conifer, montane and valley-foothill riparian, aspen, pinyon-juniper, low sage, sagebrush, and bitterbrush. Found throughout the Sierra Nevada and Cascades from Kern Co. north to the Oregon border, south in the Coast Ranges to Sonoma Co., and from San Mateo Co. south to Los Angeles Co. Scattered populations occur in wooded habitats throughout the Central Valley, as well as Los Angeles and San Bernardino counties. | None:<br>no suitable habitat present. |
| *Lasiurus cinereus*<br>hoary bat | Federal none<br>State none<br>Other DFW: SA Global/State Rank: G5/S4 WBWG: M | Ubiquitous throughout California. A solitary foliage rooster that prefers evergreens, but will use deciduous trees in forested habitats, particularly in edge habitat (Bolster 2005). May forage in small to large groups. Feeds primarily on moths, but will eat a variety of other insects. Migrates great distances. | None:<br>no suitable habitat present. |
| *Myotis thysanodes*<br>fringed myotis | Federal none<br>State none<br>Other BLM: S DFW: SA Global/State Rank: G4/S3 WBWG: H | Exhibits a strong roosting preference for large trees and snags, but will use buildings, caves, rock crevices, etc. Inhabits a variety of woodland, scrub and grassland habitats up to 2,850 m throughout CA except for Central Valley and So. deserts. Forages great distances and is active during winter months. Highly sensitive to human disturbance.<br>General distribution:occurs throughout California. | None:<br>no suitable habitat present. |
| *Neotoma fuscipes annectens*<br>San Francisco dusky-footed woodrat | Federal none<br>State none<br>Other DFW: SSC Global/State Rank: G5T2T3/S2S3 | One of eleven recognized subspecies. Inhabits oak and riparian woodlands with a well-developed understory in the SF Bay Area. They exhibit high site fidelity and may live in the same nest community for generations. Nest structures are key indicator of their presence and are easily identified by their conical appearance.<br>Recorded from Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara counties. | None:<br>suitable habitat present.<br><br>No stick nests present on site. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

Wood Biological Consulting

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Nyctinomops macrotis* big free-tailed bat | Federal none<br>State none<br>Other DFW: SSC Global/State Rank: G5/S3 WBWG: MH | A member of the Molossidae (free-tailed bat) family ranging from sea level to 2,600 meters (8,500 feet) in southern Utah, Nevada, and California, southern and western Texas, north and central Colorado, Arizona and New Mexico southward to South America. Inhabits rugged and rocky arid landscapes in desert scrub, woodland and evergreen habitats. Roosts primarily in cliff crevices, but will also use buildings, caves and tree cavities. Recorded from Alameda, Contra Costa, San Diego counties. Additional distribution: rare in California, as fall and winter vagrants. Probably does not breed in California. Alameda and Contra Costa records are suspect. Also from Arizona, New Mexico, Texas. | None: no suitable habitat present. |
| *Reithrodontomys raviventris* salt-marsh harvest mouse | Federal FE<br>State SE<br>Other DFW: FP Global/State Rank: G1G2/S1S2 | Pickleweed (Salicornia) is the primary habitat. Builds loosely organized nests and does not burrow into the ground. Requires higher areas to escape flooding. Restricted to saline emergent wetlands. Recorded from Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, Sonoma counties. Additional distribution: San Francisco Bay and its tributaries. | None: no suitable habitat present. |
| *Scapanus latimanus parvus* Alameda Island mole | Federal none<br>State none<br>Other DFW: SSC Global/State Rank: G5THQ/SH | Known only from Alameda Island. Found in a variety of habitats, but especially associated with annual and perennial grasslands. Prefers moist, friable soils. avoids flooded soils. Recorded from Alameda County. | None: no suitable habitat present. |
| *Sorex vagrans halicoetes* salt-marsh wandering shrew | Federal none<br>State none<br>Other DFW: SSC Global/State Rank: G5T1/S1 | Inhabits salt marshes. Occurs in medium-high marsh 6-8 ft above sea level where abundant driftwood is scattered among pickleweed. Recorded from Alameda, Contra Costa, San Mateo, Santa Clara counties. Additional distribution: southern arm of the San Francisco Bay. | None: no suitable habitat present. |

# Special-status Animal Species Evalulated For The Kraft Residence, Monte Cresta Drive

**SORTED BY CLASS**

| *Scientific Name* Common Name | Status | Habitat Affinities And Reported Distribution | Potential For Occurrence On Site |
|---|---|---|---|
| *Taxidea taxus* American badger | Federal none<br>State none<br>Other DFW: SSC Global/State Rank: G5/S3 | Most abundant in dry, open stages of most shrub, forest, and herbaceous habitats. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Excavates its own burrows. General distribution: recorded from every California county except Del Norte. | Not expected: marginally suitable habitat present.<br><br>No burrows present on site. |

# APPENDIX D. RARITY STATUS CODES

# EXPLANATION OF RARITY STATUS CODES

## ENDANGERED SPECIES ACT (ESA) LISTING CODES

FE = federally listed as Endangered
FT = federally listed as Threatened
FPE = proposed for listing Endangered
FPT = proposed for listing Threatened
FC = federal candidate; former Category 1 candidates
FD/FPD = delisted/proposed for delisting
BCC = Bird Species of Conservation Concern
SC = species of concern; established by NMFS, effective April 15, 2004.

## CALIFORNIA ENDANGERED SPECIES ACT (CESA) LISTING CODES

SE = state-listed as Endangered
ST = state-listed as Threatened
SR = state-listed as Rare
SCE = state candidate for listing as Endangered
SCT = state candidate for listing as Threatened
SD/SCD = delisted/State candidate for delisting

## GLOBAL (G) AND STATE (S) RARITY_RANKINGS

G1/S1 = Critically imperiled: at high risk of extinction, extremely rare.
G2/S2 = Imperiled: at high risk of extinction, restricted range, very few populations.
G3/S3 = Vulnerable: moderate risk of extinction, restricted range, few populations.
G4/S4 = Apparently secure: uncommon, not rare, possible long-term declines.
G5/S5 = Secure: common, widespread, abundant.
H = All records are historical
Q = Very rare, but taxonomy is questionable
T = Rank assigned to a sub-specific taxon.
X = All records are extirpated (extinct in the wild)

## CALIFORNIA RARE PLANT RANKINGS (CNPS LISTS)

List 1A: Plants presumed extinct in CA, rare or extinct elsewhere.
List 1B: Plants rare, threatened, or endangered in CA and elsewhere.
List 2A: Plants presumed extirpated in CA but common elsewhere.
List 2B: Plants rare, threatened or endangered in CA but common elsewhere.
List 3: Plants for which more information is needed – a review list.
List 4: Plants of limited distribution – a watch list.
.1 - Seriously endangered in CA
.2 – Fairly endangered in CA
.3 – Not very endangered in CA

## OTHER CODES

**ABC: WL** - American Bird Conservancy Watch List of Birds of Conservation Concern.

**AFS** - American Fisheries Society categories of risk for marine, estuarine and diadromous fish stocks. Codes: **E**=endangered; **T**=threatened; **V**=vulnerable

**AUD: WL** - Audubon: Watch List 2007. Bird species facing population decline and/or threats such as loss of breeding and wintering grounds, or species with limited geographic ranges. **R** – Red List, global conservation concern; **Y** – Yellow List, national conservation concern.

**BLM: S** - Bureau of Land Mgt: Sensitive. Includes species under review by USFWS or NMFS, species whose numbers are declining so rapidly that federal listing may become necessary, species with small and widely dispersed populations, or species inhabiting refugia or other unique habitats.

**CDF: S** – CA Dept. of Forestry and Fire Protection: Sensitive. Includes species that warrant special protection during timber operations.

**DFW: FP** - CDFW: Fully Protected. Species protected under §§3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) of the California Fish and Game Code.

**DFW: SA** - CDFW: Special Animal. Species included on the CDFW's lists of special animals.

**DFW: SP** - CDFW: Special Plant. Species included on the CDFW's lists of special plants.

**DFW: SSC** - CDFW: California Species of Special Concern.

**DFW: WL** - CDFW: (Watch List): taxa that don't meet SSC criteria but about which there is concern and additional information is needed to clarify status.

**FS: S** - USDA Forest Service: Sensitive. Species whose population viability is a concern, as evidenced by significant current or predicted downward trends in numbers or density, or in habitat capability that would reduce a species' existing distribution.

**FWS: BCC -** U.S. Fish and Wildlife Service: Birds of Conservation Concern. Migratory and non-migratory bird species that represent the USFWS's highest conservation priorities.

**FWS: BEPA -** U.S. Fish and Wildlife Service: Bald Eagle Protection Act.

**FWS: MBTA** U.S. Fish and Wildlife Service: International Migratory Bird Treaty Act.

**FWS: MNB** - U.S. Fish and Wildlife Service: Migratory Nongame Birds of Management Concern. Species of concern in the U.S. due to documented or apparent population declines, small or restricted populations, or dependence on restricted or vulnerable habitats.

**MMPA** – Marin Mammal Protection Act

**NMFS: SC** - National Marine Fisheries Service: Species of Concern.

**WBWG** - Western Bat Working Group. Priority for funding, planning or conservation actions. Priority Codes: **H**=high; **MH**=medium-high; **M**=medium; **LM**=low-medium

**Xerces** - Xerces Society Red List.
Codes: **C**=critically imperiled; **I**=imperiled; **V**=vulnerable; **D**=data deficient

# *Technical Memorandum*

**WOOD BIOLOGICAL CONSULTING**
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**DATE:** June 3, 2022
**TO:** Rob Gill, Senior Planner
City of Belmont
Community Development Department
1 Twin Pines Ln, Suite 110
Belmont, CA 9400
rgill@belmont.gov
**CC:** Jeff Kraft
**FROM:** Chris Rogers
**SUBJECT:** Updated Biological Resource Assessment
Kraft Parcel, Monte Cresta Drive, Belmont
APN 043-165-180

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This memorandum summarizes the results of a re-assessment of biological resources and potential biological constraints to the development of a parcel located at the western end of Monte Cresta Drive just west of the residence located at 2817 Monte Cresta Drive (Figures 1 and 2). The applicant proposes to construct a two-story residence on the 0.22-acre parcel (APN 043-165-180). Site plans for the home have been submitted separately.

This memorandum also updates, and where noted, revises the Biological Resources Assessment (BRA) prepared by Wood Biological Consulting in 2017[1] for the same project and parcel. That report was informed by previous biological resource studies that covered the project parcel and were prepared in support of the approved Monte Cresta Drive Road Improvement Project. These include a biological assessment and update (Wood Biological Consulting, 2004, 2012), an evaluation of habitats for the endangered mission blue butterfly (Wood Biological Consulting, 2009), and an Initial Study and Mitigated Negative Declaration (City of Belmont, 2011).

There have been only slight changes in the biological conditions on the project parcel (*i.e.,* a few more shrubs establishing in grassland in the northwest corner), but no material change in the overall biological conditions of the site. Similarly, there have been some changes in the number of special-status species that appear in queries of biological databases (most of which have no potential to occur on the site), and some additional documented populations in the general vicinity, but these do not alter the conclusions about the potential for any of these species to occur, or the efficacy of provisional recommendations for actions to avoid or minimize the effects of the proposed project on these species.

The proposed project would not conflict with the goals and policies in the Conservation Element of City's General Plan 2035, or with Land Use, Parks, recreation and Open Space, or Conservation elements of the General Plan EIR.

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[1] Wood Biological Consulting, 2017. *Biological Resources Assessment for the Kraft Residence, Monte Cresta Drive, City of Belmont, San Mateo County, California*. Prepared for Jeff Kraft. Oct. 14.

## Methods

Wood Biological Consulting (WBC) conducted a reconnaissance survey of biological resources on and adjacent to the project parcel on May 23, 2022. During the survey, the entire parcel and accessible portions of vacant land to the west of the project parcel (part of the Biological Study Area described in the 2017 biological report) were traversed on foot, and observations were made of all plant and wildlife species and the types and extent of vegetation. Private properties within the study area were not accessed. A comparison was made between current conditions and descriptions and mapping of vegetation and habitat types during the previous biological studies of the site and vicinity. WBC also reviewed relevant documents in support of this re-evaluation of biological resources, including of the following.

- City of Belmont 2035 General Plan (adopted Nov. 14, 2017) https://www.belmont.gov/departments/community-development/2035-general-plan-update/final-adopted-general-plan
- City of Belmont General Plan Revised Draft EIR, Section 4.3 Biological Resources https://www.belmont.gov/home/showpublisheddocument/16599/636680209661170000
- California Natural Diversity Database (CNDDB) 2022. Query of San Mateo, Woodside, Half Moon Bay, San Leandro, Redwood Point, Palo Alto, Hunters Point, San Francisco South, and Montara Mountain 7.5-minute USGS quadrangles. Accessed June 1.
- U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) database https://ipac.ecosphere.fws.gov/. Accessed May 31.
- California Native Plant Society (CNPS) 2022. Rare Plant Inventory (online edition, v9-01 1.5). Query of San Mateo, Woodside, Half Moon Bay, San Leandro, Redwood Point, Palo Alto, Hunters Point, San Francisco South, and Montara Mountain 7.5-minute USGS quadrangles. Accessed June 1. https://www.rareplants.cnps.org

## Project Site Description

The project parcel is located at the western terminus of Monte Cresta Drive just west of the residence located at 2817 Monte Cresta Drive (Figures 1 and 2). The 0.22-acre parcel descends steeply to the south.

Vegetation and wildlife habitats occurring within the project parcel consist of non-native annual grassland, coast live oak woodland, and anthropogenic habitat, and are similar in extent and species composition to what was described in the 2017 biological report (see Figure 3). Weed abatement, which was apparent during the May 2022 site visit, has been performed by the owner annually, as required by local ordinance, and has contributed to maintaining the vegetation in its current configuration. There is some expansion of woody plants, such as coyote brush, into the annual grassland in the northwestern part of the parcel, which is also evident along the slope below the unpaved extension of Monte Cresta Drive. This is a typical progression of vegetation change in the region, but does not warrant re-classifying or re-mapping of the vegetation types.

Vegetation within the larger study area also remains fundamentally consistent with the 2017 descriptions and mapping, including additional areas of coast live oak woodland and non-native annual grassland, in addition to chamise chaparral and coyote brush scrub. No sensitive plant communities or

aquatic features (*i.e.*, wetlands, streams or riparian habitat) occur within the project parcel or the larger study area.

Evidence of wildlife use on the project parcel also is similar to what was described in the 2017 biological report, including observations or signs of use by mule deer, corvids (*e.g.*, American crow), raptors (*e.g.*, red-tail hawk), and song birds. Animal movement corridors on and adjacent to the project parcel remain unchanged from the 2017 biological report account. The parcel is at the periphery of larger interconnected and protected open space areas. Development of the parcel would not have a significant adverse effect on wildlife movement in the local area or region.

**Special-Status Plants**

To update the 2017 biological report information on special-status plant species, new queries were made of three standard databases that track occurrences of plants, and animals and natural communities that are listed or proposed for listing under the Federal Endangered Species Act; listed or candidates for listing as endangered or threatened under the California Endangered Species Act; have a State rarity ranking of S1, S2, or S3 indicating they are critically imperiled; listed as rare under the California Native plant Protection Act; meet the definition of endangered, threatened or rare under the CEQA Section 15380; locally significant species for which sufficient information exists to warrant consideration under CEQA.

The CNDDB, USFWS IPaC, and California Native Plant Society Rare Plant Inventory were queried using the same search criteria as in the 2017 biological report. Results of these searches were compared to determine if additional species should be included in the current evaluation of the proposed project, either because they are now included in the database search results, or because new information on the location of populations in the vicinity of the project parcel.

A nine-quad search[2] of the California Natural Database (CNDDB) resulted in four additional species (73, vs. 69 in 2017). Of these, one is an aquatic plant, Sanford's arrowhead (*Sagittaria sanfordii*), with no potential to occur on the project parcel. Long styled sand spurrey (*Spergularia macrotheca* var. *longistyla*) occurs in wetlands or on the margins of seasonally wet areas. No such habitat exists near the project parcel, therefore it is presumed absent.

Four species are summarized below: two species did not appear in the 2017 CNDDB query, but are in the 2022 updated query. Two other species were identified in the 2017 query, but not within three miles of the project parcel (this distance was used as a search criterion in the 2017 biological report). They have since been identified as occurring or having the potential to occur within three miles of the project parcel.

- **Island rock lichen** (*Hypogymnia schizidiata*), for which there are few known occurrences, and little is known about its habitat and range. Most populations occur on or near old-growth stands of coast scrub, which is absent from the project parcel and biological study area. Therefore, the likelihood of this species occurring on the site is low.

[2] The standard nine-quad search centered on the San Mateo USGS 7.5-minute quadrangle, and also included the Half Moon Bay, Hunters Point, Montara Mountain, Palo Alto, Redwood Point, San Francisco South, San Leandro, and Woodside quads.

- **Scouler's catchfly** (*Silene scouleri* ssp*. scouleri*) is a perennial herbaceous plant that occurs in coastal bluff scrub, coastal prairie and grasslands. There are about a dozen occurrences around Montara Mountain, San Pedro Mountain, and San Bruno Mountain, but none in the immediate vicinity of Belmont or within three miles of the project parcel. The May 2022 biological survey occurred slightly before the peak flowering season of this species (June-August), but the perennial species would have been detectable. None were observed, nor were any other species in the genus *Silene*. Therefore, the likelihood of this species occurring on the site is low.

- **Choris' popcorn flower** (*Plagiobothrys chorisianus* var. *chorisianus*) was documented in 2015[3] within three miles of the project parcel. The population is west of Crystal Springs reservoir in mesic coastal prairie/grassland, in association with several wetland plant species. No such habitat exists on the project parcel or within the larger in the biological study area, and no plants in the genus *Plagiobothrys* were observed during the May 2022 survey, which occurred during the flowering time of this species. Therefore, this species is presumed absent from the project parcel.

- **Hillsborough chocolate lily** (*Fritillaria biflora* ssp. *ineziana*) was recently documented in the general vicinity of the project parcel, and may occur within one mile. However, because the species is attractive to horticultural poaching, the exact locations are suppressed. The species has a high affinity for serpentine grasslands (growing on soil derived from the serpentinite rock), which does not occur at on the project parcel or in the larger biological study area, therefore, this species is presumed absent from the site.

In addition to the species summarized above, 10 additional species were added to the California Rare Plant Society Rare Plant Inventory for the nine-quad query. Of these, suitable or marginally suitable habitat exists on the project parcel and in the larger study area for four of these species: pink star-tulip (*Calochortus uniflorus*), bristly leptosiphon (Leptosiphon acicularis), spring lessingia (*Lessingia tenuis*), and Michael's rein orchid (*Piperia michaelii*). The May 2022 occurred during the flowering period of these species, but none were observed. Additionally, each of these four species has a State Rarity Rank of S3 or S4, and a California Rare Plant Rank (CRPR) of 4.2 or 4.3, indicating plants of limited distribution in California and not imperiled, and are not eligible for listing as endangered or threated. These species often do not warrant consideration under CEQA.

No suitable habitat, such as wetlands, sandy or serpentine soils, or conifer forests exist on the project parcel or in the larger biological study areas. Therefore, the following species are considered to have no potential to occur on the site: bristly sedge (*Carex comosa*), harlequin lotus (*Hosackia gracilis*), large-flowered leptosiphon (*Leptosiphon grandiflorus*), broad-lobed leptosiphon (*Leptosiphon latisectus*), and Hickman's popcorn flower (*Plagiobothrys chorisianus* var. *hickmanii*). These species also are ranked S3 or S4, and CRPR 4.

Recent observations of some special-status plants that were evaluated in the 2017 report have recently been documented in the vicinity of the project parcel (CNDDB; Belmont General Plan EIR).

[3] Although the 2015 record predates the 2017 biological report, it may take a year or more before the record appears in the CNDDB.

San Francisco collinsia (*Collinsia multicolor*) and Franciscan onion (*Allium peninsulare* var. *franciscana*) have been documented in Laurelwood Park and Sugarloaf Open Space to the northwest of the Project parcel, and in Waterdog Lake and Open Space to the south (Figure 4). However, these new occurrences do not change the conclusions of the 2017 report for these species. No additional surveys or mitigation for special-status plants is warranted.

A search of the U.S. Fish and Wildlife Service's Information for Planning and Consultation (IPaC) database resulted in the same set of five federally listed plant species that were evaluated in the 2017 biological report. Consistent with the 2017 biological report, four of these species were found to have no potential to occur on the project parcel or in the biological study area due to lack of suitable habitat or serpentine soil. Marginally suitable habitat for one species, San Mateo woolly sunflower (*Eriophyllum latilobum*) still persists on the site, but this showy perennial flowering shrub would have been detected during the May 2022 survey.

The 2017 biological report concluded that the potential for occurrence of all special-status plant species can be ruled out due to a lack of suitable habitat, lack of suitable soils, geographic location of the BSA relative to known occurrences, or that the fact that they would have been detectable during the previous survey and the May 2022 survey. Project implementation would not result in significant adverse effects to special-status plant species. No additional surveys or impact avoidance, minimization or mitigation measures are warranted. Based on this re-evaluation, this conclusion remains unchanged.

**Special-Status Animal Species**

A review of standard databases for special status wildlife resulted in some changes to the list of species with potential to occur on the project parcel and the larger biological study area. A nine-quad search of the California Natural Database (CNDDB) resulted in six additional species (71 vs. 65 in 2017). Of these, five are obligate aquatic species with no potential to occur in the study area: Stellar's sea lion (*Eumatopias jubatus*), western ridged snail (*Gonidea angulata*), California linderiella (*Linderiella californica*), Pacific walker (*Pomatiopsis californica*), and foothill yellow-legged frog (*Rana boylii*). The sixth species, Pheres blue butterfly (*Icaria Icaria pheres*) is considered extinct.

A search of the U.S. Fish and Wildlife Service's Information for Planning and Consultation (IPaC) database resulted in the same set of federally listed animal species that were evaluated in the 2017 biological report. The 2022 IpaC query result did differ from the 2017 result with respect to birds protected by the Migratory Bird Treaty Act. Thirteen birds included on the 2017 list did not appear on the 2022 list, while seven new species were included in the 2022 query result. Of these seven, Clark's grebe (*Aechmophorus clarkii*) and willet (*Catoptrophorus semipalmatus*) are aquatic or shorebirds and therefore have no potential to occur at the project site. Two raptor species, bald eagle (*Haliaeetus leucocephalus* ) and golden eagle (*Aquila chysaetos*), could transit the area, but would not use the site for nesting, and are presumed absent from the site.

- **Long-eared owl (*Asio otus*)** nests in conifer, oak, riparian, pinyon-juniper, and desert woodlands that are either open or are adjacent to grasslands, meadows, or shrublands for hunting prey. They are uncommon in San Mateo County, and may not currently

breed in the County[4]. Based on the moderately suitable habitat in the biological study area, long-eared owls could be present, although the likelihood is low. No sign of owls (nests or pellets) was observed during the May 2022 survey, or earlier surveys.

- **Olive-sided flycatcher (*Contopus cooperi*)** nests in mixed conifer, montane hardwood-conifer, coast redwood, Douglas-fir, lodgepole pine, red fir (Grinnell and Miller, 1944; Garrett and Dunn, 1981). In the San Francisco Bay Area, it is considered a summer resident occurring in small numbers restricted to heavily forested areas of cypress, eucalyptus, pine, redwood, or spruce (Grinnell and Wythe, 1927). Suitable nesting habitat is not present on the project parcel or in the larger biological study area, therefore this species has a low likelihood of occurring at the site.
- **Wrentit (*Chamaea fasciata*)** nests in a variety of vegetation types with dense shrub understory, such as coastal scrub, coyote brush scrub, chaparral, riparian, oak and confer forests, poison oak or blackberry thickets, and parks and gardens. Many observations have been made in San Mateo County open spaces, including Laurelwood Park, Waterdog Lakes, Pulgas Ridge and Emerald Hills. Therefore, suitable habitat is present on and adjacent to the project parcel, and its potential to occur cannot be ruled out.

**Nesting Birds**

As described in the 2017 biological report, special-status birds, raptors and most migratory bird species in California also are protected by the MBTA and by the California Fish and Game Code §3503 (nesting birds) and §3503.5 nesting raptors). The recommended measures included in the 2017 biological report (Section 5.3.1, addressing special-status and migratory birds) would reduce potential project-related effects to nesting birds a less than significant level. As written, Section 5.3.1 would also adequately address the additional species summarized above. The measures are consistent with California Department of Fish and Wildlife requirements for preconstruction surveys by a qualified biologist, timing of the survey relative to start of construction activities, seasonal limitations, and agency notification and consultation requirements in the event that nesting birds are detected in the project area.

Alternatively, the standard conditions of approval in the City of Belmont Design Review Application Checklist[5] may be applied to address nesting birds. The language below is similar to Section 5.3.1 of the 2017 biological report, albeit in a more condensed form. Inclusion of the City's language as a condition of approval would meet the intent of the recommendations in Section 5.3.1, as well as CDFW requirements.

1) Avoidance: I will avoid removing trees during the active nesting period of raptors (February 1st – August 31st)

[4] Shuford, W. D., and Gardali, T., editors. 2008. California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California. Studies of Western Birds 1. Western Field Ornithologists, Camarillo, California, and California Department of Fish and Game, Sacramento.

[5] City of Belmont, 2021. Single Family Residential Design Review, Tier 2 & Tier 3- Application Checklist. Belmont Permit Center. Submittal Requirements, February 2021.

2) Buffer Zone: If it is not possible to schedule construction between February and August, then pre-construction surveys for nesting raptors will 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 CDFG[6], will determine the extent of a construction-free buffer zone to be established around the nest.

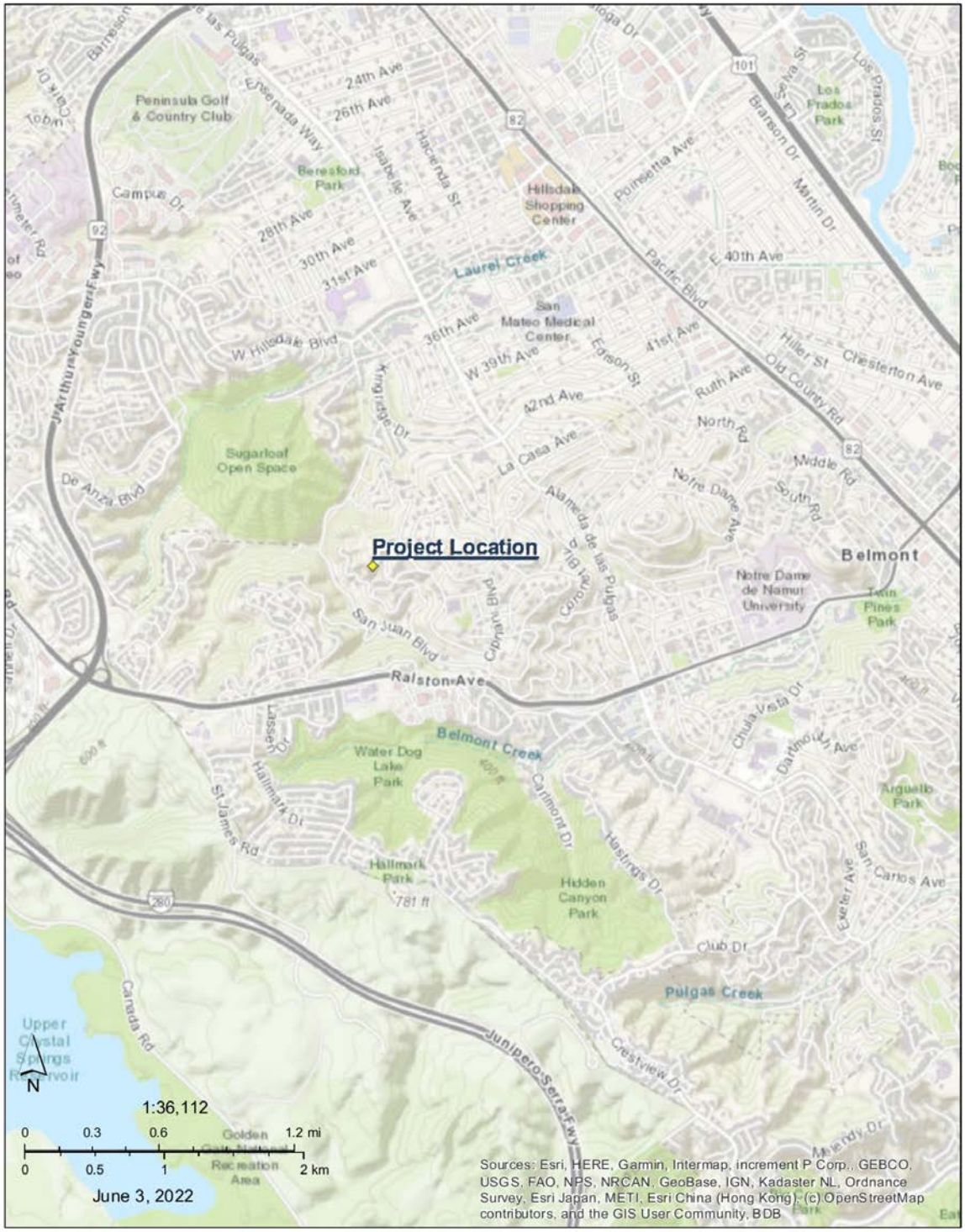
**San Francisco Dusky-Footed Woodrat (*Neotoma fuscipes annectens*)**

The project parcel contains no stick nests of San Francisco dusky footed woodrat (SDFW) and is only marginally suitable due to annual weed abatement activity, which prevents an accumulation of woody debris on the ground. During the May 2022 survey, one SDFW nest was identified approximately 160 ft northwest of the project site in dense scrub vegetation alongside the Monte Cresta trail (Figure 5). Other occurrences have been documented along the north end of the trail (WBC, pers. obsv.). As noted in the 2017 biological study and the City of Belmont General Plan and EIR, the project site is located within the geographic range of SFDW. Although there are no records of SFDW from within one mile of the project site, and only two records from within three miles (CNDDB, 2022), this wide-ranging subspecies is underreported in the CNDDB, but locally common in the open space areas of San Mateo County.

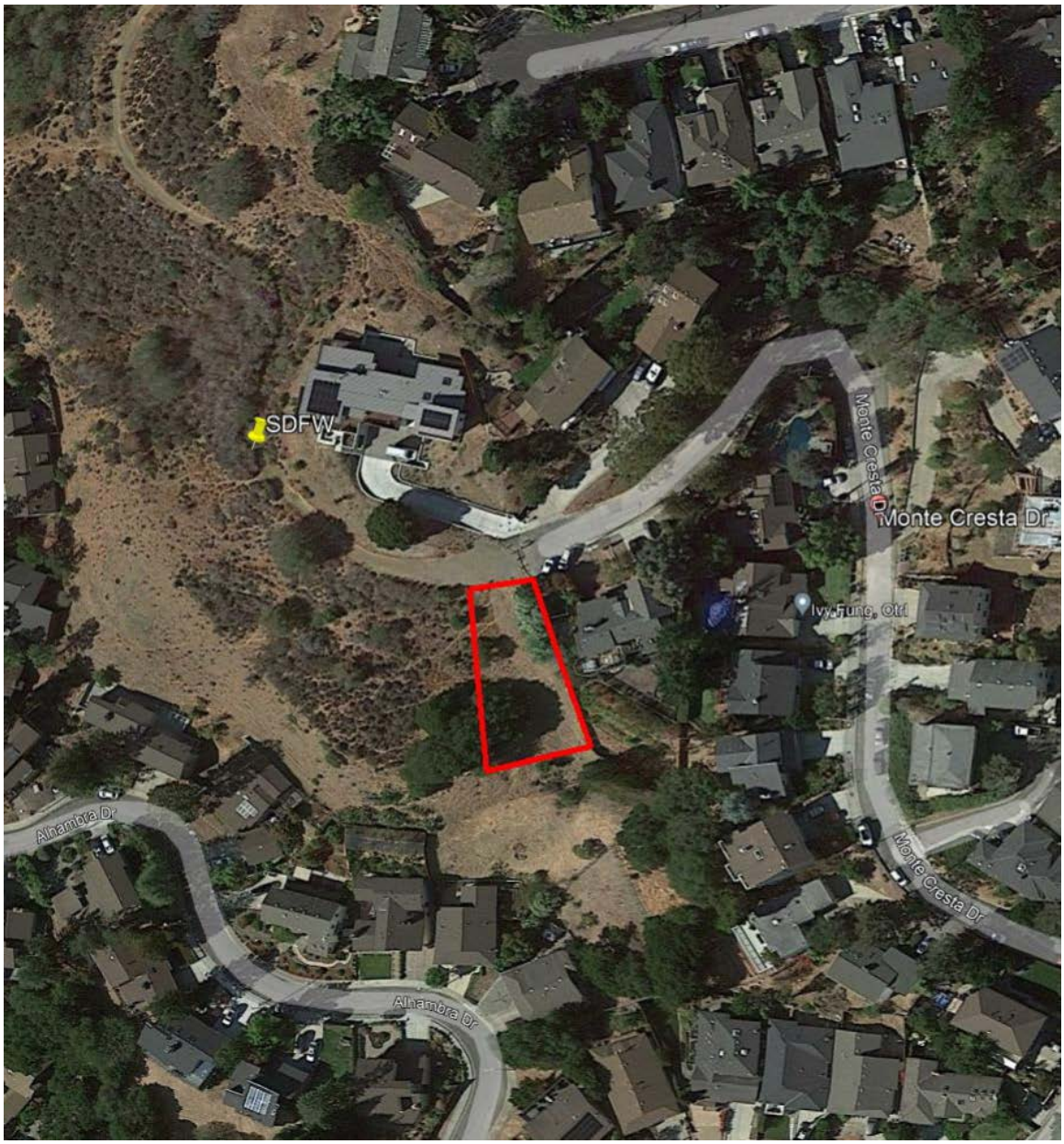
The 2017 biological report concluded that although no SDFW nests were detected during the reconnaissance-level survey, there is a potential for this species to move into and inhabit the subject parcel. Based on this re-evaluation, this conclusion remains unchanged. If SFDW move into the work area, construction-related activities could result in direct mortalities of individuals and loss of nests. In the event that SDFW are detected before construction of the proposed project, implementation of the recommended measures included in the 2017 biological report (Section 5.3.2) would reduce potential project-related effects to a less than significant level.

[6] CDFG refers to California Department of Fish and Game; as of January 2013, the department name changed to California Department of Fish and Wildlife (CDFW).

## Figure 1 –Project Location



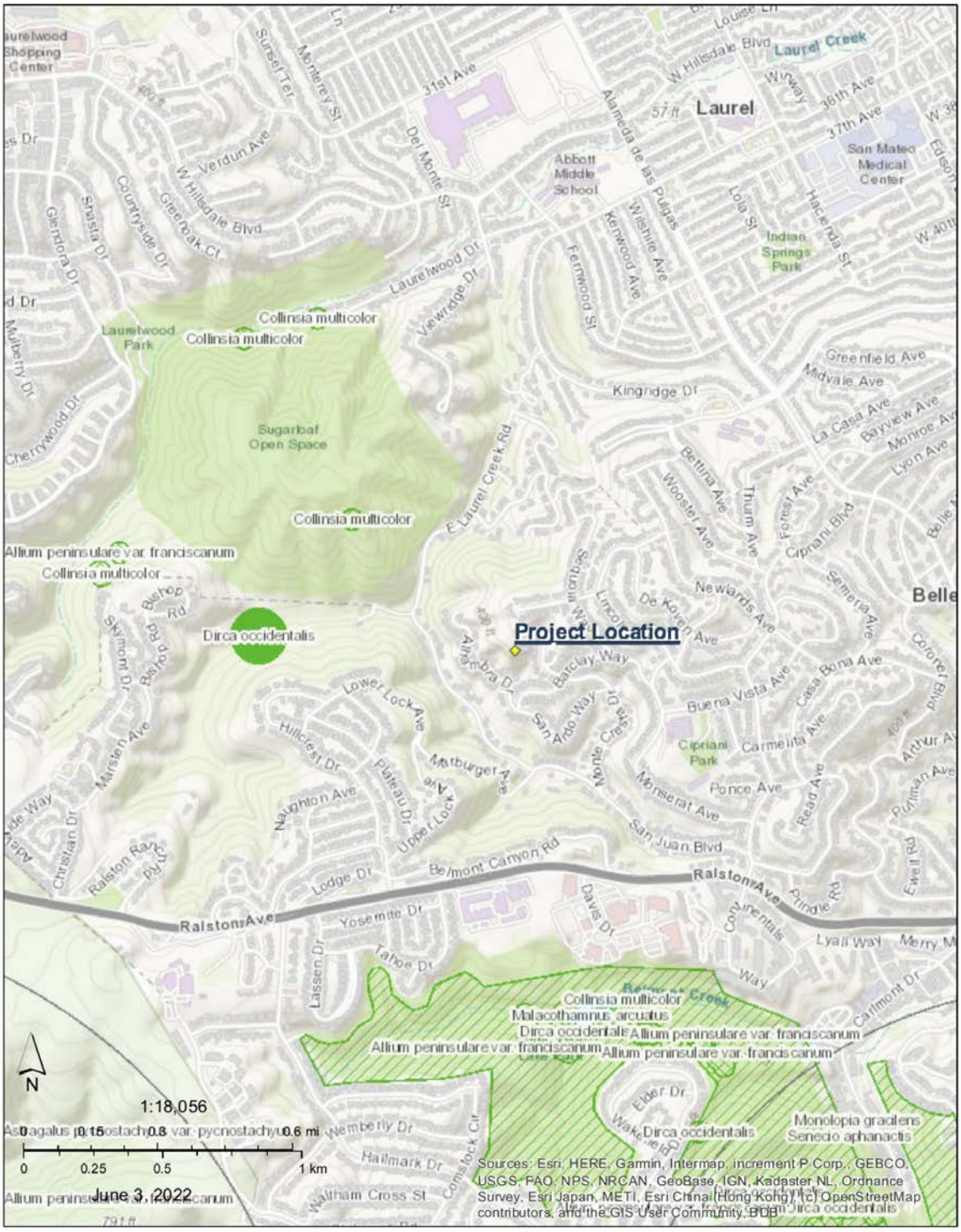
## Figure 2 – Aerial Photograph of Project Parcel



## Figure 3 – Vegetation Types

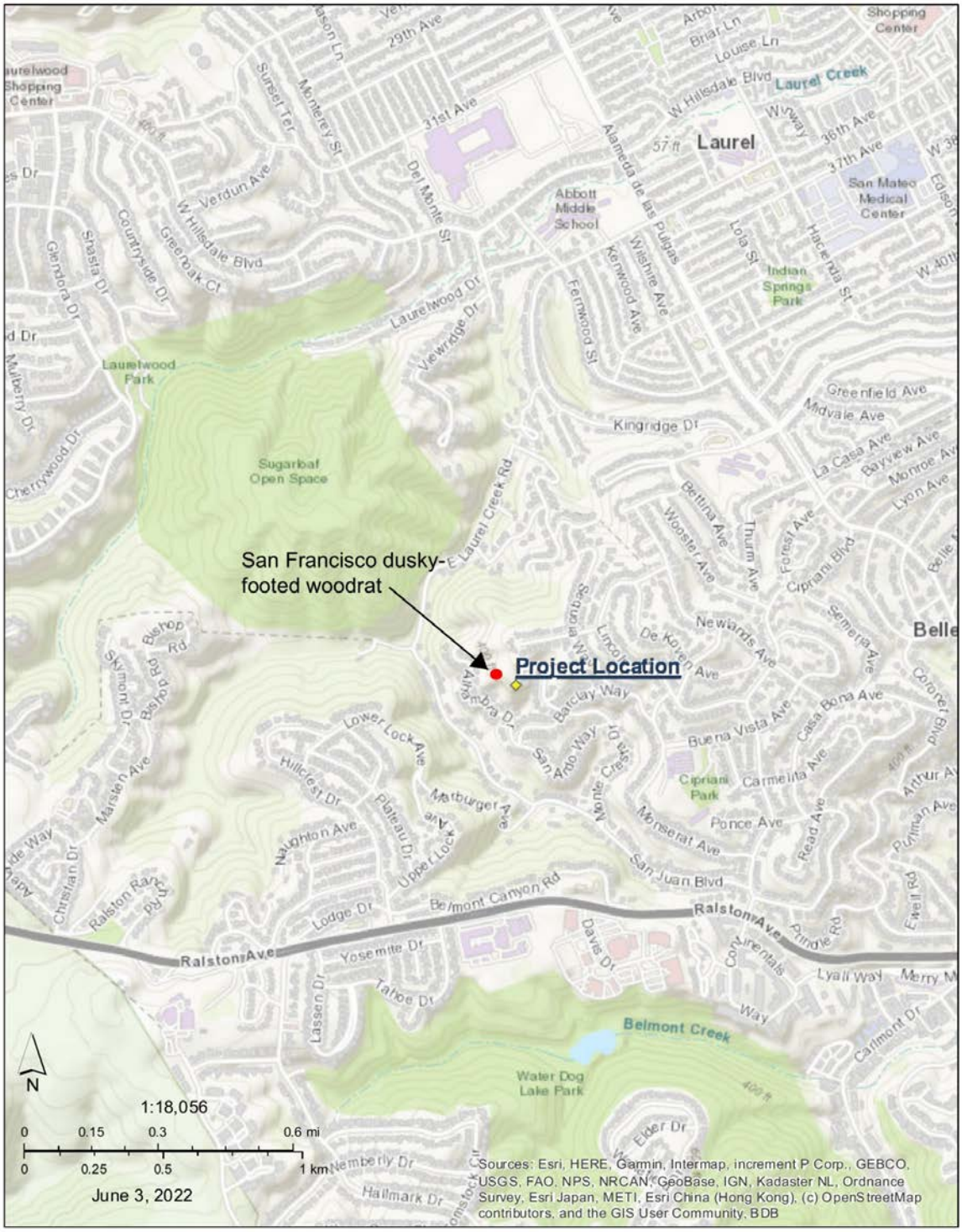


## Figure 4 – Special-Status Plants in the Project Vicinity




Source: CNDDB, 2022.

## Figure 5 – Special-Status Animals in the Project Vicinity




Source: CNDDB, 2022; WBC, 2022.

**Site Photographs**



View from Monte Cresta Drive down slope of project parcel, with weed abatement.



Understory of coast live oak woodland partially on project parcel.

**Database Results**

- California Natural Diversity Database (CNDDB), 2022
- U.S. Fish and Wildlife Service, Information for Planning and Consultation (IPaC), 2022
- California Native Plant Society (CNPS) Rare Plant Inventory, 2022

# Selected Elements by Scientific Name

## California Department of Fish and Wildlife

## California Natural Diversity Database

**Query Criteria:** Quad IS (San Mateo (3712253) OR Woodside (3712243) OR Half Moon Bay (3712244) OR San Leandro (3712262) OR San Francisco South (3712264) OR Montara Mountain (3712254) OR Palo Alto (3712242) OR Redwood Point (3712252) OR Hunters Point (3712263))<br /> AND Taxonomic Group IS (Ferns OR Gymnosperms OR Monocots OR Dicots OR Lichens OR Bryophytes)

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Acanthomintha duttonii*** San Mateo thorn-mint | PDLAM01040 | Endangered | Endangered | G1 | S1 | 1B.1 |
| ***Agrostis blasdalei*** Blasdale's bent grass | PMPOA04060 | None | None | G2 | S2 | 1B.2 |
| ***Allium peninsulare var. franciscanum*** Franciscan onion | PMLIL021R1 | None | None | G5T2 | S2 | 1B.2 |
| ***Amsinckia lunaris*** bent-flowered fiddleneck | PDBOR01070 | None | None | G3 | S3 | 1B.2 |
| ***Arctostaphylos andersonii*** Anderson's manzanita | PDERI04030 | None | None | G2 | S2 | 1B.2 |
| ***Arctostaphylos franciscana*** Franciscan manzanita | PDERI040J3 | Endangered | None | GHC | S1 | 1B.1 |
| ***Arctostaphylos imbricata*** San Bruno Mountain manzanita | PDERI040L0 | None | Endangered | G1 | S1 | 1B.1 |
| ***Arctostaphylos montana ssp. ravenii*** Presidio manzanita | PDERI040J2 | Endangered | Endangered | G3T1 | S1 | 1B.1 |
| ***Arctostaphylos montaraensis*** Montara manzanita | PDERI042W0 | None | None | G1 | S1 | 1B.2 |
| ***Arctostaphylos pacifica*** Pacific manzanita | PDERI040Z0 | None | Endangered | G1 | S1 | 1B.1 |
| ***Arctostaphylos regismontana*** Kings Mountain manzanita | PDERI041C0 | None | None | G2 | S2 | 1B.2 |
| ***Astragalus pycnostachyus var. pycnostachyus*** coastal marsh milk-vetch | PDFAB0F7B2 | None | None | G2T2 | S2 | 1B.2 |
| ***Astragalus tener var. tener*** alkali milk-vetch | PDFAB0F8R1 | None | None | G2T1 | S1 | 1B.2 |
| ***Carex comosa*** bristly sedge | PMCYP032Y0 | None | None | G5 | S2 | 2B.1 |
| ***Centromadia parryi ssp. congdonii*** Congdon's tarplant | PDAST4R0P1 | None | None | G3T1T2 | S1S2 | 1B.1 |
| ***Centromadia parryi ssp. parryi*** pappose tarplant | PDAST4R0P2 | None | None | G3T2 | S2 | 1B.2 |
| ***Chloropyron maritimum ssp. palustre*** Point Reyes salty bird's-beak | PDSCR0J0C3 | None | None | G4?T2 | S2 | 1B.2 |
| ***Chorizanthe cuspidata var. cuspidata*** San Francisco Bay spineflower | PDPGN04081 | None | None | G2T1 | S1 | 1B.2 |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Chorizanthe robusta var. robusta*** robust spineflower | PDPGN040Q2 | Endangered | None | G2T1 | S1 | 1B.1 |
| ***Cirsium andrewsii*** Franciscan thistle | PDAST2E050 | None | None | G3 | S3 | 1B.2 |
| ***Cirsium fontinale var. fontinale*** fountain thistle | PDAST2E161 | Endangered | Endangered | G2T1 | S1 | 1B.1 |
| ***Cirsium occidentale var. compactum*** compact cobwebby thistle | PDAST2E1Z1 | None | None | G3G4T2 | S2 | 1B.2 |
| ***Cirsium praeteriens*** lost thistle | PDAST2E2B0 | None | None | GX | SX | 1A |
| ***Collinsia corymbosa*** round-headed Chinese-houses | PDSCR0H060 | None | None | G1 | S1 | 1B.2 |
| ***Collinsia multicolor*** San Francisco collinsia | PDSCR0H0B0 | None | None | G2 | S2 | 1B.2 |
| ***Dirca occidentalis*** western leatherwood | PDTHY03010 | None | None | G2 | S2 | 1B.2 |
| ***Eriophyllum latilobum*** San Mateo woolly sunflower | PDAST3N060 | Endangered | Endangered | G1 | S1 | 1B.1 |
| ***Eryngium aristulatum var. hooveri*** Hoover's button-celery | PDAPI0Z043 | None | None | G5T1 | S1 | 1B.1 |
| ***Eryngium jepsonii*** Jepson's coyote-thistle | PDAPI0Z130 | None | None | G2 | S2 | 1B.2 |
| ***Fritillaria biflora var. ineziana*** Hillsborough chocolate lily | PMLIL0V0M1 | None | None | G3G4T1 | S1 | 1B.1 |
| ***Fritillaria liliacea*** fragrant fritillary | PMLIL0V0C0 | None | None | G2 | S2 | 1B.2 |
| ***Gilia capitata ssp. chamissonis*** blue coast gilia | PDPLM040B3 | None | None | G5T2 | S2 | 1B.1 |
| ***Gilia millefoliata*** dark-eyed gilia | PDPLM04130 | None | None | G2 | S2 | 1B.2 |
| ***Grindelia hirsutula var. maritima*** San Francisco gumplant | PDAST470D3 | None | None | G5T1Q | S1 | 3.2 |
| ***Helianthella castanea*** Diablo helianthella | PDAST4M020 | None | None | G2 | S2 | 1B.2 |
| ***Hemizonia congesta ssp. congesta*** congested-headed hayfield tarplant | PDAST4R065 | None | None | G5T2 | S2 | 1B.2 |
| ***Hesperevax sparsiflora var. brevifolia*** short-leaved evax | PDASTE5011 | None | None | G4T3 | S3 | 1B.2 |
| ***Hesperolinon congestum*** Marin western flax | PDLIN01060 | Threatened | Threatened | G1 | S1 | 1B.1 |
| ***Heteranthera dubia*** water star-grass | PMPON03010 | None | None | G5 | S2 | 2B.2 |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Hoita strobilina*** Loma Prieta hoita | PDFAB5Z030 | None | None | G2? | S2? | 1B.1 |
| ***Horkelia cuneata var. sericea*** Kellogg's horkelia | PDROS0W043 | None | None | G4T1? | S1? | 1B.1 |
| ***Horkelia marinensis*** Point Reyes horkelia | PDROS0W0B0 | None | None | G2 | S2 | 1B.2 |
| ***Hypogymnia schizidiata*** island tube lichen | NLT0032640 | None | None | G2G3 | S2 | 1B.3 |
| ***Lasthenia californica ssp. macrantha*** perennial goldfields | PDAST5L0C5 | None | None | G3T2 | S2 | 1B.2 |
| ***Lasthenia conjugens*** Contra Costa goldfields | PDAST5L040 | Endangered | None | G1 | S1 | 1B.1 |
| ***Layia carnosa*** beach layia | PDAST5N010 | Endangered | Endangered | G2 | S2 | 1B.1 |
| ***Leptosiphon croceus*** coast yellow leptosiphon | PDPLM09170 | None | Endangered | G1 | S1 | 1B.1 |
| ***Leptosiphon rosaceus*** rose leptosiphon | PDPLM09180 | None | None | G1 | S1 | 1B.1 |
| ***Lessingia arachnoidea*** Crystal Springs lessingia | PDAST5S0C0 | None | None | G2 | S2 | 1B.2 |
| ***Lessingia germanorum*** San Francisco lessingia | PDAST5S010 | Endangered | Endangered | G1 | S1 | 1B.1 |
| ***Limnanthes douglasii ssp. ornduffii*** Ornduff's meadowfoam | PDLIM02039 | None | None | G4T1 | S1 | 1B.1 |
| ***Malacothamnus arcuatus*** arcuate bush-mallow | PDMAL0Q0E0 | None | None | G2Q | S2 | 1B.2 |
| ***Monardella sinuata ssp. nigrescens*** northern curly-leaved monardella | PDLAM18162 | None | None | G3T2 | S2 | 1B.2 |
| ***Monolopia gracilens*** woodland woollythreads | PDAST6G010 | None | None | G3 | S3 | 1B.2 |
| ***Pentachaeta bellidiflora*** white-rayed pentachaeta | PDAST6X030 | Endangered | Endangered | G1 | S1 | 1B.1 |
| ***Plagiobothrys chorisianus var. chorisianus*** Choris' popcornflower | PDBOR0V061 | None | None | G3T1Q | S1 | 1B.2 |
| ***Polemonium carneum*** Oregon polemonium | PDPLM0E050 | None | None | G3G4 | S2 | 2B.2 |
| ***Polygonum marinense*** Marin knotweed | PDPGN0L1C0 | None | None | G2Q | S2 | 3.1 |
| ***Potentilla hickmanii*** Hickman's cinquefoil | PDROS1B370 | Endangered | Endangered | G1 | S1 | 1B.1 |
| ***Sagittaria sanfordii*** Sanford's arrowhead | PMALI040Q0 | None | None | G3 | S3 | 1B.2 |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Sanicula maritima*** adobe sanicle | PDAPI1Z0D0 | None | Rare | G2 | S2 | 1B.1 |
| ***Senecio aphanactis*** chaparral ragwort | PDAST8H060 | None | None | G3 | S2 | 2B.2 |
| ***Silene scouleri ssp. scouleri*** Scouler's catchfly | PDCAR0U1MC | None | None | G5T4T5 | S2S3 | 2B.2 |
| ***Silene verecunda ssp. verecunda*** San Francisco campion | PDCAR0U213 | None | None | G5T1 | S1 | 1B.2 |
| ***Spergularia macrotheca var. longistyla*** long-styled sand-spurrey | PDCAR0W062 | None | None | G5T2 | S2 | 1B.2 |
| ***Streptanthus albidus ssp. peramoenus*** most beautiful jewelflower | PDBRA2G012 | None | None | G2T2 | S2 | 1B.2 |
| ***Stuckenia filiformis ssp. alpina*** northern slender pondweed | PMPOT03091 | None | None | G5T5 | S2S3 | 2B.2 |
| ***Suaeda californica*** California seablite | PDCHE0P020 | Endangered | None | G1 | S1 | 1B.1 |
| ***Trifolium amoenum*** two-fork clover | PDFAB40040 | Endangered | None | G1 | S1 | 1B.1 |
| ***Trifolium hydrophilum*** saline clover | PDFAB400R5 | None | None | G2 | S2 | 1B.2 |
| ***Triphysaria floribunda*** San Francisco owl's-clover | PDSCR2T010 | None | None | G2? | S2? | 1B.2 |
| ***Triquetrella californica*** coastal triquetrella | NBMUS7S010 | None | None | G2 | S2 | 1B.2 |
| ***Usnea longissima*** Methuselah's beard lichen | NLLEC5P420 | None | None | G4 | S4 | 4.2 |

**Record Count: 73**

# Selected Elements by Scientific Name

## California Department of Fish and Wildlife

## California Natural Diversity Database

**Query Criteria:** Quad IS (San Mateo (3712253) OR Woodside (3712243) OR Half Moon Bay (3712244) OR San Leandro (3712262) OR San Francisco South (3712264) OR Montara Mountain (3712254) OR Palo Alto (3712242) OR Redwood Point (3712252) OR Hunters Point (3712263))<br /> AND Taxonomic Group IS (Fish OR Amphibians OR Reptiles OR Birds OR Mammals OR Mollusks OR Arachnids OR Crustaceans OR Insects)

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Accipiter cooperii*** Cooper's hawk | ABNKC12040 | None | None | G5 | S4 | WL |
| ***Adela oplerella*** Opler's longhorn moth | IILEE0G040 | None | None | G2 | S2 | |
| ***Ambystoma californiense pop. 1*** California tiger salamander - central California DPS | AAAAA01181 | Threatened | Threatened | G2G3T3 | S3 | WL |
| ***Aneides niger*** Santa Cruz black salamander | AAAAD01070 | None | None | G3 | S3 | SSC |
| ***Antrozous pallidus*** pallid bat | AMACC10010 | None | None | G4 | S3 | SSC |
| ***Ardea herodias*** great blue heron | ABNGA04010 | None | None | G5 | S4 | |
| ***Asio flammeus*** short-eared owl | ABNSB13040 | None | None | G5 | S3 | SSC |
| ***Athene cunicularia*** burrowing owl | ABNSB10010 | None | None | G4 | S3 | SSC |
| ***Banksula incredula*** incredible harvestman | ILARA14100 | None | None | G1 | S1 | |
| ***Bombus caliginosus*** obscure bumble bee | IIHYM24380 | None | None | G2G3 | S1S2 | |
| ***Bombus crotchii*** Crotch bumble bee | IIHYM24480 | None | None | G2 | S1S2 | |
| ***Bombus occidentalis*** western bumble bee | IIHYM24250 | None | None | G2G3 | S1 | |
| ***Brachyramphus marmoratus*** marbled murrelet | ABNNN06010 | Threatened | Endangered | G3 | S2 | |
| ***Caecidotea tomalensis*** Tomales isopod | ICMAL01220 | None | None | G2 | S2S3 | |
| ***Calicina minor*** Edgewood blind harvestman | ILARA13020 | None | None | G1 | S1 | |
| ***Callophrys mossii bayensis*** San Bruno elfin butterfly | IILEPE2202 | Endangered | None | G4T1 | S3 | |
| ***Charadrius nivosus nivosus*** western snowy plover | ABNNB03031 | Threatened | None | G3T3 | S2 | SSC |
| ***Cicindela hirticollis gravida*** sandy beach tiger beetle | IICOL02101 | None | None | G5T2 | S2 | |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Circus hudsonius*** northern harrier | ABNKC11011 | None | None | G5 | S3 | SSC |
| ***Corynorhinus townsendii*** Townsend's big-eared bat | AMACC08010 | None | None | G4 | S2 | SSC |
| ***Coturnicops noveboracensis*** yellow rail | ABNME01010 | None | None | G4 | S1S2 | SSC |
| ***Danaus plexippus pop. 1*** monarch - California overwintering population | IILEPP2012 | Candidate | None | G4T2T3 | S2S3 | |
| ***Dicamptodon ensatus*** California giant salamander | AAAAH01020 | None | None | G2G3 | S2S3 | SSC |
| ***Dipodomys venustus venustus*** Santa Cruz kangaroo rat | AMAFD03042 | None | None | G4T1 | S1 | |
| ***Dufourea stagei*** Stage's dufourine bee | IIHYM22010 | None | None | G1G2 | S1 | |
| ***Elanus leucurus*** white-tailed kite | ABNKC06010 | None | None | G5 | S3S4 | FP |
| ***Emys marmorata*** western pond turtle | ARAAD02030 | None | None | G3G4 | S3 | SSC |
| ***Erethizon dorsatum*** North American porcupine | AMAFJ01010 | None | None | G5 | S3 | |
| ***Eucyclogobius newberryi*** tidewater goby | AFCQN04010 | Endangered | None | G3 | S3 | |
| ***Eumetopias jubatus*** Steller sea lion | AMAJC03010 | Delisted | None | G3 | S2 | |
| ***Euphydryas editha bayensis*** Bay checkerspot butterfly | IILEPK4055 | Threatened | None | G5T1 | S1 | |
| ***Falco columbarius*** merlin | ABNKD06030 | None | None | G5 | S3S4 | WL |
| ***Falco peregrinus anatum*** American peregrine falcon | ABNKD06071 | Delisted | Delisted | G4T4 | S3S4 | FP |
| ***Geothlypis trichas sinuosa*** saltmarsh common yellowthroat | ABPBX1201A | None | None | G5T3 | S3 | SSC |
| ***Gonidea angulata*** western ridged mussel | IMBIV19010 | None | None | G3 | S1S2 | |
| ***Haliaeetus leucocephalus*** bald eagle | ABNKC10010 | Delisted | Endangered | G5 | S3 | FP |
| ***Hydrochara rickseckeri*** Ricksecker's water scavenger beetle | IICOL5V010 | None | None | G2? | S2? | |
| ***Hydroporus leechi*** Leech's skyline diving beetle | IICOL55040 | None | None | G1? | S1? | |
| ***Icaricia icarioides missionensis*** Mission blue butterfly | IILEPG801A | Endangered | None | G5T1 | S1 | |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Icaricia icarioides pheres*** Pheres blue butterfly | IILEPG8019 | None | None | G5TX | SX | |
| ***Ischnura gemina*** San Francisco forktail damselfly | IIODO72010 | None | None | G2 | S2 | |
| ***Lasiurus cinereus*** hoary bat | AMACC05030 | None | None | G3G4 | S4 | |
| ***Laterallus jamaicensis coturniculus*** California black rail | ABNME03041 | None | Threatened | G3T1 | S1 | FP |
| ***Lichnanthe ursina*** bumblebee scarab beetle | IICOL67020 | None | None | G2 | S2 | |
| ***Linderiella occidentalis*** California linderiella | ICBRA06010 | None | None | G2G3 | S2S3 | |
| ***Melospiza melodia pusillula*** Alameda song sparrow | ABPBXA301S | None | None | G5T2T3 | S2S3 | SSC |
| ***Microcina edgewoodensis*** Edgewood Park micro-blind harvestman | ILARA47010 | None | None | G1 | S1 | |
| ***Mylopharodon conocephalus*** hardhead | AFCJB25010 | None | None | G3 | S3 | SSC |
| ***Myotis thysanodes*** fringed myotis | AMACC01090 | None | None | G4 | S3 | |
| ***Nannopterum auritum*** double-crested cormorant | ABNFD01020 | None | None | G5 | S4 | WL |
| ***Neotoma fuscipes annectens*** San Francisco dusky-footed woodrat | AMAFF08082 | None | None | G5T2T3 | S2S3 | SSC |
| ***Nycticorax nycticorax*** black-crowned night heron | ABNGA11010 | None | None | G5 | S4 | |
| ***Nyctinomops macrotis*** big free-tailed bat | AMACD04020 | None | None | G5 | S3 | SSC |
| ***Oncorhynchus mykiss irideus pop. 8*** steelhead - central California coast DPS | AFCHA0209G | Threatened | None | G5T2T3Q | S2S3 | |
| ***Pomatiopsis californica*** Pacific walker | IMGASJ9020 | None | None | G1 | S1 | |
| ***Rallus obsoletus obsoletus*** California Ridgway's rail | ABNME05011 | Endangered | Endangered | G3T1 | S1 | FP |
| ***Rana boylii*** foothill yellow-legged frog | AAABH01050 | None | Endangered | G3 | S3 | SSC |
| ***Rana draytonii*** California red-legged frog | AAABH01022 | Threatened | None | G2G3 | S2S3 | SSC |
| ***Reithrodontomys raviventris*** salt-marsh harvest mouse | AMAFF02040 | Endangered | Endangered | G1G2 | S1S2 | FP |
| ***Riparia riparia*** bank swallow | ABPAU08010 | None | Threatened | G5 | S2 | |

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Rynchops niger*** black skimmer | ABNNM14010 | None | None | G5 | S2 | SSC |
| ***Scapanus latimanus parvus*** Alameda Island mole | AMABB02031 | None | None | G5T1Q | SH | SSC |
| ***Sorex vagrans halicoetes*** salt-marsh wandering shrew | AMABA01071 | None | None | G5T1 | S1 | SSC |
| ***Speyeria callippe callippe*** callippe silverspot butterfly | IILEPJ6091 | Endangered | None | G5T1 | S1 | |
| ***Speyeria zerene myrtleae*** Myrtle's silverspot butterfly | IILEPJ608C | Endangered | None | G5T1 | S1 | |
| ***Spirinchus thaleichthys*** longfin smelt | AFCHB03010 | Candidate | Threatened | G5 | S1 | |
| ***Sternula antillarum browni*** California least tern | ABNNM08103 | Endangered | Endangered | G4T2T3Q | S2 | FP |
| ***Taxidea taxus*** American badger | AMAJF04010 | None | None | G5 | S3 | SSC |
| ***Thamnophis sirtalis tetrataenia*** San Francisco gartersnake | ARADB3613B | Endangered | Endangered | G5T2Q | S2 | FP |
| ***Trachusa gummifera*** San Francisco Bay Area leaf-cutter bee | IIHYM80010 | None | None | G1 | S1 | |
| ***Tryonia imitator*** mimic tryonia (=California brackishwater snail) | IMGASJ7040 | None | None | G2 | S2 | |

**Record Count: 71**

# Selected Elements by Scientific Name

## California Department of Fish and Wildlife

## California Natural Diversity Database

**Query Criteria:** Quad IS (San Mateo (3712253) OR Woodside (3712243) OR Half Moon Bay (3712244) OR San Leandro (3712262) OR San Francisco South (3712264) OR Montara Mountain (3712254) OR Palo Alto (3712242) OR Redwood Point (3712252) OR Hunters Point (3712263))<br /> AND Taxonomic Group IS (Dune OR Scrub OR Herbaceous OR Marsh OR Riparian OR Woodland OR Forest OR Alpine OR Inland Waters OR Marine OR Estuarine OR Riverine OR Palustrine)

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Northern Coastal Salt Marsh*** | CTT52110CA | None | None | G3 | S3.2 | |
| Northern Coastal Salt Marsh | | | | | | |
| ***Northern Maritime Chaparral*** | CTT37C10CA | None | None | G1 | S1.2 | |
| Northern Maritime Chaparral | | | | | | |
| ***Serpentine Bunchgrass*** | CTT42130CA | None | None | G2 | S2.2 | |
| Serpentine Bunchgrass | | | | | | |
| ***Valley Needlegrass Grassland*** | CTT42110CA | None | None | G3 | S3.1 | |
| Valley Needlegrass Grassland | | | | | | |
| ***Valley Oak Woodland*** | CTT71130CA | None | None | G3 | S2.1 | |
| Valley Oak Woodland | | | | | | |

**Record Count: 5**

# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

San Mateo County, California




## Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

NOT FOR CONSULTATION

# Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act requires Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are not shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Mammals

| NAME | STATUS |
|---|---|
| Salt Marsh Harvest Mouse Reithrodontomys raviventris<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/613 | Endangered |

## Birds

| NAME | STATUS |
|---|---|
| California Clapper Rail Rallus longirostris obsoletus<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/4240 | Endangered |

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California Least Tern Sterna antillarum browni — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/8104

Marbled Murrelet Brachyramphus marmoratus — Threatened
There is final critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/4467

Western Snowy Plover Charadrius nivosus nivosus — Threatened
There is final critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/8035

## Reptiles

| NAME | STATUS |
|---|---|

Green Sea Turtle Chelonia mydas — Threatened
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/6199

San Francisco Garter Snake Thamnophis sirtalis tetrataenia — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/5956

## Amphibians

| NAME | STATUS |
|---|---|

California Red-legged Frog Rana draytonii — Threatened
Wherever found
There is final critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/2891

## Fishes

| NAME | STATUS |
|---|---|

Delta Smelt Hypomesus transpacificus — Threatened
Wherever found
There is final critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/321

## Insects

| NAME | STATUS |
|---|---|

Mission Blue Butterfly Icaricia icarioides missionensis — Endangered
Wherever found
There is proposed critical habitat for this species. The location of the critical habitat is not available.
https://ecos.fws.gov/ecp/species/6928

Monarch Butterfly Danaus plexippus — Candidate
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/9743

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## Flowering Plants

| NAME | STATUS |
|---|---|
| Fountain Thistle Cirsium fontinale var. fontinale<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/7939 | Endangered |
| Marin Dwarf-flax Hesperolinon congestum<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/5363 | Threatened |
| San Mateo Thornmint Acanthomintha obovata ssp. duttonii<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/2038 | Endangered |
| San Mateo Woolly Sunflower Eriophyllum latilobum<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/7791 | Endangered |
| White-rayed Pentachaeta Pentachaeta bellidiflora<br>Wherever found<br>No critical habitat has been designated for this species.<br>https://ecos.fws.gov/ecp/species/7782 | Endangered |

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

# Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have

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sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.) |
|---|---|
| Allen's Hummingbird Selasphorus sasin<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9637 | Breeds Feb 1 to Jul 15 |
| Bald Eagle Haliaeetus leucocephalus<br>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.<br>https://ecos.fws.gov/ecp/species/1626 | Breeds Jan 1 to Aug 31 |
| Black Oystercatcher Haematopus bachmani<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9591 | Breeds Apr 15 to Oct 31 |
| Black Skimmer Rynchops niger<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/5234 | Breeds May 20 to Sep 15 |
| Black Turnstone Arenaria melanocephala<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| California Thrasher Toxostoma redivivum<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Jan 1 to Jul 31 |
| Clark's Grebe Aechmophorus clarkii<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Jun 1 to Aug 31 |
| Common Yellowthroat Geothlypis trichas sinuosa<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/2084 | Breeds May 20 to Jul 31 |

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| | |
|---|---|
| Golden Eagle Aquila chrysaetos<br>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.<br>https://ecos.fws.gov/ecp/species/1680 | Breeds Jan 1 to Aug 31 |
| Long-eared Owl asio otus<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/3631 | Breeds Mar 1 to Jul 15 |
| Marbled Godwit Limosa fedoa<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9481 | Breeds elsewhere |
| Nuttall's Woodpecker Picoides nuttallii<br>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA<br>https://ecos.fws.gov/ecp/species/9410 | Breeds Apr 1 to Jul 20 |
| Oak Titmouse Baeolophus inornatus<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9656 | Breeds Mar 15 to Jul 15 |
| Olive-sided Flycatcher Contopus cooperi<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/3914 | Breeds May 20 to Aug 31 |
| Short-billed Dowitcher Limnodromus griseus<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/9480 | Breeds elsewhere |
| Tricolored Blackbird Agelaius tricolor<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.<br>https://ecos.fws.gov/ecp/species/3910 | Breeds Mar 15 to Aug 10 |
| Willet Tringa semipalmata<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| Wrentit Chamaea fasciata<br>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Mar 15 to Aug 10 |

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## Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

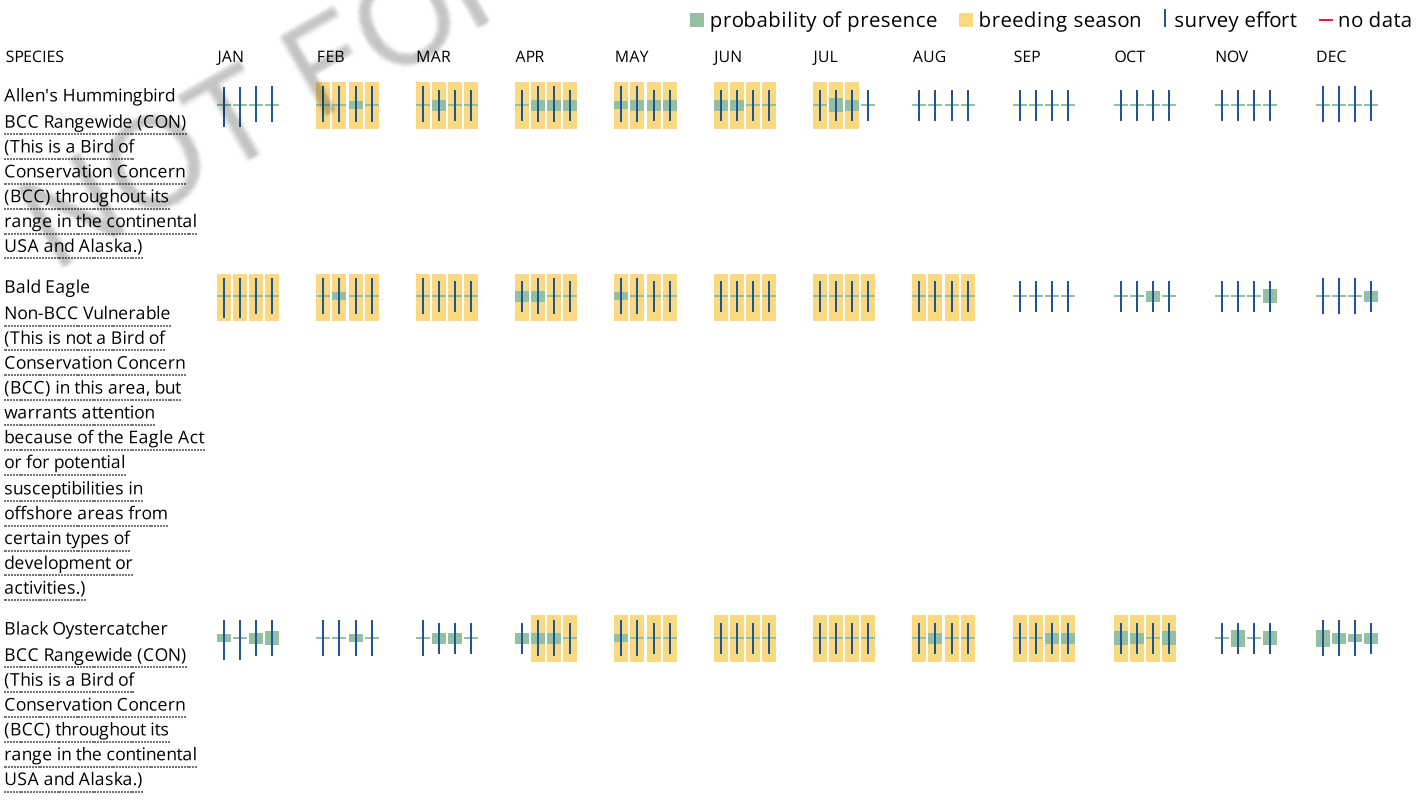
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

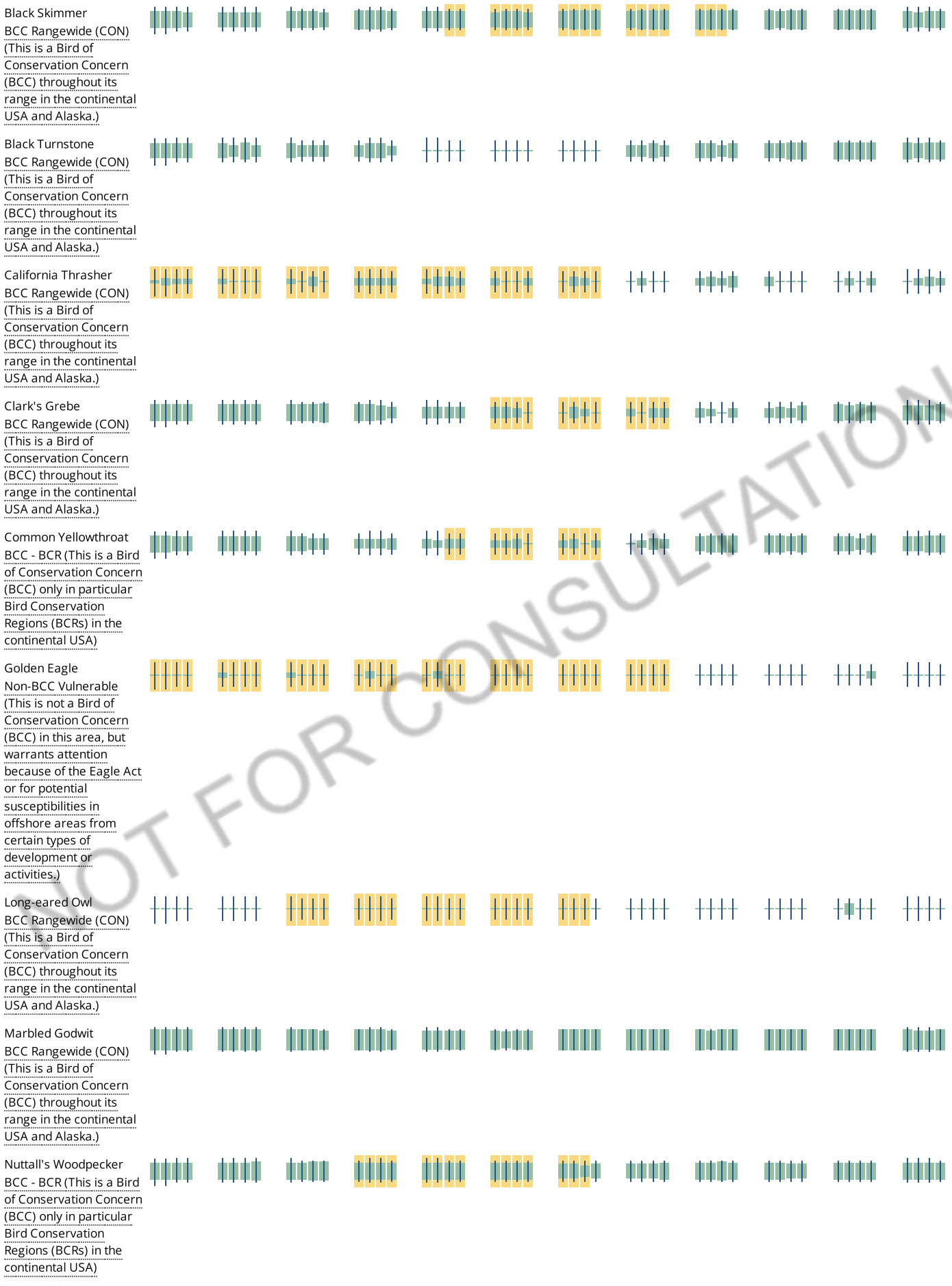
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

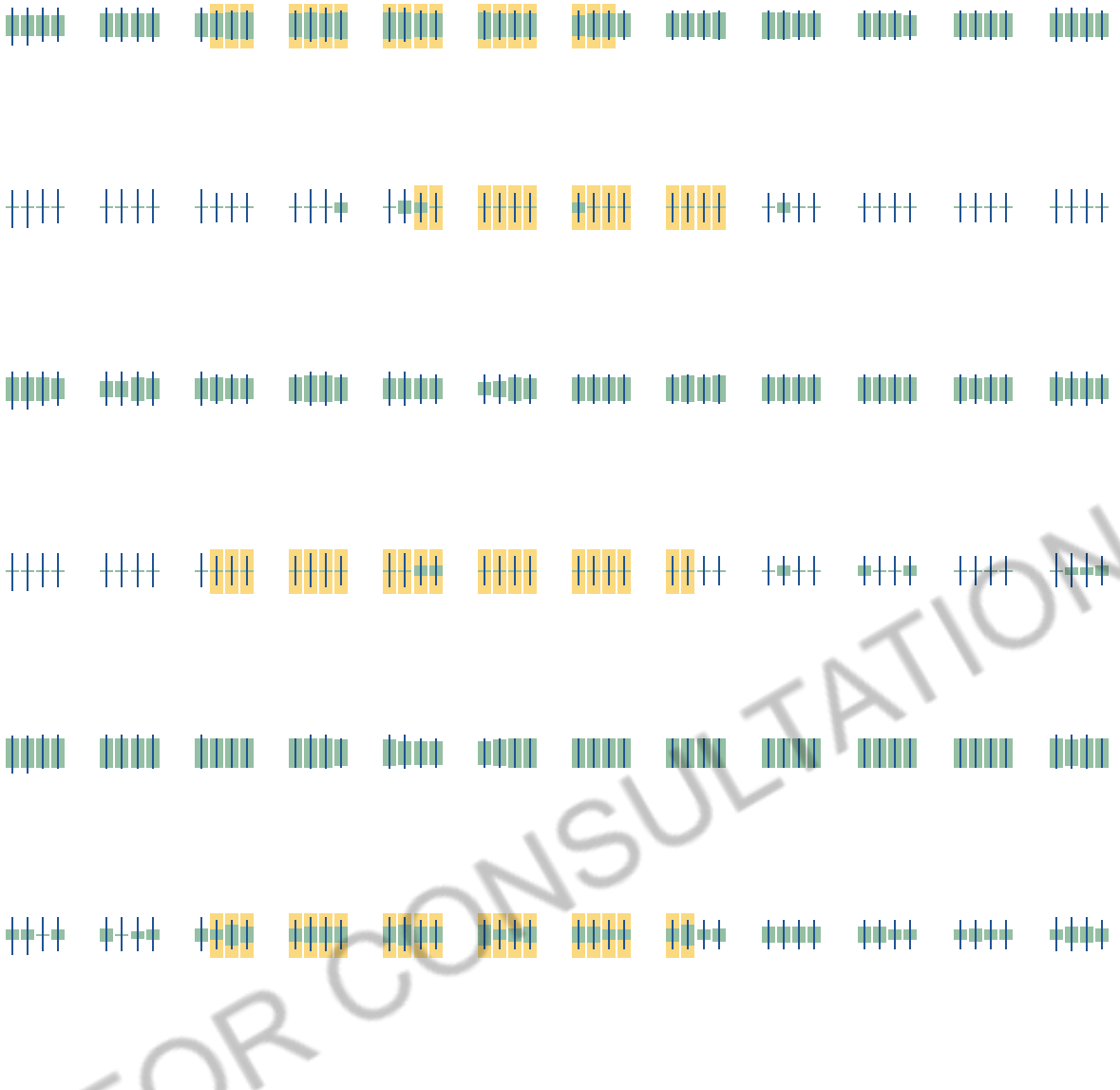
Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

# Coastal Barrier Resources System

Projects within the John H. Chafee Coastal Barrier Resources System (CBRS) may be subject to the restrictions on federal expenditures and financial assistance and the consultation requirements of the Coastal Barrier Resources Act (CBRA) (16 U.S.C. 3501 et seq.). For more information, please contact the local Ecological Services Field Office or visit the CBRA Consultations

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website. The CBRA website provides tools such as a flow chart to help determine whether consultation is required and a template to facilitate the consultation process.

THERE ARE NO KNOWN COASTAL BARRIERS AT THIS LOCATION.

Data limitations

The CBRS boundaries used in IPaC are representations of the controlling boundaries, which are depicted on the official CBRS maps. The boundaries depicted in this layer are not to be considered authoritative for in/out determinations close to a CBRS boundary (i.e., within the "CBRS Buffer Zone" that appears as a hatched area on either side of the boundary). For projects that are very close to a CBRS boundary but do not clearly intersect a unit, you may contact the Service for an official determination by following the instructions here: https://www.fws.gov/service/coastal-barrier-resources-system-property-documentation

Data exclusions

CBRS units extend seaward out to either the 20- or 30-foot bathymetric contour (depending on the location of the unit). The true seaward extent of the units is not shown in the CBRS data, therefore projects in the offshore areas of units (e.g., dredging, breakwaters, offshore wind energy or oil and gas projects) may be subject to CBRA even if they do not intersect the CBRS data. For additional information, please contact CBRA@fws.gov.

# Facilities

## National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

## Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

# Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

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Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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## Search Results

**95** matches found. Click on scientific name for details

Search Criteria: 9-Quad include [**3712242:3712252:3712262:3712263:3712264:3712244:3712253:3712243:3712254**]

| ▲ SCIENTIFIC NAME | COMMON NAME | LIFEFORM | BLOOMING PERIOD | FED LIST | STATE LIST | GLOBAL RANK | STATE RANK | CA RARE PLANT RANK | GENERAL HABITATS |
|---|---|---|---|---|---|---|---|---|---|
| *Acanthomintha duttonii* | San Mateo thorn-mint | annual herb | Apr-Jun | FE | CE | G1 | S1 | 1B.1 | Chaparral, Valley and foothill grassland |
| *Agrostis blasdalei* | Blasdale's bent grass | perennial rhizomatous herb | May-Jul | None | None | G2 | S2 | 1B.2 | Coastal bluff scrub, Coastal dunes, Coastal prairie |
| *Allium peninsulare* var. *franciscanum* | Franciscan onion | perennial bulbiferous herb | (Apr)May-Jun | None | None | G5T2 | S2 | 1B.2 | Cismontane woodland, Valley and foothill grassland |
| *Amsinckia lunaris* | bent-flowered fiddleneck | annual herb | Mar-Jun | None | None | G3 | S3 | 1B.2 | Cismontane woodland, Coastal bluff scrub, Valley and foothill grassland |
| *Androsace elongata* ssp. *acuta* | California androsace | annual herb | Mar-Jun | None | None | G5? T3T4 | S3S4 | 4.2 | Chaparral, Cismontane woodland, Coastal scrub, Meadows and seeps, Pinyon and juniper woodland, Valley and foothill grassland |
| *Arabis blepharophylla* | coast rockcress | perennial herb | Feb-May | None | None | G4 | S4 | 4.3 | Broadleafed upland forest, Coastal bluff scrub, Coastal prairie, Coastal scrub |
| *Arctostaphylos andersonii* | Anderson's manzanita | perennial evergreen shrub | Nov-May | None | None | G2 | S2 | 1B.2 | Broadleafed upland forest, Chaparral, North Coast coniferous forest |
| *Arctostaphylos franciscana* | Franciscan manzanita | perennial evergreen shrub | Feb-Apr | FE | None | GHC | S1 | 1B.1 | Coastal scrub |
| *Arctostaphylos imbricata* | San Bruno Mountain manzanita | perennial evergreen shrub | Feb-May | None | CE | G1 | S1 | 1B.1 | Chaparral, Coastal scrub |
| *Arctostaphylos montana* ssp. *ravenii* | Presidio manzanita | perennial evergreen shrub | Feb-Mar | FE | CE | G3T1 | S1 | 1B.1 | Chaparral, Coastal prairie, Coastal scrub |
| *Arctostaphylos montaraensis* | Montara manzanita | perennial evergreen shrub | Jan-Mar | None | None | G1 | S1 | 1B.2 | Chaparral, Coastal scrub |
| *Arctostaphylos pacifica* | Pacific manzanita | evergreen shrub | Feb-Apr | None | CE | G1 | S1 | 1B.1 | Chaparral, Coastal scrub |
| *Arctostaphylos regismontana* | Kings Mountain manzanita | perennial evergreen shrub | Dec-Apr | None | None | G2 | S2 | 1B.2 | Broadleafed upland forest, Chaparral, North Coast coniferous forest |
| *Astragalus nuttallii* var. | ocean bluff milk-vetch | perennial herb | Jan-Nov | None | None | G4T4 | S4 | 4.2 | Coastal bluff scrub, Coastal dunes |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| *nuttallii* | | | | | | | | | |
| | | | | | | | | | |
| *Astragalus pycnostachyus* var. *pycnostachyus* | coastal marsh milk-vetch | perennial herb | (Apr)Jun-Oct | None | None | G2T2 | S2 | 1B.2 | Coastal dunes, Coastal scrub, Marshes and swamps |
| *Astragalus tener* var. *tener* | alkali milk-vetch | annual herb | Mar-Jun | None | None | G2T1 | S1 | 1B.2 | Playas, Valley and foothill grassland, Vernal pools |
| *Calandrinia breweri* | Brewer's calandrinia | annual herb | (Jan)Mar-Jun | None | None | G4 | S4 | 4.2 | Chaparral, Coastal scrub |
| *Calochortus umbellatus* | Oakland star-tulip | perennial bulbiferous herb | Mar-May | None | None | G3? | S3? | 4.2 | Broadleafed upland forest, Chaparral, Cismontane woodland, Lower montane coniferous forest, Valley and foothill grassland |
| *Calochortus uniflorus* | pink star-tulip | perennial bulbiferous herb | Apr-Jun | None | None | G4 | S4 | 4.2 | Coastal prairie, Coastal scrub, Meadows and seeps, North Coast coniferous forest |
| *Carex comosa* | bristly sedge | perennial rhizomatous herb | May-Sep | None | None | G5 | S2 | 2B.1 | Coastal prairie, Marshes and swamps, Valley and foothill grassland |
| *Castilleja ambigua* var. *ambigua* | johnny-nip | annual herb (hemiparasitic) | Mar-Aug | None | None | G4T4 | S3S4 | 4.2 | Coastal bluff scrub, Coastal prairie, Coastal scrub, Marshes and swamps, Valley and foothill grassland, Vernal pools |
| *Centromadia parryi* ssp. *congdonii* | Congdon's tarplant | annual herb | May-Oct(Nov) | None | None | G3T1T2 | S1S2 | 1B.1 | Valley and foothill grassland |
| *Centromadia parryi* ssp. *parryi* | pappose tarplant | annual herb | May-Nov | None | None | G3T2 | S2 | 1B.2 | Chaparral, Coastal prairie, Marshes and swamps, Meadows and seeps, Valley and foothill grassland |
| *Chloropyron maritimum* ssp. *palustre* | Point Reyes salty bird's-beak | annual herb (hemiparasitic) | Jun-Oct | None | None | G4?T2 | S2 | 1B.2 | Marshes and swamps |
| *Chorizanthe cuspidata* var. *cuspidata* | San Francisco Bay spineflower | annual herb | Apr-Jul(Aug) | None | None | G2T1 | S1 | 1B.2 | Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub |
| *Chorizanthe robusta* var. *robusta* | robust spineflower | annual herb | Apr-Sep | FE | None | G2T1 | S1 | 1B.1 | Chaparral, Cismontane woodland, Coastal dunes, Coastal scrub |
| *Cirsium andrewsii* | Franciscan thistle | perennial herb | Mar-Jul | None | None | G3 | S3 | 1B.2 | Broadleafed upland forest, Coastal bluff scrub, Coastal prairie, Coastal scrub |
| *Cirsium fontinale* var. *fontinale* | fountain thistle | perennial herb | (Apr)May-Oct | FE | CE | G2T1 | S1 | 1B.1 | Chaparral, Cismontane woodland, Meadows and seeps, Valley and foothill grassland |
| *Cirsium occidentale* var. | compact cobwebby | perennial herb | Apr-Jun | None | None | G3G4T2 | S2 | 1B.2 | Chaparral, Coastal dunes, Coastal prairie, Coastal scrub |

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|---|---|---|---|---|---|---|---|---|---|
| *compactum* | thistle | | | | | | | | |
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| *Cirsium praeteriens* | lost thistle | perennial herb | Jun-Jul | None | None | GX | SX | 1A | |
| *Collinsia corymbosa* | round-headed Chinese-houses | annual herb | Apr-Jun | None | None | G1 | S1 | 1B.2 | Coastal dunes |
| *Collinsia multicolor* | San Francisco collinsia | annual herb | (Feb)Mar-May | None | None | G2 | S2 | 1B.2 | Closed-cone coniferous forest, Coastal scrub |
| *Cypripedium fasciculatum* | clustered lady's-slipper | perennial rhizomatous herb | Mar-Aug | None | None | G4 | S4 | 4.2 | Lower montane coniferous forest, North Coast coniferous forest |
| *Dirca occidentalis* | western leatherwood | perennial deciduous shrub | Jan-Mar(Apr) | None | None | G2 | S2 | 1B.2 | Broadleafed upland forest, Chaparral, Cismontane woodland, Closed-cone coniferous forest, North Coast coniferous forest, Riparian forest, Riparian woodland |
| *Elymus californicus* | California bottle-brush grass | perennial herb | May-Aug(Nov) | None | None | G4 | S4 | 4.3 | Broadleafed upland forest, Cismontane woodland, North Coast coniferous forest, Riparian woodland |
| *Eriophyllum latilobum* | San Mateo woolly sunflower | perennial herb | May-Jun | FE | CE | G1 | S1 | 1B.1 | Cismontane woodland, Coastal scrub, Lower montane coniferous forest |
| *Eryngium aristulatum* var. *hooveri* | Hoover's button-celery | annual/perennial herb | (Jun)Jul(Aug) | None | None | G5T1 | S1 | 1B.1 | Vernal pools |
| *Eryngium jepsonii* | Jepson's coyote-thistle | perennial herb | Apr-Aug | None | None | G2 | S2 | 1B.2 | Valley and foothill grassland, Vernal pools |
| *Erysimum franciscanum* | San Francisco wallflower | perennial herb | Mar-Jun | None | None | G3 | S3 | 4.2 | Chaparral, Coastal dunes, Coastal scrub, Valley and foothill grassland |
| *Fritillaria biflora* var. *ineziana* | Hillsborough chocolate lily | perennial bulbiferous herb | Mar-Apr | None | None | G3G4T1 | S1 | 1B.1 | Cismontane woodland, Valley and foothill grassland |
| *Fritillaria liliacea* | fragrant fritillary | perennial bulbiferous herb | Feb-Apr | None | None | G2 | S2 | 1B.2 | Cismontane woodland, Coastal prairie, Coastal scrub, Valley and foothill grassland |
| *Gilia capitata* ssp. *chamissonis* | blue coast gilia | annual herb | Apr-Jul | None | None | G5T2 | S2 | 1B.1 | Coastal dunes, Coastal scrub |
| *Gilia millefoliata* | dark-eyed gilia | annual herb | Apr-Jul | None | None | G2 | S2 | 1B.2 | Coastal dunes |
| *Grindelia hirsutula* var. *maritima* | San Francisco gumplant | perennial herb | Jun-Sep | None | None | G5T1Q | S1 | 3.2 | Coastal bluff scrub, Coastal scrub, Valley and foothill grassland |
| *Helianthella castanea* | Diablo helianthella | perennial herb | Mar-Jun | None | None | G2 | S2 | 1B.2 | Broadleafed upland forest, Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland, Valley and |

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|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | foothill grassland |
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| *Hemizonia congesta* ssp. *congesta* | congested-headed hayfield tarplant | annual herb | Apr-Nov | None | None | G5T2 | S2 | 1B.2 | Valley and foothill grassland |
| *Hesperevax sparsiflora* var. *brevifolia* | short-leaved evax | annual herb | Mar-Jun | None | None | G4T3 | S3 | 1B.2 | Coastal bluff scrub, Coastal dunes, Coastal prairie |
| *Hesperolinon congestum* | Marin western flax | annual herb | Apr-Jul | FT | CT | G1 | S1 | 1B.1 | Chaparral, Valley and foothill grassland |
| *Heteranthera dubia* | water star-grass | perennial herb (aquatic) | Jul-Oct | None | None | G5 | S2 | 2B.2 | Marshes and swamps |
| *Hoita strobilina* | Loma Prieta hoita | perennial herb | May-Jul(Aug-Oct) | None | None | G2? | S2? | 1B.1 | Chaparral, Cismontane woodland, Riparian woodland |
| *Horkelia cuneata* var. *sericea* | Kellogg's horkelia | perennial herb | Apr-Sep | None | None | G4T1? | S1? | 1B.1 | Chaparral, Closed-cone coniferous forest, Coastal dunes, Coastal scrub |
| *Horkelia marinensis* | Point Reyes horkelia | perennial herb | May-Sep | None | None | G2 | S2 | 1B.2 | Coastal dunes, Coastal prairie, Coastal scrub |
| *Hosackia gracilis* | harlequin lotus | perennial rhizomatous herb | Mar-Jul | None | None | G3G4 | S3 | 4.2 | Broadleafed upland forest, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal prairie, Coastal scrub, Marshes and swamps, Meadows and seeps, North Coast coniferous forest, Valley and foothill grassland |
| *Hypogymnia schizidiata* | island tube lichen | foliose lichen | | None | None | G2G3 | S2 | 1B.3 | Chaparral, Closed-cone coniferous forest |
| *Iris longipetala* | coast iris | perennial rhizomatous herb | Mar-May(Jun) | None | None | G3 | S3 | 4.2 | Coastal prairie, Lower montane coniferous forest, Meadows and seeps |
| *Lasthenia californica* ssp. *macrantha* | perennial goldfields | perennial herb | Jan-Nov | None | None | G3T2 | S2 | 1B.2 | Coastal bluff scrub, Coastal dunes, Coastal scrub |
| *Lasthenia conjugens* | Contra Costa goldfields | annual herb | Mar-Jun | FE | None | G1 | S1 | 1B.1 | Cismontane woodland, Playas, Valley and foothill grassland, Vernal pools |
| *Layia carnosa* | beach layia | annual herb | Mar-Jul | FT | CE | G2 | S2 | 1B.1 | Coastal dunes, Coastal scrub |
| *Leptosiphon acicularis* | bristly leptosiphon | annual herb | Apr-Jul | None | None | G4? | S4? | 4.2 | Chaparral, Cismontane woodland, Coastal prairie, Valley and foothill grassland |
| *Leptosiphon ambiguus* | serpentine leptosiphon | annual herb | Mar-Jun | None | None | G4 | S4 | 4.2 | Cismontane woodland, Coastal scrub, Valley and foothill grassland |
| *Leptosiphon croceus* | coast yellow leptosiphon | annual herb | Apr-Jun | None | CE | G1 | S1 | 1B.1 | Coastal bluff scrub, Coastal prairie |

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| *Leptosiphon grandiflorus* | large-flowered leptosiphon | annual herb | Apr-Aug | None | None | G3G4 | S3S4 | 4.2 | Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub, Valley and foothill grassland |
| *Leptosiphon latisectus* | broad-lobed leptosiphon | annual herb | Apr-Jun | None | None | G4 | S4 | 4.3 | Broadleafed upland forest, Cismontane woodland |
| *Leptosiphon rosaceus* | rose leptosiphon | annual herb | Apr-Jul | None | None | G1 | S1 | 1B.1 | Coastal bluff scrub |
| *Lessingia arachnoidea* | Crystal Springs lessingia | annual herb | Jul-Oct | None | None | G2 | S2 | 1B.2 | Cismontane woodland, Coastal scrub, Valley and foothill grassland |
| *Lessingia germanorum* | San Francisco lessingia | annual herb | (Jun)Jul-Nov | FE | CE | G1 | S1 | 1B.1 | Coastal scrub |
| *Lessingia hololeuca* | woolly-headed lessingia | annual herb | Jun-Oct | None | None | G2G3 | S2S3 | 3 | Broadleafed upland forest, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland |
| *Lessingia tenuis* | spring lessingia | annual herb | May-Jul | None | None | G4 | S4 | 4.3 | Chaparral, Cismontane woodland, Lower montane coniferous forest |
| *Limnanthes douglasii* ssp. *ornduffii* | Ornduff's meadowfoam | annual herb | Nov-May | None | None | G4T1 | S1 | 1B.1 | Meadows and seeps |
| *Lupinus arboreus* var. *eximius* | San Mateo tree lupine | perennial evergreen shrub | Apr-Jul | None | None | G2Q | S2 | 3.2 | Chaparral, Coastal scrub |
| *Malacothamnus arcuatus* | arcuate bush-mallow | perennial deciduous shrub | Apr-Sep | None | None | G2Q | S2 | 1B.2 | Chaparral, Cismontane woodland |
| *Monardella sinuata* ssp. *nigrescens* | northern curly-leaved monardella | annual herb | (Apr)May-Jul(Aug-Sep) | None | None | G3T2 | S2 | 1B.2 | Chaparral, Coastal dunes, Coastal scrub, Lower montane coniferous forest |
| *Monolopia gracilens* | woodland woollythreads | annual herb | (Feb)Mar-Jul | None | None | G3 | S3 | 1B.2 | Broadleafed upland forest, Chaparral, Cismontane woodland, North Coast coniferous forest, Valley and foothill grassland |
| *Pentachaeta bellidiflora* | white-rayed pentachaeta | annual herb | Mar-May | FE | CE | G1 | S1 | 1B.1 | Cismontane woodland, Valley and foothill grassland |
| *Piperia michaelii* | Michael's rein orchid | perennial herb | Apr-Aug | None | None | G3 | S3 | 4.2 | Chaparral, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal scrub, Lower montane coniferous forest |
| *Plagiobothrys chorisianus* var. *chorisianus* | Choris' popcornflower | annual herb | Mar-Jun | None | None | G3T1Q | S1 | 1B.2 | Chaparral, Coastal prairie, Coastal scrub |

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|---|---|---|---|---|---|---|---|---|---|
| *Plagiobothrys chorisianus* var. *hickmanii* | Hickman's popcornflower | annual herb | Apr-Jun | None | None | G3T3Q | S3 | 4.2 | Chaparral, Closed-cone coniferous forest, Coastal scrub, Marshes and swamps, Vernal pools |
| *Polemonium carneum* | Oregon polemonium | perennial herb | Apr-Sep | None | None | G3G4 | S2 | 2B.2 | Coastal prairie, Coastal scrub, Lower montane coniferous forest |
| *Polygonum marinense* | Marin knotweed | annual herb | (Apr)May-Aug(Oct) | None | None | G2Q | S2 | 3.1 | Marshes and swamps |
| *Potentilla hickmanii* | Hickman's cinquefoil | perennial herb | Apr-Aug | FE | CE | G1 | S1 | 1B.1 | Closed-cone coniferous forest, Coastal bluff scrub, Marshes and swamps, Meadows and seeps |
| *Ranunculus lobbii* | Lobb's aquatic buttercup | annual herb (aquatic) | Feb-May | None | None | G4 | S3 | 4.2 | Cismontane woodland, North Coast coniferous forest, Valley and foothill grassland, Vernal pools |
| *Sagittaria sanfordii* | Sanford's arrowhead | perennial rhizomatous herb (emergent) | May-Oct(Nov) | None | None | G3 | S3 | 1B.2 | Marshes and swamps |
| *Sanicula maritima* | adobe sanicle | perennial herb | Feb-May | None | CR | G2 | S2 | 1B.1 | Chaparral, Coastal prairie, Meadows and seeps, Valley and foothill grassland |
| *Senecio aphanactis* | chaparral ragwort | annual herb | Jan-Apr(May) | None | None | G3 | S2 | 2B.2 | Chaparral, Cismontane woodland, Coastal scrub |
| *Silene scouleri* ssp. *scouleri* | Scouler's catchfly | perennial herb | (Mar-May)Jun-Aug(Sep) | None | None | G5T4T5 | S2S3 | 2B.2 | Coastal bluff scrub, Coastal prairie, Valley and foothill grassland |
| *Silene verecunda* ssp. *verecunda* | San Francisco campion | perennial herb | (Feb)Mar-Jul(Aug) | None | None | G5T1 | S1 | 1B.2 | Chaparral, Coastal bluff scrub, Coastal prairie, Coastal scrub, Valley and foothill grassland |
| *Spergularia macrotheca* var. *longistyla* | long-styled sand-spurrey | perennial herb | Feb-May | None | None | G5T2 | S2 | 1B.2 | Marshes and swamps, Meadows and seeps |
| *Streptanthus albidus* ssp. *peramoenus* | most beautiful jewelflower | annual herb | (Mar)Apr-Sep(Oct) | None | None | G2T2 | S2 | 1B.2 | Chaparral, Cismontane woodland, Valley and foothill grassland |
| *Stuckenia filiformis* ssp. *alpina* | northern slender pondweed | perennial rhizomatous herb (aquatic) | May-Jul | None | None | G5T5 | S2S3 | 2B.2 | Marshes and swamps |
| *Suaeda californica* | California seablite | perennial evergreen shrub | Jul-Oct | FE | None | G1 | S1 | 1B.1 | Marshes and swamps |
| *Trifolium amoenum* | two-fork clover | annual herb | Apr-Jun | FE | None | G1 | S1 | 1B.1 | Coastal bluff scrub, Valley and foothill grassland |
| *Trifolium hydrophilum* | saline clover | annual herb | Apr-Jun | None | None | G2 | S2 | 1B.2 | Marshes and swamps, Valley and foothill grassland, Vernal pools |

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|---|---|---|---|---|---|---|---|---|---|
| *Triphysaria floribunda* | San Francisco owl's-clover | annual herb | Apr-Jun | None | None | G2? | S2? | 1B.2 | Coastal prairie, Coastal scrub, Valley and foothill grassland |
| *Triquetrella californica* | coastal triquetrella | moss | | None | None | G2 | S2 | 1B.2 | Coastal bluff scrub, Coastal scrub |
| *Usnea longissima* | Methuselah's beard lichen | fruticose lichen (epiphytic) | | None | None | G4 | S4 | 4.2 | Broadleafed upland forest, North Coast coniferous forest |

Showing 1 to 95 of 95 entries

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# Kielty Arborist Services LLC

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P.O. Box 6187
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July 24, 2018

Jeff Kraft
105 Scenic Drive
Redwood City, CA 94062

Site:0 Monte Cresta, Belmont, CA

Dear Mr. Kraft,

As requested I have reviewed the revised plans dated 5/29/2018. The new plan results in the removal of tree #1 a 24" Coast Live Oak. This tree is the worst tree on the site SEE PHOTO BELOW. Coast live oak tree #1 is codominant at 4 feet with the presence of included bark. The weak crotch formation would have been prone to failure because as the 2 leaders grow they will continue to push against each other often to the point of failure. This tree is the best tree to remove due to its poor structure.

The balance of the trees remain but the site requires some retaining walls to meet height restrictions. Building these walls close to the existing trees is not a positive addition for the trees however because these trees are very young and only a small portion of the root system will be disturbed they should be able to tolerate this intrusion and thrive.

The following is a recap of the previous report:

Method:
All inspections were made from the ground; the trees were not climbed for this inspection. The trees in question were located on a map provided by you. The trees were then measured for diameter at 54 inches above ground level (DBH or diameter at breast height). The trees were given a condition rating for form and vitality. The trees condition rating is based on 50 percent vitality and 50 percent form, using the following scale.

1 - 29 Very Poor
30 - 49 Poor
50 - 69 Fair
70 - 89 Good
90 - 100 Excellent

The height of the trees was measured using a Nikon Forestry 550 Hypsometer. The spread was paced off. Comments and recommendations for future maintenance are provided.

0 Monte Cresta 1/6/16 (2)

**Survey:**

| Tree# | Species | DBH | CON | HT/SP | Comments |
|---|---|---|---|---|---|
| ~~1~~ | ~~Coast live oak~~ *(Quercus agrifolia)* **TO BE REMOVED** | ~~19.4~~ | ~~50~~ | ~~25/40~~ | ~~Fair vigor, poor-fair form, codominant at 4~~ feet with included bark, weak crotch at 10 feet, abundance of inner dead wood, buried root crown, recommended to expose root crown. |
| 2 | Coast live oak *(Quercus agrifolia)* | 16.5 | 60 | 30/45 | Good vigor, good form, buried root crown, abundance of inner dead wood, estimated 25 feet from proposed pier location. |
| 3 | Coast live oak *(Quercus agrifolia)* | 8.2 | 45 | 15/15 | Fair-poor vigor, poor form, suppressed by #2, 4 feet from #2, leans at a 45 degree angle, abundance of interior dead wood, clean root crown. |
| 4 | Coast live oak *(Quercus agrifolia)* | 9.2 | 50 | 15/15 | Good vigor, poor-fair form, codominant at 4 feet with poor crotch formation, good location and good screen. |
| 5* | Coast live oak *(Quercus agrifolia)* | 14.9 | 60 | 30/30 | Good vigor, good form, buried root crown, good crotch formations, neighboring tree. |
| 6* | Coast live oak | 10est | 60 | 25/25 | Fair vigor, fair form, buried root crown, neighboring tree. |

***Indicates tree on neighbors property*



**Showing location of trees**

**Summary:**

The trees on site are all native coast live oak trees. The site is in an untouched area where there is no existing home, in the hills of Belmont. All of the trees are located on a slope, near the bottom of the hill where the rear of the home is proposed. All of the trees surveyed are in fair condition except for coast live oak tree #3 that is severely suppressed and is growing at a 45 degree angle. This tree is far away from any proposed work and will not be affected by construction. During my investigation I found that the majority of the trees on site had buried root crowns. As a part of normal maintenance these roots crowns should be exposed in order to discourage root rot. This will need to be done every 2-4 years as debris will naturally build up on the trunks of the trees as a result of being located on a slope.



Coast live oak tree #1 is codominant at 4 feet with the presence of included bark. This weak crotch formation is prone to failure because as the 2 leaders grow they will continue to push against each other often to the point of failure. A cable can be installed as a mitigation measure at a height of 2/3 the height of the tree, this will reduce the chance of a leader failure. Also the proposed light trimming of this tree will also reduce the chance of a leader failure.

**Showing included bark on tree #1**

The rear of the home, near the trees on site, is to be supported by piers and structural steel that is above grade. This type of foundations will significantly lower the impact to the retained trees on site as this type of foundation eliminates the need to cut into the root zone of the trees. Coast live oak #1 is the closest tree on site to the proposed work. The tree is 14 feet away from the proposed piers. Light trimming of this tree will need to take place in order to drill the piers. Trimming to remove the deadwood in the tree should also take place at this time. Following ANSI standards, trimming shall not exceed 25% of the total foliage of the tree. Impacts to this tree are expected to be minor. During drilling near this tree the site arborist shall be onsite to inspect, document and offer mitigation measures. The remaining trees are a good distance away from the proposed work and are expected to have no impacts from construction activities. The following tree protection plan will help ensure the safety and health of the retained trees on site. Trees that are under the protected size (10 inches in diameter) but are still to be retained should be protected in the same manner. At this site fencing will run along the back perimeter of the property and protect all of the trees. The fencing shall be placed at the farthest distance possible while still letting construction activities occur in a safe manner.

**Tree Protection Plan:**

*Tree Protection Zones*

Tree protection zones should be installed and maintained throughout the entire length of the project. Fencing for tree protection zones should be 6' tall, metal chain link material supported by metal 2" diameter poles, pounded into the ground to a depth of no less than 2'. The location for the protective fencing should be as close to the dripline of desired trees as possible, still allowing room for construction to safely continue. No equipment or materials shall be stored or cleaned inside the protection zones. Areas outside protection zones, but still beneath the tree's driplines, where foot traffic is expected to be heavy, should be mulched with 4-6" of chipper chips. The spreading of chips will help to reduce compaction and improve soil structure. Tree protection fencing shall be up before the start of the project.

*Root Cutting and Grading*
Any roots to be cut shall be monitored and documented. Large roots (over 2" diameter) or large masses of roots to be cut must be inspected by the site arborist. The site arborist, at this time, may recommend irrigation or fertilization of the root zone. All roots needing to be cut should be cut clean with a saw or lopper. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist.

*Trenching and Excavation*
Trenching for irrigation, drainage, electrical or any other reason shall be done by hand when inside the dripline of a protected tree. Hand digging and the careful placement of pipes below or besides protected roots will significantly reduce root loss, thus reducing trauma to the tree. All trenches shall be backfilled with native materials and compacted to near its original level, as soon as possible. Trenches to be left open for a period of time, will require the covering of all exposed roots with burlap and be kept moist. The trenches will also need to be covered with plywood to help protect the exposed roots.

*Irrigation*
The coast live oak trees on the property will not need any irrigation as they are in there native range. Irrigation for the coast live oak trees will only be needed if their root zones are impacted. At the time of drilling the piers the site arborist shall set up a irrigation plan as part of the mitigation measures if needed although not likely.

The information included in this report is believed to be true and based on sound arboricultural principles and practices.

Sincerely,

Kevin R. Kielty
Certified Arborist WE#0476A

David P. Beckham
Certified Arborist WE#10724A

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June 25, 2021

Jeff Kraft, c/o
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1250- I Newell Avenue, #156
Walnut Creek CA 94596
Sent via email to: mdurkee21@gmail.com; jkraft503@gmail.com;
schmiede@stanfordalumni.org

**RE: Planning Application No. 2015-0057: Certificate of Compliance Application for APN 043-165-180; 043-242-210; 043-041-030**

Dear Applicant:

This letter is a follow-up to your April 7, 2021 response regarding the Planning Application for a Certificate of Compliance ("COC") for APN 043-165-180; 043-242-210; and 043-041-030. By way of background, the City's September 25, 2020 COC evaluation and property title analysis for the three (3) subject lots yielded the following assessment:

- Lot 55, block 113 (APN 043-165-180) is the product of an illegal parent parcel created without a map. Lot 55 is therefore not eligible for a certificate of compliance but should be issued a conditional certification of compliance.

- Lot 19, block 114 (APN 043-242-210) is the product of an illegal parent parcel created without a map. Lot 19 is therefore not eligible for a certificate of compliance but should be issued a conditional certification of compliance.

- Lot 3, block 122 (APN 043-041-030) was legally created by conveyance at a time when neither the SMA nor the City of Belmont required a map to divide property, and therefore is entitled to a certificate of compliance.

The City carefully reviewed the April 7, 2021 letter from your attorney, the focus of which was the legality of Lot 55, block 113. The letter's arguments that lot 55 was created by the 1927 Map appears to go against the weight of the controlling court decisions including decisions referenced in the letter. The argument that lot 55 was created by deed conveyance with other contiguous lots shown on the 1927 Map before 1945 does not provide citation to case law or analysis of the actual conveyance language or description of the property conveyed in the deeds to support that assertion.

The letter also argues that lot 55 should be entitled to a certificate of compliance under Government Code Section 66499.35(c) because the City issued a permit (TE2015-0200) to

facilitate soil testing for public improvements required to extend Monte Cresta Drive. The letter argues that the issuance of that permit was "a permit or grant of approval for development" within the meaning of Government Code Section 66499.34. TE2015-0200 was a temporary encroachment permit to take soil samples in the public right of way. A permit to conduct investigatory soil testing in a roadway as part of a roadway improvement plan application is not an approval to develop an adjacent lot. *(See Save Laurel Way v. City of Redwood City* (2017) 14 CA5th 1005).

Moreover, test borings are a necessary prerequisite to evaluate the proposed road improvements - see Belmont City Code Sections 7-12 and 7-13(e)(9)a.3. A permit to conduct the test borings does not approve the road plan or development that might be served by the road. Two goals of the Subdivision Map Act are to encourage orderly development and prevent undue burdens on the public. These goals would be frustrated if preliminary investigation to ensure these goals are met exempted proposed improvements or proposed development from complying with the Act.

Your past meetings with staff to review submittal requirements, application completeness matters, and zoning regulations do not translate to the City's tacit acceptance of the lot as legal under the Subdivision Map Act whenever it was created. The venue for such a determination is the COC process.

The issuance of a conditional certificate of compliance for lot 55 does not preclude you from seeking development approvals for the property. If a lot zoned HRO-2 does not conform to minimum lot size standards, the owner may apply for an exception under City's Subdivision Ordinance or apply for a conditional use permit for a smaller lot size as part of a floor area transfer under BZO section 4.7.11 - see BZO Section 4.7.9 and San Juan Hills Area Plan Land Use Policy 9.c.

It should be noted that transferring floor area potential from one HRO-2 zoned property to another must be consistent with the policies in the San Juan Hills Area Plan and Belmont City Code Section 7-12. To be consistent with Land Use Policies 8 and 9, a transfer lot under Belmont Zoning Ordinance Section 4.7.11 must have development potential. Whether an illegally created lot has development potential that can be transferred consistent with the Area Plan's policies may depend in part on the circumstances of its creation.

In addition, your April 7, 2021 letter contains a number of factual assertions regarding the city's development history that are not supported by evidence or are simply inaccurate. However, I do not believe it necessary for purposes of this letter to respond to each assertion or inaccuracy.

Lastly, it should be noted that although satisfaction of the conditions included with the CCOC will bring the properties into compliance with the SMA and Belmont Subdivision Ordinance, the properties must still satisfy all relevant zoning regulations, including minimum lot size, before it may be developed or otherwise entitled.

Enclosed please find the Conditional Certificate of Compliance (CCOC) conditions for Lot 55, block 113 (APN 043-165-180) and Lot 19, block 114 (APN 043-242-210). The City will proceed with recordation of the CCOC's with the County of San Mateo (subject to the enclosed Conditions of Approval). If you have any questions regarding your Certificate of Compliance Application, you can contact your project planner, Rob Gill, at (650) 598-4204 or via email at rgill@belmont.gov.

Sincerely,

Carlos de Melo
Community Development Director

## Certificate of Compliance Conditions

The following conditions must be satisfied, in full, to bring the subject properties into compliance with the Subdivision Map Act and the Belmont Subdivision Ordinance. The conditions must be satisfied before the issuance of a permit or other grant of approval for development of the parcel.

1. The property owner must submit a record of survey, stamped by a California-licensed surveyor, that describes the property by metes and bounds. A parcel map is not required.

2. The property must comply with all relevant design and improvement requirements of the Belmont Subdivision Ordinance applicable to a minor subdivision. The property owner may request to defer improvements on the same basis as an applicant for a parcel map (see advisory note 3).

3. The property must comply with all relevant Subdivision Ordinance and Zoning Ordinance standards for lot size, dimensions, and standards at the time the property owner acquired the property. The application may apply for exceptions to the above standards if needed.

4. The property owner must pay a Park In-Lieu Fee in the amount specified in City of Belmont's master revenue schedule in effect at the time the property owner acquired the property.

5. The property owner must pay planned drainage fees in an amount specified in Belmont Subdivision Ordinance Section 6.13.

## Advisory to the Conditions for Compliance

1. Compliance with the conditions above does not relieve the property owner of the responsibility to obtain all other necessary permits and entitlements.

2. Requests for exceptions to Subdivision Ordinance or Zoning Ordinance standards may be made as provided in the respective ordinances.

3. The city may waive the requirement that a parcel owner in the HRO-2 District fronting an unimproved road improve the road or enter into a deferred roadway improvement agreement in conjunction with a floor area or density transfer from the parcel if the lot is located on a section of an unimproved road for which a road improvement plan was submitted in compliance with BCC Section 7-13(e)(9)b, findings in Section 7-13(e)(10)h are made, and the section of unimproved road fronting the parcel is located wholly outside the approved road segment.

June 10, 2022

Community Development Department
Planning Division

Jeff Kraft
Angela Schmiede
1313 D Street
Petaluma, CA 94952

Sent via email to jkraft503@gmail.com; schmiede@stanfordalumni.org

**RE: Planning Application No. 2021-0057: Certificate of Compliance Application for APN 043-165-090**

Dear Applicant:

This letter is a follow-up to your Planning Application for a Certificate of Compliance ("COC") for APN 043-165-090. On February 3, 2022, staff notified you of the Community Development Department's preliminary analysis and conclusion that the property does not comply with the Subdivision Map Act and offered you an opportunity to submit additional information or analysis for the City to consider before a final determination was made. As of the date of this letter, no additional information or analysis has been provided to the City to consider. Thus, the City concludes that the property in question does not comply with the Subdivision Map Act and therefore the City will issue a Conditional Certificate of Compliance under Government Code Section 66499.35 (b). Please find the relevant facts, analysis, and determinations regarding your application below.

**Background Information**

The Subdivision Map Act ("SMA") regulates the division of land for purposes of sale, leasing, or financing and prohibits the sale, leasing, financing, or development of any lot that is not in full compliance with the SMA, as well as local ordinances adopted to implement the SMA. Properties that fully comply with the SMA and local subdivision ordinances may be issued a COC. Properties that do not comply with the SMA are instead issued a Conditional Certificate of Compliance ("CCOC") and, prior to any development approval(s), may be required to comply with conditions that could have been placed upon the division of land at the time the owner acquired the property. Once a CCOC has been recorded, a property may be legally bought and sold.

**Property Information**

The information in the preliminary title report provided with the application indicates assessor parcel number 043-165-090 for which a certificate of compliance is sought is assigned to a unit of land depicted as lot 43, block 113 on a map entitled "Map of Subdivision No. 10, Belmont Country Club Properties Belmont, San Mateo County, California" recorded in the Office of the Recorder of San Mateo County, California, on March 24, 1927 at book 15 of Maps at page 29 (the 1927 Map). The legal description for this property in Schedule "A" to the preliminary title report describes the unit of land by reference to the above 1927 Map, rather than by metes and bounds. A search of county and

city records did not reveal any maps purporting to affect the land after the 1927 Map or any known city development approvals for the property.

The property fronts on an undeveloped portion of Monte Cresta Avenue and was wholly within the City of Belmont at the time the 1927 Map was recorded.

## Certificate of Compliance Analysis

As noted above, a COC is a determination that a property complies with the SMA and local ordinances enacted under the SMA. A property owner or vendee under a contract for sale with the owner may apply to the City for a COC (Gov. Code Section 66499.35 (a)). If the property complies, the agency will issue a COC. If the property does not comply (i.e. it resulted from an illegal subdivision), the local agency will issue a CCOC (*Save Mount Diablo v. Contra Costa Co.* (2015) 240 Cal.app.4th 1368, 1379.)

### Division of Land Must Comply with the SMA

Under the SMA, a legal division of land for purposes of sale, lease, or financing ordinarily may only be obtained by local approval and recordation of a tentative map and final map when five or more parcels are involved (Gov. Code Section 66426), or by parcel map when four or fewer parcels are involved (Gov. Code Section 66428). The SMA prohibits the sale, lease, financing, or improvement of any parcel(s) of real property for which a "final map" or a "parcel map" is required under the SMA unless a final map or parcel map, as applicable, in full compliance with the SMA and any relevant local ordinance is filed. (Gov. Code Section 66499.30, (a) and (b)).

### 1927 Map Does Not Comply with the SMA

*1927 Map is Not a "Final Map" or "Parcel Map"*

The 1927 Map is not a "final map" or a "parcel map", as defined by the SMA, which are defined to include only those maps reviewed and approved by the local agency under the provisions of the current Map Act and local ordinances adopted thereunder (*Gardner v. County of Sonoma* (2003) 29 Cal.4th 990, 998; Gov't Code Sections 66433-66443, 66444-66450, 66451-66451.7, 66456-66462.5, 66499.50-66499.50-66499.58.)

*1927 Map is Not Exempt from the SMA*

A property may be entitled to a COC if it is exempt from the SMA's "final map" and "parcel map" requirements. The SMA contains a grandfather provision that exempts certain subdivisions created in compliance with or exempt from earlier-enacted versions of the SMA from the prohibitions on selling, leasing, financing, or improving parcels that do not comply with the current SMA provisions governing subdivisions. (Gov't Code Section 66490.30 (d)). Under this grandfather provision, the

prohibitions do not apply to: "any parcel or parcels of a subdivision offered for sale or lease, contracted for sale or lease, or sold or leased in compliance with or exempt from any law (including a local ordinance), regulating the design and improvement of subdivisions in effect at the time the subdivision was established". Therefore, to qualify for the grandfather provision, the subdivision must have been "established" within the meaning of the grandfather provision at a time when the version of the SMA, or any local subdivision ordinance, in effect regulated the design and improvement of subdivisions.

The City of Belmont first adopted subdivision regulations by ordinance (Ordinance No. 67) on May 28, 1945 and did not have an ordinance regulating subdivisions in 1927. The version of the SMA in effect in 1927 originated in 1907 and was subsequently amended on several occasions, including in 1915, 1915, 1921, and 1929. (*See* California Subdivision Map Act and the Development Process (Cont.Ed.Bar 2d ed. 2018) Section 1.4A, pp.1-6 to 1-9). In 1929, the amendments included express authorization for cities to regulate the design and improvement of subdivisions. (Stats. 1929 Ch. 837, §§29, 30, effective August 14, 1929). California appellate courts have held that maps recorded under the 1907 version of the SMA, as amended through 1915, do not qualify for the grandfather provision, as those versions did not regulate the design and improvement of subdivisions. (*Witt Home Ranch, Inc. v. County of Sonoma* (2008) 165 Cal.App.4$^{th}$ 543 (1915 map not qualified for grandfathering); *Abernathy Valley, Inc. v. County of Solano* (2009) 173 Cal.App.4$^{th}$ 42 (1909 map not qualified for grandfathering, concurring with *Witt*)).

The 1921 SMA amendments (Stats. 1921 Ch. 592) amended Section 4 of the 1907 SMA by authorizing a government body to require either the dedication to public use of an easement or a conveyance to the political subdivision of a right-of-way for storm drain purposes to conform substantially with the lines of a natural water course or channel when the natural water course or channel was shown traversing the map or plat. The amendment did not require or authorize a governing body to order storm drain improvements, and therefore did not regulate the improvement of a subdivision. Furthermore, the amendment allowed the subdivider to determine the design of drainage conveyance, either by natural water course or a channel, and did not authorize the governing body to exercise control over that choice or adequacy of the design. Therefore, it is reasonable to conclude that the 1921 amendment to the SMA did not regulate the design and improvement of a subdivision within the meaning of the grandfather provision.

Although a court has yet to determine whether amendments to the SMA adopted after 1915 and before August 14, 1929 regulate the design and improvement of subdivisions, based on the analysis in *Witt*, 165 Cal.App.4$^{th}$ at 526-563 and *Abernathy*, 173 Cal.App.4$^{th}$ at 48-52, it appears likely that courts will find that the 1907 SMA, as amended before August 14, 1929, does not regulate the design and improvement of subdivisions. Accordingly, the 1927 Map does not qualify for the grandfather provision, and the fact that the lots are depicted on the 1927 Map does not demonstrate that the lots comply with the SMA.

**Were the Subject Properties Legally Created by Conveyance?**

The SMA defines "subdivision" as "the division, by any subdivider, of any unit or units of improved or unimproved land, or any portion thereof, shown on the latest equalized county assessment roll as a unit or contiguous units, for the purpose of sale, lease, or financing, whether immediate or future" (Gov't Code Section 66424). A division occurs from a parent parcel when a unit is conveyed for the purpose of sale, lease, or financing. Before March 4, 1972, a division of land into four or fewer parcels within one year was not governed by the SMA (*Fishback v. County of Ventura* (2005) 133 Cal.App.4th 896, 902) and, if done in compliance with a local subdivision ordinance, is assumed to be lawfully created. On or after March 4, 1972, a division of land into four or fewer parcels requires a parcel map. (*Id.*). The ability to divide a parent parcel under the SMA into four or fewer parcels in any one year before March 4, 1972 is known as the "quartering exception" or "quartering rule". Beginning with Ordinance No. 67 in 1945, the City of Belmont required a subdivider dividing land into four or fewer parcels to file a map with the city for approval by the city's Planning Commission. Accordingly, the subdivision of land in the City of Belmont into four or fewer parcels in one year without a map is lawful only if created between August 14, 1929 and June 27, 1945 (the effective date of Ordinance No. 67).

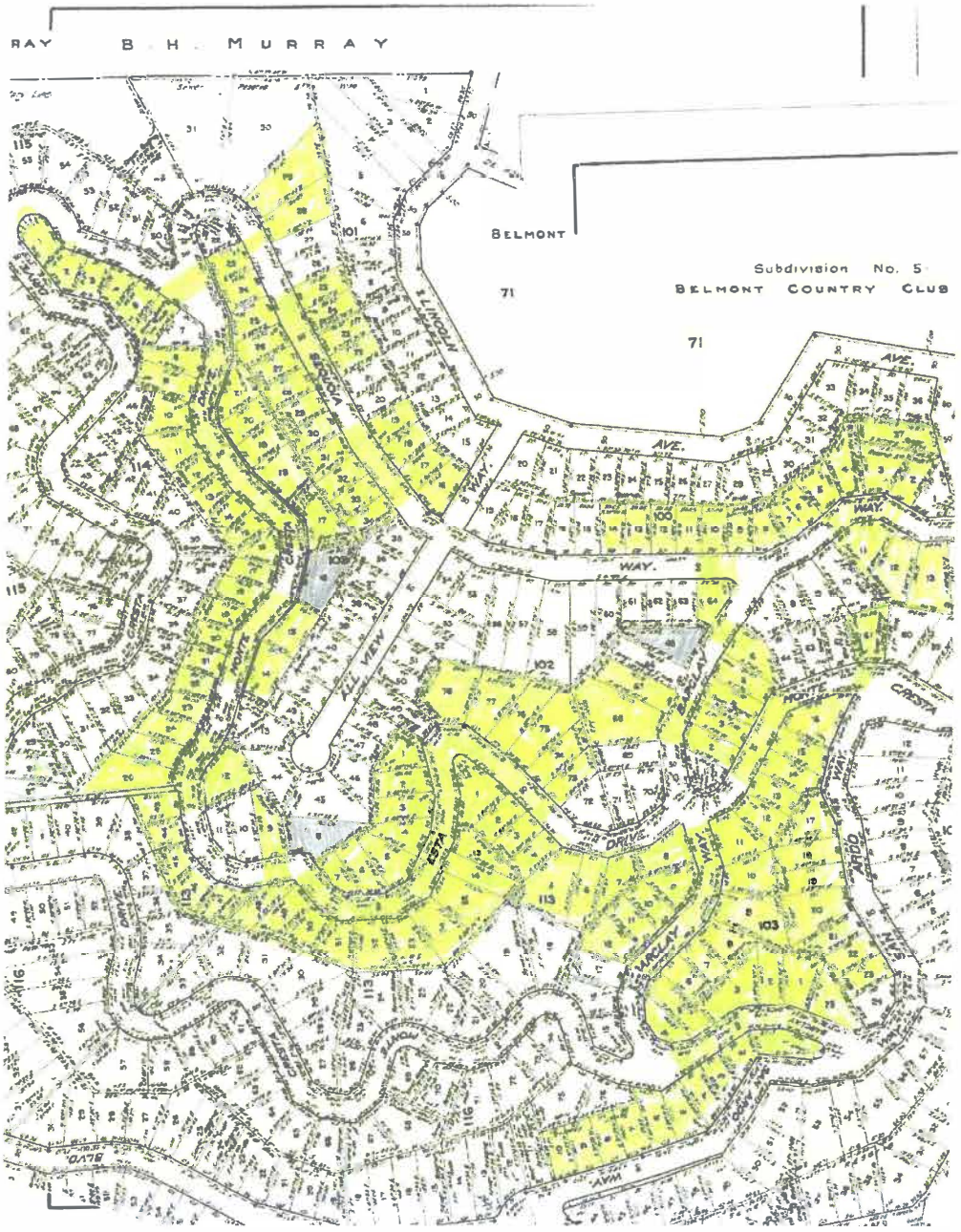
**Conveyance Analysis**

*Conveyance History through April 2, 1946*

After the recording of the 1927 Map, the land depicted as lot 43, block 113 was conveyed several times as part of a larger parcel of land consisting in whole or in part of numerous other lots depicted on the 1927 Map as well as on an earlier recorded map, "Map of Subdivision No. 9, Belmont Country Club Properties Belmont, San Mateo County, California" filed in the Office of the Recorder of San Mateo County, California, on December 24, 1926 (the "1926 Map"). On May 19, 1944, the Belmont Investment Corporation (BIC) recorded a deed executed May 3, 1944 (1119 OR 240) conveying numerous parcels consisting of contiguous lots depicted on the 1926 Map, the 1927 Map, and other parcels to the San Mateo County Title Company. The deed included a parcel consisting entirely of the following contiguous lots depicted on the 1926 Map and the 1927 Map (the referred to here as the "Monte Cresta Track"). The parcel is shown on Figure 1.

| | |
|---|---|
| Block 81 | Lots 2 through 6, 61 |
| Block 100 | Lots 2 through 14, 37 |
| Block 101 | Lots 16 through 19, 22 through 25, 28, 29 |
| Block 102 | Lots 1 through 9, 12, 14 through 21, 23-34, 64, 65, 67, 68, 73 through 78 |
| Block 103 | Lots 1 through 23, 25 |
| Block 113 | Lots 1 through 14, 43 through 55 |
| Block 114 | Lots 1 through 6, 8 through 26 |
| Block 116 | Lots 1through 10 |

Figure 1 – Monte Cresta Tract.




A chain of title for the property depicted as lot 43 in block 113 indicates that the first conveyance of the land after the creation of the Monte Cresta Tract Parcel occurred when the San Mateo County

Title Company executed a deed April 1, 1946 and recorded April 2, 1946 at (1252 OR 402) conveying back to BIC all property conveyed by 1119 OR 240 except all property previously conveyed by San Mateo County Title Company. Because the deed does not describe what properties were conveyed by the San Mateo County Title Company between May 3, 1944 and April 2, 1946, the chain of title information included with the application alone does not show whether one or more parcels were divided from the Monte Cresta Tract during that time.

*Division Conveyance History after April 2, 1946*

Lot 43, block 43

The chain of title shows that the land depicted as lot 43 in block 113 was next conveyed by BIC to Grace Marks as part of a parcel consisting of the land depicted in lots 43 and 44 in block 113 by deed executed and recorded on November 18, 1952 as 2327 OR 383. On November 26, 1952 Grace Marks executed a deed which was subsequently recorded on January 2, 1953 as 2347 OR 736 conveying lot 43 to Serge Kotarloff. Thereafter, lot 43 was conveyed several more times to the present.

*Division Conveyances from the Parent Parcel Affecting Lot 43's Legal Status*

Supplemental chain of title information was reviewed for lots 13, 14, and 43 through 55 in block 113, lots 4, 8 through 13, 15, 17, 19, 20, 21, 24, 25, and 26 in block 114, and lots 19, 20, and 21 in block 102. Deed information was reviewed for lots 3, 5, 6, 14, 16, 18, 22 and 23 in block 114 and lots 26, 27, 28, and 29 in block 102. The supplemental chain of title shows that lots 13, 14, and 43 through 55 in block 113, lots 4, 8 through 13, 15, 17, 19, 20, 21, 24, 25, and 26 in block 114, and lots 19 and 20 in block 102 were conveyed by 1252 OR 402 from San Mateo Title Company to the Belmont Investment Corporation (BIC) and that the conveyances by BIC of these lots shown in the table below were the first conveyances of those lots after 1252 OR 402.

The deed information for lots 3 (2992 OR 657), 5 and 6 (1931 OR 72), 14 (2019 OR 171), 16 (2056 OR 162), 18 (2925 OR 680), 22 (2037 OR 431) and 23 (2229 OR 390) in block 114 show conveyances by BIC of the land including those lots which supports the reasonable inference that the land including the lots was conveyed by the San Mateo Title Company to BIC by 1252 OR 402 and that the conveyances listed below are the first conveyances of the land including those lots after 1119 OR 240. To resolve any doubt, the applicant may wish to provide additional chain of title information for these lots.

The chain of title and deed information together demonstrate that lots 13, 14, 43 through 55 in block 113, lots 3 through 6 and 8 through 26 in block 114, and lots 9, 15, 17, 19, 20, 28, 29 in block 102 had not been separately conveyed and remained part of an undivided segment of the Monte Cresta Tract on September 2, 1949 (the "Grandparent Parcel"). A review of county and city records did not reveal a map for the Grandparent Parcel or a similar parcel, or for any of the divisions created by conveyances #1 through #22 filed either under Ordinance No. 67 or the SMA.

| Conveyance | Block | Lots | Instrument # | Executed | Recorded | Grantor | Grantee |
|---|---|---|---|---|---|---|---|
| #1 | 114 | 17 | 1709 OR 142 | 9/2/1949 | 9/2/1949 | BIC | Tretten |
| #2 | 113 | 48 | 1833 OR 236 | 4/6/1950 | 4/7/1950 | BIC | Bond |
| #3 | 102 | 19, 20, 28, 29 | 3039 OR 357 | 6/27/1950 | 6/12/1956 | BIC | Haertel |
| #4 | 114 | 5, 6, 10 | 1931 OR 72 | 8/31/1950 | 9/1/1950 | BIC | Marks |
| #5 | 114 | 11, 12 | 1950 OR 366 | 10/16/1950 | 10/18/1950 | BIC | Marks |
| #6 | 114 | 15, 14 | 2019 OR 171 | 2/5/1951 | 2/6/1951 | BIC | Marks |
| #7 | 114 | 8, 9, 18 | 2025 OR 680 | 2/20/1951 | 2/28/1951 | BIC | Marks |
| #8 | 114 | 16 | 2056 OR 162 | 2/20/1951 | 4/18/1951 | BIC | Molander |
| #9 | 114 | 19, 20, 21, 22 | 2037 OR 431 | 3/12/1951 | 3/13/1951 | BIC | Marks |
| #10 | 114 | 19 | 2115 OR 466 | 3/13/1951 | 8/15/1951 | Marks | Mesak |
| #11 | 114 | 20 | 2115 OR 467 | 3/16/1951 | 8/15/1951 | Marks | Holm |
| #12 | 114 | 21 | 2115 OR 465 | 3/24/1951 | 8/15/1951 | Marks | Mesak |
| #13 | 113 | 49,50, 47,46 | 2057 OR 225 | 4/19/1951 | 4/19/1951 | BIC | Marks |
| #14 | 113 | 50 | 2057 OR 653 | 4/20/1951 | 4/20/1951 | Marks | Futerman |
| #15 | 113 | 51, 52, 53, 54, 55 | 2059 OR 486 | 4/21/1951 | 4/24/1951 | BIC | Marks |
| #16 | 113 | 51 | 2073 OR 101 | 4/25/1951 | 05/18/1951 | Marks | Futerman |
| #17 | 113 | 55 | 2102 OR 626 | 4/25/1951 | 07/19/1951 | Marks | Nicolette |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| #18 | 113 | 53, 54 | 2102 OR 627 | 4/27/1951 | 07/19/1951 | Marks | Nicolette |
| #19 | 113 | 13, 14 | 2224 OR 467 | 4/2/1952 | 04/2/1952 | BIC | Marks |
| #20 | 114 102 | 23, 13 9, 15, 17 | 2229 OR 390 | 4/14/1952 | 4/14/1952 | BIC | Marks |
| #21 | 113 | 43, 44 | 2327 OR 383 | 11/18/1952 | 11/18/1952 | BIC | Marks |
| #22 | 113 | 43 | 2347 OR 736 | 11/26/1952 | 1/2/1953 | Marks | Kotlaroff |

Conveyance #1 divided the Grandparent Parcel into three parcels of contiguous lots:

| | |
|---|---|
| Parcel 1 | Block 114, lot 17 |
| Parcel 2 | Block 114, lots 3 through 6, 8 through 16;<br>Block 102, lot 17 (and possibly others). |
| Parcel 3 | Block 113, lots 13, 14, 43 through 55;<br>Block 114, lots 18 through 26;<br>Block 102, lots 9, 15, 19, 20, 28 and 29 (and possibly others) |

Conveyance #2 divided Parcel 3 into three parcels of contiguous lots:

| | |
|---|---|
| Parcel 3.a | Block 113, lot 48 |
| Parcel 3.b | Block 113, lots 13, 14, 49, 50, 51, 52, 53, 54, 55 |
| Parcel 3.c | Block 113, lots 43, 44, 45, 46, 47;<br>Block 114, lots 18 through 26;<br>Block 102, lot 15 (and possibly others) |

Conveyances #1 and #2 created a total of five divisions from the Grandparent Parcel in less than a year without a final map. Parcels 1, 2, 3a, 3.b, and 3.c were therefore illegally divided under both the SMA and Ordinance No. 67. A parcel in compliance with the SMA cannot be created by conveyance of a portion from an illegally created parcel. (*Fishback v. County of Ventura* (2005) 133 Cal.App.4th 896, 904.) Therefore, all subsequent divisions by conveyance from those illegal parcels without a final map were also illegal. Because the parcel consisting solely of lot 43 in block 113 was created by conveyances of a portion of the illegally subdivided Grandparent Parcel without a final map, the parcel was not created in compliance with the SMA and city subdivision regulations.

In addition, conveyances #20 (229 OR 390), #21 (2327 OR 383), and #22 (2347 OR 736) (the first individual conveyance of lot 43) created a total of five divisions from the contiguous, previously undivided parcel group consisting of lots 43, 44, and 45 in block 113, and lots 23, 24, 25, and 26 in block 114 in less than one year without a final map. This further divisioning of the grandparent parcel was therefore unlawful independently of the earlier unlawful division.

*Conclusion*

Lot 43, block 113 is the product of illegal parent parcels created without a map. Lot 43 is therefore not eligible for a certificate of compliance but should be issued a conditional certificate of compliance.

It should also be noted that although satisfaction of the conditions included with the CCOC will bring the property into compliance with the SMA and Belmont Subdivision Ordinance, the property must still satisfy all relevant zoning regulations before it may be developed or otherwise entitled.

If you have any questions regarding your Certificate of Compliance Application, you can contact your project planner, Rob Gill, at (650) 598-4204 or via email at rgill@belmont.gov.

Sincerely,

Carlos de Melo
Community Development Director

## Certificate of Compliance Conditions

The following conditions must be satisfied, in full, to bring the property into compliance with the Subdivision Map Act and the Belmont Subdivision Ordinance. The conditions must be satisfied before the issuance of a permit or other grant of approval for development of the parcel.

1. The property owner must submit a record of survey, stamped by a California-licensed surveyor, that describes the property by metes and bounds. A parcel map is not required.

2. The property must comply with all relevant design and improvement requirements of the Belmont Subdivision Ordinance applicable to a minor subdivision. The property owner may request to defer improvements on the same basis as an applicant for a parcel map (see advisory note 3).

3. The property must comply with all relevant Subdivision Ordinance and Zoning Ordinance standards for lot size, dimensions, and standards at the time the property owner acquired the property.

4. The property owner must pay a Park In-Lieu Fee in the amount specified in City of Belmont's master revenue schedule in effect at the time the property owner acquired the property.

5. The property owner must pay planned drainage fees in an amount specified in Belmont Subdivision Ordinance Section 6.13.

## Advisory to the Conditions for Compliance

1. Compliance with the conditions above does not relieve the property owner of the responsibility to obtain all other necessary-permits and entitlements.

2. Requests for exceptions to Subdivision Ordinance or Zoning Ordinance standards may be made as provided in the respective ordinances.

3. The city may waive the requirement that a parcel owner in the HRO-2 District fronting an unimproved road improve the road or enter into a deferred roadway improvement agreement in conjunction with a floor area or density transfer from the parcel if the lot is located on a section of an unimproved road for which a road improvement plan was submitted in compliance with BCC Section 7-13(e)(9)b, findings in Section 7-13(e)(10)h are made, and the section of unimproved road fronting the parcel is located wholly outside the approved road segment.

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Belmont
City Clerk's Office
1 Twin Pines Lane, Suite 340
Belmont, California 94002-3893

Fee exempt under Gov't Code §27383.

**2021-108615 CONF**
12:18 pm 07/21/21 CC Fee: NO FEE
Count of pages 4
Recorded in Official Records
County of San Mateo
Mark Church
Assessor-County Clerk-Recorder

* $ R 0 0 0 3 1 1 1 0 7 2 $ *

APN: 043-165-180

Space Above This Line for Recorder's Use Only

## CONDITIONAL CERTIFICATE OF COMPLIANCE

The City of Belmont Community Development Department has determined that the real property described herein does not comply with the Subdivision Map Act or local ordinances enacted pursuant thereto. This Conditional Certificate of Compliance is issued for one parcel and is being recorded in San Mateo County. Exhibit "A" describes the parcel for which this Conditional Certificate of Compliance is issued and Exhibit "B" describes the conditions that must be fulfilled and implemented in accordance with Government Code Section 66499.35 (b) before the issuance of a permit or other grant of approval for development of the parcel.

NOTICE: This certificate relates only to issues of compliance or noncompliance with the Subdivision Map Act and local ordinances enacted pursuant thereto. The parcel described herein may be sold, leased, or financed without further compliance with the Subdivision Map Act or any local ordinance enacted pursuant thereto. Development of the parcel may require issuance of a permit or permits, or other grant or grants of approval.

By: _____
Carlos de Melo, Community Development Director

Dated 7/21/21

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of the Schmiede-Kraft Living Trust |
| APN: | 043-165-180 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

Conditional Certificate of Compliance
Exhibit "A"

**Legal Description**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BELMONT, COUNTY OF SAN MATEO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

Lot 55, Block 113, as shown on that certain map entitled, "MAP OF SUBDIVISION NO. 10 BELMONT COUNTRY CLUB PROPERTIES, BELMONT, SAN MATEO COUNTY, CALIFORNIA", filed in the office of the Recorder of the County of San Mateo, State of California on March 24, 1927, in Book 15 of Maps at Pages 29 to 38, inclusive.

APN: 043-165-180
JPN 043-016-161-18A

End of Description.

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of the Schmiede-Kraft Living Trust |
| APN: | 043-165-180 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

Conditional Certificate of Compliance
Exhibit "B"

## Certificate of Compliance Conditions

The following conditions must be satisfied, in full, to bring the property into compliance with the Subdivision Map Act and the Belmont Subdivision Ordinance. The conditions must be satisfied before the issuance of a permit or other grant of approval for development of the parcel.

1. The property owner must submit a record of survey, stamped by a California-licensed surveyor, that describes the property by metes and bounds. A parcel map is not required.

2. The property must comply with all relevant design and improvement requirements of the Belmont Subdivision Ordinance applicable to a minor subdivision. The property owner may request to defer improvements on the same basis as an applicant for a parcel map (see advisory note 3).

3. The property must comply with all relevant Subdivision Ordinance and Zoning Ordinance standards for lot size, dimensions, and standards at the time the property owner acquired the property (October 21, 2015).

4. The property owner must pay a Park In-Lieu Fee in the amount specified in City of Belmont's master revenue schedule in effect at the time the property owner acquired the property (October 21, 2015).

5. The property owner must pay planned drainage fees in an amount specified in Belmont Subdivision Ordinance Section 6.13.

## Advisory to the Conditions for Compliance

1. Compliance with the conditions above does not relieve the property owner of the responsibility to obtain all other necessary-permits and entitlements.

2. Requests for exceptions to Subdivision Ordinance or Zoning Ordinance standards may be made as provided in the respective ordinances.

3. The city may waive the requirement that a parcel owner in the HRO-2 District fronting an unimproved road improve the road or enter into a deferred roadway improvement agreement in conjunction with a floor area or density transfer from the parcel if the lot is located on a section of an unimproved road for which a road improvement plan was submitted in compliance with BCC Section 7-13(e)(9)b, findings in Section 7-13(e)(10)h are made, and the section of unimproved road fronting the parcel is located wholly outside the approved road segment.

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of the Schmiede-Kraft Living Trust |
| APN: | 043-165-180 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

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 San Mateo )

On July 21, 2021 before me, Jozi Plut, Belmont Acting City Clerk, personally appeared Carlos de Melo who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) 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 and official seal

Signature

CITY OF BELMONT INCORPORATED OCTOBER 29th 1926

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Belmont
City Clerk's Office
1 Twin Pines Lane, Suite 340
Belmont, California 94002-3893

Fee exempt under Gov't Code §27383.

**2021-108614 CONF**
**12:18 pm 07/21/21 CC Fee: NO FEE**
**Count of pages 4**
**Recorded in Official Records**
**County of San Mateo**
**Mark Church**
**Assessor-County Clerk-Recorder**

* $ R 0 0 0 3 1 1 1 0 7 1 $ *

APN: 043-242-210

Space Above This Line for Recorder's Use Only

## CONDITIONAL CERTIFICATE OF COMPLIANCE

The City of Belmont Community Development Department has determined that the real property described herein does not comply with the Subdivision Map Act or local ordinances enacted pursuant thereto. This Conditional Certificate of Compliance is issued for one parcel and is being recorded in San Mateo County. Exhibit "A" describes the parcel for which this Conditional Certificate of Compliance is issued and Exhibit "B" describes the conditions that must be fulfilled and implemented in accordance with Government Code Section 66499.35 (b) before the issuance of a permit or other grant of approval for development of the parcel.

NOTICE: This certificate relates only to issues of compliance or noncompliance with the Subdivision Map Act and local ordinances enacted pursuant thereto. The parcel described herein may be sold, leased, or financed without further compliance with the Subdivision Map Act or any local ordinance enacted pursuant thereto. Development of the parcel may require issuance of a permit or permits, or other grant or grants of approval.

By: _____ Dated 7/21/21
Carlos de Melo, Community Development Director

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of the Schmiede-Kraft Living Trust |
| APN: | 043-242-210 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

Conditional Certificate of Compliance
Exhibit "A"

**Legal Description**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BELMONT, COUNTY OF SAN MATEO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

Lot 19, Block 114, as shown on that certain map entitled, "MAP OF SUBDIVISION NO. 10 BELMONT COUNTRY CLUB PROPERTIES, BELMONT, SAN MATEO COUNTY, CALIFORNIA", filed in the office of the Recorder of the County of San Mateo, State of California on March 24, 1927, in Book 15 of Maps at Pages 29 to 38, inclusive.

APN: 043-242-210

End of Description.

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of the Schmiede-Kraft Living Trust |
| APN: | 043-242-210 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

Conditional Certificate of Compliance
Exhibit "B"

## Certificate of Compliance Conditions

The following conditions must be satisfied, in full, to bring the property into compliance with the Subdivision Map Act and the Belmont Subdivision Ordinance. The conditions must be satisfied before the issuance of a permit or other grant of approval for development of the parcel.

1. The property owner must submit a record of survey, stamped by a California-licensed surveyor, that describes the property by metes and bounds. A parcel map is not required.

2. The property must comply with all relevant design and improvement requirements of the Belmont Subdivision Ordinance applicable to a minor subdivision. The property owner may request to defer improvements on the same basis as an applicant for a parcel map (see advisory note 3).

3. The property must comply with all relevant Subdivision Ordinance and Zoning Ordinance standards for lot size, dimensions, and standards at the time the property owner acquired the property (October 21, 2015).

4. The property owner must pay a Park In-Lieu Fee in the amount specified in City of Belmont's master revenue schedule in effect at the time the property owner acquired the property (October 21, 2015).

5. The property owner must pay planned drainage fees in an amount specified in Belmont Subdivision Ordinance Section 6.13.

## Advisory to the Conditions for Compliance

1. Compliance with the conditions above does not relieve the property owner of the responsibility to obtain all other necessary permits and entitlements.

2. Requests for exceptions to Subdivision Ordinance or Zoning Ordinance standards may be made as provided in the respective ordinances.

3. The city may waive the requirement that a parcel owner in the HRO-2 District fronting an unimproved road improve the road or enter into a deferred roadway improvement agreement in conjunction with a floor area or density transfer from the parcel if the lot is located on a section of an unimproved road for which a road improvement plan was submitted in compliance with BCC Section 7-13(e)(9)b, findings in Section 7-13(e)(10)h are made, and the section of unimproved road fronting the parcel is located wholly outside the approved road segment.

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of the Schmiede-Kraft Living Trust |
| APN: | 043-242-210 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

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 San Mateo )

On July 21, 2021 before me, Jozi Plut, Belmont Acting City Clerk, personally appeared Carlos de Melo who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) 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 and official seal

Signature

CITY OF BELMONT INCORPORATED OCTOBER 29th 1926 CALIFORNIA

2020-117569 CONF
4:02 pm 10/26/20 CC Fee: NO FEE
Count of pages 3
Recorded in Official Records
County of San Mateo
Mark Church
Assessor-County Clerk-Recorder

* $ R 0 0 0 2 9 3 9 3 9 6 $ *

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Belmont
Community Development Department
One Twin Pines Lane, Suite 310
Belmont, CA 94002-3893

Complementary Recording Request Pursuant to Government Code 27383

Space Above This Line for Recorder's Use Only

# CERTIFICATE OF COMPLIANCE

The real property described herein has been determined to be in compliance with applicable provisions of the Subdivision Map Act of the State of California (Government Code Section 66499.35 et eq.). The subject vacant property with frontages on Bartlett Way and East Laurel Creek, Belmont, CA, APN: 043-041-030 (Lot 3, Block 122), owned by Max Reinhardt, is more specifically described as follows:

Situated in the City of Belmont, County of San Mateo, State of California and described as follows:

Lot 3, Block 122, as shown on that certain map entitled, "Subdivision No. 10 Belmont Country Club Properties, Belmont, San Mateo County, California", which map was filed in the office of the Recorder of San Mateo County, on March 24, 1927 in Book 15 of Maps, at Pages 29 to 38, inclusive. Excepting therefrom the following described portion:

End of Description.

This certificate relates only to issues of compliance with the Subdivision Map Act and local subdivision ordinances enacted pursuant thereto. **This certificate does not implicitly or explicitly establish a legal building site and is not a determination that the property complies with local zoning requirements. Therefore, development of the parcel may require issuance of a permit or permits or other grants of approval.**

APPROVED BY

Carlos de Melo
Community Development Director
City of Belmont

October 15, 2020
Date

Owner(s) of Record: Max Reinhardt

Exhibit "A"

**Legal Description**

Situated in the City of Belmont, County of San Mateo, State of California and described as follows:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF BELMONT, COUNTY OF SAN MATEO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS: Lot 3, Block 122, as shown on that certain map entitled, "SUBDIVISION NO. 10 BELMNT COUNTRY CLUB PROPERTIES, BELMONT, SAN MATEO COUNTY, CALIFORNIA", which map was filed in the office of the Recorder of San Mateo County, on March 24, 1927 in Book 15 of Maps, at Pages 29 to 38, inclusive.

End of Description.

| | |
|---|---|
| Owner(s) of Record: | Max Reinhardt |
| APN: | 043-041-030 |
| Address: | Unassigned (lot fronting Bartlett Way and East Laurel Creek., Belmont, CA) |
| Legal Description: | See Exhibit "A" |

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 San Mateo )

On October 15, 2020 before me, Terri Cook, Belmont City Clerk,

personally appeared Carlos de Melo

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she~~/they executed the same in his/~~her~~/their authorized capacity(~~ies~~), and that by his/~~her~~/their signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) 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 and official seal

Signature

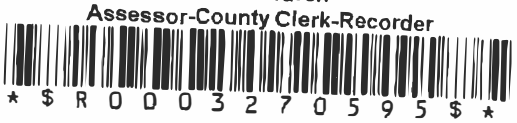
CITY OF BELMONT INCORPORATED OCTOBER 29th 1926 CALIFORNIA

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Belmont
City Clerk's Office
One Twin Pines Lane, Suite 330
Belmont, CA 94002-3893

Complementary Recording Request Pursuant to Government Code 27383

**2022-055272**
11:51 am 07/18/22 CC Fee: NO FEE
Count of Pages 4
Recorded in Official Records
County of San Mateo
Mark Church
Assessor-County Clerk-Recorder




APN: 043-165-090

Space Above This Line for Recorder's Use Only

# CONDITIONAL CERTIFICATE OF COMPLIANCE

The City of Belmont Community Development Department has determined that the real property described herein does not comply with the Subdivision Map Act or local ordinances enacted pursuant thereto. This Conditional Certificate of Compliance is issued for one parcel and is being recorded in San Mateo County. Exhibit "A" describes the parcel for which this Conditional Certificate of Compliance is issued and Exhibit "B" describes the conditions that must be fulfilled and implemented in accordance with Government Code Section 66499.35 (b) before the issuance of a permit or other grant of approval for development of the parcel.

NOTICE: This certificate relates only to issues of compliance or noncompliance with the Subdivision Map Act and local ordinances enacted pursuant thereto. The parcel described herein may be sold, leased, or financed without further compliance with the Subdivision Map Act or any local ordinance enacted pursuant thereto. Development of the parcel may require issuance of a permit or permits, or other grant or grants of approval.

By: _____ Dated: July 11, 2022

Carlos de Melo,
Community Development Director
City of Belmont

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of The Schmiede-Kraft Living Trust |
| APN: | 043-165-090 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

Conditional Certificate of Compliance
Exhibit "A"

**Legal Description**

Situated in the City of Belmont, County of San Mateo, State of California and described as follows:

Lot 43, Block 113, as shown on that certain map entitled, "MAP OF SUBDIVISION NO. 10 BELMONT COUNTRY CLUB PROPERTIES, BELMONT, SAN MATEO COUNTY, CALIFORNIA" recorded in the Office of the Recorder of San Mateo County, California, on March 24, 1927 at book 15 of Maps at page 29.

APN: 043-165-090

End of Description.

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of The Schmiede-Kraft Living Trust |
| APN: | 043-165-090 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

Conditional Certificate of Compliance
Exhibit "B"

## Conditions for Compliance

The following conditions must be satisfied, in full, to bring the property into compliance with the Subdivision Map Act and local ordinance enacted pursuant thereto. The conditions must be satisfied before the issuance of a permit or other grant of approval for development of the parcel.

1. The property owner must submit a record of survey, stamped by a California-licensed surveyor, that describes the property by metes and bounds. A parcel map is not required.

2. The property must comply with all relevant design and improvement requirements of the Belmont Subdivision Ordinance applicable to a minor subdivision. The property owner may request to defer improvements on the same basis as an applicant for a parcel map (see advisory note 3).

3. The property must comply with all relevant Subdivision Ordinance and Zoning Ordinance standards for lot size, dimensions, and standards at the time the property owner acquired the property.

4. The property owner must pay a Park In-Lieu Fee in the amount specified in City of Belmont's master revenue schedule in effect at the time the property owner acquired the property.

5. The property owner must pay planned drainage fees in an amount specified in Belmont Subdivision Ordinance Section 6.13.

## Advisory to the Conditions for Compliance

1. Compliance with the conditions above does not relieve the property owner of the responsibility to obtain all other necessary permits and entitlements.

2. Requests for exceptions to Subdivision Ordinance or Zoning Ordinance standards may be made as provided in the respective ordinances.

3. The city may waive the requirement that a parcel owner in the HRO-2 District fronting an unimproved road improve the road or enter into a deferred roadway improvement agreement in conjunction with a floor area or density transfer from the parcel if the lot is located on a section of an unimproved road for which a road improvement plan was submitted in compliance with BCC Section 7-13(e)(9)b, findings in Section 7-13(e)(10)h are made, and the section of unimproved road fronting the parcel is located wholly outside the approved road segment.

| | |
|---|---|
| Owner(s) of Record: | Angela Elizabeth Schmiede and Lee Jeffrey Kraft, as Trustees of The Schmiede-Kraft Living Trust |
| APN: | 043-165-090 |
| Address: | Unassigned |
| Legal Description: | See Exhibit "A" |

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 San Mateo )

On July 11, 2022 before me, Jozi Plut, Belmont City Clerk, personally appeared Carlos de Melo who proved to me on the basis of satisfactory evidence to be the person~~(s)~~ whose name~~(s)~~ is~~/are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity~~(ies)~~, and that by his/~~her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ 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 and official seal

Signature

CITY OF BELM
INCORPORATED
OCTOBER 28
1926
CALIFOR

*Community Risk Reduction*

*1040 East Hillsdale Blvd.*
*Foster City, CA 94404*
*(650) 522-7940*

October 25, 2023

Subject: LOT 55 MONTE CRESTA DRIVE

To Whom it May Concern:

Regarding the proposed project at the end of Monte Cresta Drive, the San Mateo Consolidated Fire Department supports the construction of a turn around at the end of Monte Cresta to facilitate the turn around of emergency apparatus, including engines, ladder trucks and ambulances.

The area is in a high fire hazard severity zone, a wildland fire zone designation, and the existing road end is not sufficient to be able to turn around fire apparatus which could be a problem in a wildland fire, where time is of the essence, and apparatus are frequently on the move.

Please feel free to reach out to me at Fire@smcfd.org should you have any questions.

Sincerely,

Robert Marshall
Deputy Fire Chief
Fire Marshal
San Mateo Consolidated Fire Department

*Community Risk Reduction*
*San Mateo Consolidated Fire Department*

*1040 East Hillsdale Blvd.*
*Foster City, CA 94404*
*(650) 522-7940*

August 9, 2023

**Subject: Monte Cresta Fire Engine/Truck Turnaround**

To the Belmont Planning Division,

San Mateo Consolidated Fire Department approves the proposed turnaround located at the end of Monte Cresta Drive.

Based on the requirements set forth by the 2022 California Building and Fire Codes, the following specifications shall apply:

- The sidewalk surrounding the turnaround shall have curbs of a rolled type and be painted red.
- NO PARKING signage shall be installed around the circumference of the turnaround and cite appropriate code language per the California Vehicle Code.
- The road surface shall be of an all-weather type and be able to support 75,000lbs.
- Any new construction shall comply with Chapter 7A of the California Building Code

All conditions of approval shall always be followed and complied with.

Sincerely,

Melinda Martin
Deputy Fire Marshal

# Memo

**To:** Planning Commission

**From:** Tracy Scramaglia, Assistant Public Works Director/City Engineer

**cc:** Carlos de Melo, Community Development Director

**Date:** 8/25/23

**Re:** PA2015-0057 (Monte Cresta Drive Roadway Extension)
Exceptions for Belmont City Code 7-13(e)(4)i. – *Standards for hillside roads generally, Cul-de-sacs* and Belmont City Code 7-13(e)(7)a.-c. – *Width standards for hillside roads, Exceptions*

---

Belmont City Code 7-13(e)(4)i. – *Standards for hillside roads generally, Cul-de-sacs*

The applicant for the subject project is requesting an exception to Belmont City Code (BCC) Section 7-13(e)(4)i. – *Standards for hillside roads generally, Cul-de-sacs.* The section requires an applicant to construct cul-de-sacs no longer than 800 feet (from the turnaround to the open street) with a turnaround radius of 32 feet. The proposed cul-de-sac is approximately 870 ft long (from the Monte Cresta Drive turnaround to the intersection of Barclay Way/Monte Cresta Drive) with a turnaround radius of 29.5 ft. See Figure 1 below. An exception would allow the applicant to exceed the 800 ft length requirement.




*Figure 1 – Monte Cresta Drive Cul-de-sac*

The City Engineer in consultation with the San Mateo Consolidated Fire Department (SMCFD), recommend granting the exception for the longer cul-de-sac length after the evaluation of the following:

1. *Availability of a through connection via an emergency road.*

   Based on the geotechnical feasibility study prepared by the project engineer (*Romig Engineers Inc.*) and peer reviews by the City's consulting geotechnical engineer, a through-road extension is infeasible due to geotechnical issues and environmental conditions. The project proposes a road segment with a fire truck turnaround.

2. *Number of lots/houses/occupants to be served by the cul-de-sac.*

   The existing cul-de-sac at the terminus of Monte Cresta Drive currently serves 17 homes along the 2800 block of Monte Cresta Drive. The road extension would provide driveway access to the proposed development site, and potentially provide access to the adjacent lot west of the new road terminus.

3. *Type of construction of buildings (e.g., fire-retardant roofs and siding, interior sprinklers).*

   Construction for the proposed dwelling will be conditioned to meet Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) of the California Building Code and that the home construction includes an automatic fire sprinkler system.

4. *Water pressure and availability of a secondary water main*.

   The project site is in a residential neighborhood surrounded by existing single-family homes with existing water service. The project would install a water supply lateral that would connect to an existing water main in Monte Cresta Drive. Water pressure for the newly installed water lines will be tested during construction of the proposed single-family home.

5. *Proximity to fire station and hydrant.*

   Fire Station #15 is located approximately 0.8 miles from the project site and a fire hydrant is proposed at the turn-around / cul-de-sac.

6. *Street width.*

   The project will meet the hillside road width standards related to the cross slopes with the granted exception.

Belmont City Code 7-13(e)(7)a.-c. – *Width standards for hillside roads, Exceptions*

BCC 7-13(e)(6) allows for the elimination of sidewalks and/or parking lanes based on the roadway cross slope. According to the letter dated 8/25/2017 from BKF Engineers, the average cross slope was determined to be 29%. For cross slopes between 21% - 30%, the following width is required.

| Cross Slope | Traffic Lanes | Curbs & Gutters | Parking Lanes | Sidewalks | Total Width |
|---|---|---|---|---|---|
| 21%—30% | 20' | 2' both sides | 5.5' both sides | 5' one side | 40' |

The applicant for the subject project is requesting an exception to the Width Standards to eliminate the 5.5 parking lanes based on SMCFD requiring the proposed turnaround to be designated as "No Parking" with rolled red curbs, to provide for adequate emergency access.

Pursuant to BCC 7-13(e)(7)a.-c., exceptions to any of the hillside road standards may be granted by the administrative or legislative body approving the road improvement project upon recommendation of the city engineer based on consultation with the fire chief and appropriate engineering evaluations.

Staff proposes that the Planning Commission recommend that the City Council make the following findings for the exception:

a. *Granting the exception will not unduly impair vehicular or pedestrian safety, or emergency access.*

   The Public Works Department and SMCFD have reviewed the project plans and expressed no concerns regarding emergency access.

b. *Granting the exception will result in road improvement which is consistent with the San Juan Hills Area Plan and other city ordinances.*

   Granting the exception will not result in a road improvement inconsistent with the San Juan Hills Area Plan and other City ordinances as established in the Categorical Exemption (CE) Evaluation and the Staff Report prepared for the project.

c. *Reducing the standard is necessary to avoid excessive grading or vegetation removal or to reduce the risk of erosion, flooding or slope failure.*

   Due to the existing unimproved right-of-way width fronting the site, there is not adequate space to construct a larger turnaround to accommodate parking lanes and a fire truck turnaround. The construction of a larger turnaround would require right-of way dedications from the adjacent privately owned properties, resulting in additional grading (cut and fill material), vegetation removal, construction of steep retaining walls, and additional project hardscape.

BKF No. 20166012
August 25, 2017

CITY OF BELMONT
COMMUNITY DEVELOPMENT DEPARTMENT
Attn: Rob D. Gill
One Twin Pines Lane
Belmont, CA 94002

**Subject:** **Planning Application No. 2015-0057**
**(Complex Project - APN 043-165-180)**

Mr. Gill:

Thank you for your time in reviewing the above-mentioned project and for providing comments related to the previous submittal package. Upon reviewing your comments for the project (Incomplete Letter – July 19, 2017) we noticed one outstanding item that we intend to clarify and address as follows:

Incomplete Item #1 (Condition 4 of Exhibit A):
*"The requirements for sidewalk are stated in Section 7-13. There are no exceptions for a fire truck turnaround. Road improvements in the San Juan Hills to an unimproved road must conform to the Hillside Road Standards (e.g. sidewalk, parking lanes, etc.) in BCC Section 7-13(e) unless an exception is requested. Please specify and summarize all exceptions required to the Hillside Road Standards and submit details to justify waiving the requirements."*

Per Resolution No. 2017-005, and as previously discussed during coordination meetings with City staff, we agree with the spirit of the comment. It is indeed important to understand how the proposed cul-de-sac improvements fit within the overall road improvement plan to avoid potential impacts to the properties along the unimproved road. To understand the impacts to the future overall road improvement, BKF prepared slope calculations for the overall road to determine the required street section per BCC Section 7-13.

Per BCC 7-13(e)(3)(a) *Cross slope is the inclination of the ground surface across a road alignment expressed as a percent obtained by dividing vertical distance by horizontal distance. Cross slope is measured along a hundred-foot section drawn perpendicular to the contours and extending fifty (50) feet from each side of the center of the road alignment.*

BKF's slope analysis for the overall road is hereby attached as previously prepared in March 3, 2012 (Exhibit 1). Upon analyzing 35 existing road segments, the results indicate an average slope of 41%. Per BCC 7-13(e)(6), a road with an average slope of 41%-50% would require a design to include:

| Cross Slope | Traffic Lanes | Curbs & Gutters | Parking Lanes | Sidewalks | Total Width |
|---|---|---|---|---|---|
| 41%—50% | 20' | 2' both sides | 5.5' one side | none | 29.5' |

Per BKF plans, sheet C2 dated 6/20/2017 (Road Extension Conceptual Design) the following is included:

| | | | | | |
|---|---|---|---|---|---|
| 41%—50% | 20' | 2' both sides | 5.5' one side | 5' (one side) | 34.5' |

After further discussions via phone with Mr. Brian Dong and Mr. Gilbert Yau, we understand that the City's interpretation on Section 7-13 requires a slope analysis for the road segment opposed to the full road.

Per BCC 7-13(e)(6) *Cross slopes should be calculated from a detailed engineering topographic map prepared by a registered civil engineer or licensed land surveyor according to specifications required for a grading plan (section 9-25).* Our slope analysis is calculated based on the existing conditions per field observations, recent supplementary surveys, and as shown on the topographic map part of the road improvements prepared by LTI Engineers, Inc. dated September 26, 2003.

As directed by Mr. Dong and Mr. Yau, we prepared a slope analysis for the road segment (Exhibit 2) attached to this letter. The results indicate an average slope of 29%, which by BCC Section 7-13 would require:

| Cross Slope | Traffic Lanes | Curbs & Gutters | Parking Lanes | Sidewalks | Total Width |
|---|---|---|---|---|---|
| 21%—30% | 20' | 2' both sides | 5.5' both sides | 5' one side | 40' |

**Civil engineering plans have been revised to provide a 40' wide road section as stated above. At the request of the Fire Department, the curbs at the turnaround shall be painted red to prohibit parking within the 5.5' parking lane. Based on City staff's assessment, this condition will require an exception per BCC 7-13(e)(7). The exception requested is based on:**

BCC 7-13(e)(7)(a) Granting the exception will not unduly impair vehicular or pedestrian safety, or emergency access: The Fire Department has expressed satisfaction with the proposed cul-de-sac turnaround. Pedestrian and Vehicular safety will be increased, and emergency access will be enhanced once constructed.

BCC 7-13(e)(7)(b) Granting the exception will result in road improvement which is consistent with the San Juan Hills Area Plan and other city ordinances: The exception requested will still allow the design to be consistent with the development guidelines and goals for the San Juan Hills Area Plan and other City ordinances as particularly related to the road segment and the "future road" improvements.

BCC 7-13(e)(7)(c) Reducing the standard is necessary to avoid excessive grading or vegetation removal or to reduce the risk of erosion, flooding or slope failure: BKF has reviewed several other options including a hammerhead and a standard cul-de-sac turnaround. Both alternatives require an increase in disturbance of at least 10 feet within the hillside area, which in turn would require significant grading, retaining walls, and right-of-way dedications. The additional grading, retaining walls, and right-of way dedications would make the project economically infeasible. When compared to other alternatives, due to the smaller footprint in land disturbance, the proposed turnaround decreases the amount of grading, decreases the vegetation removal, and decreases the possibility of associated slope failure.

As previously mentioned, the construction of the proposed cul-de-sac is intended for enhanced safety and for enhanced emergency service access. Such proposed emergency service access has already been deemed satisfactory by the Fire Department.

Please feel free to contact me if you need any additional information or clarification.

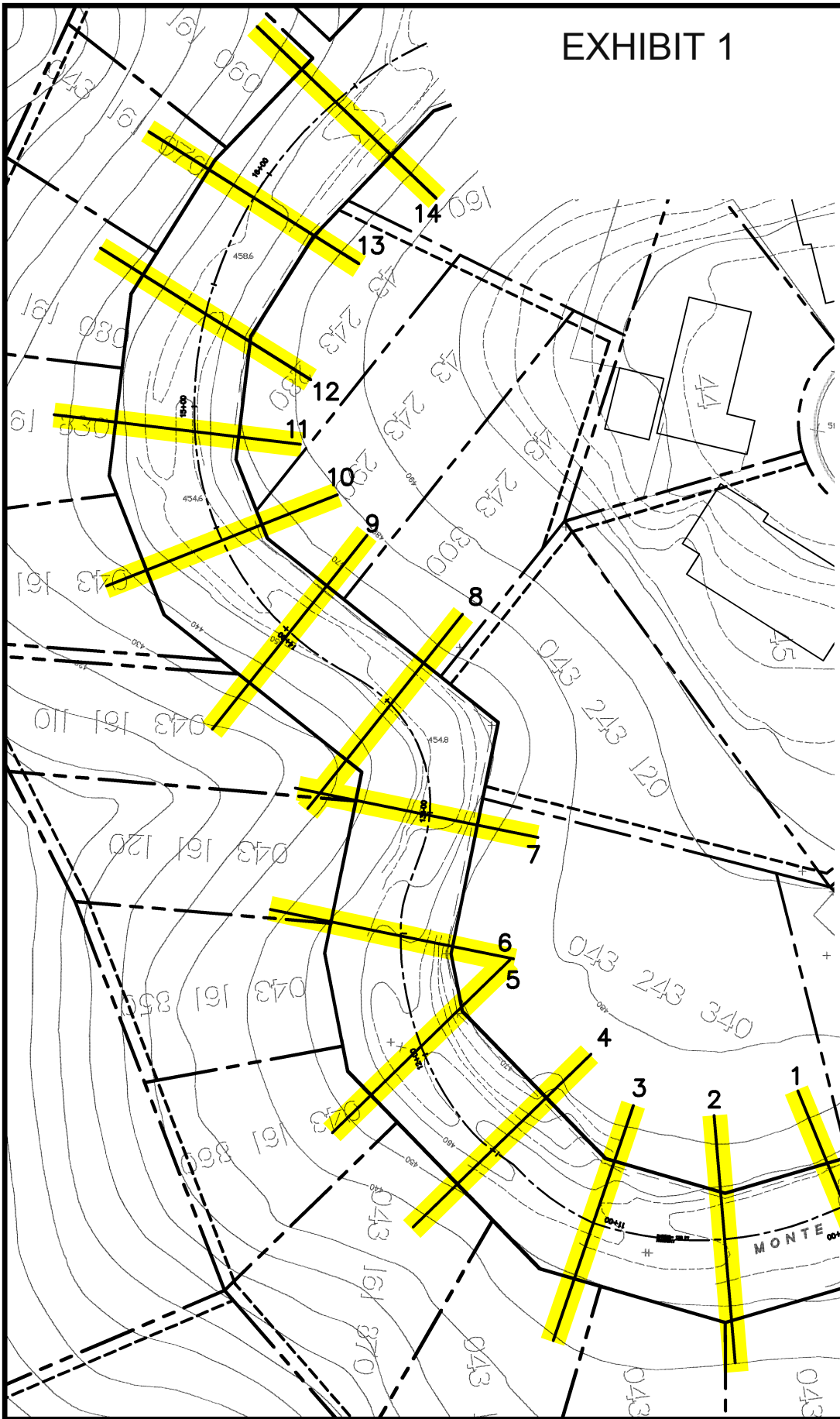
Respectfully,
**BKF Engineers**




Isaac Kontorovsky, P.E., QSD/QSP
Associate

Cc: Jeff Kraft

# EXHIBIT 1




FULL ROAD
CROSS SLOPE SUMMARY

| DESIGNATION | CROSS SLOPE (%) |
|---|---|
| CROSS SLOPE #1 | 28 |
| CROSS SLOPE #2 | 30 |
| CROSS SLOPE #3 | 30 |
| CROSS SLOPE #4 | 37 |
| CROSS SLOPE #5 | 30 |
| CROSS SLOPE #6 | 37 |
| CROSS SLOPE #7 | 53 |
| CROSS SLOPE #8 | 49 |
| CROSS SLOPE #9 | 59 |
| CROSS SLOPE #10 | 43 |
| CROSS SLOPE #11 | 41 |
| CROSS SLOPE #12 | 49 |
| CROSS SLOPE #13 | 60 |
| CROSS SLOPE #14 | 55 |

SEE SHEET 2 FOR CONTINUATION

GRAPHIC SCALE

0 30 60

( IN FEET )
1 inch = 60 ft.

FULL ROAD
AVERAGE
SLOPE: 41 %

BkF
ENGINEERS / SURVEYORS / PLANNERS

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

Subject MONTE CRESTA DRIVE
CROSS SECTIONS

Job No. 20122004

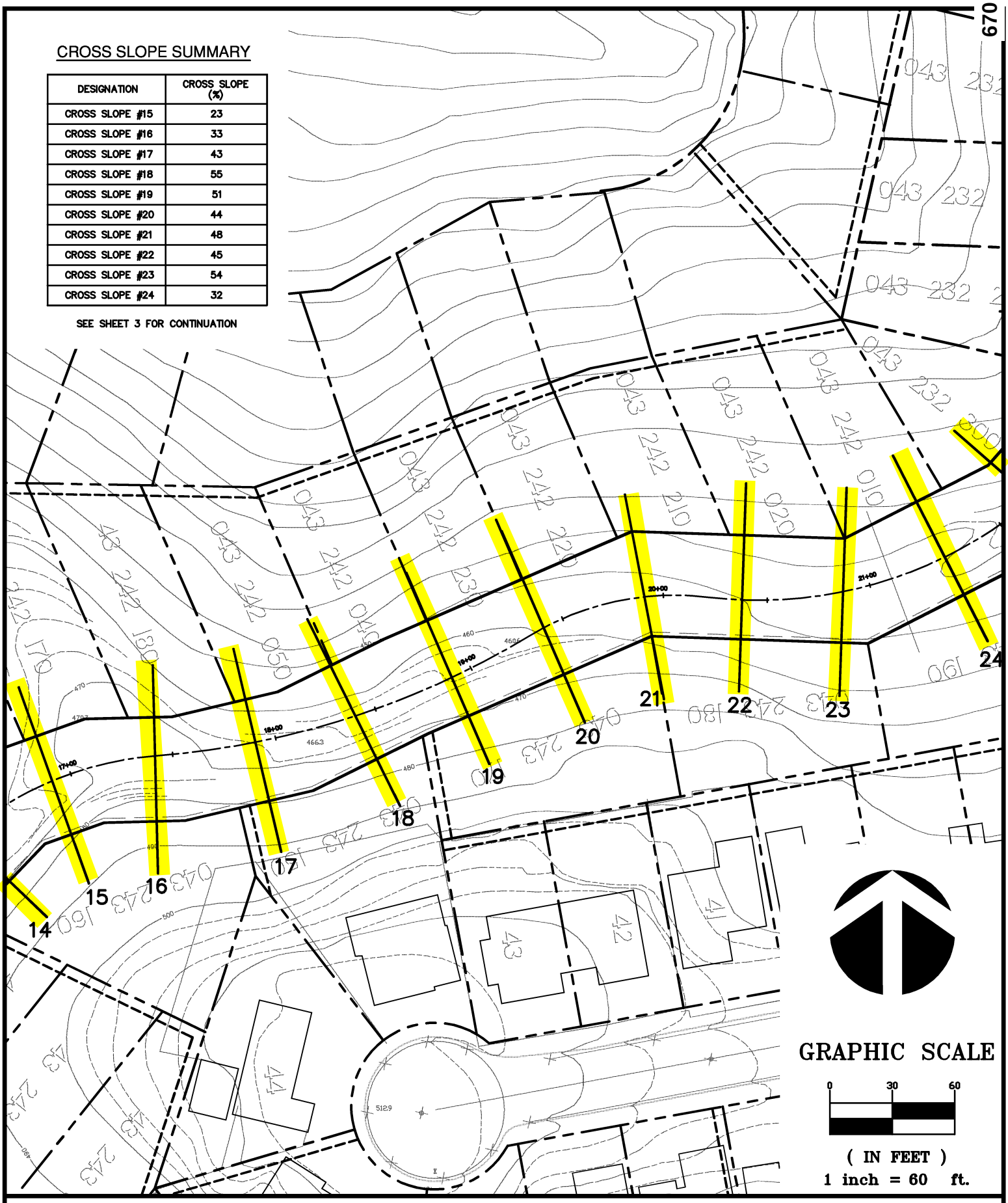
By PC Date 3/19/2012 Chkd. IK

SHEET 1 OF 3

## CROSS SLOPE SUMMARY

| DESIGNATION | CROSS SLOPE (%) |
|---|---|
| CROSS SLOPE #15 | 23 |
| CROSS SLOPE #16 | 33 |
| CROSS SLOPE #17 | 43 |
| CROSS SLOPE #18 | 55 |
| CROSS SLOPE #19 | 51 |
| CROSS SLOPE #20 | 44 |
| CROSS SLOPE #21 | 48 |
| CROSS SLOPE #22 | 45 |
| CROSS SLOPE #23 | 54 |
| CROSS SLOPE #24 | 32 |

SEE SHEET 3 FOR CONTINUATION




GRAPHIC SCALE

0 30 60

( IN FEET )

1 inch = 60 ft.

BkF
ENGINEERS / SURVEYORS / PLANNERS

1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

Subject MONTE CRESTA DRIVE
CROSS SECTIONS

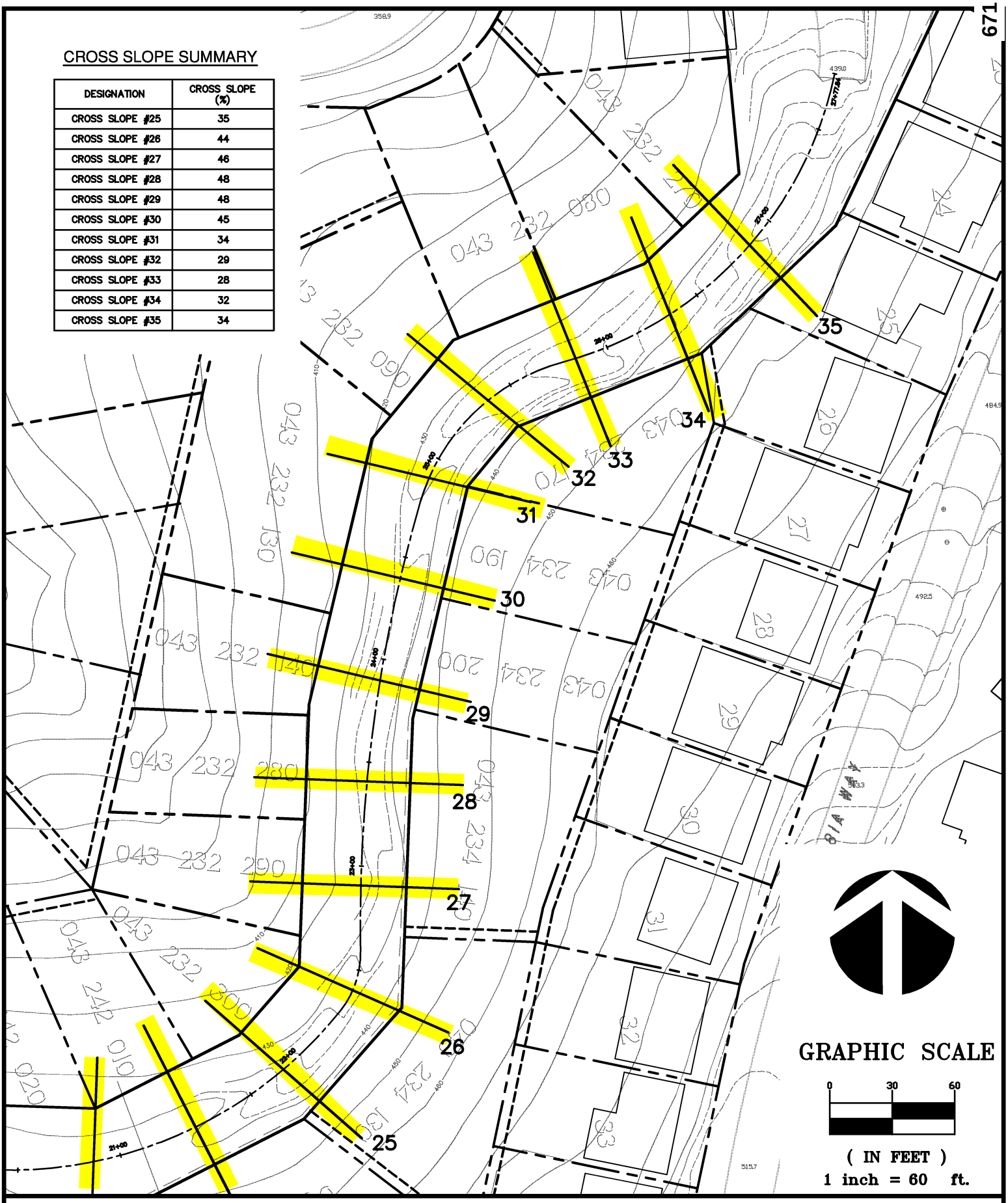
Job No. 20122004

By PC Date 3/19/2012 Chkd. IK

SHEET 2 OF 3

## CROSS SLOPE SUMMARY

| DESIGNATION | CROSS SLOPE (%) |
|---|---|
| CROSS SLOPE #25 | 35 |
| CROSS SLOPE #26 | 44 |
| CROSS SLOPE #27 | 46 |
| CROSS SLOPE #28 | 48 |
| CROSS SLOPE #29 | 48 |
| CROSS SLOPE #30 | 45 |
| CROSS SLOPE #31 | 34 |
| CROSS SLOPE #32 | 29 |
| CROSS SLOPE #33 | 28 |
| CROSS SLOPE #34 | 32 |
| CROSS SLOPE #35 | 34 |




BkF
ENGINEERS / SURVEYORS / PLANNERS
1650 TECHNOLOGY DRIVE
SUITE 650
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)

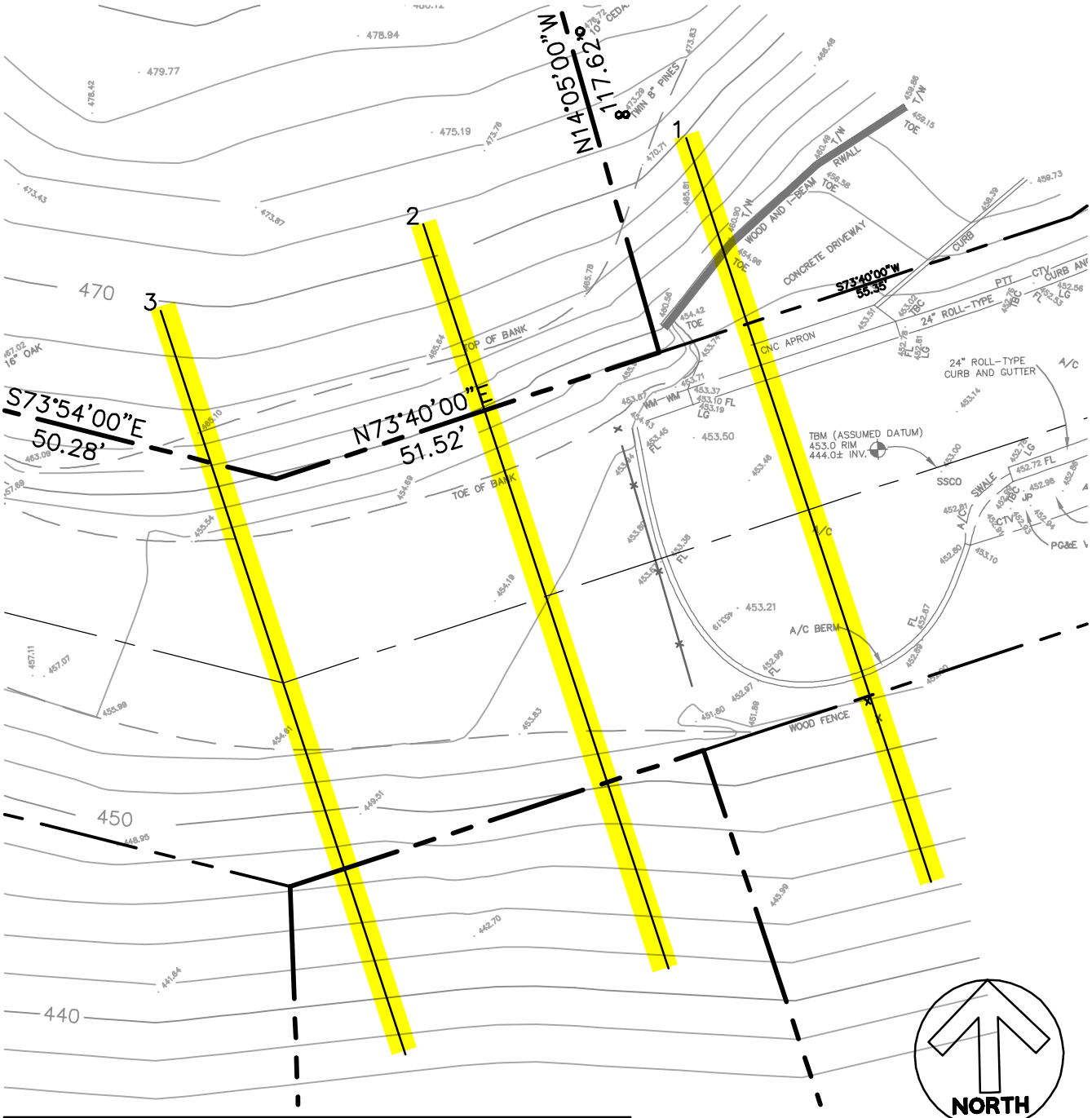
Subject MONTE CRESTA DRIVE
CROSS SECTIONS

Job No. 20122004

By PC Date 3/19/2012 Chkd. IK

SHEET 3 OF 3

# EXHIBIT 2




| CROSS SLOPE SUMMARY | |
|---|---|
| DESIGNATION | CROSS SLOPE (%) |
| CROSS SLOPE #1 | 25 |
| CROSS SLOPE #2 | 30 |
| CROSS SLOPE #3 | 33 |
| AVERAGE | 29 |

## GRAPHIC SCALE

0 10 20 40

( IN FEET )
1 inch = 20 ft.


BKF ENGINEERS / SURVEYORS / PLANNERS

1730 N FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408-467-9100
408-467-9199 (FAX)


Subject **Existing Cross Slopes**
**Kraft Residence**
Job No. 20166012
By RG Date 8/1/2017 Chkd. IK
SHEET EX 1 OF EX 1

DRAWING NAME: K:\2016\166012_Kraft Residence-Monte Cresta Dr\ENG\PLANNING\EXHIBITS\2017.08.01 Cross Slopes\Kraft Cross Slopes.dwg
PLOT TIME: 08-01-17
PLOTTED BY: gonc

September 11, 2023

Rob Gill
Senior Planner
The City of Belmont
Via email: rgill@belmont.gov

Re: 0 Monte Cresta Road Construction Analysis

Dear Rob:

Below is an updated financial analysis of construction of a possible Monte Cresta through road. The original analysis was in response to item #9 in the compliance letter dated 7/28/2018.

Because of the now required firetruck turnaround, our project's portion of the road improvement is 2,360 sq ft. for hard costs total $245,424 (see attached BKF Budget) plus the soft costs (e.g., engineering plans etc.) total estimated budget of $300,000. There will be a reimbursement agreement for the improvements we are installing and funding. Assuming only one other home is built, half of the cost of the firetruck turnaround, which would be required for the additional home, is $150,000. The estimated time for construction of the road and firetruck turnaround is six months, although construction could take place concurrently with construction of the house. The potential timetable for undertaking the road improvements would be after the project is approved and receives building permit issuance.

The conceptual through road adjusted budget in 2018 was $9,000,000. With an estimated 10% adjustment for cost increases, the current estimated total is $9,900,000. The best-case scenario for the through road would allow 6 homes (not including ours) to be serviced, netting 2,800 square feet that is livable/sellable per house. That equals16,800 square feet total, in a best-case scenario. If you divide the road cost by the net sellable square footage, it is nearly $600 per square foot or $1.7 million per house. This does not factor in the cost of the 3 lots it takes to build a 2,800 square foot house or the actual current construction cost of nearly $600 per square foot. Factoring in the need to consolidate lot ownership and the uncertainty of approval, this does not seem to be a viable option.

Another obstacle to the through road is the fact that a developer at the other end of Monte Cresta is proposing a 300' road segment, which due to geological hazards, would serve 4 homes. This would reduce the remaining homes that would require a through road to only 2. Even if you cut the road cost in half for the remaining road, which it wouldn't be because it will be 80% of the full through road over the worst geo hazards, that would still be $2.5 million per home.

For the reasons listed above, the through road is not feasible. Please contact me if you have any questions about the estimated finances for the proposed turnaround.

Best regards,

Jeff

Jeff Kraft
Jkraft503@gmail.com

**BKF**
1730 N. First Street, Suite 600
San Jose, CA 95112

***Cul-De-Sac Cost Estimate***
***Kraft Residence***
***Belmont, CA***

BKF JOB NO. 20166012
Estimated Date: 9/6/2023

**City Right-of-Way**

| ITEM | DESCRIPTION | UNIT PRICE | QUANTITY | UNIT | AMOUNT | NOTES |
|---|---|---|---|---|---|---|
| ***A. SITE IMPROVEMENTS*** | | | | | | |
| 1. | City Curb & Gutter | $27.00 | 146 | LF | $3,942 | |
| 2. | City Sidewalk | $18.00 | 376 | SF | $6,768 | |
| 3. | Roadway AC Section | $25.00 | 2,360 | SF | $59,000 | |
| 4. | Retaining Wall | $600.00 | 32 | LF | $19,200 | |
| 5. | Red Curb | $3.00 | 146 | LF | $438 | |
| 6. | Redwood Header Board | $5.00 | 50 | LF | $250 | |
| 7. | Driveway | $25.00 | 67 | SF | $1,675 | |
| 8. | Fence | $26.00 | 17 | LF | $442 | |
| 9. | Sawcut | $3.50 | 146 | LF | $511 | |
| | SITE SUB-TOTAL | | | | $92,226 | |
| ***B. DRY UTILITIES*** | | | | | | |
| 1. | Joint Trench | $420.00 | 90 | LF | $37,800 | |
| | DRY UTILITIES SUB-TOTAL | | | | $37,800 | |
| ***C. DOMESTIC & FIRE WATER*** | | | | | | |
| 1. | 6" Water Line PVC | $95.00 | 55 | LF | $5,225 | |
| 2. | Relocated Fire Hydrant Assembly | $2,000.00 | 1 | EA | $2,000 | |
| 3. | 6" tapping valve & sleeve (to existing w main) | $4,800.00 | 2 | EA | $9,600 | |
| 4. | Water Meter | $1,200.00 | 1 | EA | $1,200 | |
| | DOMESTIC & FIRE WATER SUB-TOTAL | | | | $18,025 | |
| ***D. STORM DRAIN*** | | | | | | |
| 1. | Sidewalk Curb Underdrain | $1,100.00 | 1 | EA | $1,100 | |
| 2. | Storm Drain Property Line Inlet | $6,000.00 | 1 | EA | $6,000 | |
| | STORM DRAIN SUB-TOTAL | | | | $7,100 | |
| ***E. SANITARY SEWER*** | | | | | | |
| 1. | 6" Sanitary Sewer (PVC) | $78.00 | 118 | LF | $9,204 | |
| 2. | Connecting to Existing Sanitary Sewer Manhole | $3,600.00 | 1 | EA | $3,600 | |
| 3. | Sanitary Sewer Cleanout | $800.00 | 1 | EA | $800 | |
| 4. | Sanitary Sewer Manhole | $8,000.00 | 1 | EA | $8,000 | |
| | SANITARY SEWER SUB-TOTAL | | | | $21,604 | |
| ***F. DEMOLITION*** | | | | | | |
| 1. | Remove Curb | $12.00 | 30 | LF | $360 | |
| 2. | Saw Cut (Full Depth) | $3.50 | 30 | LF | $105 | |
| 3. | Remove Bollards | $350.00 | 6 | EA | $2,100 | |
| 4. | Earthwork | $24.00 | 550 | CY | $13,200 | |
| | DEMOLITION SUB-TOTAL | | | | $15,765 | |
| ***G. EROSION CONTROL*** | | | | | | |
| 1. | Erosion Control | $12,000.00 | 1 | LS | $12,000 | |
| | EROSION CONTROL SUB-TOTAL | | | | $12,000 | |
| | | | | ***Subtotal*** | **$204,520** | |
| | | | | 10% Mobilization Contingency | $20,452 | |
| | | | | 10% Contingency | $20,452 | |
| | | | | ***Total Cost For Cul-De-Sac Construction (City R/W)*** | **$245,424** | |

© BKF Engineers

LIMITS OF WORK. DO NOT ALTER/MODIFY DRIVEWAY

ADJACENT PROJECT IN CONSTRUCTION

2' TALL REDWOOD HEADER BOARD. NO SUBDRAIN REQUIRED. NOT ENCROACHING ON PRIVATE PROPERTY.

RELOCATE EXISTING FENCE AND GATE

NEW AC SECTION

PROPOSED FIRE TRUCK TURNAROUND (2,552 SF)

57'

1 C6.0 TYPE E CURB & GUTTER, TYP

REQUIRED TURNING RADIUS WITH NO OBSTRUCTIONS ABOVE 0.75' R=29.5

PROPOSED RETAINING WALL

RED CURB WITH WHITE STENCIL: "FIRE LANE – NO PARKING"

CURB & GUTTER AT DRIVEWAY 2 C6.0

TYPE 2 DRIVEWAY APRON 5&6 C6.0

2 C6.0 TYPE E CURB TRANSITION

R=34.58'
Δ=107°02'18"
L=64.61'

OFF-SITE

ON-SITE

5' SIDEWALK

1'

PROPOSED PROPERTY LINE

DEDICATED RIGHT-OF-WAY, SEE NOTE #4

SIDEWALK 4 C6.0

TYPE E CURB & GUTTER, TYP 1 C6.0

PROPOSED RETAINING WALL, 10' MAX

EXISTING PROPERTY LINE

5' PUE

15' SETBACK

7' SETBACK

5 C6.0 TYPE 2 DRIVEWAY APRON

2 C6.0 TYPE E CURB TRANSITION

7 C6.0 STEEP DRIVEWAY APPROACH

PROPOSED DRIVEWAY BRIDGE (562 SF)

18.8'

CANOPY/ OVERHANG

CLEAN-OUT

99.37 FL
99.77 FL
99.74 AC
100.06 FL
100.22 FL
99.92 AC
99.88 FL
99.32 FL
99.57 FL

GRAPHIC SCALE
10 0 10 20

25'

DRAWING NAME: \\BKF-Sj\vol4\2016\166012_Kraft Residence-Monte Cresta Dr\ENG\PLANNING\SHEETS\2 0_KRAFT - SP.dwg
PLOT DATE: 09-06-23
PLOTTED BY: mend

BKF ENGINEERS
1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
(408) 467-9100
www.bkf.com

675

# CUL-DE-SAC IMPROVEMENTS
# KRAFT RESIDENCE

BELMONT SAN MATEO COUNTY CALIFORNIA

| No. | Revisions |
|---|---|
| | |

Date 09/06/23
Scale AS SHOWN
Design ML
Drawn ML
Approved JK
Job No 166012

Sheet Number:
EX-1
1 OF 1

# Monte Cresta Drive Single-Family Home and Road Extension Project

## Categorial Exemption Evaluation



**City of Belmont**

**1 Twin Pines Lane**

**Belmont, CA 94002**

**Revised September 2023**

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**Evaluation for Applicability of a Categorical Exemption**
**Under CEQA Sections 15303 (New Construction or Conversion of Small Structures) and 15332 (In-Fill Development Projects)**

**Monte Cresta Drive Single-Family Home and Road Extension Project**
**City of Belmont**

## Introduction

The City of Belmont (City) has received an application from Jeff Kraft (Applicant), to construct a single-family home on an existing vacant lot at the western terminus of Monte Cresta Drive in the Belmont hills. The proposed project, referred to as the Monte Cresta Drive Single-Family Home and Road Extension Project, involves constructing a 3,299.38 sq. ft. two-story residence with an attached garage with a driveway extending from the terminus of Monte Cresta Drive.

The project site is located within the San Juan Hills Area Plan (SJHAP) and, therefore, is subject to San Juan Hills Area Plan policies. The proposed project includes a Floor Area Transfer as described in the San Juan Hills Area Plan. Floor Area Transfers are permitted to allow development to occur on "receiving sites" while preserving open space on "sending sites". Pursuant to Belmont Zoning Ordnance Section 4.7.11(d), non-contiguous parcels within the HRO-2 Zoning District are permitted a permanent transfer of floor area (1,200 sq. ft.) from one parcel to another. A conservation easement is required to be recorded over the entire sending property. As a part of this project, the applicant proposes to transfer floor area from two non-contiguous parcels along the unimproved portion of Monte Cresta Drive (APN 043-242-210 Lot 19 & APN 043-165-090 Lot 43). The parcels are located approximately 470 feet northwest (APN 043-165-090 Lot 43) and approximately 590 feet north (APN 043-242-210 Lot 19) of the existing terminus of Monte Cresta Drive.

The City of Belmont has issued a Conditional Certificate of Compliance for the project site and the transfer lots to bring the properties into compliance with the Subdivision Map Act (SMA) and Belmont Subdivision Ordinance. The properties will need to satisfy all relevant zoning regulations, including minimum lot size, before it may be developed or otherwise entitled.

The City of Belmont has reviewed the application materials submitted for the project, this Categorical Exemption Project Description, the Environmental Protection Measures (EPMs) incorporated into the project, and the potential environmental impacts as described below. Based on this information, it has been determined that the project qualifies as exempt from further CEQA analysis under 15303: New Construction or Conversion of Small Structures and Section 15332: In-Fill Development Projects. No exceptions to these exemptions have been identified as documented in this Categorical Exemption. A Notice of Exemption for the project will be filed with the San Mateo County Clerk's Office and with the State Office of Planning and Research (OPR).

### Required Entitlements

The project will be required to secure the following entitlements:

- Road Improvement Plan
- Single-Family Design Review
- Floor Area Transfer / CUP
- Grading Permit
- Tree Removal Permit
- Exception to eliminate parking lanes within the cul-de-sac under BCC 7-13(e)(7)(a-c)

- Exception to standards for cul-de-sacs under BCC Section under 7-13(4)(i)

## Project Description

The information within the Project Description was obtained from the following plan sets and technical reports provided by the project applicant:

- Kraft Residence Permit Plans (5/29/2018, updated in 2022)
- Kraft Residence Design Review Plans (4/2/2022)
- Biological Resources Assessment for the Kraft Residence (10/14/2017, updated 6/3/2022)
- Arborist Report and Tree Map (7/24/2018)
- Kraft Residence – Storm Drain Impact Study (1/3/2022)
- Geotechnical Feasibility Study (12/3/2015), Geotechnical Investigation (1/29/2016), Geotechnical Peer Reviews (2015 – 2022)

### Project Location and Site Description

The project site is located in western Belmont at the western terminus of Monte Cresta Drive, adjacent to 2817 Monte Cresta Drive (Figure 1 Project Location). The site is a steeply sloping 0.22-acre parcel (Assessor Parcel Number (APN) 043-165-180 Lot 55) bounded by the residence at 2817 Monte Cresta Drive to the east, the residence at 2810 Alhambra Drive to the south, open space to the west of Monte Cresta Drive, and Monte Cresta Drive and the residence at 2828 Monte Cresta Drive to the north (Figure 2 Project Vicinity).

The project site is currently undeveloped and contains vegetation and wildlife habitats consisting primarily of non-native annual grassland and coast live oak woodland. The site has relatively steep slopes. The ground surface across the majority of the property slopes down to the south at an average gradient that ranges from about 2:1 to 2.7:1 (horizontal:vertical). The lower portion of the slope in the southwestern portion of the property was excavated to a gradient of about 1:1 to 1.3:1 (horizontal:vertical) prior to construction of the residences south of the property. The site has an average slope of 48.7% and drains to the south toward Alhambra Drive and Barclay Way.

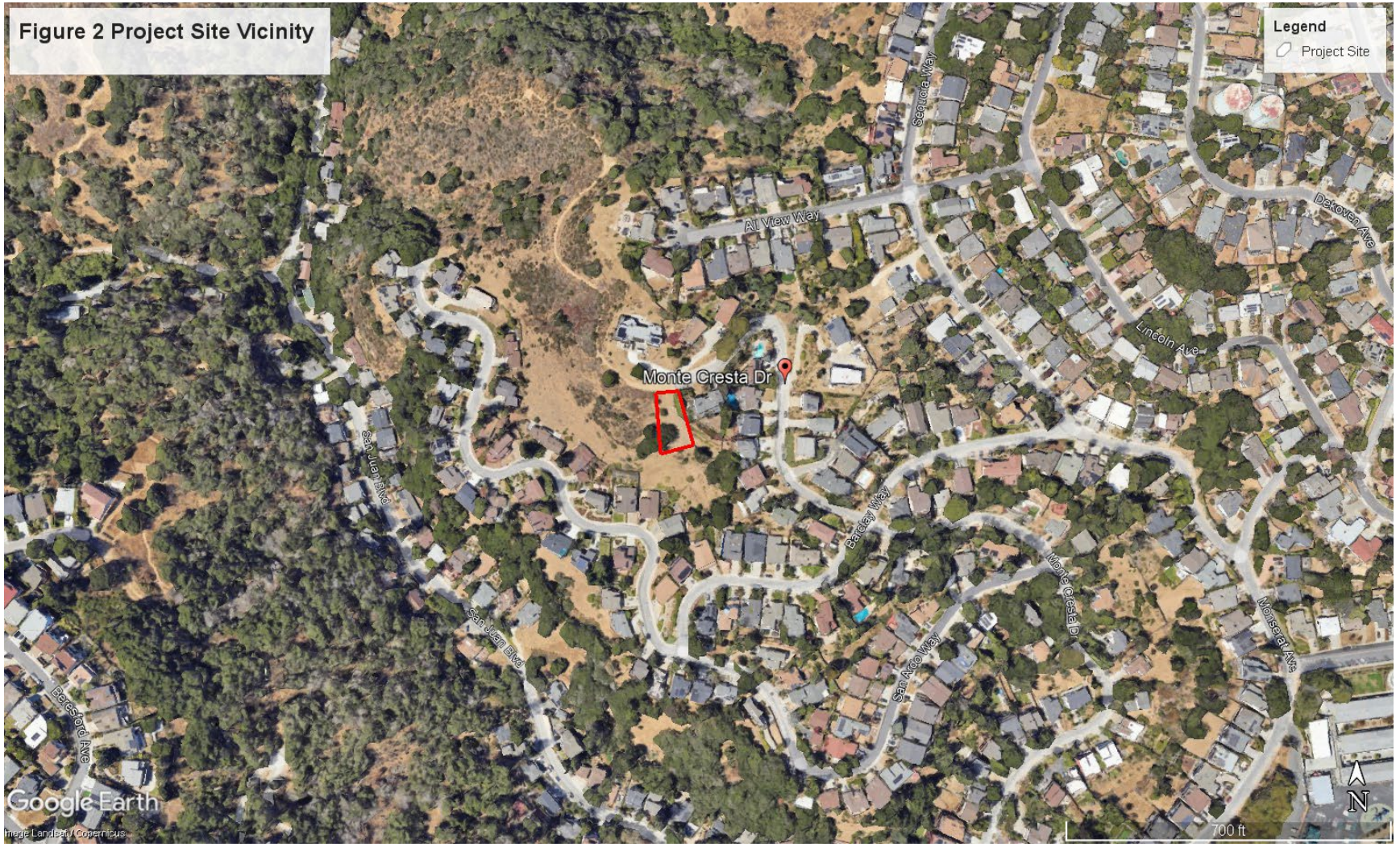
**Figure 1 Project Location**




*Source: Wood Biological Consulting (2017, 2022)*

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**Figure 2 Project Site Vicinity**



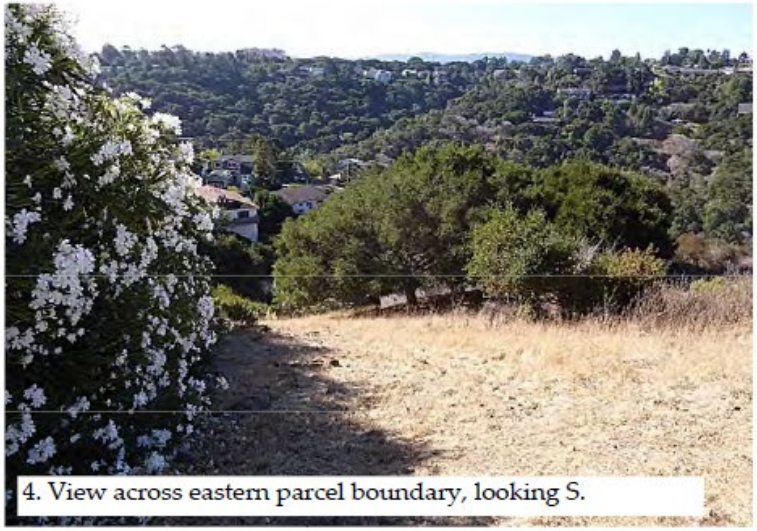

*Source: Google Earth (2023)*

**Figure 3 Site Photos**


1. View across northern parcel boundary, looking E.


2. View across northern parcel boundary, looking W.


3. View across eastern parcel boundary, looking N.


4. View across eastern parcel boundary, looking S.

*Source: Wood Biological Consulting (2017)*

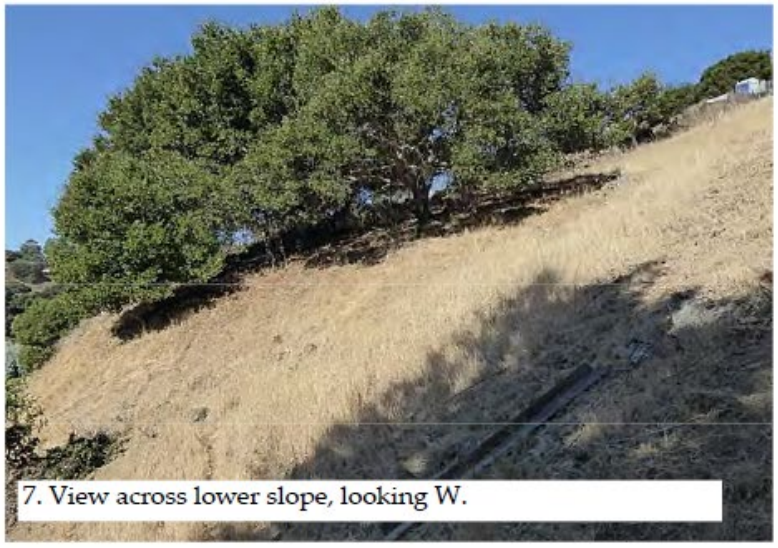
**Figure 3 Site Photos (continued)**



5. View across mid-slope, looking E.



6. View across mid-slope, looking W.



7. View across lower slope, looking W.



8. View of upper slope, looking N.

*Source: Wood Biological Consulting (2017)*

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**Zoning and Land Use**

The project site is zoned HRO-2 (Hillside Residential Open Space - subdivided) with a General Plan Designation of HROS – Hillside Residential Open Space. The project parcel is located in the Wildland Urban Interface (WUI) and has a High Fire Hazard Severity Zone (HFHSZ) designation from Cal Fire.

The project parcel is bounded by parcels with the Residential Low Density land use designation and Single Family Residential,6,000 sq. ft./D.U. (R-1B) zoning district to the east (APN 043-165-190), the Residential Low Density land use designation and Single Family Residential, 6,000 sq. ft./D.U. (R-1B) zoning district to the south (APN 043-165-360), the Hillside Residential Open Space land use designation and Hillside Residential & Open Space, Subdivided (HRO2) zoning district to the west (APN 043-165-170), the Residential Low Density land use designation and Single Family Residential, 6,000 sq. ft./D.U. (R-1B) zoning district (APN 043-243-330) to the north across Monte Cresta Drive, and the Hillside Residential Open Space land use designation and Hillside Residential & Open Space, Subdivided (HRO2) zoning district (APN 043-243-340) also to the north across Monte Cresta Drive. See Figure 4 Surrounding Parcel Boundaries and Figure 5 Belmont Zoning Designations.

San Juan Hills Area Plan

The project site is located within the bounds of the San Juan Hills Area Plan (1988). The San Juan Hills Area Plan reduces development potential within the Plan Area, increases the provision of open space, addresses the provision and financing of infrastructure, establishes policy that mitigates geologic and hydrologic issues, limits density and intensity of development, and provides community design standards. Development of the project site is subject to land use and zoning policies and regulations associated with the HRO-2 zoning district, the HROS General Plan land use designation, and the development requirements of the San Juan Hills Area Plan. An Environmental Impact Report was prepared and certified in 1988 that addressed the environmental effects and potential buildout of the San Juan Hills Area Plan.

**Project Proposal**

The project applicant proposes to construct a 3,299.38-square-foot two-story residence with an attached garage (561.6 sq. ft.) with a driveway extending from the terminus of Monte Cresta Drive. The proposed construction also includes extending Monte Cresta Drive approximately 50 feet and constructing a fire truck turn-around/cul-de-sac at the western terminus of Monte Cresta Drive and will require construction of retaining walls and drainage control measures. A roadway extension is required to comply with the Americans with Disabilities Act (ADA) and design standards of the City's Hillside Road Standards – San Juan Hills, as specified in Section 7-13 of the City Code. The San Mateo Consolidated Fire Department is requiring the turnaround to be designated as "No Parking" and "rolled red curb" to provide for adequate emergency access. Table 1 shows the project's proposed building improvements. Figure 6 – Preliminary Site Plan shows the site layout.

**Figure 4 – Surrounding Parcel Boundaries**

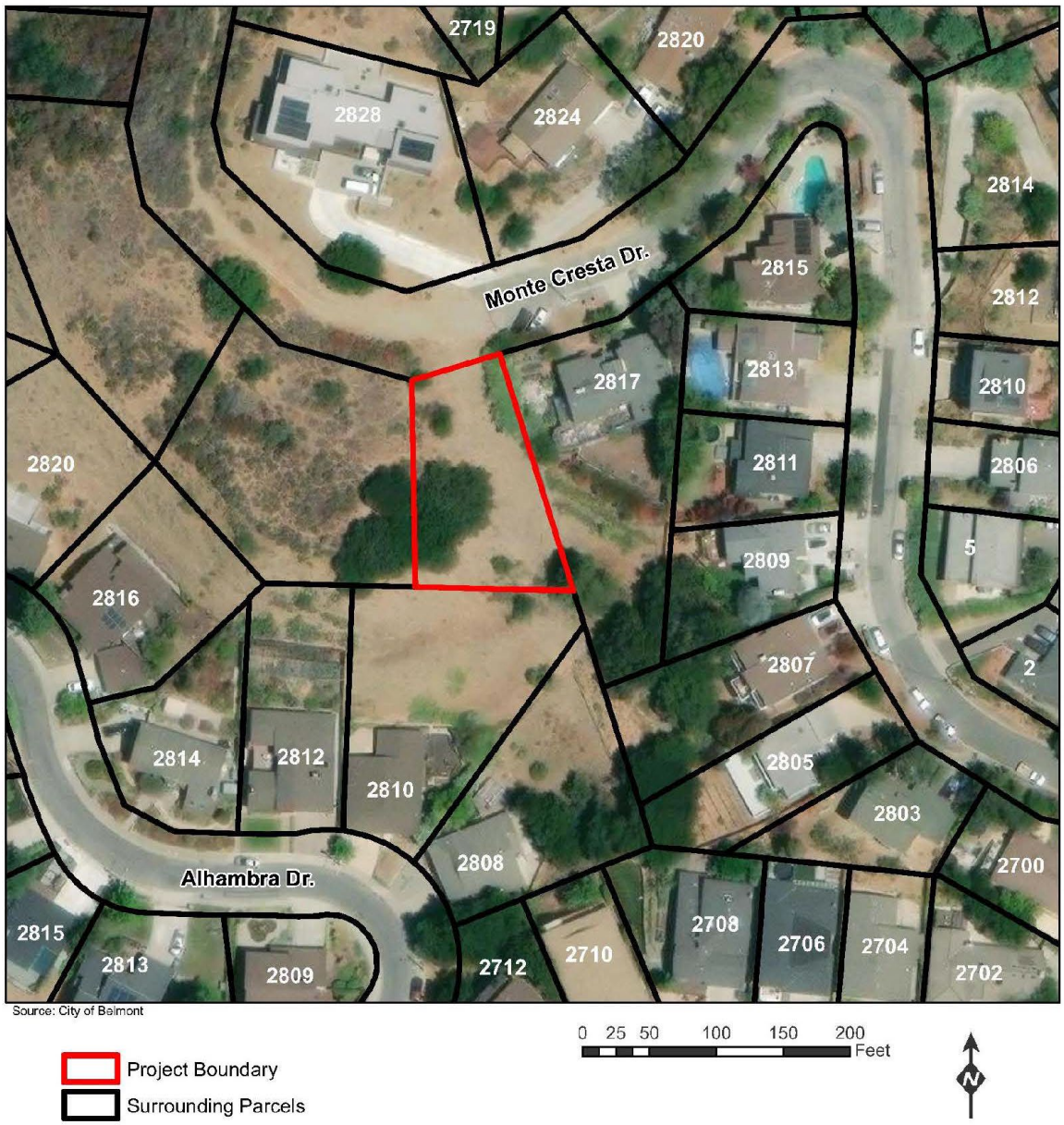



**Figure 4 Surrounding Parcels**
*Monte Cresta Drive Single-Family Home and Road Extension Project*

## Figure 5 – Belmont Zoning Designations




Source: City of Belmont

**Figure 5** Zoning Designations
*Monte Cresta Drive Single-Family Home and Road Extension Project*

## Figure 6 – Preliminary Site Plan

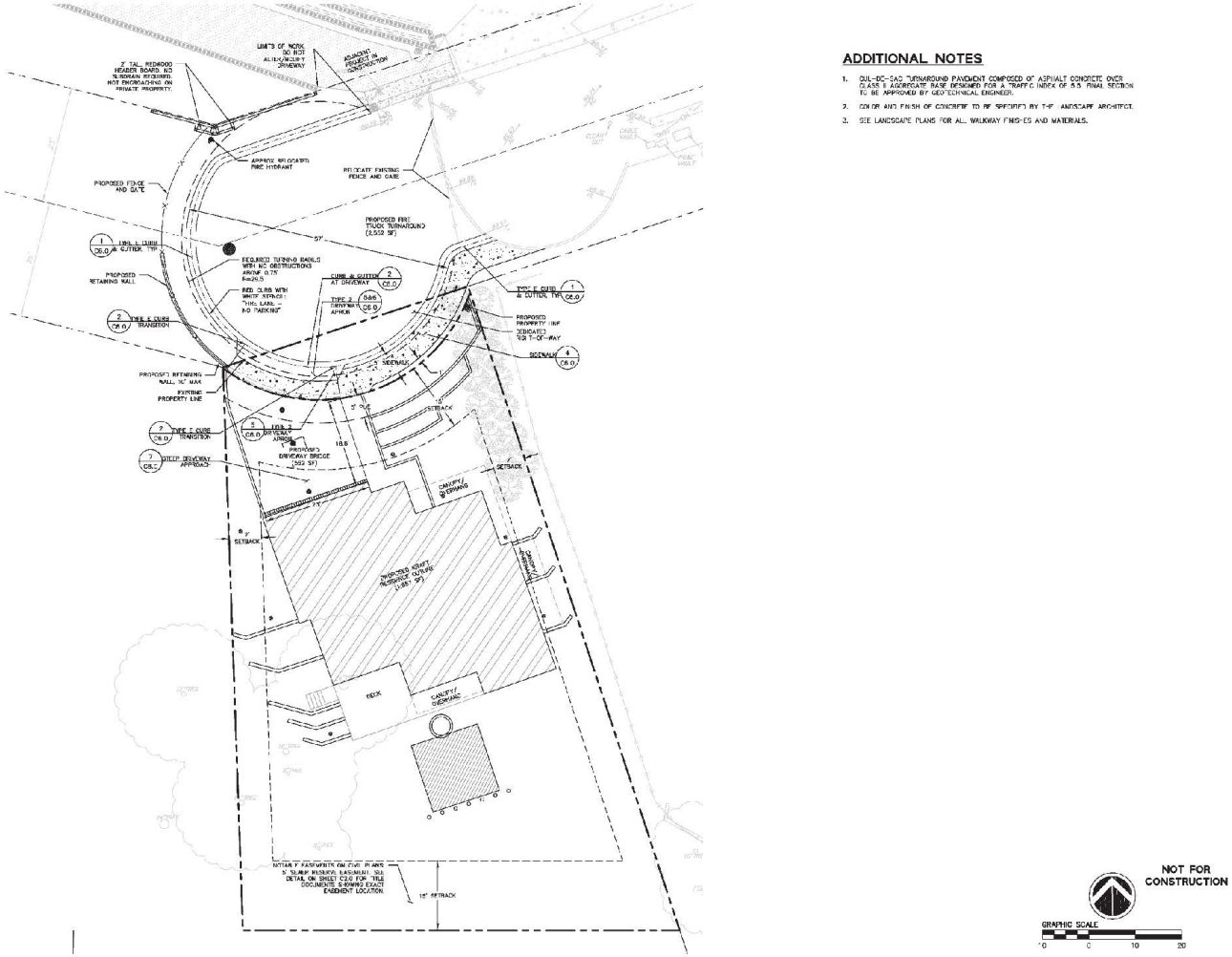



**Figure 6** Preliminary Site Plan
*Monte Cresta Drive Single-Family Home and Road Extension Project*

**Table 1 Summary of Proposed Building Improvements**

| Feature | Proposed |
|---|---|
| Lot Coverage | 1,956.74 sq. ft. (20.11%) |
| Building Height | 28’-0” |
| Front Yard Setback | 18’-3 7/8” |
| Side Yard Setback (Left) | 7’2 5/8” |
| Side Yard Setback (Right) | 7’-8 3/4” |
| Rear Yard Setback | 50’-9 1/4” |
| Floor Area Ratio (F.A.R.) | 1.69 |
| Gross Floor Area | 3,299.38 sq. ft. |

The emergency vehicle turnaround at the terminus of Monte Cresta Way would be approximately 2,552 sq. ft. and must not have overhead obstructions.

Proposed retaining walls up to 10 feet high would be constructed in several places both on and off site. The site plans indicate that a drainage swale on the uphill site of retaining walls shall be constructed to provide flow to drainage structures and to stop ponding behind the retaining wall. Drainage swales would be 1 foot wide and 0.5 feet deep.

All construction would be carried out in accordance with the final version of the project site plans approved by the City, including all construction notes, and notes regarding construction site management and environmental controls.

Architectural Design

The proposed single-family dwelling would consist of a two-story residence with an attached garage. The upper level of the proposed residence would be constructed roughly at grade with Monte Cresta Drive. The main level of the residence would extend downslope from the upper level of the dwelling. The building façade would have a combination of vertical wood siding, stucco finish, metallic cladding, stone cladding, and two-sided metallic cladding and horizontal wood siding. The façade of the building would be articulated with recessed windows, parapets, exposed hollow structural section (HSS) columns, and wall extensions. Select windows throughout the residence would consist of fully tempered glass that can withstand a human impact load in compliance with California Building Code requirements (CPSC 16 CFR 1201 (R308.4)). Glass guardrails would enclose the driveway and walkway and surround the upper, mid, and lower decks that would be located along the south-facing façade of the building. The residence would contain an ADA-compliant elevator, connecting the upper and main levels of the building.

The proposed residence would be mechanically ventilated with a system installed in accordance with the California Mechanical Code.

The proposed residence is located within a High Fire Hazard Severity Zone, requiring design compliance with the California Building Code Chapter 7-A.

Landscaping

Site landscaping improvements would include a paved driveway and walkway off of Monte Cresta Drive, an uncovered deck off the south end of the new residence, retaining walls, and various plantings. The new driveway and walkway would consist of a concrete pan deck on structural steel with recessed artificial turf decorative inserts.

The project proposes the removal of one of the four onsite trees. The tree to be removed is a Coast live oak in poor condition that is recommended for removal. The remaining three onsite trees, all Coast live oak trees, and two Coast live oak trees located on a neighboring property whose canopies extend onto the project site, would be protected during project construction through implementation of a tree protection plan (see Table 2). New plantings would consist of 29 trees, all California native tree species, and a mix of California native and non-native shrubs and groundcover. All new plantings would be low water use vegetation. The landscape plantings would be established consistent with Cal Fire Defensible Space requirements for the HFHSZ.

The project proposes to construct a retaining wall off site in the public road right-of-way along the curve of the cul-de-sac that would serve as the terminus of the proposed road extension. This retaining wall would extend on site to span underneath and support the proposed on-site driveway bridge. A total of eight additional retaining walls would be constructed along both sides of the proposed residence to stabilize and support the disturbed slope. Retaining walls have been designed according to the specifications set forth in geotechnical investigations and reports prepared for the proposed project.

Utilities

The project site currently does not contain any utilities infrastructure. The project proposal includes the installation of new water, sanitary sewer, electricity, ~~gas~~, and storm drain utilities. The project would extend lateral utility lines from the water, sewer, and storm drain mains in Monte Cresta Drive, a distance of not more than 150 feet. See Figure 7 – Preliminary Utility Plan.

*Water Supply*

The proposed residence would receive water from the Mid-Peninsula Water District. The project would install a water supply lateral that would connect to an existing water main in Monte Cresta Drive. The project would also relocate an existing fire hydrant on Monte Cresta Drive as part of the proposed road extension.

*Sanitary Sewer*

The proposed residence would receive sanitary sewer collection service from the City of Belmont. Wastewater collected from the residence would be conveyed via the City of Belmont's sanitary sewer system and treated at the Silicon Valley Clean Water wastewater treatment plant in Redwood City. The project would install a 6-inch sewer lateral and sewer manhole that would connect to an existing sewer main in Monte Cresta Drive.

## Figure 7 – Preliminary Utility Plan

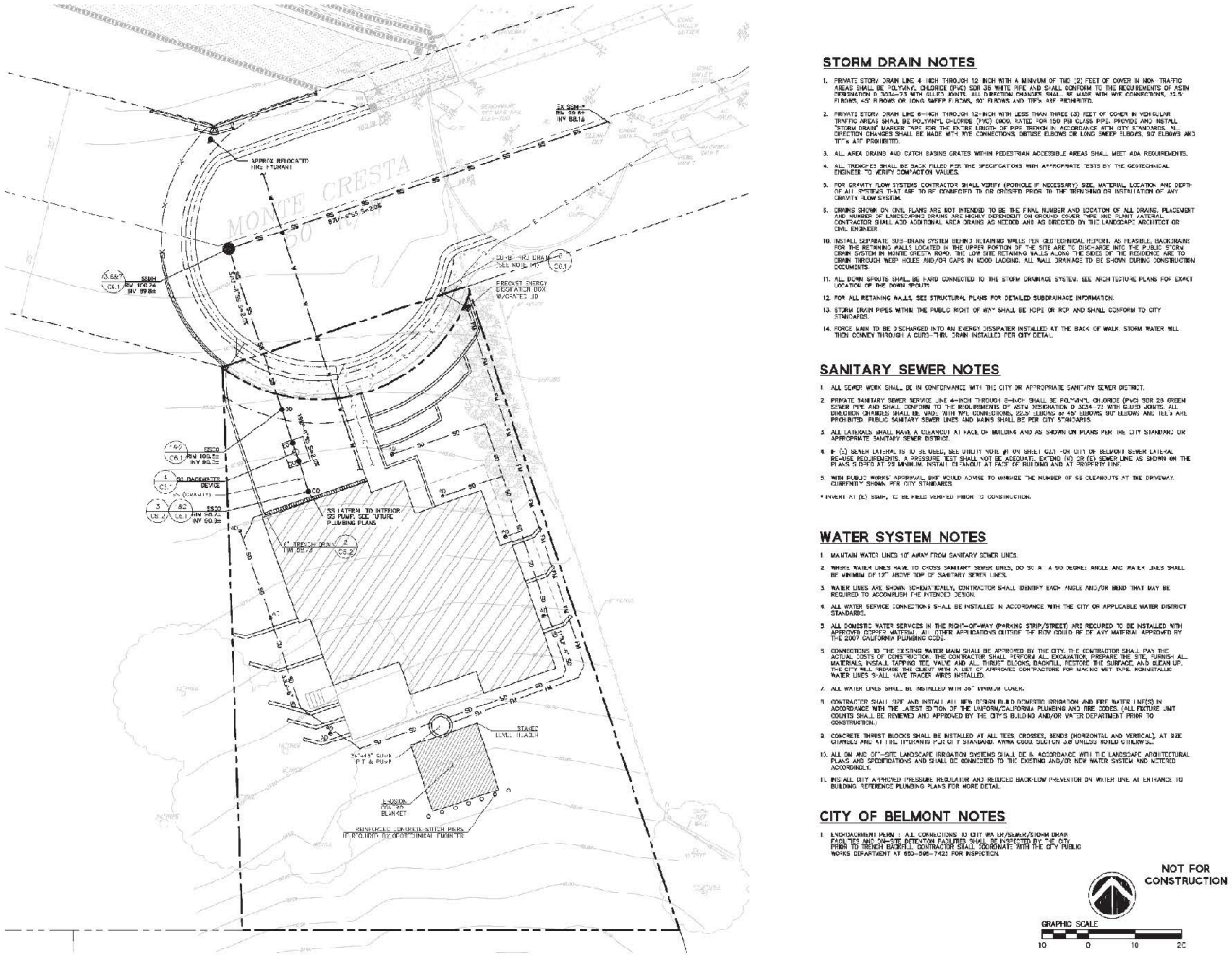



**Figure 7** Preliminary Utility Plans
*Monte Cresta Drive Single-Family Home and Road Extension Project*

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*Electricity*

The proposed residence would receive electricity services from Pacific Gas & Electric Company (PG&E). The project would install a new electrical line that would connect to an existing PG&E vault and power infrastructure on Monte Cresta Drive.

*Stormwater Drainage*

The project would install stormwater capture and treatment features onsite, including storm drain lines, a trench drain, and a separate sub-drain system consisting of retaining wall subdrains, a sump pit and pump, and a force main that would connect to a curb-thru drain on Monte Cresta Drive. Stormwater collected onsite would be collected via the storm drain downspouts and lines, directed to the sump pit, and conveyed via the force main into the City's stormwater collection system on Monte Cresta Drive.

*Solid Waste*

Solid waste collection services would be provided by Recology (garbage/recycling).

Construction

The anticipated construction start date and schedule are not currently known. Project construction would not occur until after the project has received Planning and Building Department approval. Project construction activities, which would include excavation, grading, application of coatings, paints, and solvents, and building construction, would follow the erosion and sedimentation control best management practices (BMPs) contained within the project design review plan set, specifically on Sheets C3.0, C4.0, C5.0, and C5.1. According to the project design plans prepared by BKF Engineers and dated April 2, 2022, project construction would involve approximately 150 cubic yards (CY) of cut and 650 CY of fill with the import of 500 CY of fill.

## Environmental Protection Measures

The Environmental Protection Measures (EPMs) listed in Table 2 below are incorporated into the planning, design, construction, operation, and maintenance of the project to minimize the potential adverse effects of the project on the surrounding community and the environment. EPMs include impact Avoidance and Minimization Measures (AMMs), including best management practices (BMPs), identified by the applicant on the proposed project plans and the City's standard Conditions of Approval (COAs) that apply to the project. For the purposes of this Categorical Exception, these EPMs were considered part of the project and not mitigation measures. The City's conclusion that the project would not have any significant adverse effects on the environment assumes the implementation of these measures.

**Table 2: Environmental Protection Measures Incorporated into the Project**

| Environmental Topic Area | EPM Type | EPM |
|---|---|---|
| **Air Quality** | AMM | **EPM-1: Construction and Operational Emissions**<br>The General Plan EIR (GP EIR) indicates that individual development projects have the potential for construction and operational emissions in excess of BAAQMD's project level thresholds; however, Mitigation Measures AQ-1 through AQ-4 would reduce construction related emissions, and Mitigation Measure AQ-5 would address operational-related emissions. |

| Environmental Topic Area | EPM Type | EPM |
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| | | Thus, all large projects are required to implement the following mitigation measures as standard conditions of project approval:<br>1. Pursuant to GP EIR Mitigation Measure AQ-1, the applicant shall require their contractors, as a condition of contract, to further reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on an EPA-approved Tier 4 or newer engine. Exemptions can be made for specialized equipment where Tier 4 engines are not commercially available within 200 miles of the project site. The construction contract must identify these pieces of equipment, document their unavailability, and ensure that they operate on no less than an EPA- approved Tier 3 engine. ARB regulations will result in the percentage of Tier 4 engines increasing over the next several years.<br>2. Pursuant to GP EIR Mitigation Measure AQ-2, the applicant shall require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by ensuring that all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall operate on renewable diesel (such as Diesel high performance renewable). Renewable diesel is currently commercially available in San Francisco Bay Area.<br>3. Pursuant to GP EIR Mitigation Measure AQ-3, the applicant shall require their contractors, as a condition of contract, to reduce construction-related fugitive 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.<br>4. Pursuant to GP EIR Mitigation Measure AQ-4, the applicant shall require their contractors, as a condition of contract, to reduce construction-related fugitive dust by implementing BAAQMD's basic control measures at all construction and staging areas. The following measures are based on BAAQMD's current [2017] CEQA guidelines.<br>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.<br>b) All haul trucks transporting soil, sand, or other loose material offsite will be covered.<br>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.<br>d) All vehicle speeds on unpaved roads, driveways, or driving surfaces shall be limited to 15 mph. |

| Environmental Topic Area | EPM Type | EPM |
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| | | 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.<br>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.<br>5. Pursuant to GP EIR Mitigation Measure AQ-5, the developer(s) shall provide education for residential and commercial tenants concerning green consumer products. Prior to receipt of any certificate of final occupancy, the project sponsors shall work with the City of Belmont to develop electronic correspondence to be distributed by email to new residential and commercial tenants that encourages the purchase of consumer products that generate lower than typical VOC emissions. Examples of green products may include low-VOC architectural coatings, cleaning supplies, and consumer products, as well as alternatively fueled landscaping equipment.<br>6. The applicant must require their contractors, as a condition of contract, to reduce construction-related exhaust emissions by implementing following measures during construction related activities:<br>a. Idling times must be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage must be provided for construction workers at all access points.<br>b. All construction equipment must be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment must be checked by a certified mechanic and determined to be running in proper condition prior to operation.<br>7. The applicant must require their contractors, as a condition of contract, to reduce construction-related fugitive ROG emissions by ensuring that paints and solvents have a VOC content of 100 grams per liter or less for interior surfaces and 150 grams per liter or less for exterior surfaces.<br><br>**EPM-2: Dust Control**<br>1. The owner/applicant must submit a dust control plan for approval by the Department of Public Works. To reduce dust levels, exposed earth surfaces shall be watered as necessary. The application of water must be monitored to prevent runoff into the storm drain system. Spillage resulting from hauling operations along or across any public or private property shall be removed immediately. Dust nuisances originating from the |

| Environmental Topic Area | EPM Type | EPM |
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| | | contractor's operations, either inside or outside of the right-of-way must be controlled. The measures must also include:<br>a) Water all active construction sites at least twice daily.<br>b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.<br>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.<br>d) Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.<br>e) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.<br>f) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).<br>g) Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiled materials.<br>h) Install sandbags or other erosion-control measures to prevent silt runoff to public roadways.<br>i) Replant vegetation in disturbed areas as quickly as possible.<br>j) Watering should be used to control dust generation during the break-up of pavement.<br>k) Cover all trucks hauling demolition debris from the site.<br>l) Use dust-proof chutes to load debris into trucks whenever feasible.<br>m) Water or cover stockpiles of debris, soil, sand or other materials that can be blown by the wind.<br>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.<br>o) Diesel powered equipment shall not be left inactive and idling for more than five minutes, and shall comply with applicable BAAQMD rules.<br>p) Use alternative fueled construction equipment, if possible.<br>q) All vehicle speeds on unpaved roads shall be limited to 15 mph.<br>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. |

| Environmental Topic Area | EPM Type | EPM |
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| | | **EPM-3: Greenhouse Gases**<br>1. A minimum of 10% of the construction materials must be acquired (sourced) within 100 miles of the planning area. Documentation must be provided before the final building permit inspection.<br>2. A minimum of 50% of the construction waste generated by this project must be recycled or salvaged for use. Documentation must be provided before the final building permit inspection. Sample forms located at www.hcd.ca.gov/CALGreen.html may be used to assist in documenting compliance.<br>3. Prior to issuance of a building permit, the applicant must provide documentation (i.e., construction contracts or signed agreements) demonstrating that all contractors and subcontractors agree to operate all off-road equipment greater than 50 horsepower (hp) and operating for more than 20 total hours over the entire duration of work on renewable diesel (such as Diesel high performance renewable). |
| **Biological Resources** | AMM | Nesting migratory birds are protected under the Migratory Bird Treaty Act, and Section 3503 of the California Fish and Game Code. Several species of bats that inhabit the Bay Area are listed as a California Species of Special Concern (CSSC). Tree removal has the potential to disturb nesting migratory birds and bats. Thus, all applications that include tree removal are required to implement the following measures as standard conditions of project approval:<br>**EPM-4: Nesting Birds**<br>1. To minimize potential impacts on nesting birds, the applicant shall 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). If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds should be conducted by a qualified biologist to ensure that no nests will be disturbed during project implementation. These surveys shall be conducted no more than 7 days prior to the initiation of construction activities. During this survey, a qualified biologist will inspect all trees and other potential nesting habitats (e.g., trees, shrubs, and structures) in and immediately adjacent to the impact areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the biologist will determine the extent of a construction-free buffer zone to be established around the nest (typically 300 ft for raptors and 100 ft for other species, typically recommended by the California Department of Fish and Wildlife), to ensure that no nests of species protected by the Migratory Bird Treaty Act and |

| Environmental Topic Area | EPM Type | EPM |
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| | | California Fish and Game Code will be disturbed during project implementation.<br>2. If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the Project should be removed prior to the start of the nesting season (e.g., prior to February 1). This will reduce the initiation of nests in the vegetation and reduce potential delays of the Project due to the presence of active nests within these substrates.<br><br>**EPM-5: Bats**<br>1. A qualified biologist shall visually inspect trees to be removed for bat roosts within 7 days prior to their removal. The biologist will look for signs of bats including sightings of live or dead bats, bat calls or squeaking, the smell of bats, bat droppings, grease stains, or urine stains around openings in trees or structures, or flies around such openings. Trees with multiple hollows, crevices, forked branches, woodpecker holes or loose and flaking bark have the highest chance of occupation and shall be inspected the most carefully.<br>2. If signs of bats are detected, CDFW should be contacted about how to proceed. Echo-location surveys may be needed to verify the presence of bats, or an exclusion zone around the occupied tree may be recommended until bats leave the roost. Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. The qualified bat biologist shall be contacted immediately if a bat roost is discovered during project construction.<br><br>**EPM-6: San Francisco Dusky-Footed Woodrat**<br>The San Francisco Dusky-footed Woodrat (SFDW) occurs in a variety of habitats throughout the Bay Area. The SFDW is listed as a California Species of Special Concern (CSSC). Clearing, grading, and other construction activities have the potential to disturb Dusky-footed Woodrats. Thus, the City has adopted an SDR that requires the submittal of a biological report for development on properties that are either found to contain wood rats, or are adjacent to properties that have a high likelihood to contain woodrats (i.e., woodlands, riparian, annual grass, coastal scrub and chaparral habitats delineated in GP EIR Figures 4.3-1 through 4.3-5). In addition, the following standard COAs are required for all applications that include clearing, grading, and other construction activities where there is a high likelihood of SFDW occurrence:<br>1. Pre-Construction Survey. No more than thirty days prior to site disturbances (i.e., clearing, grubbing, grading or tree removal), a qualified biologist must survey for SFDW nests |

| Environmental Topic Area | EPM Type | EPM |
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| | | within and adjacent to the limits of these activities (impact area). All nests (active or inactive) must be mapped and flagged in the field. If no stick nests are detected, no further surveys are required, unless recommended by the biologist. The biologist must submit the results of the survey to the Community Development Department, prior to any site disturbances.<br>2. Construction Worker Education. Prior to issuance of building permits, the applicant must demonstrate that a qualified biologist has conducted worker environmental awareness training for all project construction personnel. The training must include a description of the San Francisco dusky-footed woodrat (SFDW) and how to recognize and avoid SFDW stick houses. Workers must be instructed to remain within the designated work area at all times and to minimize the area of vegetation removal and ground disturbance to the minimum necessary for the project.<br>3. Avoidance / Buffer Plan. Woodrat houses within 50 feet of the construction activities area must not be physically disturbed and must be protected with the maximum feasible dispersal buffer, as determined by a qualified biologist. The buffer areas must be clearly marked with flagging. The buffer areas must be left in a natural, vegetated state and no construction activities or staging of equipment may take place within the buffer areas. The applicant must demonstrate that the buffer areas are in place and inspected by a qualified biologist, prior to grading, grubbing or tree removal activities.<br>4. Unexpected Woodrats. In the event unexpected woodrat nests are encountered during construction activities, all construction activity in the area of the find shall be halted, and the Community Development Director shall be notified; a qualified biologist must examine the find and make appropriate recommendations for buffer installation (avoidance measures) or relocation of woodrat nests with approval by the California Department of Fish and Wildlife. The applicant must demonstrate that the buffer is in place or the woodrats have been properly relocated, prior to resuming activities in the area of the find.<br>5. Relocation Plan. If woodrat nests are to be relocated, then a woodrat relocation plan must be prepared and submitted to California Department of Fish and Wildlife (CDFW) for approval. Relocations must be performed under the direct supervision of a qualified biologist approved for this project by the CDFW.<br><br>**EPM-7: Tree Protection Plan**<br>*Tree Protection Zones*<br>Tree protection zones should be installed and maintained throughout the entire length of the project. Fencing for tree protection zones should be 6’ tall, metal chain link material supported by metal 2” diameter poles, pounded into the ground to |

| Environmental Topic Area | EPM Type | EPM |
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| | | a depth of no less than 2'. The location for the protective fencing should be as close to the dripline of desired trees as possible, still allowing room for construction to safely continue. No equipment or materials shall be stored or cleaned inside the protection zones. Areas outside protection zones, but still beneath the tree's driplines, where foot traffic is expected to be heavy, should be mulched with 4-6" of chipper chips. The spreading of chips will help to reduce compaction and improve soil structure. Tree protection fencing shall be up before the start of the project.<br>*Root Cutting and Grading*<br>Any roots to be cut shall be monitored and documented. Large roots (over 2" diameter) or large masses of roots to be cut must be inspected by the site arborist. The site arborist, at this time, may recommend irrigation or fertilization of the root zone. All roots needing to be cut should be cut clean with a saw or lopper. Roots to be left exposed for a period of time should be covered with layers of burlap and kept moist.<br>*Trenching and Excavation*<br>Trenching for irrigation, drainage, electrical or any other reason shall be done by hand when inside the dripline of a protected tree. Hand digging and the careful placement of pipes below or besides protected roots will significantly reduce root loss, thus reducing trauma to the tree. All trenches shall be backfilled with native materials and compacted to near its original level, as soon as possible. Trenches to be left open for a period of time, will require the covering of all exposed roots with burlap and be kept moist. The trenches will also need to be covered with plywood to help protect the exposed roots.<br>*Irrigation*<br>The coast live oak trees on the property will not need any irrigation as they are in their native range. Irrigation for the coast live oak trees will only be needed if their root zones are impacted. At the time of drilling the piers the site arborist shall set up an irrigation plan as part of the mitigation measures if needed although not likely. |
| **Cultural Resources** | COA | **EPM-8: Archaeological Resources**<br>1. Prior to issuance of building permits, the applicant shall demonstrate that construction crews have proper training for the discovery, handling, and retention methods for paleontological, archeological and/or cultural resources found at the project site. Project personnel should not collect cultural resources. Prehistoric resources include: chert, or obsidian flakes, projectile points, mortars and pestles, dark, friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources include: stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits or bottle dumps.<br>2. In the event that paleontological, archaeological, and/or cultural resources are encountered during construction |

| Environmental Topic Area | EPM Type | EPM |
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| | | 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.<br>**EPM-9: Human Remains**<br>1. 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:<br>o The San Mateo County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and<br>o If the remains are of Native American origin:<br>a) 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<br>b) 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.<br>**EPM-10: Medium to High Archaeological Sensitivity**<br>The following standard condition of approval is required for all projects in areas with a medium to high archaeological sensitivity:<br>1. All earthmoving activities for the project shall be monitored by a qualified professional archaeologist who meets the Secretary of the Interior's Standards for Archaeology. A report on the results of the monitoring shall be submitted to the Community Development Department, prior to the construction of the building foundation. |
| **Geology and Soils** | COA | **EPM-11: Geotechnical**<br>*Residence (Design Phase)*<br>1. Geotechnical Plan Review Residence - The applicant's geotechnical engineer shall review the geotechnical aspects of the structural plans and calculations for the new residence and provide a professional certification letter to the City.<br>2. The applicant's geotechnical consultant shall review and approve all geotechnical aspects of the project building and |

| Environmental Topic Area | EPM Type | EPM |
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| | | grading plans (i.e., site preparation and grading, site drainage improvements and design parameters for retaining walls and pavement) to ensure that their recommendations have been properly incorporated.<br>3 Final construction plans for the project on-site drainage system (e.g., cross section through the sump area, and design details) shall be submitted to the City for review by the City Engineer and Geotechnical Peer Reviewer for the proposed project. These design plans should be submitted with a letter indicating that geotechnical design aspects have been completed to the satisfaction of the Project Geotechnical Consultant.<br>4 Final construction plans for project retaining walls should be submitted to the City for review by the City Engineer and Geotechnical Peer Reviewer for the proposed project. These design plans should be submitted with a letter indicating that geotechnical design aspects have been completed to the satisfaction of the Project Geotechnical Consultant.<br>5 The project geotechnical consultant shall review the asphalt sections for the project to ensure their recommendations have been properly incorporated. The design plans should be submitted with a letter indicating that geotechnical design aspects have been completed to the satisfaction of the Project Geotechnical Consultant.<br>*Residence and Road Extension (Construction Phase)*<br>1. The geotechnical engineer shall be retained to observe the geotechnical and foundation aspects of the construction. Testing and observation, as applicable are required for all grading operations and soils testing, and the engineer shall observe all foundation excavations and confirm that adequate embedment has been achieved in supporting materials judged to be competent supporting material as identified by the geotechnical engineer.<br>2. At the completion of construction, the geotechnical engineer shall provide written confirmation that all grading operations have been conducted in accordance with the project plans, specifications, and the geotechnical engineer's recommendations, with supporting data or reference to such data. Confirmation shall be provided in the form of a written report to be submitted to the City prior to granting of final occupancy.<br>3. At the completion of construction, the geotechnical engineer shall provide written confirmation that all structural foundations have been completed in accordance with the geotechnical engineer's recommendations, and that foundation support in bearing or supporting materials has been achieved in accordance with the geotechnical engineer's recommendations. Confirmation shall be provided in the form of a written letter to be submitted to the City prior to granting of final occupancy. |

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| Hydrology and Water Quality | COA | **EPM-12: Grading Activities**<br>1. Grading shall be performed in accordance with the City Grading Ordinance, Chapter 9 of the City Code. Soil or other construction materials shall not be stockpiled in the public right-of-way unless an encroachment permit is obtained from the Department of Public Works. Grading shall neither be initiated nor continued between November 15 and April 15. Grading shall be done between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday unless otherwise specifically authorized by the Director of Public Works. The Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality.<br>**EPM-13: Construction-Period BMPs**<br>2. Prior to issuance of Grading or Building Permits, the applicant must submit an erosion and sedimentation control plan describing Best Management Practices (BMPs) to be used to prevent soil, dirt, and debris from entering the storm drain system. The plan shall include the following items:<br>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.<br>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.<br>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.<br>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.<br>e) Provisions for installing vegetative cover in disturbed areas, including areas to be seeded, planted, and/or mulched, and types of vegetation proposed. |

| Environmental Topic Area | EPM Type | EPM |
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| | | f) Provision for diverting on-site runoff around exposed areas and diverting off-site runoff around the project site (e.g., swales and dikes).<br>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.<br>3. During grading and building operations, 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.<br>4. 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:<br>a) Store, handle, and dispose of construction materials and wastes properly, so as to prevent their contact with stormwater.<br>b) Control and prevent the discharge of all potential pollutants, including solid wastes, paints, concrete, petroleum products, chemicals, wash water or sediment, and non- stormwater discharges to storm drains and watercourses.<br>c) Use sediment controls, filtration, or settling to remove sediment from dewatering effluent.<br>d) Do not clean, fuel, or maintain vehicles on-site, except in a designated area in which runoff is contained and treated.<br>e) Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses with field markers or fencing.<br>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.<br>g) Perform clearing and earth moving activities only during dry weather (April 15 through November 14).<br>h) Limit and time applications of pesticides and fertilizers to prevent polluted runoff.<br>i) Limit construction access routes and stabilize designated access points. |

| Environmental Topic Area | EPM Type | EPM |
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| | | j) Do not track dirt or other materials off-site; clean off-site paved areas and sidewalks using dry sweeping methods.<br>5. If construction is not complete by the start of the wet season (November 15 through April 15), prior to November 15 the developer shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, 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.<br>**EPM-14: Operational BMPs**<br>1. 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 the applicant incorporating the conditions of this section.<br>2. The property owner shall install, operate, and maintain all permanent stormwater quality protection measures included in the approved project plan using qualified personnel. The property owner/applicant must keep a maintenance and inspection schedule and record to ensure that the treatment control measures continue to operate effectively. Records must be provided to the Department of Public Works, on an annual basis, on or before June 30 of each year.<br>3. A Maintenance Plan for every stormwater treatment control, and/or Hydro Modification measure or applicable site design measure, inclusive of maintenance and inspection checklists and Maintenance Inspection Report Forms, shall be submitted to the City for review and approval prior to issuance of a grading permit. A copy of the final, approved Maintenance Plan(s) shall be made a part of the Maintenance Agreement. A copy of the final, approved Maintenance Plan(s) shall also be on file with the Public Works Department. |

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| | | 4. 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.<br>5. Efficient irrigation systems shall be used throughout all landscaped areas in accordance with the Model Water Efficient Landscape Ordinance.<br>6. 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.<br>7. 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.<br>8. The phrase “No Dumping-Drains to Bay” or equal phrase shall be labeled on new storm drain inlets by stenciling, branding, plaque, or casting.<br>9. All on-site drain facilities must be inspected twice a year and cleaned immediately prior to the rainy season (prior to October 15) and once again during the rainy season. Results of inspection and cleaning shall be reported to the Department of Public Works on an annual basis on or before June 30 of each year.<br>10. 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.<br>11. Trash enclosures and dumpster areas must be covered and protected from roof and surface drainage. Drains within the trash enclosure will be connected to the sanitary sewer system.<br>12. No wastewater (including equipment cleaning wash water, vehicle wash water, cooling water, air conditioner condensate, and floor cleaning wash water) shall be discharged to the storm drain system, the street or gutter.<br>13. New buildings such as food service facilities and/or multi-family residential complexes or subdivisions shall provide a roofed and enclosed area for dumpsters and recycling containers. The area shall be designed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal.<br>14. 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. |

| Environmental Topic Area | EPM Type | EPM |
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| | | 15. 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.<br>16. 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.<br>17. Roof drains shall drain away from the building and be directed to landscaping or a stormwater treatment measure.<br>18. 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.<br>19. 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.<br>20. Outdoor storage areas for oils, fuels, solvents, coolants, and other chemicals shall be designed to provide secondary containment such as berms and roof covers. Process equipment sited outdoors shall be placed on an impermeable surface and covered. Property owners/associations shall implement a regular program of sweeping and litter control at these sites.<br>21. 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.<br>22. Air conditioning condensate shall drain to landscaping, or alternatively may be connected to the sanitary sewer system, subject to the local sanitary sewer agency's authority and standards. |
| **Noise** | COA | **EPM-15: Construction Noise**<br>1. Noise Coordinator. Prior to construction activities, the project applicant or contactor shall designate a "Construction Noise Coordinator" who would be responsible for responding to any local complaints about construction noise. The Construction Noise Coordinator shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented. The telephone number for the |

| Environmental Topic Area | EPM Type | EPM |
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| | | Construction Noise Coordinator must be conspicuously posted at the construction site. Prior to construction activities, the project applicant or contactor shall notify adjacent residents of the construction schedule in writing and provide them with the contact information of the Construction Noise Coordinator.<br>2. Notice. The applicant shall notify property owners within 300 feet of the project site two weeks prior to the initiation of construction activities on site. A schedule of construction activities, contact phone number for the Noise Coordinator, and a copy of the noise control plan shall be included with this notice.<br>3. Grading & Building Noise. The applicant must ensure that the following preventative and monitoring measures are enforced during grading and building operations:<br>a. Limit construction activity to the hours listed in the City Noise Ordinance. (8:00 am to 5:00 pm on weekdays, 10:00 am to 5:00 pm on Saturdays, no construction activity on Sundays and holidays). Exceptions to these hours may be approved by the Building Official though the standard City process.<br>b. Schedule highest noise-generating activity and construction activity away from noise- sensitive land uses.<br>c. Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.<br>d. Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.<br>e. Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.<br>f. Utilize “quiet” air compressors and other stationary equipment where feasible and available.<br>**EPM-16: Construction Vibration**<br>4. Neighboring property owners within 300 feet of the project site must be noticed of the construction activities and construction schedule (including estimated dates of various construction phases) at least two weeks prior to the start of construction. |
| **Transportation** | COA | **EPM-17: Construction Traffic**<br>5. 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. |

| Environmental Topic Area | EPM Type | EPM |
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| | | 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:<br><br>a) Schedule<br><br>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:<br><br>• Excavation & Shoring (as applicable)<br>• Below Grade & Foundation Construction<br>• Above Grade Construction & Framing<br>• Exterior & Interior Finish Work<br>• Public Frontage Improvements<br>• Offsite & Utility Improvements<br><br>b) Site & Logistics Plan<br><br>Site and logistics plan(s) shall be provided for each phase of project construction. Said plan(s) shall include:<br><br>• Location of Construction Fencing & Access Control for The Site<br>• Proposed Circulation Pattern, including Access & Egress, for Each Phase of Construction<br>• Location of Dewatering Tanks, Construction Trailer, Temporary Power Pole, & Restrooms<br>• Erosion & Dust Control Plans<br>• Security & Lighting Plans<br>• Location of Construction Staging Areas for Materials, Equipment, & Vehicles<br>• Crane Plane (Location, Height, & Radius), as applicable<br>• Construction Worker Parking<br><br>c) Traffic Control Plan<br><br>Routes for construction-related traffic (hauling, deliveries, works, etc.) shall be identified in consultation with the Department of Public Works. Grading, hauling, and construction delivery traffic shall be timed to avoid peak hour school and work commute traffic. The CMP shall identify the maximum size of construction equipment/trucks during construction, expected temporary street closure, the use of flag personnel during construction, and the location of construction worker parking/car-pooling. Comprehensive traffic control measures shall be identified, including: any required detour signage, lane closures, and sidewalk closures. A 24 Hour written notice must be given to the Public Works and Police Departments prior to lane closures. Trained flag persons shall be positioned at both ends of blocked traffic lanes to ensure safe movement of vehicles, and |

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| | | 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.<br><br>d) Noticing<br><br>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.<br><br>e) Road Conditions<br><br>Documentation of road pavement conditions shall be provided to the Public Works Department for all routes that will be used by construction vehicles, both before and after project construction. Roads found to have been damaged by construction vehicles shall be repaired as required by current City pavement restoration standards, or as otherwise directed by the City Engineer.<br><br>f) Response to CMP Conditions<br><br>A response shall be provided to CMP conditions from other City departments, and outside agencies.<br><br>**EPM-18: Emergency Access**<br><br>1. Street widening, improvements, and dedications shall be in accordance with City Standards and specifications as required by the Department of Public Works.<br><br>2. Streets, sidewalks and curbs in need of repair within and bordering the project shall be repaired and/or removed and replaced in accordance with the Department of Public Works approved standards. Photographs or video of before condition are recommended.<br><br>**EPM-19: Transportation & Park Impact Fees**<br><br><u>Park In-Lieu</u><br><br>Prior to issuance of a Building Permit, the applicant shall pay Park In-Lieu Fees in the amount specified in the Belmont Master Revenue Fee Schedule at the time the property owner acquired the property (10/21/15).<br><br>Park Impact Fee<br><br>Prior to issuance of Building Permit, the applicant shall pay all required Park Improvement Fees as identified in the City's |

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| | | adopted Ordinance. The current calculated fee for the project is $13,773 for Single-Family development.<br><br>TIF Fees<br><br>Prior to issuance of Building Permit, the applicant shall pay all required Transportation Impact Fees (TIF), as identified in the City's adopted Ordinance. The current calculated fee for the project is $7,387 for Single-Family development. |
| **Utilities and Service Systems** | COA | **EPM-20: Landscape Plan Approval**<br><br>1. The applicant shall demonstrate that the final landscape plan has been reviewed and approved by the Mid-Peninsula Water District (MPWD) and is consistent with MPWD's Water Efficient Landscape Ordinance (WELO), prior to installation of landscaping. A post installation certification from MPWD is also required prior to final building permit inspection. Contact the MPWD Water Conservation Administrative Specialist at (650) 591-8941 or jeanettek@midpeninsulawater.org for more information. |
| **Wildfire** | COA | **EPM-21: Standard Fire Hazards**<br><br>1. A separate application and permit are required for the installation or alteration of any Automatic Fire Extinguishing System. The application shall be made by either a Registered Engineer or by the Licensed Fire Sprinkler Contractor who will be performing the work. This application shall include any Fixed Fire Protection System. A valid Permit and Approved Plans shall be at the jobsite at all times.<br><br>2. Prior to application for a Fire Sprinkler Permit, the applicant shall submit plans to the Mid-Peninsula Water District (MPWD) for their review and approval. Contact MPWD at 650-591-8941 to coordinate review of the project.<br><br>3. A separate application and permit are required for the installation or alteration of any Fire Alarm, or Water-flow Monitoring System. This application shall include the interconnection of any Fixed Fire Protection System to an Alarm System where provided. A valid Permit and Approved Plans shall be at the jobsite at all times.<br><br>4. 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.<br><br>5. Every building, or structure, shall be provided with an address. Numerals shall be located where clearly visible from the street or roadway upon which it fronts. Residential Structures shall have numerals a minimum of four (4) inches in height with a stroke width (i.e., the |

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| | | minimum distance between the edges of two numerals) not less than half inch (0.5) in width. Numerals shall be of contrasting color to their background and illuminated at night. Numerals shall be white in color when located upon glazing.<br>6. A Knox Key-Lock Box is required to be installed as shown on plans. Please contact Fire Prevention at 650-522-7940 to obtain an application.<br>7. Fire inspections are available Monday through Friday, 8:00 am to 4:00 pm. Call 650-522-7940 a minimum of 48 hours in advance to place your inspection request.<br>8. On plans submitted for a Building Permit, show the location of all required Smoke Alarms and Carbon Monoxide Alarms, in accordance with CRC Sections 314 & 315.<br>9. In accordance with the Municipal/Regional Storm water Permit, no fire sprinkler system drain shall discharge into any Storm Drain System. The system shall discharge to either a landscape area large enough to contain the outflow, or to the Sanitary Sewer by means of an indirect connection. Indicate the location of the Fire Sprinkler System drain on plans submitted for a building permit.<br>**EPM-22: Wildfire Zones**<br>1. Buildings on the project site are located in a High or Very High Fire Hazard Severity Zone, requiring design compliance with California Building Code (CBC) Chapter 7A. This must be identified on the Building Permit plans.<br>2. Class 2 ignition-resistant construction must be in accordance with Chapter 7A of the CBC.<br>3. Unenclosed accessory structures attached to buildings with habitable spaces and projections, such as decks, must be a minimum of 1-hour fire resistance-rated construction, heavy timber construction or constructed of approved noncombustible materials or fire retardant-treated wood identified for exterior use and meeting the requirements of Chapter 7A of the California Building Code.<br>4. Protection of eaves. Combustible eaves, fascias, and soffits must be enclosed with solid materials with a minimum thickness of ¾ inch (19 mm). No exposed rafter tails may be permitted unless constructed of heavy timber materials.<br>5. Roof covering. Roofs must have at least a Class B roof covering, Class B roof assembly or an approved noncombustible roof covering. For roof coverings where the profile allows a space between the roof covering and |

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| | | roof decking, the space at the eave ends must be fire-stopped to preclude entry of flames or embers.<br>6. Attic ventilation openings, foundation or under-floor vents or other ventilation openings in vertical exterior walls and vents through roofs shall not exceed 144 square inches (0.0929 m2) each. Such vents shall be covered with noncombustible corrosion-resistant mesh with openings not to exceed ¼ inch (6.4 mm) or shall be designed and approved to prevent flame or ember penetration into the structure. Attic ventilation openings shall not be located in soffits, in eave overhangs, between rafters at eaves, or in other overhang areas. Gable end and dormer vents shall be located at least 10 feet (3048 mm) from property lines. Under-floor ventilation openings shall be located as close to grade as practical.<br>7. Buildings or structures shall have all under-floor areas enclosed to the ground, with exterior walls in accordance with 707A.8. Exception: Complete enclosure may be omitted where the underside of all exposed floors and all exposed structural columns, beams and supporting walls are protected as required for exterior 1-hour fire-resistance-rated construction or heavy timber construction.<br>8. Pursuant to Fire Protection District, Ordinance #2016-01, and CFC Section 903, the building must receive a fire sprinkler system and the plan will be a deferred submittal.<br>9. Automatic Fire Sprinklers are required. A separate application and permit are required for the installation or alteration of any Automatic Fire Extinguishing System. The application must be made by either a Registered Engineer or by the Licensed Fire Sprinkler Contractor who will be performing the work.<br>10. Prior to application for a Fire Sprinkler Permit, the applicant must submit plans to the Mid-Peninsula Water District (MPWD) for their review and approval. Contact MPWD at 650- 591-8941 to coordinate review of the project.<br>11. A separate application and permit are required for the installation of any underground fire service lines. Application must be made by a Registered Engineer or by either a General Engineering Contractor or a Licensed Fire Sprinkler Contractor, who will be performing the work.<br>12. Buildings on the project site are located within a Wildland-Urban Interface, (High or Very High Fire Hazard Severity Zone) requiring a Vegetation Management Plan (VMP), which has been reviewed/approved by the Fire Marshal. Said VMP must be incorporated into the Building Permit plans. |

| Environmental Topic Area | EPM Type | EPM |
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| | | 13. The VMP must be installed prior to any combustible construction on the site.<br>14. A VMP maintenance plan shall be submitted for review and approval by the Fire Protection District, prior to final building permit inspection. Said plan must include annual or more frequent inspections of work in the interface environment.<br>15. Retrofit of Residential Projects - additions representing a 50% increase from the original floor area, and in a High Fire Hazard Zone: Building Permit plans must state how the existing and new parts of the structure will comply with the Cal Fire Low Cost Retrofit list. |

## Findings for a CEQA Exemption

Based on the site plans, information provided by the project applicant, and documentation of potential environmental impacts resulting from the proposed project, it has been determined that the project is eligible for a categorical exemption under CEQA Guidelines Section 15303 (a), (d), and (e), New Construction or Conversion of Small Structures, and Section 15332, In-Fill Development Projects.

### Class 3 Exemption – New Construction or Conversion of Small Structures

Projects falling under the 15303 exemption are considered Class 3 projects. Class 3 projects consist of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in Section 15303 are the maximum allowable on any legal parcel. Of the example project types included under Section 15303, the project would qualify for types (a) and (d):

(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.
(d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.
(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

Class 3 Projects do not have specific conditions as part of their approval.

The project proposal includes the construction of a single-family home, a road extension to serve said single-family home and provide adequate emergency services access to the site, and the installation of associated landscaping features, including retaining walls, and utilities extensions.

The proposed project would qualify for a Class 3 exemption under items (a) and (d), as it would involve the construction of one single-family residence in a residential zone as shown in Figure 4 Surrounding Parcel Boundaries and Figure 5 Belmont Zoning Designations (15303 (a)); associated water main, sewage, electrical, gas, and storm drain utility extensions of reasonable length (not more than 150 feet) as shown in Figure 7 – Preliminary Utility Plan (15303 (d));

associated accessory structures including an attached garage, and deck (15303 (e)), and street improvements (i.e., a road extension) designed to serve the residence and comply with the City's municipal code requirements.

The Project would extend Monte Cresta Drive from its current terminus approximately 50 feet to provide access to the proposed new house and provide a turn-around meeting Fire Department requirements. A roadway extension is required to comply with the design standards of the City's Hillside Road Standards as specified in the San Juan Hills Area Plan and Belmont City Code Section 7-13. The proposed roadway will meet the minimum length required to serve the residence and comply with the Hillside Road standards. The utilities would be extended from their current terminus in Monte Cresta Drive to the project site, a distance of less than 150 feet. All utilities would be within the level roadbed until it reaches the project parcel. The extension of the utilities is considered a "reasonable" extension as the utilities would be located in the level roadbed and no environmental impact would occur because of their extension and they are only being extended the distance needed to serve the proposed house.

An evaluation of the exceptions to CEQA Categorical Exemptions as specified in CEQA Guidelines Section 15300.2 Exceptions is provided below starting on page 67. None of the exceptions to CEQA Categorial Exemptions apply to this project. Therefore, the project is eligible for a Class 3 Categorical Exemption.

**Class 32 Exemption – In-Fill Development Projects**

Projects falling under the Section15332 exemption are considered Class 32 projects. Class 32 projects are characterized as in-fill development meeting the conditions listed below:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

The project would not qualify for a Class 32 exemption if it does not meet all the conditions listed above. The project's consistency with the Class 32 exemption requirements listed above have been assessed as described below and the project has been found eligible for a Class 32 exemption.

<u>General Plan and Zoning Designation Policies and Regulations</u>

*(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

<u>General Plan Designation and Policies</u>

The project site's General Plan land use designation is HROS – Hillside Residential Open Space. The HROS designation applies to lands in the San Juan and Western Hills Area Plan. The permitted density of the HROS designation is a factor of the slope of the unsubdivided land; as slope increases, the maximum development density and intensity decreases. On subdivided lands, the permitted size of a residence decreases as the slope of the lot increases.

The HROS land use designation allows for the construction of a single-family residence and accessory structures. The project's proposed single-family dwelling and attached garage is consistent with the allowed uses of the HROS land use designation.

The project's consistency with applicable General Plan policies is demonstrated in Table 3 below.

**Table 3 - Project Consistency with Applicable General Plan Policies**

| Applicable General Plan Policy | Project Consistency |
|---|---|
| ***Land Use Element*** | |
| 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. | The project would construct a new single-family residence directly adjacent to an already-developed neighborhood. The project is consistent with this policy. |
| Policy 2.3-5 Allow development of single-family dwellings on existing substandard lots, as defined in the Zoning Ordinance, if the development conforms to regulations, includes adequate roadway access, and adequate public utilities and services can be provided or extended. | The project would construct a single-family dwelling on an existing substandard lot. The project would require approval of a Floor Area Transfer to allow for the development, as permitted by the Zoning Ordinance and San Juan Hills Area Plan. The project would extend Monte Cresta Drive to provide adequate road access to the site and improve emergency service vehicle circulation on Monte Cresta Drive. The site can be adequately served through connections to existing utilities infrastructure located in Monte Cresta Drive. The project is consistent with this policy. |
| Policy 2.4-1 Promote neighborhood preservation and enhancement while also facilitating development of and improvements to dwelling units in the hillsides, where allowed in the Zoning Ordinance. | The project would develop a single-family residence in the San Juan Hills Area of Belmont. The project would require approval of a Floor Area Transfer, as allowed by the Zoning Ordinance and San Juan Hills Area Plan, which would permanently set aside hillside open space in the San Juan Hills Area under a conservation easement. The project is consistent with this policy. |
| Policy 2.4-2 Maintain adequate and reasonable tree protection and removal standards and best management practices, implemented by the City's Tree Ordinance | The project proposes tree removal activities. The project would comply with the City's Tree Ordinance and implement the recommended tree protection best management practices included in Table 2. The project is consistent with this policy. |
| Policy 2.8-1 Enable infill properties to develop with uses and development intensities supporting a cohesive development pattern. | The project consists of in-fill development of a single-family home in an existing single-family neighborhood in the San Juan Hills Area of Belmont. The project is consistent with this policy. |

| Applicable General Plan Policy | Project Consistency |
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| Policy 2.9-2 Require that new development "pays its way" so as to limit fiscal impacts on the City. | The project would be required to pay applicable development impact fees as required by the City's development review process. The project is consistent with this policy. |
| Policy 2.13-1 Ensure that new development is balanced with preservation of open space and natural features. | The project proposal includes a Floor Area Transfer to permanently conserve hillside open space in the San Juan Hills Area under a conservation easement. The project is consistent with this policy. |
| Policy 2.13-2 Promote compatibility of adjacent land uses along the interface of different residential density and non-residential intensity categories, such as where the Harbor Industrial Area borders Belmont Village and the Homeview neighborhood. Special attention should be given to buffering and transitional methods. | The project proposes a new single-family residence adjacent to an existing single-family residence in an existing single-family neighborhood. The project's proposed development is compatible with adjacent land uses. The project is consistent with this policy. |
| Policy 2.13-3 Ensure that the scale and character of new development is appropriate to the setting and intended use. Promote development that is scaled and sited to respect the natural terrain, so that hills, parks, open space, trees, and distant vistas, rather than buildings, dominate the overall landscape, while also developing the Belmont Village PDA and other focus areas for economic growth as concentrated, urban-scale nodes of activity. | The proposed two-story single-family residence is appropriate to the site's setting and character, which includes existing one-story and two-story single-family residences. The new residence and site features have been designed to consider the natural terrain of the project site, which is currently steeply sloping and would remain so following project construction. The new single-family residence would not interfere with the overall existing character of the surroundings, which include existing residences interspersed with open space, parks, and residential development. The project is consistent with this policy. |
| Policy 2.13-4 Minimize light and glare from new development. See also Policy 5.3-6 in the Conservation Element. | Project lighting is required to comply with the City's lighting standards. The City's development review process would ensure light and glare from the new residence are minimized. The project is consistent with this policy. |
| Policy 2.14-4 Ensure that development on hillsides, where permitted pursuant to regulations in the Zoning Ordinance, is designed to preserve or enhance the visual quality of the existing topography. | The project's development of a single-family residence on a substandard lot in the San Juan Hills Area is allowed with a Floor Area Transfer approved by the Zoning Administrator. The project proposal includes the submission of a Floor Area Transfer proposal. The visual quality of the project site would be altered with the construction of the project but new landscaping features would re-establish vegetation on the parcel, and the steep slopes of the existing site would be retained. Additionally, a Conservation Easement would be placed on the Floor Area Transfer parcels, |

| Applicable General Plan Policy | Project Consistency |
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| | permanently protecting them from development. The project is consistent with this policy. |
| ***Circulation Element*** | |
| 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. | The project proposes an extension of Monte Cresta Drive that would end in a cul-de-sac to provide adequate access to the site. The project developer would pay for the proposed improvements to Monte Cresta Drive and would pay any required fair share development fees, as included in Table 2. The project is consistent with this policy. |
| Policy 3.4-5 Design new roads and improvements to existing roads to minimize visual and environmental impacts. | The project's proposed extension of Monte Cresta Drive would mirror the existing appearance of Monte Cresta Drive and would not create a substantial visual impact. Construction of the Monte Cresta Drive extension would comply with the City's grading, stormwater control, and air quality protection measures, which are included in the project as EPMs in Table 2. The project is consistent with this policy. |
| Policy 3.5-3 Require public sidewalks in all new residential developments except in areas where construction of sidewalks would be incompatible with existing development and/or require excessive grading or tree removal. In such cases, adequate roadway shoulders, or alternative trails and pathways shall be provided to ensure the safety of pedestrians and cyclists. | The project proposal includes the construction of new public sidewalks along the lot frontage on Monte Cresta Drive and the proposed cul-de-sac at the terminus of Monte Cresta Drive. The project is consistent with this policy. |
| Policy 3.5-15 Ensure that new development projects provide bicycle and pedestrian improvements to facilitate the implementation of adopted Safe Routes to School plans. | The project includes new public sidewalks on Monte Cresta Drive. The project is consistent with this policy. |
| ***Parks, Recreation, and Open Space Element*** | |
| Policy 4.1-3 Ensure that all development projects comply with the City's parkland dedication requirements, in accordance with the Quimby Act, to provide adequate land for parks, open space, landscaping, and trails in appropriate locations through the dedication of land or otherwise providing for mini parks, planned trails, and other recreational space. | The project is not required to dedicate land or otherwise provide for mini parks, planned trails, and other recreational space per the City's parkland dedication requirements. The project is required to pay a park in-lieu fee. In addition, the project proposal includes a Floor Area Transfer that would preserve some hillside open space area under a conservation easement. The project is consistent with this policy. |
| Policy 4.4-3 Consistent with the San Juan Hills and Western Hills area plans, cluster development in the hillside areas of western Belmont in order to | The proposed single-family dwelling would be located adjacent to an existing single-family home within an existing single-family neighborhood in |

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| maintain contiguous habitat areas, minimize grading, and limit exposure to steep slopes and other sensitive areas. See also policies in the Land Use Element. | the San Juan Hills Area. The project is consistent with this policy. |
| Policy 4.5-4 Seek to preserve the existing open space areas in the San Juan Hills and Western Hills, consistent with the Area Plans, especially on steep hillsides and sensitive habitat areas. | The project includes a Floor Area Transfer that would permanently preserve nearby hillside open space under a conservation easement. The project is consistent with this policy. |
| Policy 4.7-1 Ensure that residential and nonresidential development projects contribute to the City's park, recreation, and open space resources commensurate with their impacts, through the Quimby Act and establishment and collection of park impact fees. | The project is not required to dedicate land or otherwise provide for mini parks, planned trails, and other recreational space per the City's parkland dedication requirements. The project is required to pay a park in-lieu fee. In addition, the project proposal includes a Floor Area Transfer that would preserve some hillside open space area under a conservation easement. The project is consistent with this policy. |
| ***Conservation Element*** | |
| Policy 5.1-3 Reduce risk of wildland fire, ecological succession, and pathogen threats (such as Sudden Oak Death) through active maintenance of public spaces and education and enforcement of development standards on private property. | The property owner currently conducts vegetation management activities on the subject lot and the two lots that would be placed under conservation easement. The property owner would continue said vegetation management activities after project implementation per the restricted covenant that would be recorded on the two "sending" lots and the City's development standards for development located in wildfire zones. The project is consistent with this policy. |
| Policy 5.2-1 Encourage the retention of areas that are hazardous to public safety and welfare as undeveloped open space, including steep hillsides unsuitable for development as identified in area plans and other detailed geotechnical studies; hydrological areas of concern; areas of geological instability; and appropriate setback areas on either side of known active fault traces. See also discussion and policies in the Safety Element. | The project would construct a new residence on a steep hillside on an undeveloped lot; however, the site has been demonstrated to be suitable for development per the project's geotechnical reports. Project design and construction would comply with all geotechnical recommendations contained within the project geotechnical reports to ensure public safety hazards associated with the new residence are minimized or avoided. The project is consistent with this policy. |
| 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. | The project would not disturb sensitive habitat as the project site does not contain any sensitive habitat per the project biological resources assessment. The project would implement EPMs during project construction (see Table 2) to ensure potential impacts to special-status wildlife species are less than significant. The project is consistent with this policy. |

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| 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. | The project has been designed according to the project geotechnical investigation, which considered site soils. The project would implement best management practices during construction to protect trees and special-status species (see Table 2). The project is consistent with this policy. |
| Policy 5.3-6 Avoid light pollution and unnecessary glare by requiring development projects to use design features and shielding methods that cast outdoor light downward and minimize glare and to install the minimum amount of outdoor lighting necessary for safety and security. | Project lighting is required to comply with the City's lighting standards. The City's development review process would ensure light and glare from the new residence are minimized. The project is consistent with this policy. |
| 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. | The majority of new trees, shrubs, and groundcover installed by the project would be California native species. The project is consistent with this policy. |
| 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. | The majority of new trees, shrubs, and groundcover installed by the project would be California native species. All new plantings would be low water use species. The project is consistent with this policy. |
| 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. | The project includes BMPs to reduce project increases in pollutant loads in accordance with City requirements and NPDES permit guidelines (see Table 2). The project proposal includes a stormwater capture system that would help control stormwater runoff onsite. The project is consistent with this policy. |
| Policy 5.5-4 Ensure that the design and construction of new infrastructure elements does not contribute to stream bank or hillside erosion or creek or wetland siltation, and incorporates site design and source control BMPs, construction phase BMPs, and treatment control BMPs to minimize impacts to water quality. | The design and construction of the project's new infrastructure elements, including the Monte Cresta Drive road extension and new utilities infrastructure, would not contribute to stream bank erosion or wetland siltation because no such features exist in the project vicinity, and would not contribute to hillside erosion due to the incorporated site design and source control BMPs, construction phase BMPs, and treatment control BMPs included in Table 2. The project is consistent with this policy. |
| Policy 5.6-4 Set appropriate conditions of approval for each new development proposal to ensure that the necessary water supply facilities | The project is required to comply with the conditions of approval included in Table 2. These conditions of approval include water supply and |

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| and water resources are in place prior to occupancy. | water resources conditions. The project is consistent with this policy. |
| 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 stormwater detention facilities. Such measures may include:<br>• Canopy trees or shrubs to absorb rainwater;<br>• Grading that lengthens flow paths over permeable surfaces and increases runoff travel time to reduce the peak hour flow rate;<br>• Partially removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas;<br>• Installation of green roofs on buildings;<br>• Use of permeable paving in parking lots and other areas characterized by significant impervious surfaces;<br>• On-site stormwater detention, use of bioswales and bioretention basins to facilitate infiltration; and<br>• Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses. | The project incorporates site design measures including the preservation of some existing onsite permeable space, which would facilitate groundwater recharge, and an on-site stormwater capture and detention system. Specific proposed design measures include canopy trees and shrubs and stormwater infrastructure (e.g., storm drain lines, a trench drain, and a separate sub-drain system consisting of retaining wall subdrains, a sump pit and pump, and a force main) to capture and convey onsite stormwater to the City's stormwater drainage system. The project is consistent with this policy. |
| 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. | The project would implement the construction phase air quality protection measures included in Table 2. The project is consistent with this policy. |
| 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. | The project would implement the cultural resources conditions of approval included in Table 2, which are intended to protect archaeological resources and human remains in the event of accidental discovery. Project compliance with cultural resources conditions of approval would result in less than significant cultural resources impacts. The project is consistent with this policy. |
| 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 | The project would implement the cultural resources conditions of approval included in Table 2, which are intended to protect archaeological resources and human remains in the event of accidental discovery and include construction |

| Applicable General Plan Policy | Project Consistency |
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| altered or collected until evaluation by a qualified professional is completed. | phase resource impact avoidance and minimization measures. Project compliance with cultural resources conditions of approval would result in less than significant cultural resources impacts. The project is consistent with this policy. |
| ***Safety Element*** | |
| 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. | The proposed single-family residence would meet current safety codes, including the California Building Code (2022), and requirements associated with seismic activity per the City's development review process. The proposed residence was sited and designed according to the geotechnical investigation that was prepared for the project. The project's implementation of the recommendations contained within the geotechnical investigation would minimize the risk of loss of life and injury in the event of a major earthquake or other natural disaster. The project is consistent with this policy. |
| 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. | The project site has steep slopes and may pose hazards due to erosion and landslide potential. The project would implement the recommendations contained within the project geotechnical investigation to reduce the potential impacts of these hazards. Further, the project must comply with the City's building standards for development in areas that may be subject to geological hazards to receive a use permit and building permit(s). The project is consistent with this policy. |
| Policy 6.1-3 Prohibit development in areas at risk of landslides or high or very high liquefaction as shown in Figure 6-1, or on slopes steeper than 30 percent, unless detailed site investigations by licensed engineers ensure that risks do not exist, or can be reduced to acceptable levels and the structure will be protected for its expected life. | The project site has average slopes of 48.7%. A geotechnical investigation was prepared by licensed engineers to assess the potential geological and seismic hazards present onsite and recommend measures to reduce associated risks to acceptable levels. The project is consistent with this policy. |
| 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. | A geotechnical investigation was prepared for the proposed development. The project is consistent with this policy. |
| 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 project geotechnical investigation identifies the geologic hazards that affect the project site, recommendations to be incorporated into the project design, and a statement of the site's suitability for the proposed development. The project geotechnical investigation determined the |

| Applicable General Plan Policy | Project Consistency |
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| 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. | project site is suitable for the proposed residence, driveway deck, and fire truck turnaround, provided the recommendations presented in the geotechnical investigation are followed during design and construction. The geotechnical investigation was prepared by a licensed Registered Geologist and Registered Professional Geotechnical Engineer. The project is consistent with this policy. |
| 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. | The project geotechnical investigation studied the site's soils for expansive properties and erosion, seismic, and other geotechnical hazards. The geotechnical investigation provided recommendations to be followed during project design and construction. The project must implement the geotechnical investigation's recommendations per the City's standard COAs. The project is consistent with this policy. |
| 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. | The geotechnical investigation's recommendations for project design and construction would not adversely affect surrounding property, or public health, safety, and welfare. The project is consistent with this policy. |
| Policy 6.1-8 Ensure consideration of seismic and geologic hazards at the earliest possible point in the development process, preferably before comprehensive engineering work has commenced. | The project's geotechnical investigation was prepared prior to the preparation of the project civil and design plans. The project is consistent with this policy. |
| Policy 6.2-10 Continue to comply with the Municipal Regional Stormwater Permit requirements for municipal authorities to address water quality and flow-related impacts of stormwater runoff; continue to enforce NPDES permits in Belmont; and continue to participate in the San Mateo Countywide Water Pollution Prevention Program. | The project is required to comply with the requirements of the City's NPDES permit and the San Mateo Countywide Water Pollution Prevention Program per the City's standard COAs for water quality protection. These standard COAs are included as project EPMs in Table 2. The project is consistent with this policy. |
| Policy 6.2-11 Comply with Section 402(p) of the federal Clean Water Act, as amended by the Water Quality Act of 1987, which requires NPDES permits for stormwater discharges from municipal storm sewer systems, stormwater discharges associated with industrial activity (including construction activities), and designated stormwater discharges. | The project is required to comply with the requirements of the City's NPDES permit and the San Mateo Countywide Water Pollution Prevention Program per the City's standard COAs for water quality protection. These standard COAs are included as project EPMs in Table 2. The project is consistent with this policy. |

| Applicable General Plan Policy | Project Consistency |
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| 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. | The project proposes to underground all new utility lines. The project is consistent with this policy. |
| Policy 6.5-5 Require all new development to be connected to the City's sewer system. | The project would connect to the City's sewer system. The project is consistent with this policy. |
| 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. | The project proposes to construct a fire truck turnaround at the terminus of Monte Cresta Drive to provide access to the project site and improve emergency services access on Monte Cresta Drive. The proposed residence would be fully outfitted with a residential fire sprinkler system in accordance with the National Fire Protection Association (NFPA) 13D and State and local requirements. The project's development proposal was reviewed by the City and the San Mateo Consolidated Fire Department. The project is consistent with this policy. |
| Policy 6.6-4 Continue the Belmont Fire Protection District's participation in plan review of new buildings in potentially fire-prone areas. | The project design and application materials were reviewed by the San Mateo Consolidated Fire Department. The project is consistent with this policy. |
| Policy 6.6-10 Continue to require development located within the Wildland Urban Interface (WUI) to follow the code requirements in Chapter 7A of the California Building Code, and require buildings to be constructed of ignition-resistant materials and methods. | The project site is located within the WUI. The project would follow the code requirements in Chapter 7A of the California Building Code, as required by the City's standard COAs for development in wildfire zones. The City's standard COAs for development in wildfire zones are included in Table 2 as project EPMs. The project is consistent with this policy. |
| ***Noise Element*** | |
| Policy 7.1-10 Require developers of new development anticipated to generate a substantial amount of vibration during construction to implement mitigation practices to reduce vibration, which can include: operating heavy equipment as far as practical from residential uses; using smaller bulldozers (operating weight less than 20,000 pounds) when grading must occur within approximately 50 feet of residential uses or other vibration sensitive uses; and using quiet pile driving technology when feasible. | The project is required to comply with conditions of approval intended to reduce potential groundborne vibrations that may be generated by project construction activities. These conditions of approval are included in Table 2. The project is consistent with this policy. |

The project is consistent with all applicable General Plan policies as demonstrated in Table 3.

San Juan Hills Area Plan

The San Juan Hills Area Plan establishes policies specific to activities and development occurring in the San Juan Hills Area in which the project site is located. The San Juan Hills Area Plan serves as an amendment to the Belmont General Plan. The project's consistency with applicable San Juan Hills Area Plan policies is demonstrated in Table 4 below.

**Table 4 - Project Consistency with Applicable San Juan Hills Area Plan Policies**

| Applicable Policy | Project Consistency |
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| Required Geotechnical Investigations.<br>Require the following geotechnical reports to accompany applications for development and assessment districts:<br>a. on slopes steeper than 10%, soil and foundation engineering investigation by a registered civil engineer.<br>b. on lands shown in Figure 4, except those stable areas categorized as Sbr or sun, engineering geologic investigation by a certified engineering geologist. The investigation shall evaluate the natural slope conditions and provide recommendations for mitigating and/or correcting any unstable conditions that will assure the safety of the proposed development: (1) The City will develop standards for these reports; (2) The results of these investigations will be reviewed and approved by a Geologist hired by the City; (3) The recommendations for mitigation and/or correction will become conditions of the application. | The project Applicant has submitted a geotechnical investigation to the City, including a foundation engineering investigation prepared by a registered civil engineer. The project geotechnical investigation has been reviewed and approved by a Geologist hired by the City and the recommendations contained within the geotechnical investigation will be implemented by the project as conditions of approval, as shown in Table 2. The project is consistent with this policy. |
| Mitigate Geologic Hazards Posing a Moderate Hazard to Residential Development.<br>Require mitigation of geologic hazards prior to development of residences and other structures in areas where there are moderate geologic hazards for residential development, that is areas categorized as Sex, Sff, Pfs, Ps, Pd and Ms (See Figure 4). | The proposed residence would be located in an area with Pfs and Ps soils. The project's geotechnical investigation includes recommendations to reduce the potential impacts of geologic hazards on the residence and as a result of construction of the residence. The project is required to implement the geotechnical investigation's recommendations according to the City's development review process. The project is consistent with this policy. |
| Mitigate Geologic Hazards Posing a Moderate Hazard to Road Development.<br>Require mitigation of geologic hazards prior to development of roads in areas where there are moderate geologic hazards for road development, that is, areas categorized as Sff, Pfs, Ps, Pd, Ms and Pdf (See Figure 4). | The proposed road extension would be located in an area with Ps soils. The project's geotechnical investigation includes recommendations to reduce the potential impacts of geologic hazards on the proposed road extension. The project is required to implement the geotechnical investigation's recommendations according to the City's |

| Applicable Policy | Project Consistency |
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| | development review process. The project is consistent with this policy. |
| Relate Land Use to Slope Characteristics.<br>Ensure that the density (units per acre) and intensity (size of each unit) of residential use is related to the slope characteristics of parcels in the San Juan hills in order to assure safe development and minimize risk of injury and property damage. Allow fewer and smaller units on parcels as the steepness of the lots increases. | The project proposes one single-family dwelling unit on a lot with an average slope of 48.7%. The project site would be allowed to accommodate the intensity (size) of the proposed dwelling with approval of a Floor Area Transfer, as allowed by the San Juan Hills Area Plan. The design and construction of the new residence would be compliant with all applicable local, State, and federal (if any) requirements to assure safe development. The project is consistent with this policy. |
| Protect Vegetation.<br>Ensure that development will:<br>a. minimize the removal of vegetation,<br>b. protect and restore vegetation which stabilizes soils and reduces surface water runoff erosion and sedimentation,<br>c. protect historic and scenic trees, and<br>d. provide revegetation of all significant tree cover.<br>e. promote the use of native trees and plants in new landscaping. | The project would only remove vegetation that is located within the proposed building footprint. The project proposes the revegetation of portions of the project site with a combination of California native and non-native trees, shrubs, and groundcover. The project proposes the removal of one tree, a Coast live oak; however, this tree is in poor condition and recommended for removal by the project arborist report. The project would obtain a City tree removal permit for removal of the Coast live oak tree. The project would plant 29 new California native tree species onsite, including Coast live oak trees. The project is consistent with this policy. |
| Protect Wildlife Habitat.<br>Protect wildlife habitat by siting and designing new development to maintain portions of existing habitats in undeveloped areas. | According to the project biological resources assessment, the project site does not contain sensitive wildlife habitat. Regardless, the project would implement AMMs (see Table 2) to protect wildlife that may be impacted by project construction activities. Further, the project proposal includes the protection of two nearby parcels, which may contain wildlife habitat, as undeveloped open space via a conservation easement. The project is consistent with this policy. |
| Restrict Winter Construction.<br>Restrict earthmoving operations during the winter to minimize erosion and slope destabilization. | The project would comply with the City's Grading Ordinance requirements for the timing of grading activities, which restrict grading to outside the winter rain period (between November 15 and April 15), except under special circumstances. The project is consistent with this policy. |
| Protect Public Views.<br>a. Site and design new development and landscaping to protect public views, particularly | The project site is not located along Ralston Avenue, Laurel Creek Canyon, Sugarloaf Mountain, or the San Francisco Bay shoreline. The project site currently does not afford views of |

| Applicable Policy | Project Consistency |
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| from Ralston Avenue to Laurel Creek Canyon, Sugarloaf and San Francisco Bay.<br><br>b. Site and design structures to maximize public view preservation. | Laurel Creek or San Francisco Bay. Sugarloaf Mountain may be visible from portions of the project site; however, the project site is currently a private, undeveloped lot that does not provide public access. The proposed residence would obscure some public views of homes and vegetation on the nearby ridgeline to the southwest; however, the nearby ridgeline is not designated as a scenic resource and public views of the surroundings would still be maintained on Monte Cresta Drive from parts of the proposed cul-de-sac. The project is consistent with this policy. |
| Encourage Clustered Development.<br><br>Cluster development wherever possible on the most developable portion of an area, leaving the maximum portion of the site in its natural state. | The project's proposed residence would be located in the northern portion of the subject lot just off Monte Cresta Drive, leaving the southern portion of the lot undeveloped. The project is consistent with this policy. |
| Protect Sugarloaf Mountain as Open Space.<br><br>a. Create an open space buffer between development on vacant parcels in the San Juan Hills and Sugarloaf Mountain.<br><br>b. Cooperate with the City of San Mateo in efforts to protect and provide open space on and adjacent to Sugarloaf Mountain. | The project proposes placing two undeveloped lots in between Monte Cresta Drive and Sugar Loaf Mountain under a conservation easement, preserving the lots as undeveloped open space. The lot proposed for development is located adjacent to existing residences along Monte Cresta Drive, thereby preserving other undeveloped lots close to Sugar Loaf Mountain as an open space buffer. The project is consistent with this policy. |
| Private Open Space.<br><br>Assist private landowners in finding ways for them to manage and permanently preserve private open space. | The project proposes a Floor Area Transfer to transfer the development potential of two open space lots to the subject lot. The two "sending" lots would be preserved as undeveloped open space under a conservation easement. The project is consistent with this policy. |
| Control House Size in Low Density Residential Areas.<br><br>Protect the character of residential neighborhoods by insuring that house sizes are visually compatible with the size and slope of the lot on which they are located and the size of the majority of existing houses around them. | The proposed residence is a two-story 3,299.38-square-foot building that is visually compatible with surrounding existing homes, which consist of a mix of one-story, two-story, and larger homes of similar size. The project is consistent with this policy. |
| Permitted Land Uses in Hillside Residential and Open Space Areas.<br><br>a. Permit single family detached dwelling units. Permit clustered development of detached single family homes to preserve open space. | The project consists of the development of a single family detached dwelling unit and attached garage located adjacent to existing single-family homes. The project's proposed Floor Area Transfer would preserve undeveloped open space on several nearby lots under a conservation |

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| b. Permit uses which are normally accessory to residential uses and, under appropriate controls, institutions and public facilities such as churches and schools.<br><br>c. Permit public and private recreational uses. | easement. The project is consistent with this policy. |
| <u>Control the Size and Limit the Number of Houses in Vacant Subdivided Areas in the Hillside Residential and Open Space Area.</u><br><br>a. Establish regulations to govern the permitted size of residences in the vacant subdivided areas shown on Figure 5. These regulations will limit the size of the permitted residence based on the size, slope, and location of the lot. The intent of these regulations is to ensure that new houses are not too large for the slope and size of their lot, to limit the number of houses in vacant subdivided areas and to facilitate the recombination of small, vacant lots in order to assure safe development and minimize risk of injury and property damage.<br><br>b. These regulations shall establish a minimum and maximum house size. They shall be designed so that, as much as possible, houses constructed are large enough to be visually compatible with existing residences, but limited in size so that their visual, natural resource and safety impacts are minimized.<br><br>c. These regulations may be more restrictive for lots which have a critical geologic hazard for residential development, namely they are predominantly characterized as Pdf or Md on Figure 4. The intent of making regulations more restrictive for these lots would be to discourage the development of unsafe houses, and to encourage owners to transfer their permitted development potential to owners of lots in areas that are more geologically stable. | The design of the proposed residence complies with the design standards for the subject lot's Zoning district, HRO-2 (Hillside Residential Open Space - subdivided), as demonstrated in Table 5 – Project Consistency with Applicable Zoning Regulations. The project's compliance with the Zoning Regulations will be achieved partly through the approval of a Floor Area Transfer, which would allow the proposed residence to exceed the maximum floor area limits for the project site. The Floor Area Transfer would transfer the development potential of two nearby lots to the subject lot, thereby removing the potential for the two "sending" lots to be developed and facilitating the development of the project site. The resulting residence would be visually compatible with existing residences in the vicinity. The project site does not contain any soils that would present a critical geological hazard for residential development (i.e., Pdf or Md soils). The project is consistent with this policy. |
| <u>Density Transfer in Vacant, Subdivided Area.</u><br><br>a. Allow property owners to voluntarily transfer the development potential they are permitted by the regulations proposed in Policy 8 along the roadway on which they are located. This transfer is permitted in order to permit the construction of houses on lots close to existing roads and eliminate development potential on lots in areas with the most critical geologic hazards and farthest from existing roads.<br><br>b. The City shall establish regulations permitting landowners sell the development potential | The project proposes a Floor Area Transfer to transfer the development potential of two subdivided lots located near but not adjacent to Monte Cresta Drive. The two lots in question are located farther from Monte Cresta Drive compared to the subject lot and contain more geologically unstable soils compared to the subject lot, according to the San Juan Hills Area Plan. The development potential of these two "sending" lots would be transferred to the "receiving" lot, the project site, which is located adjacent to Monte Cresta Drive. The Floor Area Transfer would result in the establishment of a conservation |

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| permitted them by the regulations implementing Policy 8 to owners along the same roadway. Landowners who elect to sell all of their development potential shall be restricted to permanent open space. Adequate and permanent arrangements for the long-term ownership, management and maintenance of these sending parcels shall be required.<br><br>c. Regulations shall be developed to provide incentive to landowners who purchase the development potential. These incentives may include reduced minimum lot sizes, increases in the sizes of houses, or density bonuses. | easement on the two "sending" lots, which would eliminate development potential of the two "sending" lots. The project is consistent with this policy. |
| Design of Structures.<br><br>Ensure that structures are designed to:<br><br>a. conform to the topography of their site,<br><br>b. be visually compatible in size and scale with their building site and the predominant character of existing development in the community. | The proposed residence is a two-story 3,299.38-square-foot building that is visually compatible with surrounding existing homes, which consist of a mix of one-story, two-story, and larger homes of similar size. The proposed home was designed consistent with recommendations of the project geotechnical investigation. The project is consistent with this policy. |
| Control Building Height.<br><br>a. Ensure that the permitted height of structures reflects lot slope and restricts the overall bulk of structures in hillside locations.<br><br>b. Control the design of structures so that large vertical surfaces and roof surfaces are broken up and terracing of homes in hillside areas is encouraged. | The proposed residence is consistent with the site's allowed building height (i.e., 28 feet) according to the City's Zoning Regulations, and is similar in height to the surrounding residences. The proposed residence has a terraced façade. The project is consistent with this policy. |
| Financing of Improvements.<br><br>Ensure that the installation of water and sewer utilities to serve the development of private property will be financed by the benefitting property owners. Such improvements include, but are not limited to: water main extensions, individual supply lines, fire hydrants, new sewage collection lines and PWBP stations. | The project's utility infrastructure improvements will be financed by the property owner according to City requirements. The project is consistent with this policy. |
| Required Storm Drainage Investigations for New Development.<br><br>Require that applications for new land subdivisions and other development impacting storm drainage include information on the impact of this development on storm drainage and actions that can be taken to ensure that negative storm drainage impacts are mitigated. | The project proposal includes a Storm Drain Impact Study that evaluated the impact of the proposed residence on stormwater drainage. The Storm Drain Impact Study determined the project would not have a significant impact on existing stormwater drainage infrastructure on Monte Cresta Drive and Barclay Way. The project includes site stormwater drainage improvements, including storm drain lines, a trench drain, and a separate sub-drain system consisting of retaining |

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| | wall subdrains, a sump pit and pump, and a force main that would connect to a curb-thru drain on Monte Cresta Drive. The project is consistent with this policy. |
| Regulation of Development to Minimize Storm Drainage Problems.<br>a. Prohibit development on creeks or storm drainage swales.<br>b. Require improvements to ensure that storm water is directed around structures and into a storm drainage system. | The project does not propose development on a creek or storm drainage swale. The project proposal includes storm drain lines, a trench drain, and a separate sub-drain system consisting of retaining wall subdrains, a sump pit and pump, and a force main that would connect to a curb-thru drain on Monte Cresta Drive. The project is consistent with this policy. |
| Financing of Storm Drainage Improvements.<br>Ensure that the cost of storm drainage improvements to serve new development is financed by the benefitting property owners. | The project's storm drainage improvements will be financed by the property owner according to City requirements. The project is consistent with this policy. |
| Prohibit the Extension of Roads into Areas with Moving Deep Landslides.<br>Prohibit the construction of roads in areas of deep, moving landslides (MD - see Figure 4). Require the removal of such hazards prior to the extension of roads, consistent with Table 6. | The project proposes a road extension in an area with Ps soils. The project is consistent with this policy. |
| Mitigate Moderate Geologic Hazards Prior to Road Improvement.<br>Implement appropriate mitigation, as recommended by the geotechnical investigation, for each application to improve and extend roads into areas of moderate geologic hazards. These are areas categorized as Sex, Sff Pfs, Ps, Pd, Pdf and Ms (See Figure 4). | The project proposes a road extension in an area with Ps soils. The proposed road extension was included in the project geotechnical investigation. The project would implement any measures required by the geotechnical investigation to remove or minimize hazards that may be associated with underlying soils as required through the City's development review process. The project is consistent with this policy. |
| Minimize Road Improvements to Protect Resources.<br>Minimize the improvement of existing unimproved roads and the development of new roads were: (a) there are steep slopes, and substantial grading would be required; (b) stands of existing trees or other major vegetation resources would be remove; or (c) existing creeks and riparian corridors would be affected. | The proposed road extension would create a cul-de-sac at the terminus of Monte Cresta Drive. The proposed improvements would occur over relatively flat land at the top of a hillside at grade with the existing Monte Cresta Drive alignment. The proposed extension would not occur on a steep slope, would not require extensive grading, would not remove major vegetation resources, and would not affect existing creeks or riparian corridors. The project is consistent with this policy. |
| Require Overall Road Improvement Plans and Financing Prior to Granting any Building Permits on Unimproved Roads. | The project is required to comply with the City's development review process.<br>The applicant has proposed option B as noted in the policy. |

| Applicable Policy | Project Consistency |
|---|---|
| Require property owner(s) to resolve the design and financing of road improvements along the entire unimproved road on which their property is located prior to receiving a building permit for a new structure or enlargement of an existing structure. This requirement is established in order to assure safe access for emergency vehicles and the construction of safe roads and adequate storm drainage improvements. This requirement can be accomplished in either of the following ways:<br><br>a. the property owner{s) submit and the City approves a plan for improving the entire roadway which includes: (1) a design for the physical improvement of the entire road to provide safe, all weather access prior to building construction; (2) evidence that the road is geologically safe and does not pass through moving deep landslides (Md - see Figure 4); (3) a method and timetable for financing proposed road improvements; and (4) a method and financing for road maintenance, if the road is to be maintained as a private road.<br><br>b. The property owners submit and the City approves a plan for improving a section of the roadway between an existing paved road and an area where physical constraints make further road extensions infeasible or undesirable. Examples of these constraints are extremely steep slopes and areas categorized on Figure 4 as moving deep landslides (Md). This plan shall include: (1) a design for the physical improvement of the proposed road section to provide safe, all weather access prior to building construction; (2) demonstration that the road section will be geologically safe; (3) a method and timetable for financing proposed road improvements; (4) a method and financing for maintenance of the road, if the road is to be maintained as a private road; (5) a plan for the access for properties located along the rest of the roadway which will not be served by the proposed roadway section; and (6) evidence of participation and support for the proposed plan by affected landowners.<br><br>c. Funding for public roads can be by district, reimbursement agreement or other mechanism. | The applicant has provided the proposed plans and financing mechanisms for the Monte Cresta Drive Road improvement plan.<br><br>According to the applicant's geotechnical engineer, with confirmation by the City's consulting geotechnical engineer through peer reviews, the proposed roadway extension is geotechnically feasible with utilization of appropriate geotechnical design criteria.<br><br>The applicant intends to self-finance the design, permitting, inspection and construction of the roadway and enter into reimbursement agreements with the other property owners gaining access to their properties from the road segment. At this time, copies of the reimbursement agreement have not been submitted for review and adequacy cannot be determined. Reimbursement agreements are not required for consistency with this policy.<br><br>The applicant, with private financing, would fund all upfront costs associated with construction. The adjoining property owners will be responsible to maintain the improved road until such time as the city council formally accepts the road into the city street system. (Streets & Highways Code Section 1806).<br><br>The proposed road extension will not block access or any future extensions of the roadway. A conceptual plan to access properties along the remainder of unimproved Monte Cresta was submitted with the project application. Such access, however, may not be feasible or undesirable due to geological constraints.<br><br>There is a sixth provision in the policy that has been deemed unenforceable by the City; a requirement that the applicant provide the City with evidence of support by the affected landowners.<br><br>The project is consistent with this policy. |
| <u>Encourage and Assist Property Owners of Vacant Subdivided Property in Developing Alternative Access Plans.</u><br><br>Encourage and assist owners of vacant subdivided property on unimproved roads in working together to develop plans described in | The project site is a vacant subdivided property located at the terminus of Monte Cresta Drive. The project proposal includes the construction of a cul-de-sac at the terminus of Monte Cresta Drive to provide access to the proposed single-family residence and to improve emergency service vehicle access to homes and properties |

| Applicable Policy | Project Consistency |
|---|---|
| Policy 10.b for cul-de-sac roads to avoid road development on steep slopes and in geologically hazardous areas, while assuring that the basic access rights of all abutting property owners are respected. | along Monte Cresta Drive. The proposed road extension would not occur on a steep slope or in a geological hazardous area, and the access rights of abutting property owners to their properties would be maintained. The project is consistent with this policy. |
| Require that New Development Finance Road Improvements.<br>Require that applicants for new development benefitting from road extension and road improvement finance the cost of such improvements, including but not limited to road design, drainage, mitigation or elimination of geologic hazards, and construction. | The project Applicant (i.e., the property owner) would finance the cost of the proposed extension of Monte Cresta Drive as required by the City of Belmont. The project is consistent with this policy. |
| Requiring Undergrounding of Utilities.<br>Require that all new utility lines and extensions of utility lines be placed underground. | The project proposes installation of new water supply, sanitary sewer, stormwater drainage, natural gas, and electrical laterals/lines. All new utility lines would be placed underground. The project would be consistent with this policy. |

The project is consistent with all applicable San Juan Hills Area Plan policies as demonstrated in Table 4.

Zoning District and Regulations

The project site's zoning district is HRO-2 (Hillside Residential Open Space - subdivided). Single-family residences and single-family residence accessory structures (e.g., garages and carports) are permitted uses in the HRO-2 zoning district. The project proposal's compliance with applicable zoning regulations for the HRO-2 zoning district is demonstrated in Table 5 below.

**Table 5 - Project Consistency with Applicable HRO-2 Zoning Regulations**

| Applicable Zoning Ordinance Section | Zoning Regulation Text | Project Consistency |
|---|---|---|
| Lot Dimension Standards (§4.7.4) | (a) Lot Width - The minimum average lot width shall be 60 feet.<br>b) Lot Frontage - All lots shall have a minimum frontage of 40 feet.<br>(c) Lot dimension standards for individual townhouses in the HRO-3 zone shall be as established through the conditional use permit process. | (a) The minimum average lot width of the subject lot exceeds 60 feet.<br>(b) The subject lot's frontage exceeds 40 feet.<br>(c) This standard is not applicable because the subject lot is not located in the HRO-3 zone. |

| Applicable Zoning Ordinance Section | Zoning Regulation Text | Project Consistency |
|---|---|---|
| Yard Area Requirements (§4.7.5) | (a) The minimum yard areas for primary structures shall be as follows: Front yard - 15 feet. Rear yard - 15 feet. Side yard - 7 feet.<br>(b) Except as provided in Section 24, the minimum yard areas for accessory structures shall be as follows:<br>(1) Front yard 18 feet.<br>(2) Side and rear yards 7 feet.<br>(3) No accessory building on a reversed corner lot shall project beyond the inner line of the front yard required on the adjacent lot to the rear, nor be located less than seven feet from the side lot line of such adjacent lot.<br>(4) A detached accessory building on a corner lot must be located at least fifteen feet from side lot line having frontage on a street, and seven feet from the interior side lot line.<br>(c) Except as provided in Section 24, the total of all accessory structures shall not occupy more than 30% of any required yard area.<br>(d) The minimum yard areas for townhouses in the HRO-3 zone shall be as established through the conditional use permit process. | (a) The project proposes a front yard setback of 18'-3 7/8", which exceeds 15 feet. The project proposes a rear yard setback of 50'-9 1/4", which exceeds 15 feet. The project proposes side yard setbacks of 7'-2 5/8" (left) and 7'-8 3/4" (right), which exceed 7 feet. The project as proposed complies this standard.<br>(b) (1) The project proposes an 18'-10 3/4" front yard setback from the attached garage to the proposed property line. (2) The project proposes a 7' setback from the attached garage to the left yard property line and a right yard setback that exceeds 7'. (3) The project site is not a reversed corner lot. This standard is not applicable. (4) The project does not propose any detached accessory buildings. This standard is not applicable.<br>The project complies with this standard.<br>(c) The attached garage would occupy 561.59 sq. ft., which would not occupy more than 30% of any required yard area. The project complies with this standard.<br>(d) The project proposes a single-family residence in the HRO-2 zone. This standard is not applicable. |
| Building Height (§4.7.6) | The maximum height for primary structures shall be 28 feet. Except as provided in Section 24, the maximum height for accessory structures shall be 15 feet. | The proposed residence would be 28 feet in height. The project complies with this standard. |
| Off Street Parking (§4.7.7) | Off-street automobile parking spaces shall be provided in | The required parking spaces for new single-family dwellings, per |

| Applicable Zoning Ordinance Section | Zoning Regulation Text | Project Consistency |
|---|---|---|
| | accordance with the provisions of Section 8 and 24, as applicable. | §8.4.1(a)(1), is four spaces total, two of which must be in a garage. The project proposes four parking spaces, two of which would be located in an attached garage. The project complies with this standard. |
| Fences, Walls, and Hedges (Section 4.7.8) | Fences, walls, and hedges not exceeding six feet in height shall be permitted with the exception that no fence, wall, or hedge on a corner lot shall exceed 3 ½ feet in height when located within 25 feet of the property corner at the street intersection. | The project does not propose hedges. The project proposes relocating a fence that is currently located at the terminus of Monte Cresta Drive to the western curve of the proposed cul-de-sac. The project also proposes construction of a retaining wall along the western curve of the proposed cul-de-sac and retaining walls adjacent to the proposed residence. The new fencing would not exceed six feet in height.<br><br>The project proposes retaining walls up to 10 feet high in several locations both on site and off site. Retaining walls up to 10 feet in height are proposed to support the driveway bridge. Belmont Zoning Ordinance Section 9.7.1(g) states driveway bridges, including all structural components, walls, piers, etc. which are required to provide vehicular access to on-site parking spaces, are permitted within the required front and side yards.<br><br>The project complies with this standard. |
| General Residential Density and Lot Size Standards (§4.7.9) | The maximum allowed residential dwelling unit densities and minimum lot sizes in the HRO districts shall be computed in accordance with the applicable provisions of the Slope Density Table in this Section unless a conditional use permit authorizing a smaller lot size is approved pursuant to provisions in the respective HRO Zone. The | The subject lot does not comply with the general density and lot size standards contained within Section 4.7.9. The project proposes a Floor Area Transfer to accommodate the proposed residence on the subject lot. The proposed Floor Area Transfer would require approval by the approval authority. Upon approval of the proposed Floor Area Transfer, the project would comply with this standard. |

| Applicable Zoning Ordinance Section | Zoning Regulation Text | Project Consistency |
|---|---|---|
| | maximum allowable densities and the minimum allowable lot sizes shall be based upon net land area (after subtracting public street rights of way and vehicular access easements). Lot slope shall be calculated using the formula from the definitions section of Ordinance 360 and lot slopes ending in ½% or more shall be rounded to the next highest whole number. Each lot created by subdivision, or any remainder parcel associated with a subdivision, shall individually meet the minimum lot size standard based upon that lot's particular slope. The allowable density indicated, however, does not preclude the hearing body from determining that a lower density, or larger lots, from that indicated is required to meet the purpose of this ordinance and the goals and policies of the General Plan. | |
| HRO-2 Residential Density and Lot Size Standards (§4.7.11 (a)) | Each lot and land subdivision shall comply with the general density and lot size standards of Section 4.7.9 unless a permit for Density or Floor Area Transfer, or a Lot Line Adjustment is approved. | The subject lot as is does not comply with the general density and lot size standards contained within Section 4.7.9. The project proposes a Floor Area Transfer to accommodate the proposed residence on the subject lot. The proposed Floor Area Transfer would require approval by the approval authority. Upon approval of the proposed Floor Area Transfer, the project would comply with this standard. |
| Floor Area Ratio (§4.7.11 (b)) | Except as provided in Section 24, the permitted floor area on lots 40,000 sq. ft. or larger in area shall be 3,500 sq. ft. The permitted floor areas on lots less than | The permitted minimum floor area for the subject property, which is less than 40,000 sq.ft., would be 900 sq. ft. based on the site's average slope (48.7%). The project proposes 3,299.38 sq.ft of |

| Applicable Zoning Ordinance Section | Zoning Regulation Text | Project Consistency |
|---|---|---|
| | 40,000 sq. ft. are based on lot slope and shall be determined using the applicable floor area ratio in Table 2. The floor area on each lot shall not total more than 3,500 sq. ft. and is allowed to be at least 900 sq. ft. | gross floor area, which exceeds the required minimum of 900 sq.ft. The project complies with this standard with incorporation of the Floor Area Transfer. |
| Substandard Lots (§4.7.11 (c)) | Vacant lots which are nonconforming to the required lot size shall be allowed a floor area which is the larger of 1,200 sq. ft. or the floor area ratio applicable to the lot's slope category, except when the average lot slope exceeds 30%, then the allowed floor area shall be the larger of the minimum floor area or the floor area ratio applicable to the lot's slope category as shown on Table 2 – HRO-2 Floor Area Ratio Standards. | The subject lot is a vacant, nonconforming lot. The project proposes a Floor Area Transfer to accommodate the proposed residence on the subject lot. The proposed Floor Area Transfer would require approval by the approval authority. Upon approval of the proposed Floor Area Transfer, the project would comply with this standard. |
| Floor Area Transfer (§4.7.11 (d)) | The permanent transfer of floor area development potential in the HRO-2 Zoning District from one discontinuous site to another site within the HRO-2 Zoning District shall be permitted upon approval of an Administrative Floor Area Transfer application by the Zoning Administrator. Any project resulting in a floor area ratio exceeding 0.5 shall be subject to public hearing by the Planning Commission. | The project proposes to transfer floor area from two non-contiguous parcels in the HRO-2 Zoning District along Monte Cresta Drive (043-242-210 Lot 19 & 043-165-090 Lot 43) (the "sending sites") to the project site, the "receiving site." A conservation easement would be recorded over the entirety of the two sending properties. The project complies with this standard. |
| Lot Line Adjustments (§4.7.11 (f)) | Lot line adjustments are permitted in the HRO-2 Zoning District upon approval by the Zoning Administrator. Any lot line adjustment resulting in four (4) or more reconfigured lots shall be subject to a public | The project proposes to adjust the existing lot line along Monte Cresta Drive to accommodate the proposed cul-de-sac at the terminus of Monte Cresta Drive. The proposed lot line adjustment would require review and approval by the approval authority. The |

| Applicable Zoning Ordinance Section | Zoning Regulation Text | Project Consistency |
|---|---|---|
| | hearing by the Planning Commission. | project complies with this standard. |

The project is consistent with all applicable zoning regulations as demonstrated in Table 5.

For the reasons listed above, the project would comply with Section 15332, item (a).

Location, Acreage, and Surrounding Uses

*(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site would be located within the city limits of the City of Belmont, in the western portion of the City. The project site is 0.22 acres, which does not exceed five acres in size. The project site is immediately surrounded by urban uses (i.e., single-family homes, paved roadways, and public utilities infrastructure) to the north, east, and south. The site is bounded immediately by undeveloped single-family lots zoned for residential development to the west (see Figure 5); however, the project parcel is surrounded on three sides by existing residential development (see Figure 4) located approximately 300 feet away at the nearest point. As such, the project site is substantially surrounded by urban uses.

For these reasons, the project would comply with Section 15332, item (b).

Habitat Value

*(c) The project site has no value as habitat for endangered, rare, or threatened species.*

CEQA Guidelines Section 15380 defines - Endangered, Rare or Threatened Species:

**(a)** "Species" as used in this section means a species or subspecies of animal or plant or a variety of plant.

**(b)** A species of animal or plant is:

**(1)** "Endangered" when its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors; or

**(2)** "Rare" when either:

**(A)** Although not presently threatened with extinction, the species is existing in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or

**B)** The species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered “threatened” as that term is used in the Federal Endangered Species Act.

**(c)** A species of animal or plant shall be presumed to be endangered, rare or threatened, as it is listed in:

**(1)** Sections 670.2 or 670.5, Title 14, California Code of Regulations; or

> **(2)** Title 50, Code of Federal Regulations Sections 17.11 or 17.12 pursuant to the Federal Endangered Species Act as rare, threatened, or endangered.

**(d)** A species not included in any listing identified in subdivision (c) shall nevertheless be considered to be endangered, rare or threatened, if the species can be shown to meet the criteria in subdivision (b).

**(e)** This definition shall not include any species of the Class Insecta which is a pest whose protection under the provisions of CEQA would present an overwhelming and overriding risk to man as determined by:

> **(1)** The Director of Food and Agriculture with regard to economic pests; or
>
> **(2)** The Director of Health Services with regard to health risks.

According to the Biological Resources Assessment and Biological Resources Assessment Update prepared for the project (Wood Biological Consulting 2017 and 2022), project implementation would not result in significant adverse effects on special-status natural communities or landscape features because no special-status communities or landscape features are located within the biological study area (BSA) (i.e., the project footprint and adjacent lands within a 300-foot radius). As such, no avoidance, minimization, or mitigation measures (AMMs) are warranted with regard to special-status natural communities or landscape features.

The Biological Resources Assessment (2017) and the Biological Resources Assessment Update (2022) together examined the potential for 106 special-status plant species to occur on the parcel, since they have been recorded in the project vicinity (i.e., the nine 7.5-minute USGS quadrangles including and surrounding the BSA). The assessments determined that the project site does not contain suitable habitat for any rare species, as documented in the table in Appendix B of the 2017 assessment and in the updated 2022 report. The reports determined that the project site has no habitat value for any state or federally listed plant species. The findings of the 2017 Biological Resources Assessment regarding impacts to any state or federally listed plant species are upheld in the 2022 Biological Resources Assessment Update. Project implementation would not result in significant adverse effects to any state or federally listed plant species, and no AMMs are warranted.

The Biological Resources Assessment (2017) and the Biological Resources Assessment Update (2022) together examined the potential for 98 special-status animal species to occur on the parcel. None of the species found to potentially occur on the parcel are state or federally listed as endangered, rare, or threatened species. Project implementation could result in direct, indirect, and/or cumulative impact to the eight other special-status animal species that are not state or federally listed but could be of local concern. However, with the incorporation of the AMMs recommended in the Biological Resources Assessment into the project design, impacts to special-status animals would be reduced to a less-than-significant level pursuant to the statutes and guidelines of CEQA.

The 2022 Biological Resources Assessment Update includes an updated set of AMMs that would reduce potentially significant project impacts to nesting birds, bats, and the San Francisco dusky-footed woodrat to less than significant if said AMMs are included in the project design. The recommended AMMs are reflected in the City's Standard Conditions of Approval that are being imposed on the project (see the Environmental Protection Measures (EPMs) in Table 1).

The project site does not provide habitat value to any endangered, rare, or threatened species as defined in the CEQA Guidelines (15380), and the project complies with Section 15332, item (c).

Traffic, Noise, Air Quality, and Water Quality Impacts

*(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

*Traffic*

In February 2021, the Belmont City Council adopted policies to comply with SB 743 and CEQA requirements to establish vehicle miles traveled (VMT) as the metric used to determine the CEQA-related transportation impacts of new development and transportation projects. Under the City's VMT policies, projects the generate less than 110 daily trips are exempt from CEQA VMT analysis. The project would generate trips during both the construction (truck trips, construction vehicle trips, etc.) and operational (resident trips to and from the home) phases of the project. The project's construction phase trip generation would be temporary and cease following the end of construction. Construction VMT is not required for consideration under CEQA. The project is a single-family home that would generate less than 110 daily trips during the operations phase of the project. As such, the project is not required to prepare a CEQA VMT analysis and the project's potential VMT impacts are considered less than significant.

The project consists of the construction of a single-family home at the terminus of Monte Cresta Drive. Due to the nature and scale of the project, the project is not expected to conflict with any applicable plan, ordinance, or policy pertaining to the circulation system.

The project is not expected to create hazards due to a design feature or incompatible uses. The project's proposed use (i.e., single-family home) is compatible with the existing single-family residential land uses in the site's vicinity. The project proposal includes the extension of Monte Cresta Drive past the location of the new residence and the construction of a fire truck turnaround at the terminus of Monte Cresta Drive. The design of the proposed turnaround would require review and approval by the City's Building Department and the San Mateo Consolidated Fire Department prior to project approval. The City's development review process would ensure the proposed road extension does not increase hazards on Monte Cresta Drive. In addition, the construction of the road extension and fire truck turnaround would ensure emergency services vehicles have adequate access to the project site. The project would not result in inadequate emergency access conditions on Monte Cresta Drive.

*Noise*

Due to the small scale of the project, the City of Belmont did not require the preparation of a project noise assessment. The project would generate noise and produce groundborne vibration typical of the construction of a single-family home. The project would employ construction equipment typical for the construction of a home, including excavators, skid loaders, backhoes, and trucks, among others; use of said equipment is not expected to produce excessive noise or groundborne vibrations.

As a condition of approval, the project would be required to comply with the City of Belmont's Noise Control Ordinance, which limits all construction and related activities that require a city permit, including the use of powered equipment in connection with such activities, to the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday except holidays, and 10:00 a.m. to 5:00 p.m. on Saturdays (Belmont Municipal Code Sec 15-102. Noise limitations (d)(1)). Further, Section 15-102(d)(1) of the Belmont Municipal Code requires all gasoline-powered construction

equipment to be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted. Project compliance with this COA, which would be implemented as a project EPM as shown in Table 2, would ensure potentially significant construction noise impacts are reduced to a less than significant level. Following construction, the project would generate noise levels typical of a single-family home and is not expected to produce excessive noise or groundborne vibrations.

*Air Quality*

The project is expected to generate air pollutants during project construction through the use of construction equipment and dust emissions and during project operation through occupant trips and home heating and cooling equipment. Emissions generated during project construction have the potential to impact neighbors and surrounding uses. The Bay Area Air Quality District's (BAAQMD) *CEQA Air Quality Guidelines* require a number of best management practices to control fugitive dust and exhaust emissions. The project would implement BAAQMD's basic construction measures proposed for all projects as an EPM, which has been incorporated into the City's standard COAs, as shown in Table 2. With implementation of these measures, potential project construction period air quality impacts would be less than significant.

*Water Quality*

Project construction would include excavation, grading, application of coatings, paints, and solvents, and building construction activities that have the potential to result in the release of pollutants and sediments from onsite to offsite locations. The project would implement the erosion and sedimentation control best management practices (BMPs) contained within the project design review plan set, specifically on Sheets C3.0, C4.0, C5.0, and C5.1, which would avoid and/or minimize the release of pollutants and sediments into the surrounding environment. In addition, project construction activities must comply with the City's standard water quality protection COAs for all projects, which include BMPs for and restrictions on grading activities, required implementation of the San Mateo County Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction activities, and the preparation and approval of a project 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 project would comply with the City's standard construction-period water quality protection COAs, which are included as EPMs in Table 2.

The project may also result in the release of sediments post-construction. The City's standard water quality protection COAs include operational BMPs including but not limited to the preparation and implementation of project plans that conform to the requirements of the City NPDES Stormwater Discharge Permit and the San Mateo Stormwater Pollution Prevention Plan (STOPPP) and the installation, operation, and maintenance of permanent onsite stormwater quality protection measures. The project proposal includes an onsite stormwater drainage system that would capture runoff and divert it to the City of Belmont's stormwater drainage system. The project would comply with the City's standard operational water quality protection COAs, which are included in Table 2 as EPMs.

For these reasons, the project would comply with Section 15332, item (d).

Required Utilities and Public Services

*(e) The site can be adequately served by all required utilities and public services.*

The project proposes the installation of new electrical, natural gas, water supply, sanitary sewer, and stormwater control infrastructure to serve the new residence, as described in the Project

Description. The project would connect the new utility lines to existing utility mains located along Monte Cresta Drive. Due to the small scale of the project (i.e., a single-family residence) and the proximity of nearby utility mains in Monte Cresta Drive to which the project can tie-in, it is anticipated that utility providers will be able to serve the relatively minor increase in utilities demand that would be generated by the project.

According to the U.S. Census Bureau's current persons per household rate for Belmont (2.51 persons per household) (U.S. Census Bureau 2022), the project can be expected to add approximately 2.51 persons to the population of Belmont. This very minor increase in the City's population is not expected to interfere with the ability of public service providers to continue to serve the population within their respective service areas, and public service providers are anticipated to be able to adequately serve the project.

For these reasons, the project would comply with Section 15332, item (e).

**Exceptions to CEQA Exemptions**

There is no substantial evidence that any exceptions to a CEQA Exemption apply, pursuant to Section 15300.02 of the CEQA Guidelines and discussed in more detail below.

a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

   The project is a Class 3 and Class 32 project. The project proposes the construction of a single-family home on a vacant parcel in an existing residential neighborhood in Belmont. The project site is not considered a particularly sensitive environment. The site, as described in the project Biological Resources Assessments, does not contain any critical habitat. The site is not a hazardous materials site nor is it located within the vicinity of a hazardous materials site. The site is not located in a historical district or on a historically significant property. Further, the site does not have a zoning or land use designation that designates the site as environmentally sensitive. Therefore, the project would not have a significant impact due to the proposed location in a particularly sensitive environment.

b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place over time is significant.

   The proposed project would construct a new single-family home on a vacant parcel located in an existing neighborhood in a built-out area in the City of Belmont. Although there may be additional private development projects underway in the project vicinity and additional in-fill development may be proposed in the project vicinity in the future, remaining undeveloped land in the project vicinity and City of Belmont is limited and development of remaining undeveloped lands may be infeasible due to zoning or general plan land use designation and other constraints. Further, similar projects that may be proposed in the future would be subject to City conditions of approval and mitigation measures, if needed, to reduce potentially significant impacts.

   Therefore, the project would not have a significant cumulative impact.

c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility the activity will have a significant effect on the environment due to unusual circumstances.

*In published CEQA cases, Banker's Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego (2006) (139 Cal. App. 4th 249) (Banker's Hill case) and Azusa Land Reclamation Company, Inc. v. Main San Gabriel Basin Watermaster et al. (1997) (52 Cal. App. 4th 1165), an unusual circumstances test is satisfied "where the circumstances of a particular project (i) differ from the general circumstances of the projects covered by a particular categorical exemption, and (ii) those circumstances create an environmental risk that does not exist for the general class of exempt projects."*

The proposed project is considered a New Construction or Conversion of Small Structures and In-Fill Development project and is typical of Class 3 and Class 32 CEQA Exemptions.

As described above, project implementation may have potentially significant impacts related to air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, transportation, and wildfire; however, with the incorporation of the EPMs included in Table 2 into the project, potentially significant environmental impacts would be reduced to a less-than-significant level of impact.

The project entails the construction of a single-family residence in an existing residential neighborhood on a vacant parcel. Project implementation, including construction activities, would be typical of those involved in the construction of a new single-family home. There is no reasonable possibility the project will have a significant effect on the environment due to unusual circumstances. As such, the proposed project would not have significant effects on the environment.

d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

According to the Caltrans scenic highway mapping system, the project site is not located on or near a state scenic highway (Caltrans, 2019). The nearest scenic highway is Highway 280, located approximately 1.53 miles southwest of the project site. The project would not remove any historic buildings, trees, or other scenic resources within a state scenic highway. All work would occur within the parcel boundary.

e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code. The provisions in this code are commonly referred to as the "Cortese List". The list itself is a planning document used by the State of California and its various local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The Code requires the California Environmental Protection Agency to develop at least an annually updated Cortese List. The California Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

According to the Department of Toxic Substance Control's (DTSC) Envirostor database and the State Water Resources Control Board's (State Water Board) Geotracker database, there are no hazardous materials sites located within 1,000 feet of the project site (DTC 2022, State Water Board 2022). The nearest hazardous materials site is the Ralston Middle School site (#60001633) located approximately 2,040 feet south of the project site. The Ralston Middle School site is a school investigation site with a current status of "Inactive – Needs Evaluation as of 4/11/2012." This hazardous materials site does not currently pose a risk to future project occupants due to its physical distance from the site and intervening terrain and structures.

No sensitive receptors such as schools or churches are located within 1,000 ft of the project site. The nearest sensitive receptor is Cipriani Middle School, located approximately 1,450 feet southeast of the project site. Project construction activities would not impact Cipriani Middle School due to its physical distance from the school and intervening terrain and structures.

f) Historical Resources (Historic Architecture, Archaeological Resources, and Tribal Cultural Resources). A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The project site is vacant and, as such, does not contain building or structures that may potentially be included in or eligible for listing in the California Historic Resource Information System (CHRIS) or the California Register of Historic Resources (CRHR). According to the Belmont General Plan, the project site is not located within either of the City's two historic districts—Belburn Historic District and Waltermire Historic District (City of Belmont 2017). As such, the project would not affect historic resources, including buildings, structures, or districts.

The project site has not been evaluated for the potential occurrence of archaeological or tribal cultural resources. Project construction activities may potentially uncover previously unknown archaeological or tribal cultural resources. However, the project is required to adhere to the City's standard Conditions of Approval (COAs) for the accidental discovery or archaeological resources. Implementation of the City's COAs pertaining to the accidental discovery of previously unknown archaeological resources and human remains as included in Table 2 would ensure the project does not result in a substantial adverse change in the significance of an archaeological resource.

For these reasons, the proposed project would not affect built environment historic resources, nor would it affect buried archaeological or tribal resources. In the event of an unanticipated discovery, the aforementioned EPMs would safeguard unknown buried resources.

**Findings**

Based on the above information provided, the proposed Monte Cresta Drive Single-Family House and Road Extension Project qualifies for a Categorical Exemption under CEQA Sections 15302 and 15332.

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Miranda Miller, Analyst

CITY OF BELMONT

March 17, 1988 Planning and Community Development

Memorandum

To: Ed Everett, City Manager

From: Elaine Costello, Director, Planning and Community Development

Subject: City Council Certification of the Final EIR and Adoption of the San Juan Hills Area Plan

## RECOMMENDATION

That the Council:

A. Adopt the attached resolution certifying the Final EIR on the San Juan Hills Area Plan as adequate for the purposes of taking action on the proposed General Plan amendments, both the addition of the San Juan Hills Area Plan to the General Plan and the General Plan text amendments.

B. Adopt the attached resolution amending the Belmont General Plan to incorporate: 1) the addition of the San Juan Hills Area Plan to the General Plan and 2) amendments to the existing General Plan text for consistency with the San Juan Hills Area Plan.

## BACKGROUND INFORMATION

1. Previous Council Review

This is the seventh public hearing on the San Juan Hills Area Plan and EIR. Review of the Area Plan began on November 10, 1987. During November, December, and January, the Council held public hearings on the three major sections of the Plan; natural conditions, land use, and infrastructure. Before each of these public hearings, the Council held an informal study session where the Council and the public were able to ask questions about the Plan and its policies. Council held additional public hearings in February and March to hear more input from the public on the policies of the Plan and to spend time refining the Plan's policies. Attached to this staff report is a set of policies that reflect the direction given by the City Council on policy revisions through your last meeting on March 8, 1988.

2. Certification of the EIR

The Final EIR, which the Council is reviewing consist of both the draft EIR, April 1987 and the document entitled, "Response to Comments San Juan Hills Area Plan", July 1987. These documents were sent out to you in your green binder.

a. Planning Commission Review

The draft Environmental Impact Report was made available to the public in April 1987. The public review and comment period ran through the end of May 1987. Responses to all the comments received during the review period are incorporated in a second document, the Response to Comments San Juan Hills Area Plan, that was made available in July 1987. During the public comment period, the Planning Commission held public hearings on the draft EIR on May 5 and 19, 1987. The Planning Commission also held public hearings on the Final EIR on July 21 and August 4, 1987. On August 4, 1987, the Planning Commission recommended to the City Council that you certify the Final EIR.

b. Requirements for Certification

The EIR is an informational document to assist the City in making decisions. Under CEQA, the Council must, upon completion of review of the Final EIR, take action whether or not to certify the completeness of the Final EIR for the purpose of adopting these General Plan Amendments. In order to certify the EIR, the Council must decide that the Final EIR has been completed in compliance with CEQA. That is, that it is a complete, adequate and good faith effort at full disclosure of the environmental impacts of these General Plan Amendments. At your November 24, 1987 meeting, you heard a detailed presentation from the consultant who prepared the Final EIR on the contents of the EIR.

3. CEQA Requirements for Project Approval

Before the Council can approve these General Plan amendments, in order to comply with CEQA, the Council will also have to take the following actions because the EIR has identified one or more significant environmental effects of this project.

a. Finding of Mitigation of Significant Impacts

You will need to find that changes or alterations have been incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. The areas of significant impact requiring mitigation

are identified in the EIR on page 131. These potentially significant effects subject to mitigation included: the impacts on geology and soils, hydrology, vegetation and wildlife, visual quality and traffic and circulation described in the Plan. For each of these significant impacts, the EIR has developed mitigation measures which the EIR finds would reduce these impacts to a level of insignificance. The staff has reviewed these mitigations and found that they provide direction for the implementing ordinances and do not require changes to the text of the Area Plan or the General Plan. Directing the staff to incorporate these mitigation measures in the implementation ordinances will allow the Council to make the finding of mitigation of significant impacts for all but one of the significant effects identified in the Final EIR.

b. Finding of Overriding Consideration

1. Description of Requirement

The Final EIR found that one significant impact could not be mitigated. That impact is the cumulative impact of buildout from the Area Plan, combined with increased traffic resulting from other approved projects, on the intersection at Ralston Avenue and El Camino Real. There is no feasible mitigation measure available. Therefore, under the requirements of CEQA, before the Council can approve this project, you will have to make a finding of overriding consideration. Regarding findings of overriding consideration, CEQA section 15093(a) states that the decision making body must balance the benefits of the project against its unavoidable impacts: "if the benefits of the proposed project outweigh the unavoidable, adverse environmental effects, then the adverse environmental effects may be considered acceptable."

2. Basis for Making a Determination of Overriding Consideration

The basis for making a determination of overriding consideration would be a finding that the following benefits outweigh the adverse cumulative impact on the Ralston/El Camino Interchange of the adoption of the San Juan Hills Area Plan.

a. Natural Conditions. The addition of the San Juan Hills Area Plan to the General Plan provides for identification and mitigation of geologic hazards in the San Juan Hills Area. These requirements minimize the risk of injury and property damage in this part of

the City and assures safe development. The addition of the Area Plan to the General Plan also provides policy direction to establish design standards for grading, protect streams, creeks, vegetation, and views.

b. Land Use and Site Development. The addition of the San Juan Hills Area Plan to the General Plan reduces the amount and intensity of development permitted by the current General Plan on vacant land within the San Juan Hills Area. The policies of the Plan and their implementation will help achieve a land use pattern, density, and distribution of development that is consistent with the existing slope and geologic hazards in the San Juan Area. Again, this improves the safety of development in the area. The San Juan Hills Area Plan also adds policy direction to encourage reconsolidation and resubdivision of existing vacant subdivided parcels. These lot reconsolidations are intended to address specific physical constraints in the Area and minimize the cost and physical impact of new roads and other infrastructure improvements.

c. Infrastructure. The addition of the San Juan Hills Area Plan to the General Plan will help assure that adequate infrastructure improvements are available before permitting development to proceed. The plan will require overall road improvement plans and financing prior to granting any building permits on unimproved roads. This policy will permanently end incremental development of unimproved roads which has created problems for the provision of fire and police services, storm drainage and a haphazard pattern of road development. These requirements will assure safe access for emergency vehicles and the construction of safe roads.

The Council needs to determine whether the benefits provided by the adoption of the San Juan Hills Area Plan into the General Plan outweigh the impact of the project. If you make this finding, the project can be approved. The benefits of the project are substantial and will provide for better and safer planning and development in the San Juan Hills Area. The impact of adoption of this Area Plan into the General Plan is that it will add to a significant cumulative traffic impact at the corner of Ralston and El Camino. Most of this cumulative impact is from other development. Development under the Area Plan would utilize only one percent of the intersection's capacity. The Planning Commission recommended that the Council make this finding of overriding consideration

because they felt the benefits of the proposed project to the community outweigh this adverse unmitigatable impact and support the finding of overriding consideration.

4. Direction for changing ordinance revisions

The Council also gave direction on changes that you would like to see in implementing ordinances for the San Juan Hills Area Plan.

a. Minimum and Maximum House Sizes. Staff should bring back a report on alternative minimum house sizes in the R-1 and HROP areas as part of Plan implementation. The staff should also reevaluate the recommendation of the San Juan Committee for a maximum house size of 4,000 square feet in the vacant, unsubdivided HROP areas. This may be too large. These items will be added to the Department's Work Program for FY 88-19.

b. Floor Area Ratio Regulations in existing low density residential areas. Staff should include a reassessment of FAR regulation in R-1 zoning districts and development of alternative regulations in the Work Program for FY 88-89.

c. Floor Area Ratio in Hillside Residential and Open Spaces Areas.

1. The Council did not request alternatives to the floor area ratio formula that was recommended by the San Juan Committee for controlling the size of houses and the number of units in the old subdivisions along the unimproved roads in the HROP areas. Individual Councilmen have mentioned some desire to consider some alternatives. Staff would like direction from the Council as a whole.

These standards are incorporated in the proposed zoning district for the HROP Area. This is the major land use ordinance coming out of the San Juan Hills Area Plan. It must be adopted by the Council before rezoning and merger can proceed. If you asked for alternative FARs, staff would suggest that we begin work on this item during this fiscal year, so rezoning of the HROP could proceed. We would adjust other work items to accommodate this change.

ATTACHMENTS

I. Resolution Certifying the Final EIR
II. Resolution Amending the General Plan to Incorporate the San Juan Hills Area Plan (Policies as amended by the City Council through 3/8/88 are attached to this Resolution)

EC/ww/48/sj

ATTACHMENT I

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT CERTIFYING THE ADEQUACY OF THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED GENERAL PLAN AMENDMENTS: (1) THE ADDITION OF THE SAN JUAN HILLS AREA PLAN TO THE GENERAL PLAN AND (2) TEXT CHANGES TO THE GENERAL PLAN TO INSURE CONSISTENCY BETWEEN THE SAN JUAN HILLS AREA PLAN AND THE REST OF THE GENERAL PLAN (APPL. NO. 86-1079)

WHEREAS, a draft environmental impact report (EIR) was prepared, dated April 1987, for the amendment of the General Plan which adds the San Juan Hills Area Plan to the General Plan and revises the text of the General Plan to insure consistency between the General Plan and the San Juan Hills Area Plan; and,

WHEREAS, said draft EIR was circulated to all responsible agencies and was available for review and comment by the public for a minimum of 45 days; and,

WHEREAS, public hearings were held by the Belmont Planning Commission on May 5 and 19, 1987, at which times all interested parties were afforded an opportunity to be heard on the adequacy, completeness, and good faith effort at full disclosure of the environmental effects of the project and recommended mitigation measures; and,

WHEREAS, the final EIR was then developed consisting of the draft EIR and responses to comments received on the draft EIR; and,

WHEREAS, two more public hearings were held by the Planning Commission on the Final EIR on July 21, 1987 and August 4, 1987 and the Planning Commission recommended certification of the Final EIR at their August 4, 1987 meeting; and,

WHEREAS, another public hearing specifically focused on the Final EIR was held on November 24, 1987 by the Belmont City Council to allow all interested parties to be heard on the adequacy of the final EIR; and,

WHEREAS, the City Council has reviewed and considered the information contained in the Final EIR prior to taking action on this project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Belmont hereby finds that the final EIR has been completed in compliance with CEQA and is good faith effort at full disclosure of the environmental effects of the project and recommended mitigation measures.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council certifies the final EIR for the amendment of the General Plan to incorporate the San Juan Hills Area Plan, and the text amendments to insure consistency between the General Plan and the San Juan Hills Area Plan.

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

I hereby certify that the foregoing resolution was duly and regularly passed and adopted by the City Council of the City of Belmont at a regular meeting thereof held on March 22, 1988 by the following vote:

AYES,
COUNCILMEN: _____

NOES,
COUNCILMEN: _____

ABSENT,
COUNCILMEN: _____

ABSTAIN,
COUNCILMEN: _____

APPROVED:

_____
GARY ORTON
Mayor of the City of Belmont

ATTEST:

_____
DOROTHY D. HALL
City Clerk of the City of Belmont

45/rsjsr

ATTACHMENT II

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT AMENDING THE CITY OF BELMONT GENERAL PLAN TO INCORPORATE: (1) THE SAN JUAN HILLS AREA PLAN AND (2) THE AMENDMENTS TO THE EXISTING GENERAL PLAN TEXT TO ASSURE CONSISTENCY BETWEEN THE SAN JUAN HILLS AREA PLAN AND THE EXISTING CITY OF BELMONT GENERAL PLAN'S TEXT (APPL. NO. 86-1053)

WHEREAS, the Planning Commission of the City of Belmont has considered the proposed San Juan Hills Area Plan and the amendments to the existing General Plan text; and,

WHEREAS, the Planning Commission held fifteen public hearings between July 1986 and October 1987; and,

WHEREAS, the Planning Commission recommended to the City Council amendment of the City of Belmont General Plan to incorporate the proposed San Juan Hills Area Plan and the amendment to the existing General Plan text; and,

WHEREAS, the City Council of the City of Belmont has considered the proposed San Juan Hills Area Plan and amendments to the existing General Plan text; and,

WHEREAS, the City Council has noticed and held public hearings on November 10, 1987, November 24, 1987, December 8, 1987, January 12, 1988, January 26, 1988, February 9, 1988, March 8, 1988, and March 22, 1988; and,

WHEREAS, the final public hearing was duly noticed, held, and was closed on March 22, 1988; and,

WHEREAS, the City Council reviewed and considered the information contained in the Final EIR prior to taking action on this project; and,

WHEREAS, the Council finds that the project and its implementing ordinances incorporate mitigations which avoid or substantially lessen all the significant environmental effects identified in the EIR, except mitigation to the cumulatively significant traffic impact to the intersection of El Camino Real and Ralston Avenue; and,

WHEREAS, the City Council directs the mitigations contained in the Final EIR be incorporated into the implementing ordinances; and,

WHEREAS, the City Council considered the following specific benefits of the San Juan Hills Area Plan and associated General Plan amendments; and,

1. Natural Conditions. The addition of the San Juan Hills Area Plan to the General Plan provides for identification and mitigation of geologic hazards in the San Juan Hills Area. These requirements minimize the risk of injury and property damage in this part of the City and assures safe development. The addition of the Area Plan to the General Plan also provides policy direction to establish design standards for grading, protect streams, creeks, vegetation, and views.
2. Land Use and Site Development. The addition of the San Juan Hills Area Plan to the General Plan reduces the amount and intensity of development permitted by the current General Plan on vacant land within the San Juan Hills Area. The policies of the Plan and their implementation will help achieve a land use pattern, density, and distribution of development that is consistent with the existing slope and geologic hazards in the San Juan Area. Again, this improves the safety of development in the area. The San Juan Hills Area Plan also adds policy direction to encourage reconsolidation and resubdivision of existing vacant subdivided parcels. These lot reconsolidations are intended to address specific physical constraints in the Area and minimize the cost and physical impact of new roads and other infrastructure improvements.
3. Infrastructure. The addition of the San Juan Hills Area Plan to the General Plan will help assure that adequate infrastructure improvements are available before permitting development to proceed. The plan will require overall road improvement plans and financing prior to granting any building permits on unimproved roads. This policy will permanently end incremental development of unimproved roads which has created problems for

the provision of fire and police services, storm drainage and a haphazard pattern of road development. These requirements will assure safe access for emergency vehicles and the construction of safe roads.

WHEREAS, the Council finds that the above noted specifically identified benefits of this proposed project outweigh the unavoidable significant cumulative traffic impact on the intersection of El Camino Real and Ralston Avenue; and, therefore, the unavoidable cumulative traffic impact is considered to be an acceptable impact.

NOW, THEREFORE, BE IT RESOLVED that the City Council amends the General Plan to incorporate the San Juan Hills Area Plan as specified in Exhibit A, attached hereto, and the amendments to the existing General Plan text in Exhibit B, attached hereto.

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

I hereby certify that the foregoing resolution was duly and regularly passed and adopted by the City Council of the City of Belmont at a regular meeting thereof held on March 22, 1988 by the following vote:

AYES,
COUNCILMEN: _____
NOES,
COUNCILMEN: _____
ABSENT,
COUNCILMEN: _____
ABSTAIN,
COUNCILMEN: _____

APPROVED:

_____
GARY ORTON
Mayor of the City of Belmont

ATTEST:

_____
DOROTHY D. HALL
City Clerk of the City of Belmont

48/rsj

**REVISED TEXT**
**SAN JUAN HILLS AREA PLAN**

**AUGUST 13, 1986**

AND

JUNE 1987

**Only pages containing revised text are attached.**

I. ADDITIONS TO NATURAL CONDITIONS TEXT

A. Add to Page 16. Section 4 - Vegetation and Natural Resources, a new paragraph 3.

General wildlife species associated with the vegetation and habitats found in the San Juan area are: turkey vulture, red-tailed hawk, California quail, mourning dove, bush-tit, bewich wren, ground squirrel, racoon, white-footed mouse and black tailed deer. The abundance of trees in the San Juan area attracts bird species associated with the natural habitats. Large areas currently undeveloped, particularly in Laurel Creek Canyon, permit birds, racoons, squirrels and deer free movement.

II. ADDITIONS TO THE INFRASTRUCTURE TEXT

A. Add to Page 25, top of the page above existing text.

Infrastructure includes water and sewer service, storm drainage facilities and roads.

B. Add to Page 25, Section 1 - Water Supply and Capacity, a new paragraph #3.

The South County Fire District has pointed out that, though there is adequate water supply for domestic service in the San Juan area, there are places in the developed area of San Juan where there is inadequate pressure and volume to meet the needs of the Fire District. Existing mains are undersized or pressurized.

C. Add to Page 31, Section (5) through Access, the following changes to paragraph #2 (Addition made by the P.C. is underlined.).

The problems with paving and improving this road connection to San Juan Boulevard are: 1) The road would be adjacent to Sugarloaf, possibly facilitating the future development of Sugarloaf; 2) the road passes through an undeveloped scenic area; 3) development of the road as a through street is not essential to serve any properties; and 4) traffic would be added to San Juan Boulevard. Some parts of Marsten would need to be extended from the Skymont Neighborhood to serve existing parcels, but a through road is not needed to serve adjacent property.

D. Add to Page 34, Section (1) Advantages and Disadvantages of Public Roads, the following changes to the paragraph #1 (Additions made by P.C. are underlined, deletions are ~~struck~~).

Advantages and Disadvantages of Public Roads.

There are advantages to having public roads maintained by the City. Residents along public roads do not have to worry about maintenance or bear large costs from catastrophic occurrences along a road. Historically, the City has been able to require and enforce better construction standards and maintenance for public roads. Also, other communities have experienced problems with private roads that don't occur with public roads. These are 1) problems with enforcement of the vehicle code, and 2) problems with property owner's associations or other groups responsible for the maintenance of roads allowing the roads to go into disrepair and then asking the City to take over the maintenance of deteriorated roads.

The major disadvantage of ~~accepting/dedication~~ public roads is the cost to the City of the maintenance of public roads and the risks of high road costs in stable areas. In contrast, the City does not have to sweep, clean, sign, or repair private roads. Although the quality of development and maintenance of private roads has been a problem, the City can require private developers to improve and maintain roads as part of the conditions of development and can enforce those conditions. The City can require that a financially stable group (i.e. a homeowners association) be responsible for maintaining a private road.

34:a:sjhap.txt

RESPONSES TO PLANNING COMMISSION COMMENTS.

I. Changes to the text of the Draft San Juan Hills Area Plan requested by the Commission. The text of the Plan, provides data and analysis to supply background information for decisions and to assist in the development of recommendations. It is important to remember that it is Section 3, the Goals, Objectives, and Policies, which are the Plan's recommendations. These are the sections of the Plan that will direct private and city action and guide decision making for the future development of the San Juan Area. These are, therefore, the most important parts of the Plan.

A. Comment - Description of the Planning Area, Page 4. The sentence, "Other uses include one church, one public school and a city water pumping station." should be changed to "Other uses include churches," because there is more than one church.

Staff response - This sentence should be changed to read, "Other uses include churches, schools, and a city water pumping station."

B. Comment - Page 20, Section B - Land Use, Current Ownership Patterns, paragraph 3. The last phrase of the last sentence stated that the level of current ownership fragmentation has not "reached the level where build out of all lots in the existing lot pattern cannot be avoided." This should be clarified. This build out of all lots in the existing lots patterns can be avoided.

Staff response - This sentence should be revised to read, "The level of current ownership fragmentation, while a serious problem, still has not reached the level where all lots are in separate, very small ownerships. The more fragmented ownership becomes, the more difficult and complicated it is to use regulations and other techniques to create a desirable land use pattern."

C. Comment - Page 30, Roads in Subdivided areas, Access and Lot Configuration. The last sentence refers to the fact that State law requires that the City allows some development rights for each of the ownership parcels. The comment was that this implies that property owners are entitled to development. This is not the case.

Staff response - Staff concurs that there is not an entitlement to development on each parcel. There are, however, legal limits to the City's ability to regulate development, especially when regulation has the effect of prohibiting any economic use of the property. This gets into the complicated legal issue of taking. Legal issues will be discussed by the City's legal staff at the next hearing. Some additional legal issues are also raised later in this report.

To avoid a complicated legal discussion at this point in the Area Plan text, but raise the major issues, staff suggests that after the word ownerships in the second sentence, the following sentences should be inserted. "Future access to the parcels in separate ownerships is an issue for the City. Methods that allow the City to reconfigure lots or transfer densities away from lots where the provision of access is environmentally undesirable, have the advantage of avoiding the environmental problems of providing access to some of these lots."

D. Comment - Roads in Unsubdivided Areas, Access from Ralston Avenue), page 32. The fact that access from Ralston Avenue can be prohibited should be mentioned here.

The Assistant City Attorney, Colleen Doherty, will discuss the legal problems with prohibiting access from Ralston Avenue. This discussion points out many of the problems with providing new access from Ralston Avenue. It provides the background information for a policy direction of either minimizing or prohibiting access. The Planning Commission should give direction within the policies, after listening to the input from the Assistant City Attorney.

E. Comment - Page 34, Hillside Road Standards. Advantages and Disadvantages of Public Roads. The possibility of assessment districts that pay for the maintenance of public roads should be mentioned.

Staff response - Staff has had the opportunity to discuss this alternative briefly with John Hopkins, Director of Public Services and other consultants to the City on assessment districts. This is a possibility, but it is not a common occurrence. People we talked to have not had a lot of

experience with this, so they could not describe the advantages and disadvantages for us. Staff suggests a footnote to this paragraph that would add that "the possibility that the assessment district that could also pay for maintenance of public streets, has been suggested. This is an alternative that the City could pursue which would overcome some of the financial problems with the City of allowing public roads." This footnote puts the information in the document, raises the issue, but makes it clear that at this point that it's an option to consider, which has not been fully researched.

F. Comment - Page 35, Roads, Dedication Status of Unimproved Roads. The last sentence implies that continued private ownership of dedicated streets is the only realistic option because abandonment of dedicated public streets is so difficult. It should be revised to make it clear that the City can abandon and vacate dedicated public streets.

Staff response - The last sentence should be deleted. This paragraph should end with the word "maintained". A new paragraph should be added, which says: "Private ownership, development and maintenance of roads is clearly an option for the streets where the original dedication was rejected and for new roads that are built in the currently unsubdivided area. The City can also abandon dedicated public streets, so they can be privately owned and maintained. This is difficult to do, because it requires the agreement of abutting landowners. Generally, cities have had problems with abandoning public streets."

Exhibit A

San Juan Hills Area Plan consists of the following:

1. Volume entitled, "draft San Juan Hills Area Plan, June 1986" with the attached text changes made by the Planning Commission in August 1986 and June 1987.

2. Policies as approved by the City Council on March 22, 1988.

3. The following maps: a) Geologic Hazard Policy Map, October 1987; b) Existing Vacant Land and Unimproved Roads, October, 1987 and c) Land Use Policy Map, October 1987.

# GOALS, OBJECTIVES AND POLICIES

## NATURAL CONDITIONS

The City will:

### GOALS AND OBJECTIVES:

1. Geologic Stability.

   Ensure a high level of geologic stability for building sites, structures and infrastructure.

2. Information on Geologic Hazards.

   Improve the City of Belmont decision making process pertaining to geologic hazards in the San Juan area.

3. Minimize Public Liability and Private Injury.

   Minimize public liability and private injury for hazardous lands.

4. Preserve Natural Resource.

   Preserve vegetation and other natural resources in the San Juan Hills Area.

5. Preserve Public Views.

   Preserve public views into, within and from the San Juan area, particularly public views of natural areas.

6. Encourage Open Space Protection.

   Encourage the preservation of open space in areas of scenic, natural resource and recreational value, as well as areas that are geologically hazardous, steeply sloped and susceptible to erosion.

### POLICIES:

### GEOLOGIC HAZARDS:

1. Adoption of Geologic Maps.

   a. Use the Engineering Geologic Map and Ground Movement Potential Map prepared by William Cotton and Associates in April, 1985 as the official geologic maps of the City. These maps will be used for the purpose of determining the relative geologic stability of land when reviewing

development applications, public works improvements and assessment districts in the San Juan Hills Study Area.

b. Update and improve the official geologic maps based upon new and detailed engineering geology and soils reports and the recommendations of the City Geologist. Establish procedures for updating these maps.

2. Required Geotechnical Investigations.

Require the following geotechnical reports to accompany applications for development and assessment districts:

a. On slopes steeper than 10%, soil and foundation engineering investigation by a registered civil engineer.

b. On lands shown in Figure 4, except those stable areas categorized as Sbr or Sun, engineering geologic investigation by a certified engineering geologist. The investigation shall evaluate the natural slope conditions and provide recommendations for mitigating and/or correcting any unstable conditions that will assure the safety of the proposed development. (1) The City will develop standards for these reports; (2) The results of these investigations will be reviewed and approved by a Geologist hired by the City; (3) The recommendations for mitigation and/or correction will become conditions of the application.

3. Geologic Hazards and Land Use Policy.

a. Adhere to the land use policies in Table 6, Geologic Hazard Criteria for Development. When land uses not listed in Table 6 are under review, the City will use this table as a general guide for evaluating that proposal.

b. Applications for alterations, repairs or additions to existing structures on currently paved roads may be considered acceptable deviations from this table, if they would not adversely affect the existing stability of the site and structure.

## TABLE 8. GEOLOGIC HAZARD CRITERIA FOR DEVELOPMENT

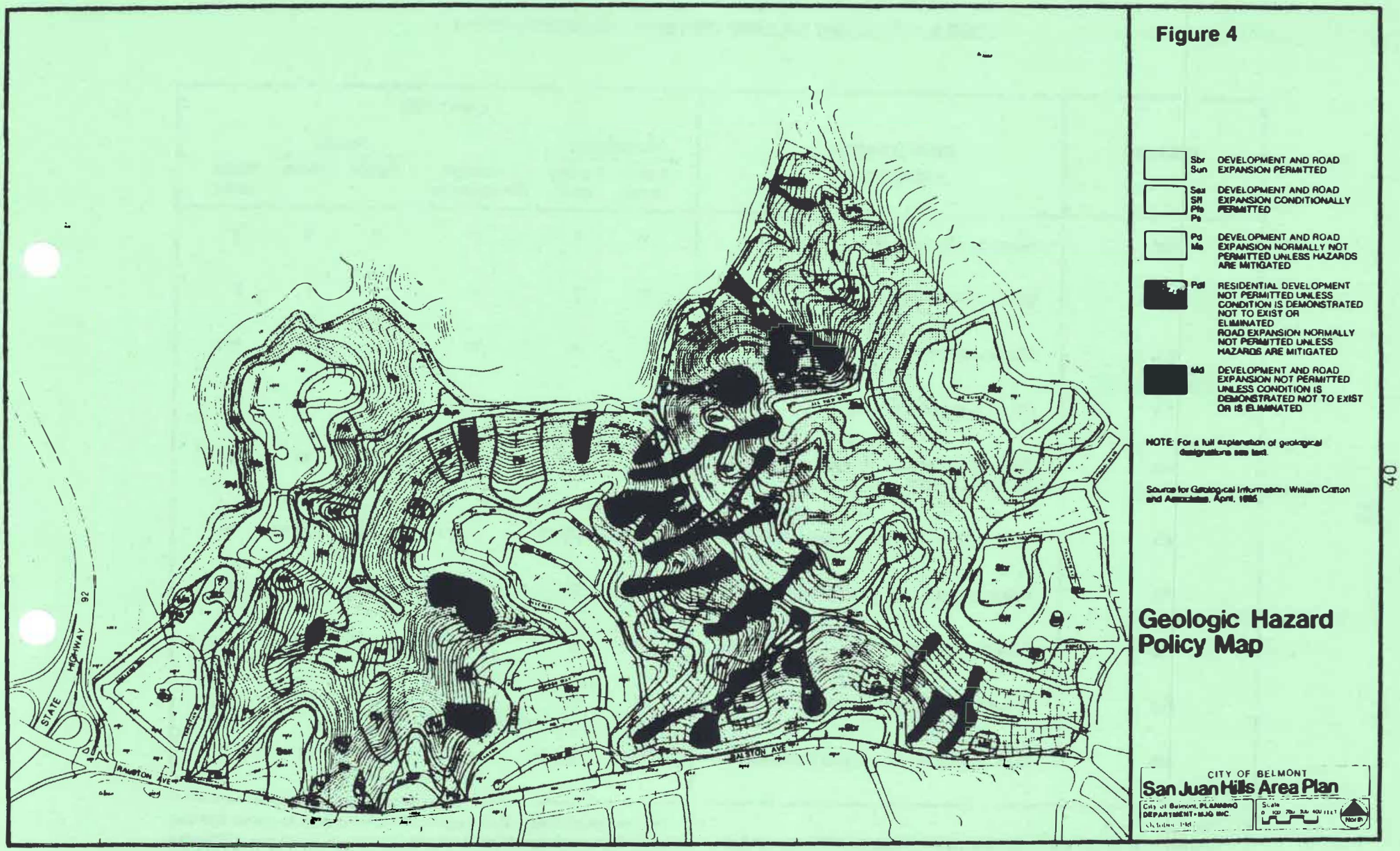
| SYMBOL | GEOTECHNICAL PARAMETERS | LAND USE | | | | | |
|---|---|---|---|---|---|---|---|
| | | Residential | | | Roads | | |
| | | 1 unit/ acre | 7 units/ acre | Planned Development | Public | Private | Water Tanks |
| Sbr | Bedrock with thin soil | Y | Y | Y | Y | Y | Y |
| Sun | Unconsolidated sediment | Y | Y | Y | Y | Y | Y* |
| Sex | Highly expansive soil | Y* | Y* | Y* | Y | Y | Y* |
| Sfl | Fill on nearly flat ground | Y* | Y* | Y* | Y* | Y* | Y* |
| Pfs | Potential settlement or failure of fill on a moderate slope | Y* | Y* | Y* | Y* | Y* | N* |
| Ps | Potential shallow (< 10') landslide failure | [illegible]* | [illegible]* | [illegible]* | [illegible]* | [illegible]* | N* |
| Pd | Potential deep (≥ 10') landslide failure | N* | N* | N* | N* | N* | N* |
| Ms | Actively moving shallow (< 10') landslide | N* | N* | N* | N* | N* | N* |
| Pdf | Potential debris flow movement | N | N | N | N* | N* | N |
| Md | Actively moving deep (≥ 10') landslide | N | N | N | N | N | N |

Y : Yes (permitted)

Y* The land use would normally be expected to be permitted, provided the geologic data and/or engineering solutions are favorable. However, there will be instances where the use will not be appropriate.

N* The land use would normally be expected not to be permitted. However, there will be circumstances where geologic data and/or engineering solutions will permit the use.

N No (not permitted). The map must be changed to show that this hazard does not exist before development will be allowed. The map change must be based on a demonstration that the map was in error or that improvements have been undertaken which change the geology and remove the hazard.


Figure 4
Sbr Sun DEVELOPMENT AND ROAD EXPANSION PERMITTED
Sal Slt Plo Po DEVELOPMENT AND ROAD EXPANSION CONDITIONALLY PERMITTED
Pd Mo DEVELOPMENT AND ROAD EXPANSION NORMALLY NOT PERMITTED UNLESS HAZARDS ARE MITIGATED
Pdl RESIDENTIAL DEVELOPMENT NOT PERMITTED UNLESS CONDITION IS DEMONSTRATED NOT TO EXIST OR ELIMINATED
ROAD EXPANSION NORMALLY NOT PERMITTED UNLESS HAZARDS ARE MITIGATED
Mid DEVELOPMENT AND ROAD EXPANSION NOT PERMITTED UNLESS CONDITION IS DEMONSTRATED NOT TO EXIST OR IS ELIMINATED
NOTE: For a full explanation of geological designations see text.
Source for Geological Information: William Cotton and Associates, April, 1985
Geologic Hazard Policy Map
CITY OF BELMONT
San Juan Hills Area Plan
City of Belmont, PLANNING DEPARTMENT • MJQ INC.
STATE HIGHWAY 92
RALSTON AVE
HAMILTON AVE
NORTH

4. Mitigate Geologic Hazards Posing a Moderate Hazard to Residential Development.

Require mitigation of geologic hazards prior to development of residences and other structures in areas where there are moderate geologic hazards for residential development, that is areas categorized as Sex, Sff, Pfs, Ps, Pd and Ms (See Figure 4).

5. Mitigate Geologic Hazards Posing a Moderate Hazard to Road Development.

Require mitigation of geologic hazards prior to development of roads in areas where there are moderate geologic hazards for road development, that is, areas categorized as Sff, Pfs, Ps, Pd, Ms and Pdf (See Figure 4).

6. Restrict Development in Critical Geologic Hazard Areas.

Restrict development where geologic hazards pose a critical hazard by the following means:

a. Prohibit the building of new residences in areas categorized as Potential Debris Flow Movement (Pdf - See Figure 4). Require the removal of this hazard prior to residential construction, consistent with Table 6.

b. Prohibit the extension of roads and building of structures in areas categorized as Moving Deep Landslide (Md - See Figure 4). Require the removal of this hazard prior to development, consistent with Table 6.

c. Encourage the redesign, recombination and transfer of building rights to areas outside these two critical geologic hazard areas (Md and Pdf).

STEEP SLOPES:

7. Relate Land Use to Slope Characteristics

Ensure that the density (units per acre) and intensity (size of each unit) of residential use is related to the slope characteristics of parcels in the San Juan hills in order to assure safe development and minimize risk of injury and property damage. Allow fewer and smaller units on parcels as the steepness of the lots increases.

NATURAL RESOURCES:

8. Protect Vegetation.

Ensure that development will:

a. minimize the removal of vegetation,

b. protect and restore vegetation which stabilizes soils and reduces surface water runoff, erosion and sedimentation,

c. protect historic and scenic trees, and

d. provide revegetation of all significant tree cover.

e. promote the use of native trees and plants in new landscaping.

9. Protect Streams and Creeks.

Protect streams and creeks by:

a. requiring that development, including roads, is set back from riparian corridors, and

b. preventing road alignments that cross creekbeds.

10. Protect Wildlife Habitat

Protect wildlife habitat by siting and designing new development to maintain portions of existing habitats in undeveloped areas.

11. Grading Design Standards.

Establish design standards for all grading, including grading for geologic mitigation and the development of roads and houses, to ensure that:

a. changes from natural grade are minimized,

b. stabilization planting for grading areas is provided prior to the normal rainy season, and

c. standards to minimize erosion from hillside grading operations are developed.

d. site preparation and grading is visually harmonious with surrounding land.

12. Restrict Winter Construction.

Restrict earthmoving operations during the winter to minimize erosion and slope destabilization.

VIEWS:

13. Protect Public Views.

a. Site and design new development and landscaping to protect public views, particularly from Ralston Avenue to Laurel Creek Canyon, Sugarloaf and San Francisco Bay.

b. Site and design structures to maximize public view preservation.

OPEN SPACE:

14. Encourage Clustered Development.

Cluster development wherever possible on the most developable portion of an area, leaving the maximum portion of the site in its natural state.

15. Protect Sugarloaf Mountain as Open Space.

a. Create an open space buffer between development on vacant parcels in the San Juan Hills and Sugarloaf Mountain.

b. Cooperate with the City of San Mateo in efforts to protect and provide open space on and adjacent to Sugarloaf Mountain.

16. Private Open Space.

Assist private landowners in finding ways for them to manage and permanently preserve private open space.

17. Discourage Acquisition of Land with Critical Geologic Hazards.

Discourage the acquisition by the City of Belmont of land with critical geologic hazards which would create liability problems for the City. Land with critical geologic hazards is land that is categorized as Pdf (potential debris flow) or Md (moving deep landslide) on Figure 4.

18. Public Greenbelt.

Pursue creation of a continuous greenbelt of publicly owned open space that will:

a. be appropriate for passive recreational uses,

b. exclude critical geologic hazards, that is land categorized as Pdf or Md on Figure 4.

c. afford protection of creek areas, and

d. provide a physical connection from the San Juan area to Sugarloaf Mountain.

## LAND USE AND SITE DEVELOPMENT STANDARDS

The City will:

### GOALS AND OBJECTIVES:

1. Preserve Existing Residential Areas.

   Preserve and enhance the character of existing established residential areas.

2. Reflect Natural Constraints in Land Use Planning.

   Achieve a land use pattern, density and distribution of development that is consistent with the existing slopes and geologic hazards in the currently undeveloped parts of the San Juan Area.

3. Minimize Buildout of Vacant Subdivided Land on Unimproved Roads:

   Minimize the buildout of existing vacant subdivided lots in those areas where buildout would be geologically hazardous, require major road extensions and improvements and degrade natural resources and public views.

4. Minimize Traffic Impacts.

   Achieve a land use pattern that would minimize traffic impacts, especially impacts on Ralston Avenue.

5. Preserve Open Space in Laurel Creek Canyon:

   Preserve the most important open space in Laurel Creek Canyon, especially the riparian corridor along Laurel Creek.

6. Design of Structures:

   Ensure that new structures are designed to protect the visual and natural resource quality of the hillsides.

### POLICIES.

### LAND USE:

1. Land Use Designations.

   Designate land use in the General Plan as shown on Figure 5, Land Use Policy Map, based on the following criteria:

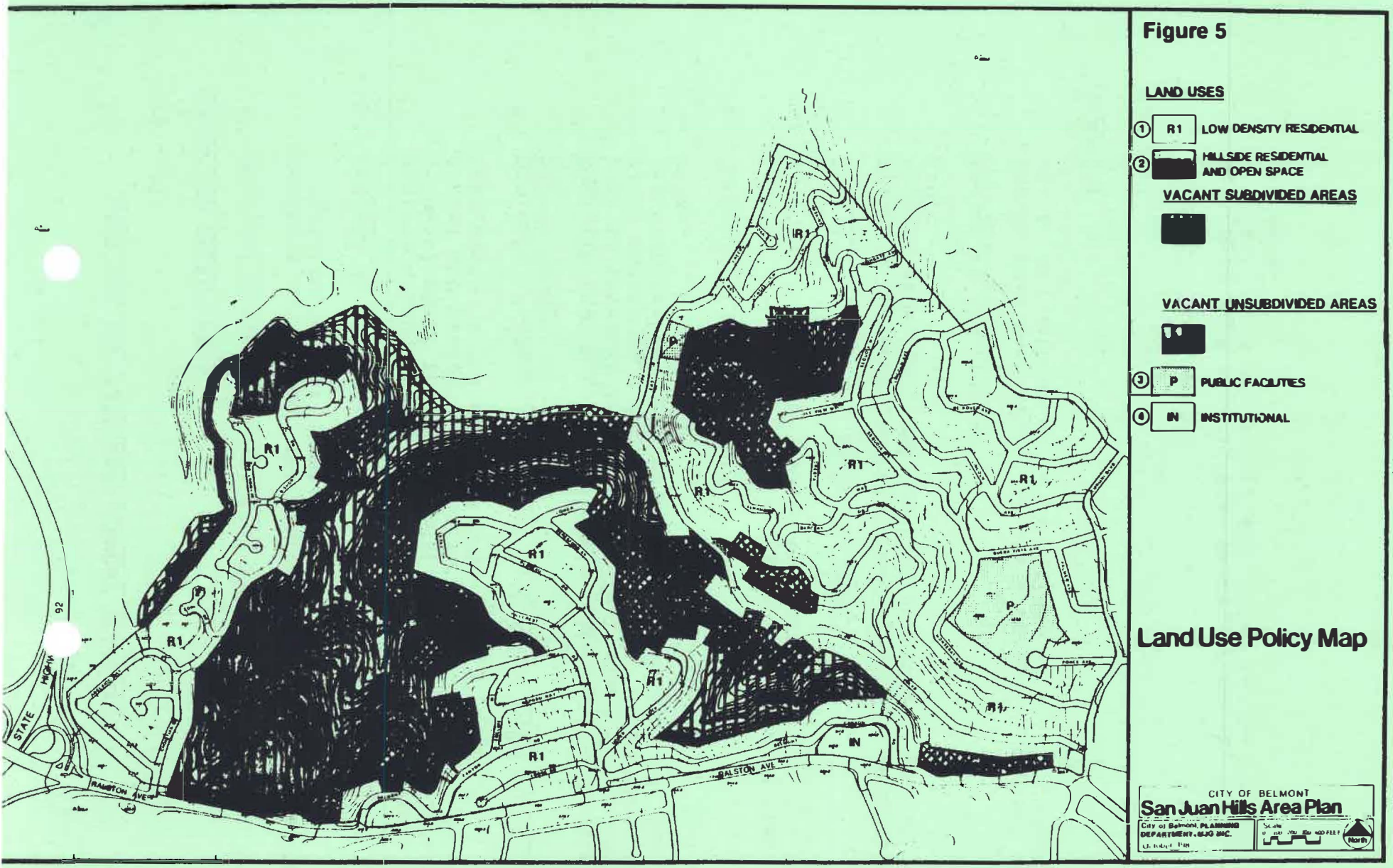



**Figure 5**

**LAND USES**

1. R1 — LOW DENSITY RESIDENTIAL
2. HILLSIDE RESIDENTIAL AND OPEN SPACE

**VACANT SUBDIVIDED AREAS**

**VACANT UNSUBDIVIDED AREAS**

3. P — PUBLIC FACILITIES
4. IN — INSTITUTIONAL

## Land Use Policy Map

CITY OF BELMONT
**San Juan Hills Area Plan**

City of Belmont, PLANNING DEPARTMENT, 6/30 INC.

North

a. Designate as Low Density Residential (R1) those lands adjacent to improved roads in a predominately developed residential area. Development of vacant lots in Low Density Residential Areas is considered infill to an existing developed neighborhood.

b. Designate as Hillside Residential and Open Space (HROP) large unsubdivided parcels and land adjacent to unimproved roads which is predominately vacant and suitable for open space or very low density Residential use because of steep slopes, unstable soils, scenic or natural resource value and lack of access.

c. Designate as Institutional those areas suitable for and used for institutional facilities, such as churches.

d. Designate as Public Facilities lands used primarily for governmental and educational purposes.

LOW DENSITY RESIDENTIAL AREAS:

2. Permitted Land Uses and Density in Low Density Residential Areas, Institutional and Public Facilities Areas.

Determine permitted land uses and densities in areas designated low density residential, institutional and public facilities based on the policies of the Belmont General Plan.

3. Control House Size in Low Density Residential Areas.

Protect the character of residential neighborhoods by insuring that house sizes are visually compatible with the size and slope of the lot on which they are located and the size of the majority of existing houses around them.

4. Prohibit New Subdivisions in Low Density Residential Areas.

Prohibit subdivisions that would create additional lots in the areas designated low density residential.

HILLSIDE RESIDENTIAL AND OPEN SPACE AREAS (HROP):

5. Density and Hillside Residential and Open Space Areas.

a. Base the density (number of dwelling units) permitted on the slope of the land. The density permitted should generally range between .3 and 4.4 dwelling units per net acre based on the average slope of the parcel. Higher densities are permitted to promote clustering and recombination of lots.

b. The density of development should be most restrictive in areas with greater than 30% average slope, moderately restrictive in areas with 15-30% average slope and least restrictive in areas with average slopes of 15% or less.

c. Develop slope density regulations to implement this policy.

6. Permitted Land Uses in Hillside Residential and Open Space Areas.

a. Permit single family detached dwelling units. Permit clustered development of detached single family homes to preserve open space.

b. Permit uses which are normally accessory to residential uses and, under appropriate controls, institutions and public facilities such as churches and schools.

c. Permit public and private recreational uses.

7. Lot Merger in Hillside Residential and Open Space Areas.

Merge existing contiguous lots held in the same ownership when one or more of the contiguous parcels does not conform to the standards for minimum lot size required by the slope density ordinance. At least one of the affected parcels must be undeveloped by a structure.

HRCF - VACANT, SUBDIVIDED AREAS:

8. Control the Size and Limit the Number of Houses in Vacant Subdivided Areas in the Hillside Residential and Open Space Area.

a. Establish regulations to govern the permitted size of residences in the vacant subdivided areas shown on Figure 5. These regulations will limit the size of the permitted residence based on the size, slope, and location of the lot. The intent of these regulations is to insure that new houses are not too large for the slope and size of their lot, to limit the number of houses in vacant subdivided areas and to facilitate the recombination of small, vacant lots in order to assure safe development and minimize risk of injury and property damage.

b. These regulations shall establish a minimum and maximum house size. They shall be designed so that, as much as possible, houses constructed are large enough to be visually compatible with existing residences, but limited in size so that their visual, natural resource and safety impacts are minimized.

c. These regulations may be more restrictive for lots which have a critical geologic hazard for residential development, namely they are predominantly characterized as Pdf or Md on Figure 4. The intent of making regulations more restrictive for these lots would be to discourage the development of unsafe houses, and to encourage owners to transfer their permitted development potential to owners of lots in areas that are more geologically stable.

9. Density Transfer in Vacant, Subdivided Area.

a. Allow property owners to voluntarily transfer the development potential they are permitted by the regulations proposed in Policy 8 along the roadway on which they are located. This transfer is permitted in order to permit the construction of houses on lots close to existing roads and eliminate development potential on lots in areas with the most critical geologic hazards and farthest from existing roads.

b. The City shall establish regulations permitting land owners to sell the development potential permitted them by the regulations implementing

Policy 8 to owners along the same roadway. Land owners who elect to sell all of their development potential shall be restricted to permanent open space. Adequate and permanent arrangements for the long term ownership, management and maintenance of these sending parcels shall be required.

c. Regulations shall be developed to provide incentive to land owners who purchase the development potential. These incentives may include reduced minimum lot sizes, increases in the sizes of houses, or density bonuses.

10. Voluntary Reconsolidation of Vacant Subdivided Parcels in Hillside Residential and Open Space Areas.

Promote voluntary reconsolidation of vacant subdivided parcels by: (1) encouraging owners along unimproved roads to pool their development capability in an overall resubdivision of the current subdivision pattern; (2) providing landowners with additional points in the Allocation System for participation in overall resubdivision or purchasing transferred density; (3) providing technical assistance to landowners in working together to resubdivide or transfer density and (4) accepting open space easements on restricted land to allow property tax reductions.

HROP - VACANT, UNSUBDIVIDED AREAS:

11. Maximum House Size in Vacant, Unsubdivided Hillside Residential and Open Space Areas.

Establish a maximum house size in these areas.

12. Require the Coordinated Development of Parcels in Laurel Creek Canyon.

a. Require that applicants for subdivision demonstrate how their proposals for roads and for the creation of new parcels have considered adjacent parcels and methods to minimize the number and length of roadways and protect natural resources in Laurel Creek Canyon.

b. Require that proposals for subdivision maximize the preservation of natural resources, particularly riparian habitats and protect the visual character of the Laurel Creek Canyon. Encourage clustering of development when it promotes these objectives.

SITE DEVELOPMENT STANDARDS:

13. Design of Structures.

Ensure that structures are designed to:

a. conform to the topography of their site,

b. be visually compatible in size and scale with their building site and the predominant character of existing development in the community.

14. Control Building Height.

a. Ensure that the permitted height of structures reflects lot slope and restricts the overall bulk of structures in hillside locations.

b. Control the design of structures so that large vertical surfaces and roof surfaces are broken up and terracing of homes in hillside areas is encouraged.

# INFRASTRUCTURE

The City will:

## GOALS AND OBJECTIVES:

1. Adequate Improvements.

   Ensure that adequate infrastructure improvements are available before permitting development to proceed.

2. Protect Natural Resources and Existing Neighborhoods.

   Design and locate infrastructure improvements to protect natural resources and existing neighborhoods.

3. Limit City Cost.

   Minimize the City's costs for building and maintaining infrastructure improvements for new development.

4. Safety of Road Improvements.

   Ensure that road improvements are geologically safe and do not create traffic safety hazards.

## POLICIES:

### WATER AND SEWER.

1. Financing of Improvements.

   Ensure that the installation of water and sewer utilities to serve the development of private property will be financed by the benefitting property owners. Such improvements include, but are not limited to: water main extensions, individual supply lines, fire hydrants, new sewage collection lines and pump stations.

2. Location of Water Mains and Sewage Collection Lines in the Street Right-of-Way.

   Require that water mains and sewage collection lines be located in the street right-of-ways for ease of maintenance.

STORM DRAINAGE:

3. Required Storm Drainage Investigations for New Development.

Require that applications for new land subdivisions and other development impacting storm drainage include information on the impact of this development on storm drainage and actions that can be taken to insure that negative storm drainage impacts are mitigated.

4. Regulation of Development to Minimize Storm Drainage Problems.

a. Prohibit development on creeks or storm drainage swales.

b. Require improvements to insure that storm water is directed around structures and into a storm drainage system.

5. Financing of Storm Drainage Improvements.

Ensure that the cost of storm drainage improvements to serve new development is financed by the benefitting property owners.

6. Implementation of Storm Drainage Task Force Recommendations.

Encourage the implementation of the recommendations for storm drainage improvements in the San Juan area made by the Storm Drainage Task Force.

ROADS:

7. Prohibit the Extension of Roads into Areas with Moving Deep Landslides.

Prohibit the construction of roads in areas of deep, moving landslides (MD - See Figure 4). Require the removal of such hazards prior to the extension of roads, consistent with Table 6.

8. Mitigate Moderate Geologic Hazards Prior to Road Improvement.

Implement appropriate mitigation, as recommended by the geotechnical investigation, for each application to improve and extend roads into areas of moderate

geologic hazards. These are areas categorized as Sex, Sff, Pfs, Ps, Pd, Pdf and Ms (See Figure 4).

9. Minimize Road Improvements to Protect Natural Resources.

Minimize the improvement of existing unimproved roads and the development of new roads where: (a) there are steep slopes, and substantial grading would be required; (b) stands of existing trees or other major vegetation resources would be removed or (c) existing creeks and riparian corridors would be affected.

10. Require Overall Road Improvement, Plans and Financing Prior to Granting any Building Permits on Unimproved Roads.

Require property owner(s) to resolve the design and financing of road improvements along the entire unimproved road on which their property is located prior to receiving a building permit for a new structure or enlargement of an existing structure. This requirement is established in order to assure safe access for emergency vehicles and the construction of safe roads and adequate storm drainage improvements. This requirement can be accomplished in either of the following ways:

a. the property owner(s) submit and the City approves a plan for improving the entire roadway which includes: (1) a design for the physical improvement of the entire road to provide safe, all weather access prior to building construction; (2) evidence that the road is geologically safe and does not pass through moving deep landslides (Md - See Figure 4); (3) a method and timetable for financing proposed road improvements; and (4) a method and financing for road maintenance, if the road is to be maintained as a private road.

b. The property owners submit and the City approves a plan for improving a section of the roadway between an existing paved road and an area where physical constraints make further road extensions infeasible or undesirable. Examples of these constraints are extremely steep slopes and areas categorized on Figure 4 as moving deep landslides (Md). This plan shall include: (1) a design for the physical improvement of the proposed road section to provide safe, all weather access prior to building construction; (2) demonstration that

the road section will be geologically safe; (3) a method and timetable for financing proposed road improvements; (4) a method and financing for maintenance of the road, if the road is to be maintained as a private road; (5) a plan for the access for properties located along the rest of the roadway which will not be served by the proposed roadway section; and (6) evidence of participation and support for the proposed plan by affected landowners.

c. Funding for public roads can be by assessment district, reimbursement agreement or other mechanism.

11. Encourage and Assist Property Owners of Vacant Subdivided Property in Developing Alternative Access Plans.

Encourage and assist owners of vacant subdivided property on unimproved roads in working together to develop plans described in Policy 10.b for cul-de-sac roads to avoid road development on steep slopes and in geologically hazardous areas, while assuring that the basic access rights of all abutting property owners are respected.

12. Development of Road Access to Property in Laurel Creek Canyon.

a. Encourage property owners in Laurel Creek Canyon to coordinate plans for development of road access to achieve the minimum length of roadway, and the most environmentally sound road alignment.

b. Setback all roads from East Laurel Creek and prohibit roads from culverting, filling, or channelizing East Laurel Creek.

c. Locate roads away from Sugarloaf Mountain. Discourage the improvement of East Laurel Creek Road north of Marsten Avenue to protect Sugarloaf Mountain. Pursue alternative access for vacant lots along this section of East Laurel Creek Road.

13. Provide Emergency Access Between the Skymont Neighborhood and the Rest of the San Juan Area.

Maintain and grade the unimproved portion of Marsten Avenue and the section of East Laurel Creek connecting

the Skymont Area and San Juan Boulevard as a gated unpaved road for emergency vehicular use only.

14. Maintaining Marburger Road as a Gated Road.

The City prefers that Marburger Road be maintained as a gated road with through access for emergency vehicles only.

15. Limit Access Directly to Ralston Avenue.

a. Discourage additional access points on to Ralston Avenue. Pursue, to the maximum extent possible, alternative access for undeveloped parcels.

b. Allow a direct access from the "Horse Roach" onto Ralston Avenue, with the traffic flow limited to westbound traffic only. Provide other access via Christian Drive and Marsten to other properties and for eastbound traffic to the property.

16. Hillside Road Standards.

a. Develop special hillside road improvement standards, including but not limited to right-of-way width, on-street parking, sidewalks, paving requirements and maximum street grade. Such standards will apply to both private and public streets. They should permit road standards to be responsive to local physical conditions.

b. Minimize the right-of-way and the paved area of the road in order to lessen the amount of grading and vegetation removal, while maintaining adequate width for emergency vehicles and required parking.

c. Provide some on-street parking. Consider parking bays at intervals along the road as a mechanism for providing this parking, particularly to facilitate the construction of narrower roads in steep locations.

d. Consider the use of paths and narrower sidewalks where this is an appropriate alternative to sidewalks in steep areas.

17. Require that New Development Finance Road Improvements.

Require that applicants for new development benefitting from road extension and road improvement

finance the cost of such improvements, including but not limited to road design, drainage, mitigation or elimination of geologic hazards, and construction.

18. Public Roads. Acceptance of Road Dedication.

After new roads, (including the improvement of currently unpaved roads) have been improved to standards acceptable to the City, the City shall accept road dedications and the responsibility for maintaining these roads as public roads.

19. Requiring Undergrounding of Utilities.

Require that all new utility lines and extensions of utility lines be placed underground.

Exhibit B

1. Amendments to the existing General Plan text.

# AMENDMENTS TO THE EXISTING GENERAL PLAN TEXT

## I. PURPOSE:

To ensure compatibility with the proposed San Juan Hills Area Plan some amendments to the existing City of Belmont General Plan Text will be necessary. The existing General Plan contains policies for the San Juan Canyon area which would be superseded with the adoption of the proposed Area Plan. While some references to the San Juan area will remain in the General Plan text, the following proposed amendments will eliminate any areas of potential conflict.

## II. ANALYSIS:

Areas of potential conflict, overlap, or redundancy are listed below, together with a suggested amendment. Each existing general plan text excerpt is followed by a suggested amendment and a discussion explaining the basis for the proposed change.

A. Page 2-4, Policy 7: "In low density residential areas dwelling types should be limited to single family detached. However, clustering or grouping of dwelling units may be permitted to preserve open space. In no case shall such clustering or grouping result in a higher dwelling unit density than called for by the standards of the land use district."

Suggested amendment: Add: "Areas subject to density transfer in the San Juan area shall not exceed the density allowed by the San Juan Hills Area Plan."

Discussion: Some areas within the San Juan Hills Area Plan boundaries would be allowed density bonuses under the proposed land use controls. Land areas which are subject to the specified residential density may also be designated a density receiving site and be allowed additional units beyond the baseline density. Therefore, to avoid confusion concerning the allowed density this amendment would refer readers to the Area Plan for land use density policies.

B. Page 2-8, Section 2014: "SAN JUAN CANYON. The San Juan Canyon area contains most of the vacant subdivided lots. Figure 6 shows this area and the location of groups of vacant lots. Table 5 lists by street the vacant lots, both standard and substandard, in this area. As of 1979, there were a total of 463 vacant lots, 282 of them classified as substandard in area or width. Of the 463 lots, 401 were on unimproved roads. Only 20 of the vacant lots were both standard and on paved roads. Low density residential development of these lots may proceed

only when it has been demonstrated that safe development can take place consistent with the policies of this plan, and that adequate access, utilities, fire service and other essential services are available. In no case will development be approved until it has been demonstrated that buildings and roads will be on geologically stable lands."

Suggested amendment: Amend to read - "SAN JUAN CANYON. The San Juan Canyon area contains most of the City's vacant, subdivided lots. The Area Plan shows this area and the location of vacant lots, improved roads, and potential geologic hazards. Low density residential development in this area may proceed only when it has been demonstrated that safe development can take place consistent with the policies of the Area Plan, and that adequate access, utilities, fire service, and other essential services are available." Table 5 and Figure 6 should also be deleted.

Discussion: The current General Plan references to lot statistics are obsolete and should be deleted. New data in the Area Plan will replace the deleted data. Information regarding potential geologic hazards is retained in a modified form referencing the requirements of the Area Plan.

C. Page 2-8, Section 2018: "OTHER. Additional low density residential development may occur on unsubdivided lands in the San Juan Canyon area designated on the General Plan Diagram as Open Space. Consistent with the designation, any development in these areas must be clustered preserving most of the land in open space. Development should occur under planned development provisions of the Zoning Ordinance with density and location of housing units based on thorough evaluation of slope, slope stability, drainage, erosion potential, vegetative cover, adjacent land uses and visual impacts. Safe and adequate provision of access and public services must be assured prior to development approval."

Suggested amendment: delete.

Discussion: This descriptive section in the existing General Plan is not needed and would be superseded upon adoption of an area plan for the San Juan area.

D. Page 2-36, section 2078, Policy 2: "San Juan Canyon. Unsubdivided parcels in the San Juan Canyon area are designated as open space. In general, these areas are without adequate street access and public services. Most of the land is over 30 percent slope and some is geologically unstable. The open spaces are important elements in the natural drainage for the

entire San Juan Canyon area. In addition to landslides and erosion hazards, wildfires are a potential hazard in this area. The plan allows for clustered residential development in these open spaces. Development should be designed to retain a majority of the land in its natural state. In particular, unstable slopes over 30 percent, natural drainage ways, stands of trees, and visually prominent ridge tops should be retained in open space.

"Actions:

"a. When fiscally possible, evaluate the larger parcels in the San Juan Canyon area to identify the specific locations to be protected as open space.

"b. Explore means of protecting the most significant open space resources of the Canyon on a permanent basis."

Suggested amendment: Replace with - "San Juan Canyon. The San Juan Hills Area Plan contains provisions for protecting and enhancing private open space through density transfer, clustering and open space easement policies."

Discussion: This suggested amendment would update the open space element and reference the Area Plan.

E. Page 2-43, Section 2085, policy 2: "Public sidewalks shall be installed in all new residential developments except in areas where construction of sidewalks would be incompatible with existing development and/or require excessive grading or tree removal. In such cases, adequate roadway shoulders, or alternative trails and pathways shall be provided to ensure the safety of pedestrians and bikers."

Suggested amendment: Amend last sentence to read - "In such cases, adequate roadway shoulders, sidewalks limited in width or location, or alternative trails and pathways shall be provided to ensure the safety of pedestrians and bikers." (amended area is highlighted)

Discussion: The City Code provides for the reduction of sidewalk width and other exceptions related to topographic constraints. This amendment would make the existing General Plan and City Code consistent and reflect the proposed standards in the Area Plan.

F. Page 2-47, section 2101: "Minor Streets. Minor streets provide access to abutting property. They are designed to discourage

through traffic and are an important element in community design providing a framework for building location. Additional minor streets will be needed in Belmont to provide access to new development, particularly in the Western Hills and East Belmont areas. Also, alignment and configuration of the system of minor streets in the San Juan area needs to be determined. An important aspect of the San Juan area circulation system will be the identification of through road connections, either open or restricted to emergency use, to insure secondary access in times of emergency.

Suggested amendment: Delete last two sentences.

Discussion: This description of streets in the San Juan area is superseded by the Area Plan.

G. Page 2-48, Section 2104: "Old County Road, Masonic Way, Waltermire Street, Emmett Street, Arbor Avenue, Lake Road, Molitor Road, Shoreway Road and portions of Notre Dame Avenue and Sixth Avenue, have been identified as substandard in width. Many of these streets cannot be widened without severe disruption to adjacent uses or unacceptable loss of parking capacity. Widening of all or portions of these streets should occur only when and if necessary for safe movement of traffic. Decisions regarding the future of the unimproved roads in the San Juan area will be made following evaluation of physical conditions and possible development patterns in this area."

Suggested amendment: Delete last sentence.

Discussion: This discussion of unimproved roads is superseded by the Area Plan.

H. Page 3-15, section 3041, Policy 1: "The City shall require investigations by both registered soils engineers and engineering geologists prior to issuing building permits for any new construction unless waived due to current existing information and location. All such reports shall be independently evaluated, on behalf of the City, for completeness and accuracy.

Suggested amendment: Amend the first sentence to read - "The City shall require investigations by both registered soils engineers and engineering geologists prior to issuing building permits for any new construction in areas of suspected geologic and soil instability unless waived due to existing, current information.

Discussion: The city does not now require both a soils and geologic report for all new construction. Both reports are only required in areas of suspected geologic and soil instability. The proposed amendment (highlighted area above) would make the existing General Plan consistent with current City practice and with the proposed policies for development in the San Juan Hills Area Plan.

I. Page 3-36, Table 15:

"

| Site | 1982 Revised General Plan Designation | Existing Zoning(1) | Redevelopment Area | Services Available |
|---|---|---|---|---|
| "San Juan Area | low density residential, open space | R-1B A R-1E" | no | no |

Suggested amendment: replace 1982 revised General Plan designation and existing zoning information with - "refer to Area Plan."

Discussion: This amendment will eliminate obsolete general plan and zoning designations from the General Plan and refer readers to the Area Plan.

l:sjgpa.txt

RESOLUTION NO. 1987-40

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT RECOMMENDING CERTIFICATION OF THE ADEQUACY OF THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED GENERAL PLAN AMENDMENT, INCLUDING THE ADDITION OF THE SAN JUAN HILLS AREA PLAN AND TEXT CHANGES TO THE GENERAL PLAN TO INSURE CONSISTENCY BETWEEN THE SAN JUAN HILLS AREA PLAN AND THE REST OF THE GENERAL PLAN (APPL. NO. 86-1079)

WHEREAS, a draft environmental impact report (EIR) was prepared, dated April 1987, for the amendment of the General Plan which would add the San Juan Hills Area Plan to the General Plan and revised the text of the General Plan to make the General Plan to insure consistency between the General Plan and the San Juan Hills Area Plan; and,

WHEREAS, said draft EIR was circulated to all responsible agencies and was available for review by the public for a minimum of 45 days subject to publication; and,

WHEREAS, public hearings were held by the Belmont Planning Commission on May 5 and 19, 1987, at which times all interested parties were afforded an opportunity to be heard on the adequacy, completeness, and good faith effort at full disclosure of the environmental effects of the project and recommended mitigation measures; and,

WHEREAS, the final EIR was then developed consisting of the draft EIR, responses to comments received on the draft EIR and comments and final EIR was reviewed and acceptable to both the City of Belmont Planning staff and the Planning Commission; and,

WHEREAS, the public hearing was held on August 4, 1987 by the Belmont Planning Commission to allow all interested parties to be heard on the adequacy of the final EIR.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Belmont hereby finds that the final EIR is complete and in good faith effort at full disclosure of the environmental effects of the project and recommended mitigation measures and recommends certification of the final EIR for the amendment of the General Plan to incorporate the San Juan Hills Area Plan, and text amendments to insure consistency between the General Plan and the San Juan Hills Area Plan.

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

Passed and adopted at a regular meeting of the Belmont Planning Commission held on August 4, 1987 by the following vote:

AYES,
COMMISSIONERS: Rianda, Feierbach, Green, Lawhern, Bohl, Della-Santina
NOES,
COMMISSIONERS: None
ABSENT,
COMMISSIONERS: Collins
ABSTAIN,
COMMISSIONERS: None

Elaine Costello

ELAINE COSTELLO
Planning Commission Secretary

45/rsjsr

Reso No. 6502 - refers to this document as final E&R with 2nd document "Response to Comments" attached,

# DRAFT ENVIRONMENTAL IMPACT REPORT SAN JUAN HILLS AREA PLAN

APRIL 1987

PREPARED FOR

CITY OF BELMONT

PREPARED BY

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## INTRODUCTION

This Environmental Impact Report (EIR) addresses the effects of the proposed San Juan Hills Area Plan which is referred to as the "project". The San Juan Hills area is located in the northwest portion of the City of Belmont. The 1,000-acre San Juan Hills planning area is bounded by Ralston Avenue on the south, Cipriani Boulevard on the east, the City of San Mateo on the north and the County of San Mateo on the west.

If adopted, the Area Plan would amend and supplement the City of Belmont General Plan with a comprehensive set of policies to guide development in the San Juan Hills area. In accordance with California Government Code Sections 65100 and 65301, the Area Plan is a means to develop focused policies in a City's General Plan which address the unique problems and assets of the planning area. When adopted, the Area Plan would become part of the Belmont General Plan and, therefore, it must be consistent with the overall goals, objectives and policies of the General Plan. Implementation of the Area Plan would be achieved through the development of several ordinances and regulations including a slope density ordinance, lot merger ordinance, density transfer regulations, geologic hazards regulations and other minor amendments to grading ordinances, etc.

The Area Plan was developed by a special committee, the San Juan Committee, in conjunction with City planning staff and consultants. Public input was solicited from community members and affected agencies during all phases of Plan development.

The San Juan Hills Area Plan is based on an extensive analysis of the land use and resource constraints of the area. The proposed Area Plan sets forth policies regarding geologic hazards, natural resources, land use and site development standards, and infrastructure in the San Juan Hills area. Implementation of the Area Plan would lower the potential buildout of the San Juan Hills and would result in a different development pattern than would occur under the General Plan.

This EIR addresses the environmental effects of future development in the San Juan Hills under the proposed Area Plan. Potential impacts are evaluated in terms of the change in land use designations and policies from the existing General Plan. Impacts are also analyzed according to the cumulative impacts resulting from development permitted under the proposed Area Plan. The potential impacts of the various implementing ordinances and actions necessary to implement the Area Plan have also been assessed in this EIR. As long as the implementing actions do not significantly differ from those discussed in

this EIR, no further environmental review for the Area Plan or implementing actions will be necessary.

The City of Belmont Planning Department prepared an Initial Study for the project in accordance with CEQA guidelines. The Initial Study is included as Appendix A and focuses the analysis on the following areas of environmental concern:

1. Land use impacts, particularly changes in development locations, changes in permitted densities, and any potential loss of open space;

2. Geologic hazards and grading impacts;

3. Hydrologic impacts, including drainage improvements and additional runoff;

4. Traffic and circulation system impacts, including effects of road improvements, rerouting of currently unbuilt rights-of-way and need for emergency access;

5. Air quality impacts;

6. Increased noise levels due to traffic and construction;

7. Effects on vegetation and wildlife habitat, especially in Laurel Creek Canyon;

8. Visual impacts of proposed development; and

9. Effects of development on urban services, including fire, police, road maintenance, and the provision of water, sewer and energy services; and

10. Cumulative impacts from development in the area.

In addition to the proposed Area Plan, three alternative development scenarios are evaluated in this EIR, including the No Project Alternative required by the California Environmental Quality Act (CEQA), a More Restrictive Alternative (i.e., permitting less development), and a Less Restrictive Alternative (i.e., permitting more development).

The primary purpose of an EIR is to serve as an objective, informational document to be used by lead and responsible agencies in their consideration of

a project. For this project, the City of Belmont is the lead agency and will consider approval of the San Juan Hills Area Plan. Concerns and issues raised during the public review period for this Draft EIR will be addressed in a Final EIR prior to consideration of the project by the Belmont City Council.

## SUMMARY

The proposed San Juan Hills Area Plan would amend and supplement policies of the City of Belmont General Plan. The Area Plan includes detailed policies which address the unique environmental conditions of the San Juan Hills and would guide future development in the planning area. Overall, the Area Plan would permit less development in the San Juan Hills than could occur under the existing General Plan. Consequently, the environmental effects of planning area buildout under the Area Plan would be less severe than under the General Plan.

This EIR evaluates the changes in policies and implementing ordinances that would occur with adoption of the Area Plan and assesses the impacts of buildout under the Area Plan in comparison with existing conditions in the planning area. The following discussion presents a summary of the adverse impacts associated with development under the proposed Area Plan and identifies possible mitigation measures. The extent of impact reduction to insignificant levels for each of the possible mitigation measures is also identified.

**Land Use.** Development under the San Juan Hills Area Plan would result in a lesser level of impact than the General Plan as the amount and location of development would be premised on environmental constraints. The following land use impacts would occur:

1. The Area Plan would change the land use designations specified in the General Plan and would result in a redistribution of development potential. The Area Plan would shift development into slightly lower densities on the steeper slopes and higher densities on the shallower slopes.

2. The total number of units permitted at buildout under the Area Plan would be reduced relative to the number of units permitted in the General Plan.

3. Implementation of Floor Area Ratios (FAR) as instituted in the Area Plan would strictly limit development on very small lots and lots with moderate geologic hazards. Lots that are in critical geologic hazard areas are not buildable under the Plan, but the FARs would provide some density transfer capacity for such lots.

4. If the Area Plan is fully implemented, lot mergers, resubdivision, and density transfers in the subdivided hillside areas would result in development of clustered units at the end of cul-de-sacs.

The following measures are recommended to offset potential adverse effects and would reduce potential land use impacts to a level of insignificance:

1. The City should take an active role in encouraging participation in the lot merger, resubdivision and density transfer programs of the Plan.

2. Where development at the ends of cul-de-sacs would result in densities of development which are significantly greater than nearby uses (i.e., townhouses, attached units, etc.), buildings should be designed to promote visual blending. The siting of buildings and landscaping should be sensitive to existing view corridors from surrounding residential areas.

Geology and Soils. Area Plan policies were formulated based on a detailed assessment of geologic conditions in the San Juan Hills (William Cotton and Associates report). Development under the Area Plan would be less than under the General Plan and would be restricted to areas where hazardous geologic conditions can be mitigated. Detailed geologic investigations would be required to prevent the siting of development on or immediately downslope of potentially unstable slopes. Potential landslide risks resulting from alteration of drainage patterns, undercutting the bases of slopes, or loading the tops of slopes would be minimized through implementation of the geologic hazards ordinance. The project would directly or indirectly result in the following impacts:

1. According to the Geologic Hazard Policy Map, most of the development permitted under the Area Plan would occur on or immediately downslope of potentially unstable slopes. If slope stability and drainage hazards are not properly mitigated, considerable damage could occur. Mitigation of potential geologic hazards could also result in impacts associated with vegetation removal, increased erosion and creation of unnatural slopes. Policies in the Area Plan are intended to minimize potential hazards due to development and also to minimize impacts resulting from geotechnical mitigations.

2. Future development under the proposed Area Plan would be subject to seismic groundshaking and related ground failures in the event of an earthquake emanating from the San Andreas fault.

The following measures are recommended to offset potential adverse effects and would reduce potential adverse geologic impacts resulting from development under the Area Plan to a level of insignificance:

1. The recommended land use policies of the William Cotton and Associates report (April 1985) should be included in the implementing ordinances for the Area Plan.

2. The implementing ordinance for the geologic hazards policies of the Area Plan should specify that the scope of soils engineering and engineering geologic investigations follow the guidelines recommended in the Cotton and Associates report as well as any additional standards and guidelines developed by the City. Slope stability studies should be based on quantitative analyses and should address expected seismic conditions.

3. The geologic hazards ordinance should require that soils engineers and engineering geologists submit project completion reports stating that plans, grading operations, and foundation excavations are in accordance with their original recommendations.

4. The implementing ordinance for the Area Plan should include a grading prohibition during the rainy season between October 15-April 15.

Hydrology. Since development under the Area Plan would result in a buildout of fewer residential units in the San Juan Hills than permitted by the existing General Plan, potential hydrologic impacts would be reduced. In addition, the Area Plan includes storm drainage policies which regulate the siting and design of development to ensure that stormwater does not damage structures and is not directed so as to cause downhill flooding or slope stability problems. Nevertheless, increased impervious surfaces and alterations of surface and subsurface drainage patterns would directly or indirectly result in the following impacts:

1. Future development under the proposed Area Plan would increase the amount of impervious surface in the watershed of Laurel Creek by approximately 20 acres. This would increase peak flows at the mouth of East Laurel Creek by approximately 25 percent for the 10-year storm event and 15 to 20 percent for the 25-year event. If not properly mitigated, these greater levels of runoff could increase bank erosion along East Laurel Creek and Laurel Creek.

2. Increased surface runoff directed onto slopes in the planning area could cause slope erosion and could trigger landslides.

The following measures are recommended for inclusion in the implementing ordinances to offset potential adverse hydrologic effects of future development under the Area Plan and would reduce impacts to a level of insignificance:

1. The storm drainage improvements recommended by the Storm Drainage Task Force should be adopted and implemented.

2. A storm drainage investigation should be conducted which addresses not only localized drainage in the San Juan Hills area, but also downstream effects. This study should evaluate potential increased peak flows in Laurel Creek and the potential for creekbank erosion and deposition downstream. The possibility of developing a series of check dams to capture silt and check erosion and/or developing retention basins to decrease peak flows should be addressed.

3. Drainage from roadways and residential development under the Area Plan should not be directed onto unprotected slopes or creek banks. Where runoff must flow from impervious surfaces onto natural ground, proper energy dissipation structures should be provided.

4. If the western canyon area (upper elevations of East Laurel Creek Canyon) is developed, drainage design would need to include downdrains similar to those proposed for San Juan Canyon.

5. The City should develop guidelines for minimum setbacks for structures from San Juan and East Laurel Creeks. Creek setbacks should be a minimum distance of 2 1/2 : 1, horizontal to vertical, from the creekbed or as specified by the City Geologist and should allow a working area for maintenance.

Vegetation and Wildlife. Since fewer residential units would be built under the proposed Area Plan than could be built under the General Plan, development under the Area Plan would result in less removal, disturbance, and degradation of vegetation and wildlife resource. Development under the Area Plan would directly of indirectly result in the following impacts:

1. Development under the Area Plan would result in the removal and/or alteration of native vegetation species and their respective habitat types.

2. Full buildout on the upper elevations of the Laurel Creek Canyon subarea would result in the removal of substantial acreage of grasslands.

3. Full implementation of the proposed density transfer program would result in preservation of the sensitive riparian woodland vegetation in Laurel Creek Canyon.

4. Development under the Area Plan could adversely impact wildlife in the San Juan Hills by introducing additional domestic animals into the planning area.

The following measures are recommended for inclusion in the implementing ordinances for the Area Plan. They would offset potential adverse effects of development under the Area Plan and would partially mitigate potential adverse impacts:

1. The loss of annual grassland, chaparral, eucalyptus and mixed evergreen woodland on the receiver sites would be mitigated through the creation of permanent open space on the sender sites.

2. As required by the State Fish and Game Code, a 1601 or 1603 streambed alteration agreement must be negotiated prior to any development which would result in alteration of East Laurel Creek or its associated riparian vegetation.

3. Native plant species should be used for revegetation and landscaping purposes in areas where residential development occurs in order to provide habitat for and minimize impacts on suburban wildlife. Native species valuable to wildlife and suitable for landscaping include such species as California black walnut (Juglans hindsii), coast silk tassel (Garrya elliptica), coffeeberry (Rhamnus californica) and ceanothus.

4. If vegetation is cleared, manual removal of undesirable vegetation, rather than herbicide treatment should be instituted.

5. To preserve wildlife habitat in East Laurel Creek, dead and down debris should be maintained unless it poses the potential for fire or flood hazards.

6. Equipment operation should be avoided within the dripline of all trees to be preserved. Once equipment operation is completed, disturbed areas within driplines should be lightly spaded by hand to

loosen surface soil. Leaf litter and understory vegetation, which would act as a buffer against compactions, should be retained in areas of equipment operation.

7. Irrigation and sprinkler systems, as well as drainage from residential rooflines, should be diverted to avoid dripline areas.

Visual Quality. Buildout under the Area Plan would result in different pattern of development than could occur under the General Plan with fewer residential units located in different areas. Future development under the proposed Area Plan would directly or indirectly result in the following impacts:

1. Development under the Area Plan would reduce potential visual impacts relative to development under the General Plan by consolidating the spatial dispersement of development.

2. Future development would impair the visual quality of the San Juan Hills as viewed from certain areas, particularly of the three designated receiver sites in the Laurel Creek Canyon subarea. In general, the lower development densities permitted in these areas would partially offset visual impacts although potential visual incongruities due to the development of attached dwelling units could occur.

3. Development of residences and roadways would result in a more urban character in the area and would result in the removal of a substantial amount of natural vegetation and open space.

4. Implementation of development standards included in the Area Plan would ensure that future residential development is compatible in scale with nearby uses and that the visual impact of development on hillsides would be regulated.

5. The Area Plan would promote the preservation of the natural integrity of building sites.

The following measures are recommended to offset potential adverse visual effects and would reduce impacts to a level of insignificance:

1. Development on the Horse Ranch and the two parcels adjacent to the Baptist Church should be sited and designed to minimize visual impacts. Design features which promote visual blending of structures into the landscape should be encouraged.

2. The implementing ordinances of the Area Plan should require that revegetation efforts utilize native and drought-resistant plant species. Revegetation should be established in patterns which are harmonious with existing vegetation in the area.

3. Design review approval should be required for new single-family residences in the San Juan Hills area and a case-by-case determination should be conducted to ensure effective application of the visual standards.

Traffic and Circulation. Although development under the proposed Area Plan would result in a lesser level of impacts on local roads and intersections than development permitted by the General Plan, buildout under the Area Plan would directly or indirectly result in the following impacts:

1. Development under the Area Plan would generate approximately 3,720 new daily two-way trips with about 250 new inbound and 125 new outbound p.m. peak hour trips.

2. Existing intersection p.m. peak hour level of service designations would remain the same at all analyzed locations after the addition of traffic generated by buildout under the Area Plan.

3. Existing traffic safety concerns in the planning area would increase with development under the Area Plan.

4. Cumulative development would generate an additional 3,245 two-way p.m. peak hour trips. Cumulative development would decrease the level of service at the Ralston Avenue/El Camino Real intersection, the Ralston Avenue/ Alameda De Las Pulgas intersection and the Ralston Avenue/Cipriani Boulevard intersection.

The following measures are recommended to offset potential adverse effects of development under the Area Plan and would reduce environmental impacts to a level of insignificance:

1. New roadways through the San Juan Hills area are recommended to be built to the following minimum standards:

| Width | On-Street Parking Allowed |
|---|---|
| 20 ft. | No |
| 28 ft. | One side only |
| 36 ft. | Both sides |

2. Landscaping and brush within roadway rights-of-way should be trimmed back on intersection approaches where sight distances are limited.

3. A priority list should be developed to provide stop signs on lower volume approaches to internal intersections.

4. Right-turn deceleration lanes should be provided on the Ralston Avenue westbound approaches to Christian Drive and central access Belmont Canyon Road.

5. Left-turn lanes should be provided or lengthened on the northbound Cipriani Boulevard approach to San Juan Boulevard and on the eastbound Ralston Avenue approaches to Cipriani Boulevard and Christian Drive.

6. On-street parking prohibitions along one side of the street are recommended for San Juan Boulevard from Monte Cresta Drive to Cipriani Boulevard and for the central access Belmont Canyon Road from Ralston to Hillcrest.

7. All new cul-de-sacs should have turn around areas large enough to accommodate fire and emergency vehicles.

8. Pathways or sidewalks should be constructed on at least one side of all new streets.

9. Green Court access to Christian Drive should eventually be routed via Marsten Avenue.

10. Additional through and/or turn lanes would be needed at the Ralston Avenue/El Camino Real and Ralston Avenue/Alameda De Las Pulgas intersections to provide acceptable peak hour operation under existing, project and cumulative volumes. Separate signal phasing should be provided for left-turn movements from Alameda De Las Pulgas to Ralston Avenue.

Air Quality. Since buildout of the San Juan Hills under the proposed Area Plan would be less than under the existing General Plan, the overall level of air pollutant emissions would be less. Air pollutant emissions generated by development under the Area Plan would be insignificant at both a local and regional level. Development in the San Juan Hills planning area would directly or indirectly result in the following air quality impact:

1. Construction activities would significantly increase the amount of dust generated at a localized level.

The following measures are recommended to offset potential adverse air quality impacts related to development under the Area Plan. Implementation of these measures would reduce potential impacts to a level of insignificance:

1. Implement aggressive dust control measures as required by local ordinance and BAAQMD Rules and Regulations.

2. Perform major grading in spring when soil moisture is high to minimize fugitive dust generation.

3. Carry out major soil disturbance between 8 a.m. to 4 p.m. when winds are strongest to reduce the amount of dust settling out on nearby receptors and to obtain better area-wide dispersion of any fugitive dust.

4. Encourage alternate modes of transportation through sidewalks, bike paths and a covered transit stop along Ralston Avenue to reduce dependence on cars as the sole means of transportation.

Noise. Development under the Area Plan would generate incrementally less noise than development under the General Plan, but would directly or indirectly result in the following impact:

1. Construction activities would temporarily increase noise levels to a significant level.

The following measures are recommended to offset potential adverse effects and would reduce potential noise impacts to a level of insignificance:

1. Construction noise near noise-sensitive receptors should be limited to day-time hours between Monday and Friday from 7 a.m. to 5 p.m.

2. Any stationary on-site noise sources including, but not limited to, compressors, generators, or power saws should be equipped with hospital grade mufflers for engine driven sources, or should be surrounded by a temporary plywood enclosure as a noise baffle.

3. To reduce the small (0.5 to 1 dB) $L_{10}$ increase from project and cumulative growth traffic, reduced vehicle speed should be promoted; and noisy vehicles should use the least noise sensitive routes.

Public Services and Utilities. Development under the Area Plan would place less of a burden on public services and utilities than full buildout of the San Juan Hills under the existing General Plan, but would directly or indirectly result in the following impacts:

1. Future development in the planning area would not significantly increase requests for fire or police protection services. The clustered development pattern recommended in the Plan would improve emergency access.

2. The emergency access road proposed between Skymont and the rest of the San Juan Hills planning area would improve fire and police protection services.

3. Road development would be restricted to areas not exhibiting geologically hazardous conditions and hillside road development standards would be implemented to reduce grading and surface runoff.

4. Development under the Area Plan would have an insignificant impact on local schools.

5. Development in the planning area would require the extension of water and sewer mains into currently undeveloped areas.

The following measures are recommended to offset potential adverse impacts associated with development under the proposed San Juan Hills Area Plan. These measures would reduce potential environmental effects to a level of insignificance:

1. Residential development in Laurel Creek Canyon and other relatively unaccessible areas, should be encouraged to include indoor sprinkler systems and fire-retardant roofs.

2. The City should work with landowners to facilitate implementation of the density transfer program and the lot merger/resubdivision process through on-site studies and follow-up meetings.

3. To ensure adequate provision of emergency access to the Skymont area, the City should accept road dedication with maintenance responsibilities for Marsten Avenue.

4. As Marburger Avenue is improved to city standards, the severe geologic hazard should be removed to ensure safe year-round access.

5. In areas with no on-street parking, "no parking" signs should be installed and a rigorous enforcement program should be implemented.

6. Permeable paths in hillside areas should be designed to minimize maintenance requirements.

7. Roadway extensions in hillside areas should be required to be built prior to the issuance of building permits.

Energy Conservation. Since the Area Plan would allow development of fewer residential units than could be developed under the General Plan. Development under the Area Plan would directly or indirectly result in the following impacts:

1. Development would result in initial energy consumption for site clearing and grading, construction of access roads and extension of utilities. Long-term energy impacts would result from heating and cooling of residential units, water heating, general gas and electrical household needs, and fuel for transportation.

2. Development would also result in a daily fuel consumption of 23,064 gallons of gasoline.

The following measures are recommended to offset potential adverse effects and would reduce energy conservation related impacts to a level of insignificance:

1. Development in the San Juan Hills planning area under the proposed Area Plan must comply with Title 24 Energy Conservation Standards of the California Administrative Code.

2. Residential structures should be aligned along an east-west axis or northwest-southwest axis to face as near to south or southwest as possible in order to gain maximum solar exposure.

3. Operation of construction equipment should be managed to avoid unnecessary fuel use. The amount of grading should be kept to a minimum.

4. Building designs should allow for natural ventilation during warm periods and take advantage of incident solar insulation during the winter.

## PROJECT DESCRIPTION

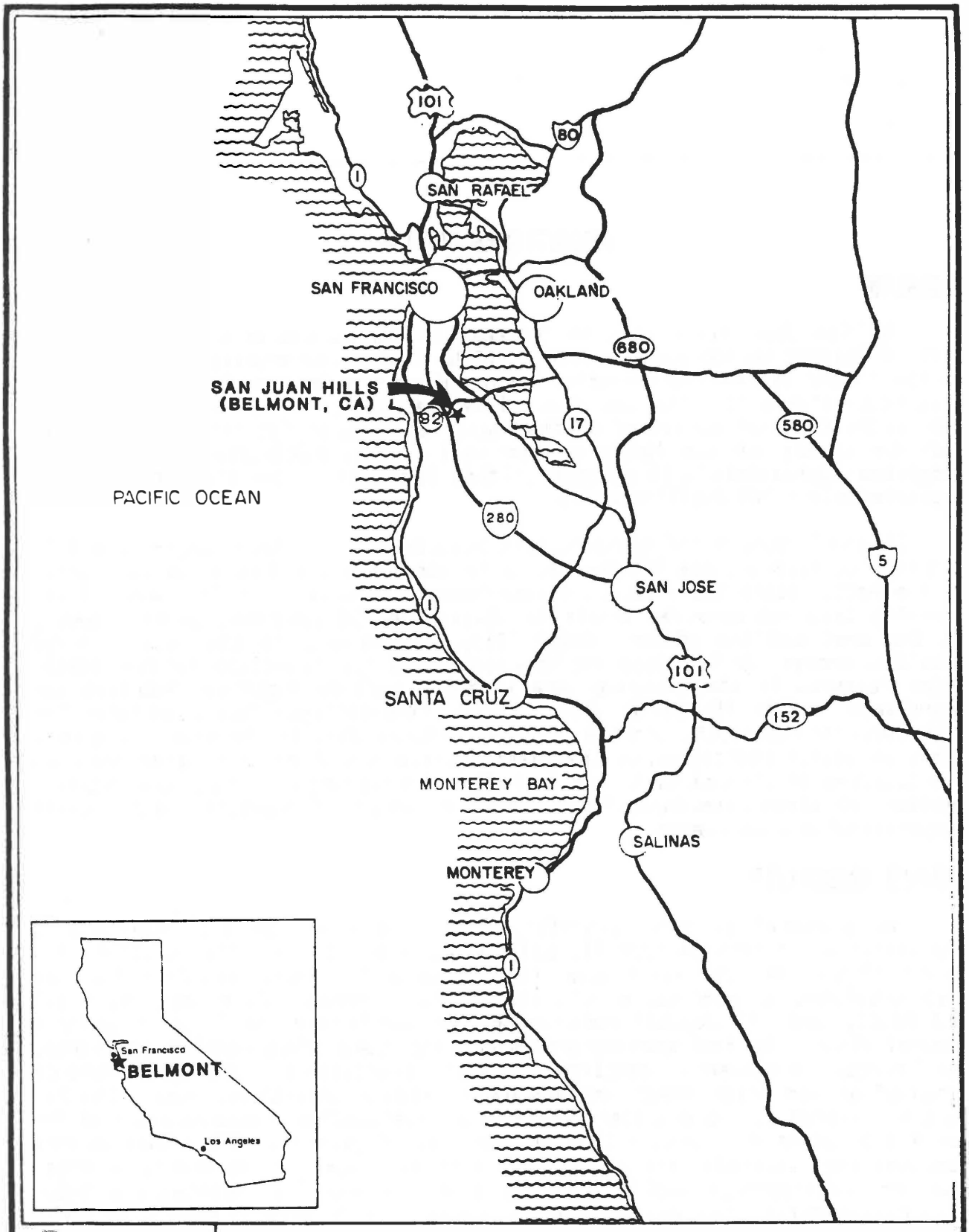
### LOCATION

The San Juan Hills area is located in the northwestern portion of the City of Belmont on the eastern flanks of the Santa Cruz mountains. Belmont is in the center of the San Francisco Peninsula midway between San Francisco and Palo Alto (Figure 1). The San Juan Hills area is bounded by Ralston Avenue on the south, Cipriani Boulevard on the east, the City of San Mateo on the north and the County of San Mateo on the west. The 1,000-acre planning area comprises approximately 20 percent of the land area of the City and contains approximately 1,100 dwelling units.

Figure 2 depicts the planning area boundaries. As shown, major arterials serving the area include Ralston Avenue to the south and Alameda de Las Pulgas to the east. State Route 92 (J. Arthur Younger Freeway) is to the west of the planning area and provides access to Interstate 280 (Junipero Serra Freeway) to the west and San Mateo, Foster City, and Hayward to the east. I-280 provides access to San Jose to the south and San Francisco to the north. Major features in the planning area vicinity include Sugarloaf Mountain and Laurelwood Park to the north, John S. Brode Memorial Open Space and Water Dog Lake Park to the south, and the College of Notre Dame to the east. Figure 3 shows an aerial photograph of the planning area and identifies major features and subareas in the planning area including the Skymont, Plateau, and Cipriani residential areas, the Horse Ranch property, Sugarloaf Mountain, Laurel Creek Canyon and San Juan Canyon.

### PROJECT OBJECTIVES

The proposed project consists of an Area Plan and its implementing ordinances which provide specific policies to address the unique problems and assets of the San Juan Hills area (City of Belmont, 1986). The Area Plan has been developed in accordance with California Government Code Sections 65100 and 65301, and if adopted would amend and supplement the City of Belmont General Plan. The implementing ordinances include a slope density ordinance, lot merger ordinance, density transfer regulations, geologic hazards regulations and other minor amendments to grading ordinances, etc. The San Juan Hills area is approximately two-thirds developed and contains most of the remaining vacant residential land in the City (Figure 4). The planning area contains many valuable natural features such as creeks, dense stands of trees and rock outcroppings and is directly south of Sugarloaf Mountain, a major natural landmark. The vacant land in the area is located primarily on steep slopes and in the canyons, where a combination of severe geologic and flood




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FIGURE 1. REGIONAL LOCATION

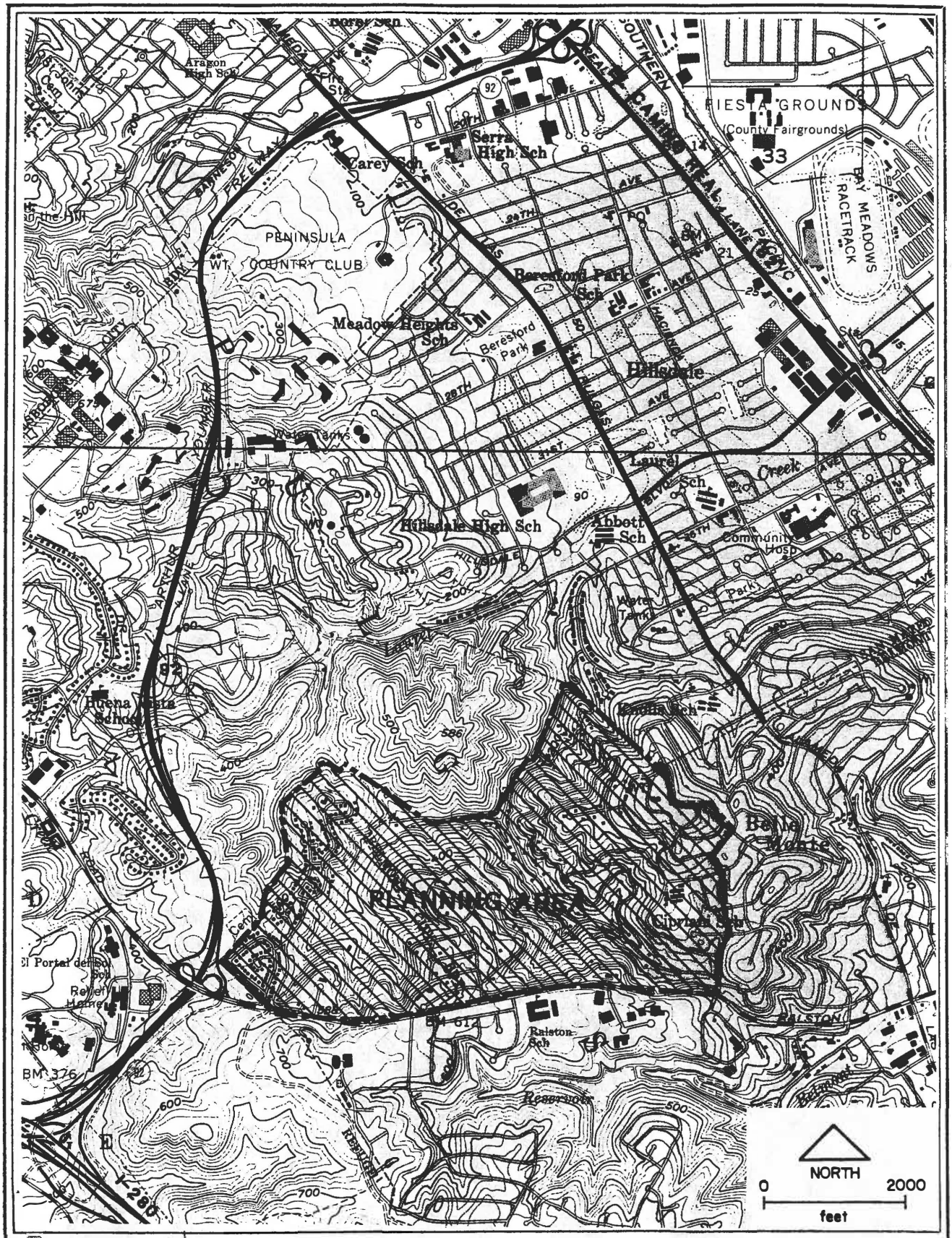



**FIGURE 2** **PLANNING AREA BOUNDARIES**




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FIGURE 3

AERIAL PHOTOGRAPH OF SAN JUAN HILLS AREA




SOURCE: City of Belmont.

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FIGURE 4

EXISTING VACANT LAND AND UNIMPROVED ROADS

hazards constrains development. In addition, infrastructure, including roads, drainage facilities, and water and sewer services have not been extended into most vacant areas, partly because of the steep slopes and geologic hazards.

As shown by the lotting pattern in Figure 4, past subdivision in the San Juan Hills area has resulted in very irregular parcelization and highly fragmented ownership of vacant land. Tracts of unsubdivided land in the area are also held in very irregular parcels. Access within the planning area is limited, particularly to the Skymont Area, and many of the existing paved streets do not meet City standards. Overall, serious natural resource constraints and the pattern of land ownership present major obstacles to quality development and open space preservation in the area.

In response to these constraints and opportunities, the Area Plan assesses the need for open space protection, geotechnical hazard abatement and lot consolidation in the San Juan Hills. It provides a policy framework to define new zoning and subdivision standards, which, through public and private actions, are intended to resolve the development problems and preserve appropriate open space within the San Juan Hills area (City of Belmont, 1986).

The San Juan Hills Area Plan was developed by a special committee appointed by the Belmont City Council in 1983. The planning process involved extensive coordination with community groups and individuals and the recommended goals, objectives, policies and implementation measures of the Area Plan were developed by the San Juan Committee, City planning staff and interested members of the public.

Following public review of the proposed San Juan Hills Area Plan, the City Planning Commission will make a recommendation to the City Council, which will consider formal adoption of the Area Plan as part of the City of Belmont General Plan. The proposed Area Plan would then augment and supersede where necessary all previous General Plan policies and land use designations pertaining to the San Juan Hills area.

## TECHNICAL PROJECT DESCRIPTION

Vacant land in the San Juan Hills area comprises almost one-third of the total land area of approximately 1,000 acres. As shown on Figure 3, existing development in the area is located in three distinct neighborhoods on three plateaus which are known as Skymont, Plateau and Cipriani. There are currently a total of approximately 1,100 dwelling units in the area. The undeveloped land in the area lies between the three plateaus on the steep slopes of Laurel Creek Canyon and San Juan Canyon (Figure 3). Most of the vacant lots are located along unimproved roads and "paper streets" and in

larger parcels of land not served by road access[1]. Unimproved and paper roads are shown in Figure 4. There are currently a total of 402 vacant lots located on unimproved roads or paper streets in the area, covering a total of 157 acres. In addition, there are approximately 105 vacant lots which are served by improved roads bringing the total of vacant lots in the Area to 504. The Area Plan groups the vacant parcels in the area into 15 subareas which are defined by their proposed road access. These subareas are depicted in Figure 5. Table 1 depicts the number of current vacant lots and acreage by subarea.

The average slope of vacant land in the San Juan Hills area is extremely high, ranging between 15 percent and 75 percent. Subareas with slopes between 15 and 20 percent include Naughton Avenue and Laurel Creek Canyon. Slopes between 20 and 30 percent are found in the Bartlett, Marsten, San Ardo Way, Alhambra, Monte Cresta, San Juan Canyon and Ralston subareas. The Green Court, Marburger (subdivided and unsubdivided), Lower Lock, Upper Lock, and Laurel Creek Road subareas all have average slopes of greater than 30 percent.

The most severe geologic hazards in the planning area are concentrated on both sides of San Juan Canyon and in the eastern reaches of Laurel Creek Canyon. Development in the following subareas would be constrained by the presence of critical geologic hazards: Ralston Frontage, Marburger (subdivided and unsubdivided), Lower Lock, San Juan Adjacent, San Ardo, Monte Cresta, Alhambra and Naughton.

The planning area poses several problems with existing road circulation. The Skymont area has only one access/egress (at Christian Drive/Ralston Avenue) and there is no paved road connection or emergency access between the Skymont neighborhood and the rest of the planning area. Many of the existing paved streets in the planning area do not meet City standards for curbs, gutters, and pavement conditions and a large number of streets are unimproved. Other problems include geologically unstable roads and rights-of-way, the potential for inefficient incremental road development and the lack of on-street parking.

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[1]Paper streets are streets which only exist on the map or as walking trails. In the San Juan Hills area, these streets are typically located on extremely steep and geologically unstable slopes. Unimproved roads are roads which are used on a regular basis but are built to substandard specifications and are lacking pavement and adequate drainage facilities. (Roadways are shown in Figure 4.)




SOURCE: City of Belmont.

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FIGURE 5

SAN JUAN HILLS SUBAREAS

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**TABLE 1**

**CURRENT VACANT LOTS AND MAXIMUM BUILDOUT POTENTIAL UNDER THE SAN JUAN HILLS AREA PLAN**

| Subarea | Acreage | Current # Lots | Maximum Buildout Under Existing General Plan[2] (# of Units) | Maximum Buildout Under Area Plan (# of Units) |
|---|---|---|---|---|
| **Vacant Lots on Unimproved Roads** | | | | |
| Green Court | 1.97 | 12 | 12 | 6 |
| Naughton Avenue | 6.32 | 42 | 42 | 22 |
| Bartlett Avenue | 30.02 | 110 | 143 | 28 |
| Marsten Avenue | 3.06 | 11 | 15 | 6 |
| Marburger | 6.10 | 35 | 35 | 17 |
| Lower Lock | 4.84 | 28 | 28 | 15 |
| Upper Lock | 2.10 | 13 | 13 | 6 |
| San Ardo Way | 2.04 | 12 | 12 | 8 |
| Alhambra | 8.44 | 42 | 42 | 17 |
| Monte Cresta | 7.35 | 48 | 48 | 35 |
| Laurel Creek Canyon (Unsubdivided) | 67.04 | 12 | 67 | 86 |
| Laurel Creek Road | 2.11 | 9 | 10 | 6 |
| Marburger (Unsubdivided) | 11.32 | 8 | 11 | 6 |
| San Juan Canyon Adjacent | 1.49 | 6 | 7 | 3 |
| Ralston Frontage | 2.50 | 14 | 14 | 6 |
| **Subtotal** | 156.90 | 402 | 499 | 267 |
| **Vacant Lots On Improved Roads** | | | | |
| Cipriani (Infill) | | 70 | 70 | 70 |
| Plateau (Infill) | | 35 | 35 | 35 |
| **Subtotal** | | 105 | 105 | 105 |
| **TOTAL** | | **507** | **604** | **372** |

[1]General Plan buildout estimates assume development densities of one lot per acre on unsubdivided land. Potential subdivision of large parcels in the Bartlett Avenue and Laurel Creek Road subareas is accounted for by assuming a 30 percent cover for roads and infrastructure and a 6,000 square foot minimum lot size.

As noted above, the San Juan Hills Area Plan has been developed to account for the unique natural features of the area, the current irregular lotting pattern, geologic and flooding hazards, and infrastructure constraints. To achieve this, the Area Plan sets forth a number of goals, objectives and policies. Implementation of the Area Plan would result in an overall reduction in the permitted densities of development and restrictions on road and infrastructure extension to undeveloped parcels, particularly in areas of steep slopes and geologic hazards. The Area Plan is premised on the following goals and objectives:

- **Geologic Hazards.** Ensure a high level of geologic stability for building sites, structures and infrastructure; improve the City's decision-making process regarding geologic hazards; and minimize public liability for hazardous lands.

- **Natural Resource Preservation.** Encourage the preservation of vegetation and other natural resources in the San Juan Hills area; preserve views into, within and from the San Juan Hills area, particularly views of natural areas; and, encourage the preservation of open space in areas of scenic, natural resource or recreational value, as well as in areas susceptible to geologic hazards steeply sloped and susceptible to erosion. Preserve open space in Laurel Creek Canyon, especially the riparian corridor along Laurel Creek. Ensure that new structures are designed to protect the visual and natural resource quality of the hillsides.

- **Land Use and Site Development.** Preserve and enhance the character of existing established residential areas. Achieve a land use pattern that is consistent with the existing slopes and geologic hazards on vacant lands. Minimize buildout of vacant subdivided lots in geologically hazardous areas where it would require major road extensions and improvements, or where it would degrade natural resources and views.

- **Infrastructure.** Ensure that adequate infrastructure is available before permitting development to proceed. Design and locate infrastructure improvements to protect natural resources and existing neighborhoods. Minimize the City's costs for building and maintaining infrastructure improvements for new development. Ensure that road improvements are geologically safe and do not create traffic safety hazards (City of Belmont, 1986).

Specific policies intended to implement the above goals for future development in the San Juan Hills area are summarized below. These policies

are also addressed in the relevant portions of the Environmental Setting, Impacts, and Mitigation Measures chapter of this EIR.

- **Geologic Hazards.** The Area Plan limits development by establishing land use policies related to geotechnical hazards. Development would not be permitted in any areas with slope instability unless geologic data and engineering solutions assess that development is feasible. No exceptions would be made to this policy in areas mapped as having potential debris flow movement or actively moving deep landslides. Policies are also set forth to adopt official geologic maps of the San Juan Hills to aid in determining parcel developability and to require specific geotechnical investigations at various stages of development. The permitted density and intensity of development would be related to the slope characteristics of parcels such that fewer and smaller units on parcels would be permitted as the steepness of the lots increases. (These policies are discussed in greater detail in the Geology and Soils section of this EIR.)

- **Natural Resource Preservation.** To protect vegetation development would be required to minimize vegetation removal, protect and restore stabilizing vegetation, protect historic and scenic trees, and provide revegetation of all significant tree cover. Streams and creeks would be protected by required setbacks and preventing road crossings. Wildlife habitat would be protected by siting and designing development to maintain portions of existing habitat in a natural state. Grading design standards and restrictions on winter construction would be established. (Refer to the Vegetation and Wildlife section of this EIR.)

- **Visual Quality.** The Area Plan encourages new development siting and design to protect public views, particularly from Ralston Avenue to Laurel Creek Canyon toward Sugarloaf and San Francisco Bay. Structures would be encouraged to be sited and designed to maximize view preservation. (Refer to the Visual Quality section of this EIR.)

- **Open Space.** The Area Plan encourages clustered development wherever possible to leave the maximum portion of a site in its natural state. The Area Plan encourages creation of an open space buffer between development on vacant parcels in the San Juan Hills and Sugarloaf Mountain. Additionally, a continuous greenbelt of publicly-owned open space should be established.

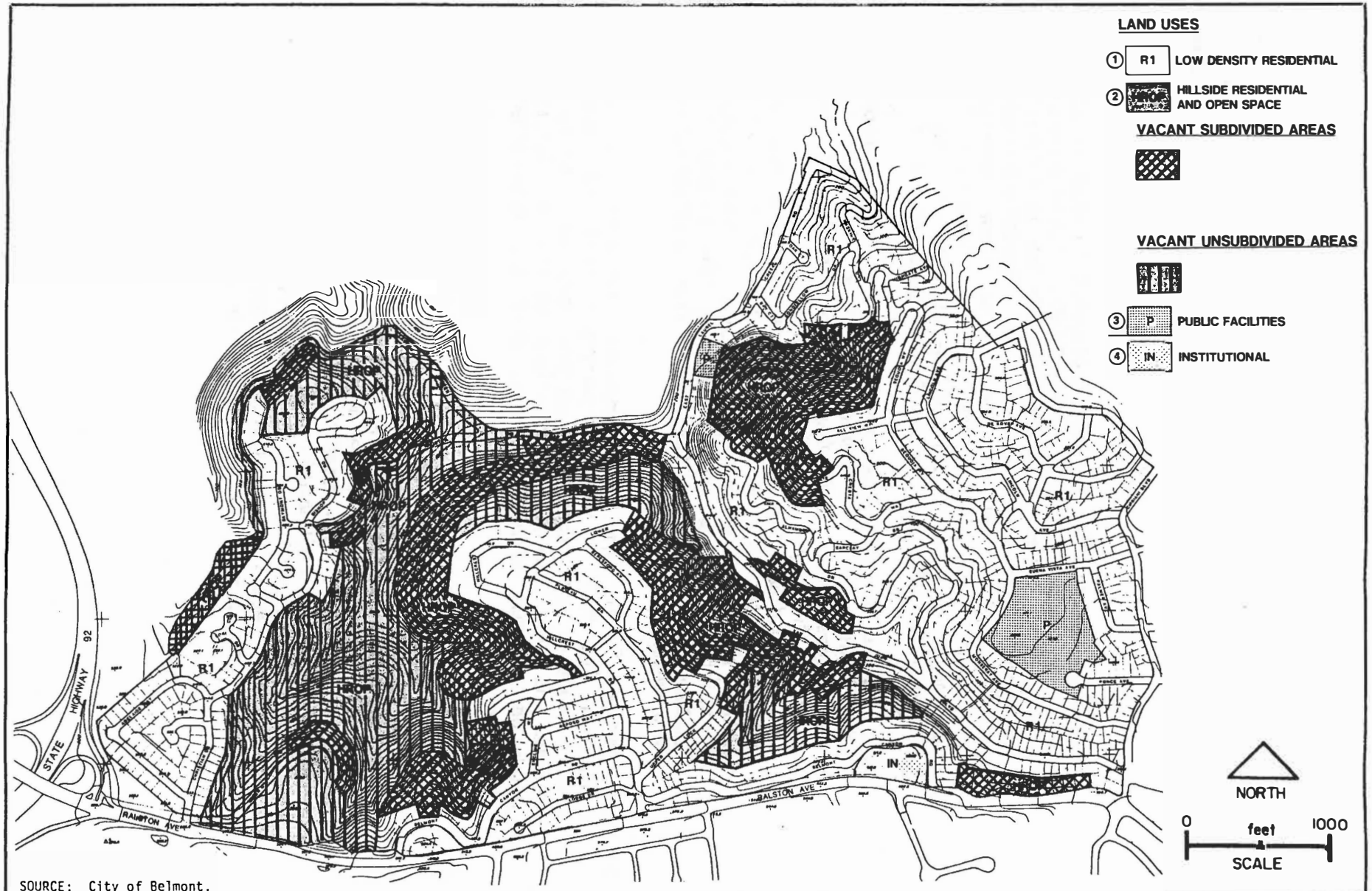
- o **Land Use Designations.** The Area Plan assigns new land use designations (see Figure 6) to vacant land in the San Juan Hills area and applies slope density regulations and floor area limitations as follows:

  (a) Lands adjacent to improved roads in a predominantly developed residential area are assigned a **Low Density Residential (R1)** designation and development on vacant lots is considered infill to the existing neighborhood. In R1 areas, one unit could be built on each vacant lot; the maximum size of each unit would be based on the recently adopted FARs (see Appendix B).[3] The R-1 land use designation is contained in the Belmont General Plan and the General Plan policies pertaining to this designation would continue to govern. Two other land use designations in the Area Plan that are currently contained in the Belmont General Plan are **Institutional** and **Public Facilities**. As with the R1 areas, the policies of the Belmont General Plan would continue to govern in these areas.

  (b) The remainder of the vacant land in the San Juan Hills planning area is designated **Hillside Residential and Open Space (HROP)**. The HROP area includes large unsubdivided parcels and land adjacent to unimproved roads which is predominately vacant and suitable for open space or very low density residential use because of steep slopes, unstable soils, scenic or natural resource value and lack of access. Permitted uses in the HROP area include single family detached dwelling units, other uses which are normally accessory to residential uses, and public and private recreational uses. By purchasing density transfers from owners of lots with critical geologic hazards, owners of safer lots that are closer to existing roads will be able to cluster units and/or develop attached dwelling units. Once density is transferred, the "sending site" is permanently restricted from building. Institutions and public facilities such as churches and schools are permitted with appropriate controls.

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[3]Floor Area Ratio (FAR) = total gross square footage of development divided by the square footage of site.




SOURCE: City of Belmont.

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FIGURE 6

LAND USE POLICY MAP

Permissible densities of new development in HROP areas relate to the average slope of the vacant lots. Table 2 presents the slope density formula recommended by the San Juan Committee for use in HROP areas under the Area Plan. Appendix B presents two alternative more and less restrictive slope density tables which were considered by the San Juan Committee. Potential development scenarios using these alternative slope density formulas are evaluated in the Alternatives section of the EIR.

In addition to the slope density restrictions, development in HROP areas would be subject to slope intensity (or FAR) regulations which limit the permitted residential floor area based on the size, slope and location of the lot. Two FAR tables would be used in the HROP areas. One, more moderate formula, would be used to govern the size of residences in areas of moderate geologic hazard. The second, more restrictive formula would prescribe the amount of square footage that could be transferred from critically hazardous ownerships.

- **Lot Merger.** The Area Plan promotes the merger of existing contiguous lots held in the same ownership in the HROP areas when one or more of the contiguous parcels does not conform to the minimum lot size required by the slope density restrictions. At least one of the affected parcels must be undeveloped by a structure.

- **Lot Reconsolidation.** The Area Plan promotes the voluntary reconsolidation of vacant subdivided parcels in HROP areas by encouraging owners along unimproved roads to pool their development capability and resubdivide. The Area Plan particularly encourages coordinated development to maximize clustering in Laurel Creek Canyon. Landowners who participate in lot reconsolidation are rewarded with additional points in a proposed Allocation System, and can obtain reduced minimum lot sizes or density bonuses. The City would provide technical assistance to landowners and accept open space easements on restricted land to allow property tax reductions.

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## TABLE 2
## SLOPE DENSITY FORMULA FOR HILLSIDE RESIDENTIAL AND OPEN SPACE AREAS

| Average Slope | Maximum Dwelling Units per net acre | Minimum Net Lot Size (sq. ft.) |
|---|---|---|
| 0-9% | 7.26 | 6,000 |
| 10% | 6.22 | 7,000 |
| 11% | 5.38 | 8,100 |
| 12% | 4.68 | 9,300 |
| 13% | 4.07 | 10,700 |
| 14% | 3.57 | 12,200 |
| 15% | 3.13 | 13,900 |
| 16% | 2.76 | 15,800 |
| 17% | 2.45 | 17,800 |
| 18% | 2.20 | 19,800 |
| 19% | 2.00 | 21,800 |
| 20% | 1.85 | 23,500 |
| 21% | 1.73 | 25,200 |
| 22% | 1.62 | 26,900 |
| 23% | 1.52 | 28,600 |
| 24% | 1.44 | 30,300 |
| 25% | 1.36 | 32,000 |
| 26% | 1.29 | 33,700 |
| 27% | 1.22 | 35,600 |
| 28% | 1.16 | 37,500 |
| 29% | 1.09 | 40,000 |
| 30% | 1.01 | 43,000 |
| 31% | 0.94 | 46,500 |
| 32% | 0.86 | 50,500 |
| 33% | 0.79 | 55,000 |
| 34% | 0.73 | 60,000 |
| 35% | 0.67 | 65,000 |
| 36% | 0.62 | 70,500 |
| 37% | 0.57 | 76,000 |
| 38% | 0.53 | 81,500 |
| 39% | 0.50 | 87,500 |
| 40% | 0.47 | 93,500 |
| 41% | 0.43 | 100,500 |
| 42% | 0.40 | 108,000 |
| 43% | 0.38 | 115,500 |
| 44% | 0.35 | 123,500 |
| 45%+ | 0.33 | 134,000 |

SOURCE: CITY OF BELMONT.

- **Density Transfer.** The Area Plan encourages owners of subdivided lots in critical geologic hazard areas or far from improved roads to sell their permitted square footage to owners closer to existing improved roads. In the unsubdivided areas of Laurel Creek Canyon, the Plan encourages density transfer in exchange for dedication of permanent open space. A total of 27 acres in the canyon are designated as "sending sites" from which landowners may sell density. Potential "receiving sites" where landowners can purchase density from sending sites are also designated. The three receiving sites include the 9.1-acre "Horse Ranch" property adjacent to Ralston Avenue and east of the Skymont area, and two parcels totalling 10.8 acres adjacent to the Baptist Church in the Skymont area (see Figure 5). Incentives for the transfer of development rights include additional points in a proposed Allocation System, reduced minimum lot sizes, technical assistance, acceptance of open space easements, and permission to build townhouses and other attached dwelling units.

- **Maximum House Size.** A maximum house size would be established for vacant, unsubdivided HROP areas.

- **Site Development Standards.** The Area Plan encourages design of structures to conform to topography and to be compatible in size and scale with their building site and the predominant character of existing development in the community. Permitted height of structures should reflect lot slope and terracing of homes in hillside areas should be encouraged.

- **Utilities.** The Area Plan promotes the financing of water sewer and storm drainage utilities to serve the development of private property by the benefiting property owners. Water mains and sewer lines should be located in street rights-of-way for ease of maintenance. The Area Plan encourages storm drainage investigations for new development and the implementation of the recommendations of the Storm Drainage Task Force. (See the Hydrology and Drainage section of this EIR.) The Area Plan also encourages the prohibition of development on creeks and drainage swales and the requirement of storm drainage improvements to direct storm water around structures and into the storm drainage system.

- **Road Improvements.** The Plan prohibits the extension of roads into areas with moving deep landslides. Improvement of existing unimproved roads and the development of new roads are discouraged on

steep slopes where substantial amounts of grading would be required, where major vegetation resources would be removed, and where existing creeks and riparian corridors would be affected. Overall road improvement, plans and financing would be required prior to granting of any building permits on unimproved roads. The Area Plan encourages property owners of vacant subdivided property to develop alternative access plans. New development should finance road improvements. All newly improved roads should be private except for previously dedicated streets. Hillside road standards should be formulated and adopted. The Area Plan also sets forth specific provisions for development of road access to property in Laurel Creek Canyon, emergency access between the Skymont neighborhood and the rest of the planning area, and limitations on direct access to/from Ralston Avenue.

As outlined above, the proposed San Juan Hills Area Plan establishes a policy framework which integrates concerns regarding geologic hazards and natural resource protection with a plan for the location and development of residential units and infrastructure. Policies of the Area Plan strictly limit development in geologically hazardous areas by establishing minimum lot sizes and maximum floor areas dependent on slope and geologic hazards. This would effectively preclude development on many lots. However, landowners of undevelopable parcels would be presented with some value for their land, as they would be permitted to sell their development rights to other property owners. The Area Plan also encourages clustered development at the ends of existing roadways in lieu of road extension into undeveloped areas.

Based on the slope density formulas for development in the HROP and R-1 areas, approximately 372 units could be built in the San Juan Hills area under the Area Plan. This is 232 fewer units (38 percent less) than the 604 units permitted under the existing General Plan. The maximum buildout potential of the San Juan Hills area under the existing General Plan and under the proposed Area Plan is shown in Table 1.

Together, lot reconsolidation, density transfer, geologic hazard criteria and road improvement policies of the Area Plan will dictate the location of future development in the area. In general, future development would be concentrated in the less steeply sloped portions of Laurel Creek Canyon, particularly if landowners chose to participate in the density transfer (transfer of development rights) program. Due to the presence of moving, deep landslides, Bartlett Way, Lower Lock Avenue and Naughton Avenue could not be constructed as through streets. In addition, the Area Plan discourages the development of East Laurel Creek Road and Marsten Avenue as streets open to residential traffic. Development of Alhambra and Monte Cresta as through

streets is also unlikely due to the steep slopes in those areas. Therefore, it is likely that development would occur around the cul-de-sac ends of all of the above streets. Figure 7 illustrates the probable development pattern that would result from implementation of the proposed San Juan Hills Area Plan.

In order to implement the Area Plan, a number of ordinances and implementation actions would be necessary. The precise language and format of these implementation actions are currently under preparation by City staff and consultants and will be brought forward to the Belmont Planning Commission and City Council subsequent to approval of the Area Plan. These actions include the following:

1. Development of Slope Density Ordinance and rezoning of lands designated HROP to Slope Density Zone.

2. Lot Merger Ordinance and merger of lots in areas designated HROP on Plan.

3. Revised Development Standards for FAR, Height, Slope.

4. Slope Intensity Ordinance for Subdivided Parcels on Unimproved Roads.

5. Density Transfer Regulations.

6. Geologic Hazard Regulations.

7. Revisions to Development Standards for Grading, Vegetation Removal, Storm Drainage.

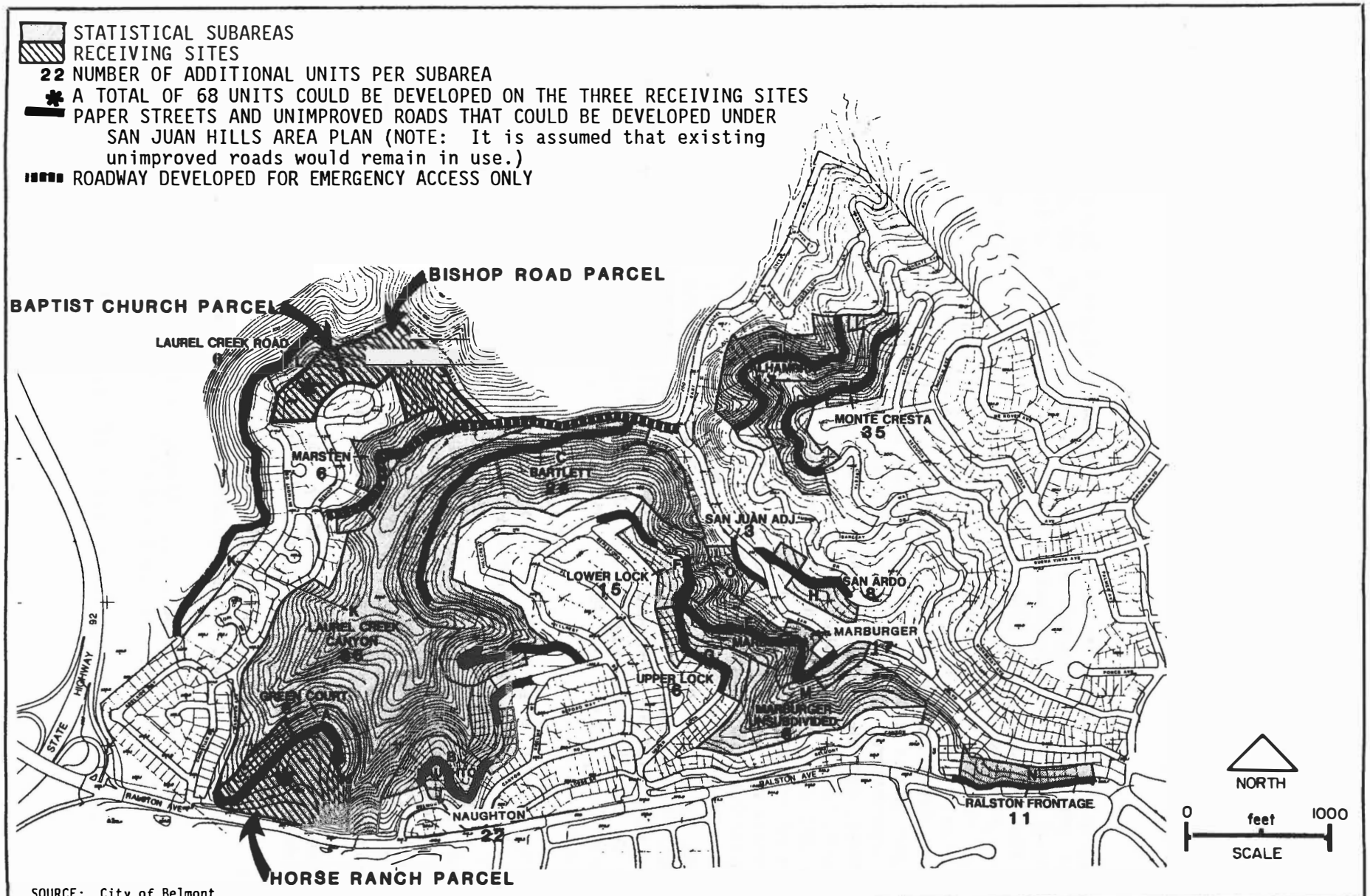
8. Development of Hillside Road Standards.

These implementation actions would involve more specific and detailed information necessary to implement the goals, objectives and policies of the Area plan but would not contain any provisions that would alter the effects of the overall Area Plan.

## CONFORMANCE WITH OTHER PLANS AND POLICIES

### Belmont General Plan

The Belmont General Plan, adopted in 1982, is a comprehensive planning document which provides policies to guide growth and development of land uses,




SOURCE: City of Belmont.

LSA

FIGURE 7

LOCATION OF FUTURE DEVELOPMENT

services and facilities in the City of Belmont. Figure 8 depicts the land use map for the Belmont General Plan. As shown, much of the planning area is designated Low Density Residential (R1). Approximately 25 percent of the area is designated Open Space (OS). In addition, there are small portions of the planning area designated Institutions (In) and Public Facilities (P). The low density residential designation applies to the use of land primarily for single family detached residences. The designation also includes clustered townhouse developments where the overall housing density does not exceed seven units per gross acre. Open space lands are defined in Section 65560 of the State Government Code as any land or water area which is essentially unimproved, and devoted to an open space use including preservation of natural resources, managed production of resources, outdoor recreation and public health and safety. Unsubdivided parcels in the San Juan Canyon area are designated as open space. The General Plan allows for clustered residential development not exceeding densities of one unit per acre in these open spaces. Development should be designed to retain a majority of the land in its natural state. In particular, unstable slopes, slopes over 30 percent, natural drainage ways, stands of trees, and visually prominent ridge tops should be retained in open space. Institutional land use accommodates facilities which provide educational, cultural, religious, health and related services to the community and, in some cases, to a larger service area. The public facilities land use designation applies to areas used primarily for governmental and educational purposes.

The General Plan calls for additional study of the development potential of vacant subdivided and unsubdivided parcels in the San Juan Hills area. The General Plan states that (1) the study should evaluate natural and manmade opportunities and constraints in the San Juan Hills area to determine where new residential development can best be accommodated and (2) residential development may occur in clusters leaving significant amounts of vacant land in permanent open space (Section 1010). The proposed San Juan Hills Area Plan has been prepared in response to this General Plan mandate.

The following general community goals of the General Plan pertain to future development in the San Juan Hills area (Section 1015):

- Preserve and enhance the attractive, family-oriented and tranquil quality of Belmont's residential neighborhoods.
- Preserve significant open spaces, trees, views, waterways, wildlife habitats, and other features of the natural environment.
- Guide the timing and location of growth and development to ensure

the availability of services and protection of sensitive natural environments.

- o Protect persons and property from unreasonable exposure to natural hazards such as floods, fire, unstable ground, erosion and earthquakes.

The proposed San Juan Hills Area Plan establishes policies which are intended to implement the above goals of the General Plan. Overall, the Area Plan policies are more specific than General Plan policies and are focused on guiding development with regard to the unique problems and assets of the San Juan Hills Area.

The following discussion summarizes the relevant land use policies of the General Plan and evaluates the consistency of the proposed San Juan Hills Area Plan with these policies.

**Policy:** Intensity of land use should decrease as steepness of terrain and distance from major thoroughfares increase. The lowest intensities of use should occur on the steep hillsides to limit storm runoff, prevent increased erosion, avoid unstable slopes, protect vegetation and watersheds, and maintain scenic qualities. Intensity of use should be governed by considerations of existing development patterns, water and air quality, accessibility, traffic generation, parking, noise, fire safety, drainage, natural hazards, resource conservation and the availability of community facilities and services (Policy 1016.2).

**Compliance:** The Area Plan incorporates slope density and floor area ratio (slope intensity) tables into its land use policies (see Appendix B). Application of these formulas decreases the permitted development according to slope and geologic hazards. The Area Plan also includes policies encouraging the retention of permanent open space areas to protect vegetation and other natural resources, including the scenic resources of the area. Availability of access and public services are also key considerations in permitting development under the Area Plan.

**Policy:** The following standards shall apply to all new development: (a) sewage disposal shall be by sanitary sewers, (b) storm drainage facilities shall be provided, (c) erosion shall be minimized through runoff retention and revegetation, (d) grading and new impervious surfaces shall be kept to the minimum necessary to permit development of land in a manner compatible with its characteristics and designated use, (e) land, water and energy shall be used efficiently, (f) structures shall be clustered, where possible, to maximize open space and minimize

costs of providing public services, (g) safe access to the public road system of the community shall be provided, (h) fire and police protection shall be adequately provided, (i) slopes exceeding 30 percent shall be avoided whenever possible (Policy 1016.4).

**Compliance:** The Natural Resource, Land Use and Site Development and Infrastructure policies of the Area Plan address all of the above concerns. Specific policies regarding sewage disposal, road maintenance and fire and police protection are discussed in the Public Services and Utilities section, policies regarding storm drainage are discussed in the Hydrology and Drainage section, and policies regarding slopes, erosion and grading are discussed in the Geology and Soils section of this EIR.

**Policy:** Natural features, such as ridgelines, canyons, steep hillsides, meadows, streamsides and significant stands of trees, should be preserved and protected through planning, conservation practices and the dedication of open space or scenic easements (Policy 1016.6).

**Compliance:** The Area Plan encourages coordinated development of unsubdivided parcels in Laurel Creek Canyon and the transfer of development rights from steep or geologically hazardous parcels throughout the area. The ensuing development pattern would allow retention of significant natural areas in permanent open space.

**Policy:** No building permits for new structures shall be issued until or unless it has been demonstrated that all necessary public services can be provided within the framework of planned capital and operating budgets of the service agencies. Costs for services which exclusively benefit new development should be borne by that development. Low density residential development of vacant subdivided lots in San Juan Canyon may proceed only when it has been demonstrated that safe development can take place consistent with the policies of the General Plan, and that adequate access, utilities, fire service and other essential services are available (Policies 1016.7 and 2014).

**Compliance:** The Area Plan requires that the installation of water and sewer utilities, storm drainage improvements, and roads to serve the development of private property be financed by the benefiting property owners. Demonstration of the availability of other services would be required in accordance with General Plan policies.

**Policy:** In any development within the Planning Area, geologic conditions should be thoroughly evaluated to avoid or mitigate problems of unstable land. In no case will development be approved until it has been

demonstrated that buildings and roads will be on geologically stable lands (Policies 1016.8 and 2014).

Compliance: The proposed Area Plan adopts the engineering geologic map and ground movement potential map prepared by William Cotton and Associates in April 1985 as the official geologic maps of the City. In accordance with these maps, any development on slopes steeper than 10 percent requires a soil and foundation engineering investigation. Development on lands with highly expansive soils, fill material, or potential landslides or debris flows requires an engineering geologic investigation. The plan adopts a Geologic Hazard Criteria table for use in evaluating the suitability of development proposals. (Refer to the Geology and Soils section of this EIR for further discussion.)

Policy: In low density residential areas, dwelling types should be limited to single family detached. However, clustering or grouping of units may be permitted to preserve open space. In steep and environmentally sensitive lands, density may be reduced to protect scenic and open space resources, ensure adequate access and services and avoid geologic hazards. Clustered development at no more than the designated density is permitted on all residential land and shall be required where necessary to meet the policies of the General Plan (Policies 2007.7 and 2009).

Compliance: The Area Plan encourages clustered development wherever possible to leave the maximum portion of the site in its natural state. Clustering of development is particularly encouraged in Laurel Creek Canyon to preserve resources and efficiently provide infrastructure.

Policy: Single family residences may be built on scattered residential lots that are smaller than the minimum sizes called for by the General Plan (i.e., 6,000 square feet in the R-1B area) if the following conditions are met: (a) access is provided by a public road meeting City standards, (b) buildings and driveways can be located on stable ground, (c) adequate public utilities and services can be provided, (d) adequate fire safety can be assured, (e) at least two off-street parking spaces can be provided, (f) adequate driveway design and access to the public street system can be provided, (g) adequate control of storm water runoff including, if necessary, on-site retention, can be provided (Policy 2007.11)

Compliance: Implementation of the Area Plan would establish a minimum house size for new development in the San Juan Hills. The slope density and FAR policies in the Area Plan which prescribe the maximum allowable

house size on particular lots may render some substandard lots undevelopable due to size, slope and the presence of geologic hazards. The Area Plan would, however, provide owners of property which is undevelopable under the above standards with a means of transferring their development rights (calculated according to slope density and slope intensity formulas) to other parcels.

Policy: Additional low density residential development may occur on unsubdivided lands in the San Juan Canyon area designated as Open Space on the General Plan Land Use Map. Consistent with this designation, any development in these areas must be clustered preserving most of the land in open space. Development should occur under planned development provisions of the zoning ordinance with density and location of housing units based on thorough evaluation of slope, slope stability, drainage, erosion potential, vegetative cover, adjacent land uses and visual impacts. Safe and adequate provision of access and public services must be assured prior to development approval.

Compliance: The Area Plan reclassifies all land which is currently designated as Open Space in the San Juan Hills area as Hillside Residential and Open Space (HROP) (see Figure 6). Policies are set forth in the Area Plan to restrict residential development of unsubdivided parcels in accordance with natural constraints and to provide the mechanisms by which much of the HROP lands can be preserved as permanent open space.

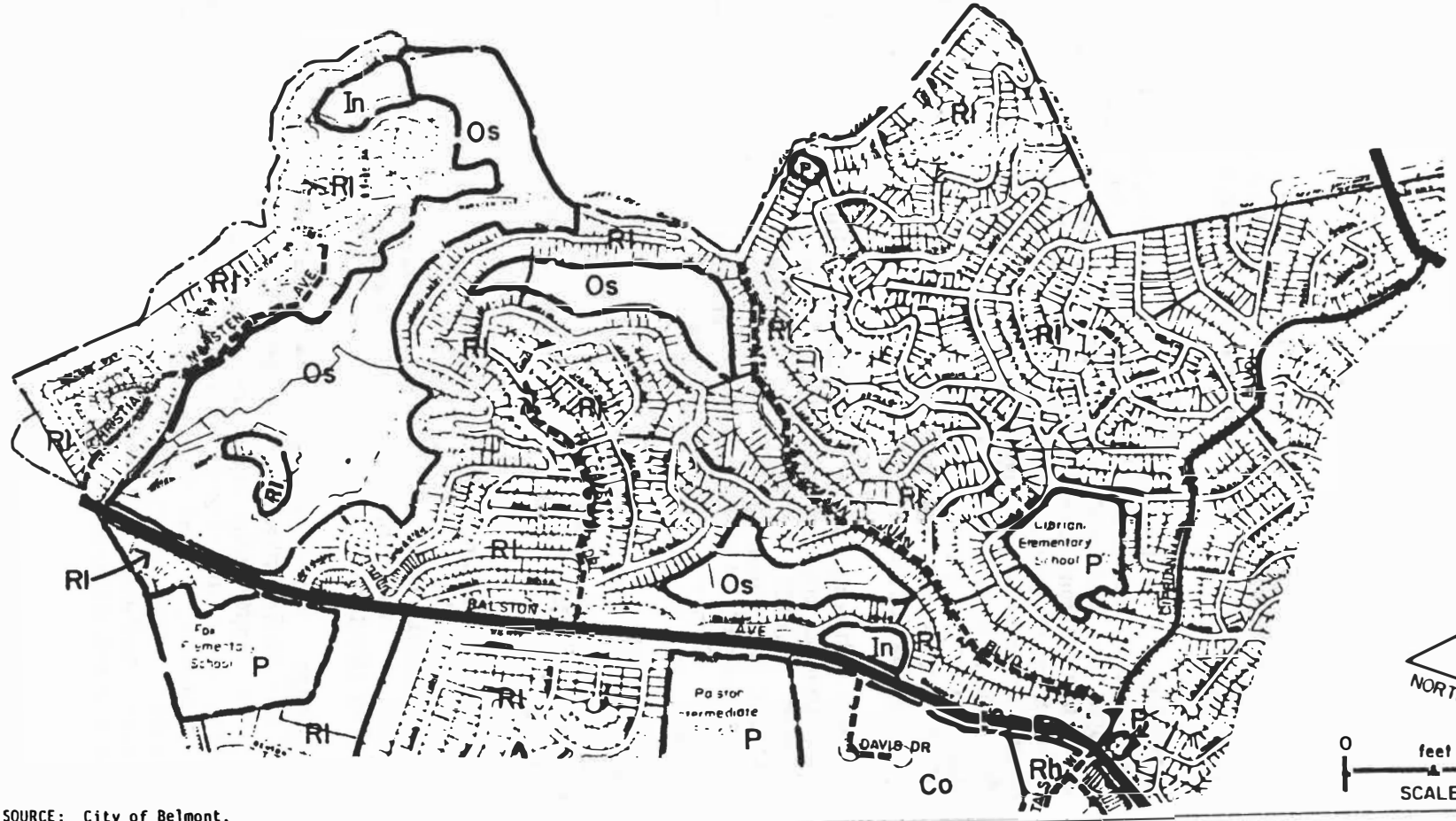
## Zoning Ordinance

Current zoning in the planning area designates the unsubdivided lands in Laurel Creek Canyon, adjacent to Bartlett and adjacent to Marburger as "Agriculture and Open Space", with a one-acre minimum lot size. Subdivided areas are designated "Residential-1B" which imposes a 6,000 square foot minimum lot size on new subdivision, but does not impose a minimum lot size for building permits on existing lots.

The following discussion evaluates the relationship of proposed Area Plan policies with the site development standards for the R-1B district imposed by the Zoning Ordinance.

Policy: Floor Area Ratios (FAR). This schedule governs the size of buildings in relation to the average slope of the building site. The FAR is intended to prevent oversized houses, and decreases the ratio between

Rl LOW DENSITY RESIDENTIAL
Os OPEN SPACE
In INDUSTRIAL
P PUBLIC FACILITIES
Co OFFICE COMMERCIAL
Rh HIGH DENSITY RESIDENTIAL




SOURCE: City of Belmont.

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FIGURE 8

EXISTING GENERAL PLAN LAND USE MAP

lot size and house size as the lot size increases. The existing FAR permits a minimum floor area of 1,200 square feet in all R-1 zoning districts and maximum floor areas of between 3,500 and 4,500 square feet. (Section 4.2.3.d).

Compliance: The proposed Area Plan would establish three sets of FARs for Low Density Residential and HROP areas (see Appendix B). The following changes are integrated into the proposed FARs: (a) the whole building envelope is considered when measuring floor area, (b) a FAR formula which is more restrictive than that applied to Low Density Residential areas is used for lots which have moderate geologic hazards to create an incentive for property owners to combine lots, (c) a very restrictive formula is applied to lots with critical geologic hazards to create a mechanism by which owners can transfer their permitted floor area to owners of lots in more geologically stable lots.

Policy: **Minimum Setback Standards.** The Zoning Ordinance provides that lots have a minimum average width of 60 feet in the R-1B zone, and a minimum street frontage of 50 feet. (Sections 4.2.3.b, 4.2.3.c). Setbacks for front yards are 15 feet. Setbacks for interior lots are to be 10 percent of the lot width, and not less than 6 feet or greater than 9 feet. Corner lots have required setbacks of 15 feet (Sections 4.2.4, 4.2.5.c, 4.2.6).

Compliance: The proposed Area Plan does not contain any policies which would conflict with the minimum setbacks established in the Zoning Ordinance. The Area Plan requires an additional setback from riparian corridors.

Policy: **Building Height.** A maximum building height of 28 feet is permitted in the R-1B zone (Section 4.2.3.e). Building height is measured from finished grade around the perimeter of the building to the uppermost portion of the roof for each respective cross-slope section of the building (Section 2.67).

Compliance: The Area Plan establishes site development standards which would be implemented by ordinance to ensure that structures conform to the site topography and are compatible in size and scale with the building site and the predominant character of existing development in the community. The height and bulk restrictions for structures in hillside locations as well as design guidelines to ensure that large vertical surfaces and roof surfaces are broken up and to encourage terracing would be established.

**Policy:** **Parking Requirements.** A minimum of two garage spaces (360 square feet) are required for each dwelling unit (Section 8.4.1)

**Compliance:** Although the Area Plan would establish new road standards for access in hillside areas, on-site parking requirements would remain the same. However, on-street parking would be encouraged to be provided in parking bays at intervals along the road to facilitate the construction of narrower roads in steep locations.

## Growth Management Program

The City of Belmont has a competitive rating system by which applications for new development are evaluated. The growth management system is intended to provide for a rate and quality of residential growth which is consistent with the goals and policies of the General Plan and is coordinated with the provision of needed public improvements and services. The rating procedure evaluates proposed developments based on the size of the building in relation to the slope of the property, the amount of grading necessary, the height of the structure, setbacks incorporated into project design, proposed landscaping and the ability of public agencies to provide services.

The proposed San Juan Hills Area Plan includes policies which provide landowners with additional points in the Allocation System for participating in overall resubdivision or purchasing transferred density.

## RELATIONSHIP TO OTHER PLANNED PROJECTS

The Area Plan is consistent with the Belmont General Plan and policies of both documents would apply to all future projects in the San Juan Hills area. In instances where the Area Plan provides more specific policies, these would supersede the policies of the General Plan.

In total, the Area Plan would permit development of a maximum of 372 residential units in the planning area (see Table 1). Of these, approximately 68 could be developed on the "Horse Ranch" property and/or in the vicinity of the Baptist Church in the Skymont neighborhood. The Allocation System of the City's Growth Management Program limits the issuance of building permits to 56 per year. All development permitted under the Area Plan would compete with other proposed projects in the Allocation System for the limited number of permits.

## JURISDICTIONAL AND PERMIT-GRANTING AGENCIES

As the lead agency, the City of Belmont would have sole responsibility for approval of the proposed San Juan Hills Area Plan. In addition, the following agencies and groups would have an interest in the project and/or would have approval authority over specific development projects in the planning area:

U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
California Department of Fish and Game
California Department of Transportation (Caltrans)
Association of Bay Area Governments
City of San Mateo
San Mateo County
Belmont County Water District
South Bayside System Authority
South County Fire District

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## ENVIRONMENTAL SETTING, POTENTIAL IMPACTS AND MITIGATION MEASURES

### LAND USE AND POPULATION

#### Setting

The 1,000-acre San Juan Hills area is located on the eastern slopes of the Santa Cruz mountains in the City of Belmont (Figures 1 and 2). Land uses in the area are comprised of a mixture of residential and open space uses which extend from Ralston Avenue to the foot of Sugarloaf Mountain to the north. The residential uses are concentrated in three distinct areas, which are defined geographically by their plateau locations and distinguished by their access from Ralston Avenue. As shown on Figure 3, the Skymont area is located on the western edge of the San Juan Hills area and is accessed by Christian Drive. The Plateau area is centrally located and is accessed by Hillcrest Drive and Belmont Canyon Road. The Cipriani area forms the eastern part of the project area and is accessed by Cipriani Boulevard. These three areas are separated by two steep canyons. Laurel Creek Canyon, located between the Skymont and the Plateau areas, originates at the "Horse Ranch" property on Ralston Avenue. It drains north to the base of Sugarloaf Mountain and then east, forming the northern boundary of the San Juan Hills area. San Juan Canyon is located between the Plateau and Cipriani areas and joins Laurel Creek Canyon to the north.

There are currently approximately 1,100 residential units in the project area. Residential development in the San Juan Hills area has occurred in a piecemeal fashion over the past fifty years. Historically, the Plateau and Cipriani areas were subdivided into hundreds of small substandard lots (most under 9,000 square feet in area) which were distributed as door prizes at a local theater. The existing range of housing types and sizes in these areas results from the unplanned fashion in which they were developed. Older development is comprised primarily of modest single-family dwellings, located on the plateaus and gentle slopes. More recent development is comprised primarily of larger single-family dwellings which are located on steep slopes and in areas with constrained access. The Skymont area was developed about twenty years ago as a single subdivision. For the most part, dwelling units in the Skymont area have adequate access and standard lot sizes and are located on stable land.

At present, about one third of the planning area is undeveloped. There are 105 vacant lots which are located on improved roads. The remaining vacant land in the San Juan Hills area is located in areas which are constrained by steep slopes, geologic hazards and inadequate access. As shown in Figure 4,

vacant land is located primarily in the canyons between the three plateaus and along the northern edge of the project area. In total, there are approximately 157 acres of vacant land which are divided into 402 parcels on unimproved or "paper" streets (see Table 1). Much of the land adjacent to unimproved or paper streets has been subdivided into parcels which range in size from less than 6,000 square feet to over 65,000 square feet. Large tracts of unsubdivided land, accounting for nearly half of the total undeveloped acreage in the project area, are located in Laurel Creek Canyon and south of Marburger Road.

Under the Belmont General Plan (1982), developed areas and vacant subdivided areas in the San Juan Hills are assigned a land use designation of Low Density Residential, R-1, and unsubdivided areas are designated for permanent Open Space, OS (Figure 8). The General Plan allows development of vacant lots in the San Juan Hills area only after it has been demonstrated that "adequate access, utilities, fire service and other essential services are available . . . and that buildings and roads will be on geologically stable lands" (Policy 2014). Development in the areas designated Open Space must be clustered to preserve prominent natural areas. The Zoning Ordinance allows one unit per lot in the R-1 areas and one unit per acre in the Open Space areas. Further subdivision of R-1 lots is possible provided adequate services and infrastructure can be supplied.

Existing land uses adjacent to the San Juan Hills area are varied. To the west, bordering the Skymont neighborhood, the project area is bounded by residential and open space uses. To the north, the project area is bounded by Sugarloaf Mountain, which is in the City of San Mateo and is currently undeveloped. To the east, the Cipriani neighborhood is bounded by other residential uses in the City of Belmont. Ralston Avenue forms the southern boundary of the project area and is flanked by a variety of land uses. Community commercial uses (gas station, supermarket, drugstore) are located at the intersection of Ralston Avenue with Alameda de las Pulgas; professional offices and apartments are at the intersection with Cipriani Boulevard, a research and development park at Davis Street; Ralston Intermediate School at Tahoe Street; a church at Lassen Street; and townhouses at Hallmark Street. To the south of Ralston Avenue across from the Skymont neighborhood, City of San Francisco watershed lands (in unincorporated San Mateo County) are held in permanent open space.

In 1980, the total population of the City of Belmont was 24,500 persons. With 1,100 existing units in the San Juan Hills area and an average household population of 2.4 persons per unit, the planning area has a population of approximately 2,640 persons (U.S. Census Data, 1980). Under the existing General Plan, approximately 604 new residential units could be built in the

San Juan Hills area (see Table 1 and Figure 7). Assuming 2.4 persons per unit, this development would be accompanied by a population increase of approximately 1,450 persons. This would represent a 55 percent increase in the population of the San Juan Hills area and a six percent increase in the citywide population.

**Potential Impacts**

The proposed San Juan Hills Area Plan would supersede the existing General Plan in terms of guiding future development in the San Juan Hills area. The major land use differences of the proposed Area Plan compared to the existing General Plan would be in the location of development, the densities of development and the total buildout potential. Overall, the Area Plan would result in a lesser level of impact than the General Plan since the amount and location of development would be premised on environmental constraints.

Change in Land Use Designations. The Area Plan assigns two basic land use designations to the project area (see Figure 6). All lots which have access to improved roads are designated Low Density Residential (R-1). Other lands are designated Hillside Residential and Open Space (HROP). The Area Plan establishes policies which apply to development in each of these districts. Development in both the R-1 and HROP areas is subject to policies which establish slope density and floor area ratios. The HROP areas are also subject to additional policies which limit development based on geologic hazards, access constraints, and provision of infrastructure.

Overall, the changes in land use designations result in a redistribution of development potential. The land use designations for substantial portions of the planning area would be changed from low density residential (R-1) to Hillside Residential and Open Space (HROP), where much lower development densities are permitted. Overall, the new Area Plan permits less development and concentrates that development in geologically stable areas. Figure 7 depicts a potential development pattern under the Area Plan indicating number of units by subarea and potentially developable paper streets.

Additional land use designations in the planning area include Public Facilities (P) and Institutional (IN) (see Figure 6). These designations are unchanged from those shown in the General Plan.

Reduced Buildout Potential. Under the Area Plan, a maximum of 372 residential units could be developed in the San Juan Hills area (see Table 1 and Figure 7). This is 38 percent fewer than the 604 units permitted by the General Plan. It should be noted that under either of these plans, however,

the actual buildout potential when all geologic, access and service constraints and the slope intensity (FAR) regulations are addressed could be substantially fewer than the maximum buildout estimates.

The more restrictive Floor Area Ratios (FAR) instituted in the Area Plan would severely limit development on very small and/or geologically hazardous lots. The establishment of minimum house sizes would render many of these lots undevelopable under the Area Plan. Such ownerships would be eligible for the density transfer program. Successful implementation of the land use policies and programs of the Area Plan would result in preservation of a substantial amount of open space in the planning area.

Location of Development. Under both the Area Plan and the General Plan, approximately 105 residential units could be built as infill development in the Plateau and Cipriani neighborhoods and the remainder would be distributed throughout the undeveloped portions of the San Juan Hills area. As shown in Table 1, the distribution and number of units among the subareas under the Area Plan is significantly different than under the General Plan.

The greatest differences in the location of future development would occur in the Bartlett and Laurel Creek Canyon subareas. Under the Area Plan, landowners in the Bartlett area would be encouraged to merge their lots. There are 110 lots in the area with a potential for development of 143 units under the existing General Plan. However, there are only 20 separate ownerships so a great deal of lot merging could occur. The Area Plan would permit a maximum of 28 units in the Bartlett subarea. In the Laurel Creek Canyon subarea, which is currently unsubdivided, the Area Plan would permit development of 86 units, as opposed to the 67 under the General Plan.

Development Densities. Under the Area Plan, development densities would be expected to approximate existing densities in the planning area except in the unsubdivided areas (particularly Laurel Creek Canyon) where significantly lower densities would be established. Although the Plan designates three sites in the Laurel Creek Canyon subarea as "receiving sites" for transfer of development rights, the Plan limits the maximum amount of density transferable to double the maximum number of units permitted by the slope density regulations. The maximum number of units permitted on the "Horse Ranch" would be 28, the maximum on the Baptist Church parcel would be 20 and the maximum on the adjacent parcel would also be 20, with resulting densities of between three and six units per acre.

It is assumed that most of the paper streets in the planning area would be developed as cul-de-sacs due to existing geologic hazards and the extensive amount of grading required to develop roads on steep terrain. If the Area

Plan is fully implemented lot mergers, resubdivision, and density transfers in the subdivided hillside areas would result in development of clustered units at the ends of cul-de-sacs. Clustered development would be encouraged by allowing reduced minimum lot sizes and density bonuses.

Population. The 372 residential units which could be developed under the proposed Area Plan would result in an increase in the population of the planning area and the city, as a whole. A population increase of approximately 893 persons would result from buildout under the Area Plan. This would represent a 30 percent increase in the population of the San Juan Hills, and a three percent increase over the current citywide population of 24,500. Since the proposed Area Plan permits fewer units than the existing General Plan, this increase in population would be less than that which would occur with full buildout of the San Juan Hills under the General Plan.

## Mitigation Measures

The following measures are recommended to offset potential adverse impacts resulting from development under the proposed Area Plan:

1. The City should take an active role in encouraging participation in the lot merger, resubdivision and density transfer programs of the Area Plan. The City should develop informational literature and provide technical assistance to landowners in the subareas to help facilitate lot mergers, resubdivision and density transfer.

2. Where development at the ends of cul-de-sacs would result in densities of development which are significantly greater than nearby uses (i.e., townhouses, attached units, etc.), buildings should be designed to promote visual blending. The siting of buildings and landscaping should be sensitive to existing view corridors from surrounding residential areas.

## GEOLOGY AND SOILS

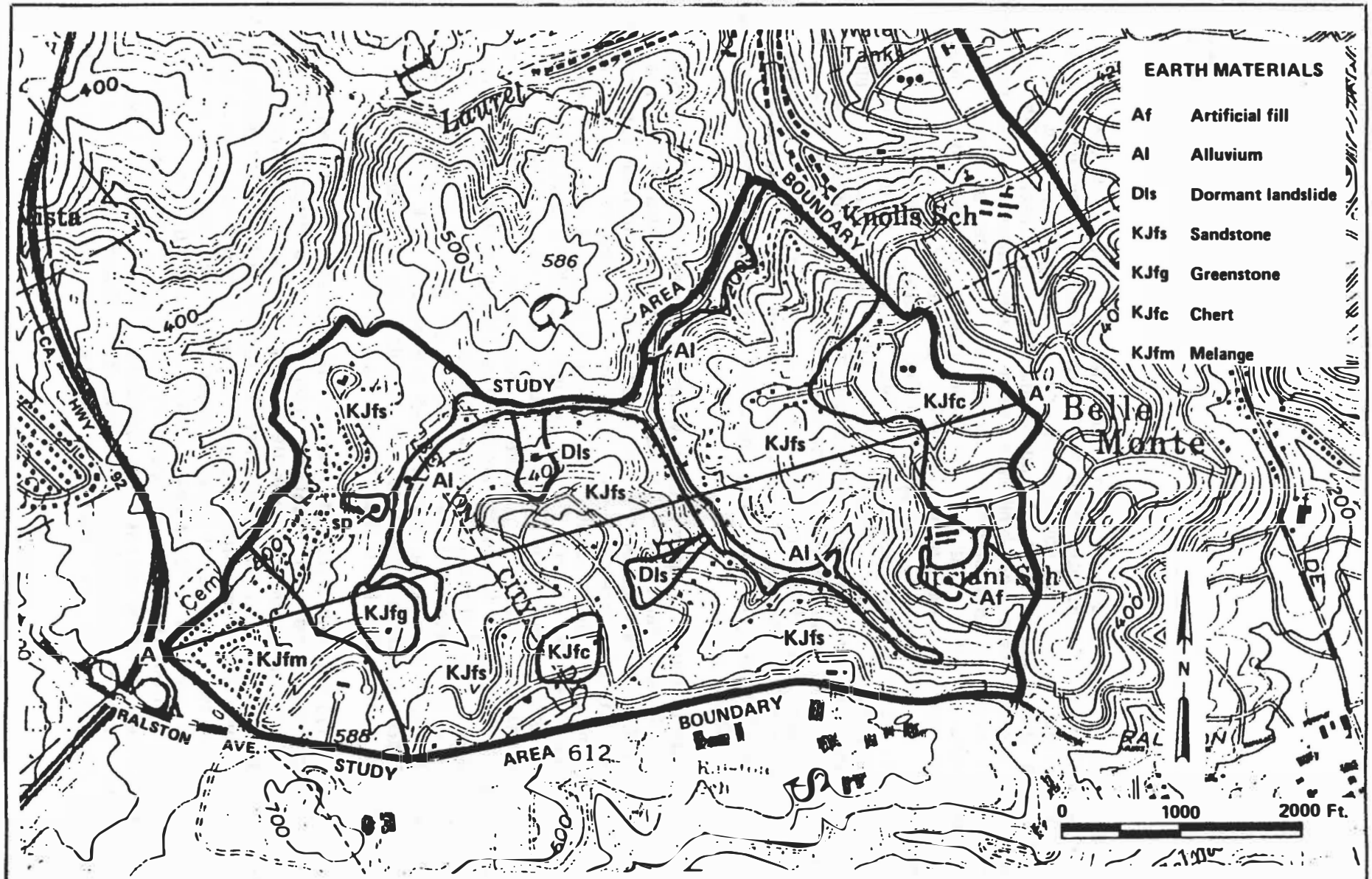
### Setting

The San Juan Hills planning area encompasses three northward-plunging ridges and two intervening canyons (Laurel Creek and San Juan Creek) in the foothills of the Coast Range in the northwestern portion of the City of Belmont. Elevations range from approximately 150 feet where East Laurel Creek leaves the planning area to 600 feet at the southernmost end of the central ridge.

Bedrock underlying the site consists of several rock types of the Franciscan Complex (William Cotton and Associates, 1985). Most of the project area is underlain by sandstone, with chert underlying the eastern ridgetop and the highest part of the central ridge (Figure 9). Small bodies of greenstone and serpentinite are mapped in the western canyon (East Laurel Creek) and Franciscan "melange", a sheared mixture of several rock types, is mapped as underlying the uplands in the southwestern corner of the project area.

The sandstone can be quite stable if bedding planes or fracture planes are oriented favorably with respect to slopes. Unfavorable fracture planes or finer-grained silty interbeds can decrease stability of sandstone slopes. The greenstone and melange of the Franciscan complex are typically highly fractured and not very stable in steep slopes. The chert is a very hard, but brittle, material. The serpentinite is generally of poor stability on slopes. Surface soils of the project area are largely dependent on the underlying bedrock materials. The sandstone weathers to a clayey silty sand or sandy silty clay soil that is moderately expansive (seasonally expands when wet and shrinks when dry). The chert typically weathers to a rocky, clayey sand. The sheared material of the melange weathers to a highly expansive silty clay. The greenstone typically produces a rocky, silty clay soil that is moderately to highly expansive. The serpentinite weathers to a highly expansive clay soil.

The U.S. Soil Conservation Service, in a generalized map of San Mateo County soils (Soil Conservation Service, 1974) identifies two primary soil types in the project area. Most of the central portion of the site, including the stream valleys, is mapped as the Gaviota-Los Gatos-Gilroy association. This is considered to be a relatively shallow soil (18 to 30 inches to bedrock) with moderate erosion hazard. The Montara-Climara association is mapped in the western part of the project area, where the melange and serpentine bedrock occur. These soils are shallow to moderately deep and are highly erosive on steep slopes.




SOURCE: William Cotton and Associates.

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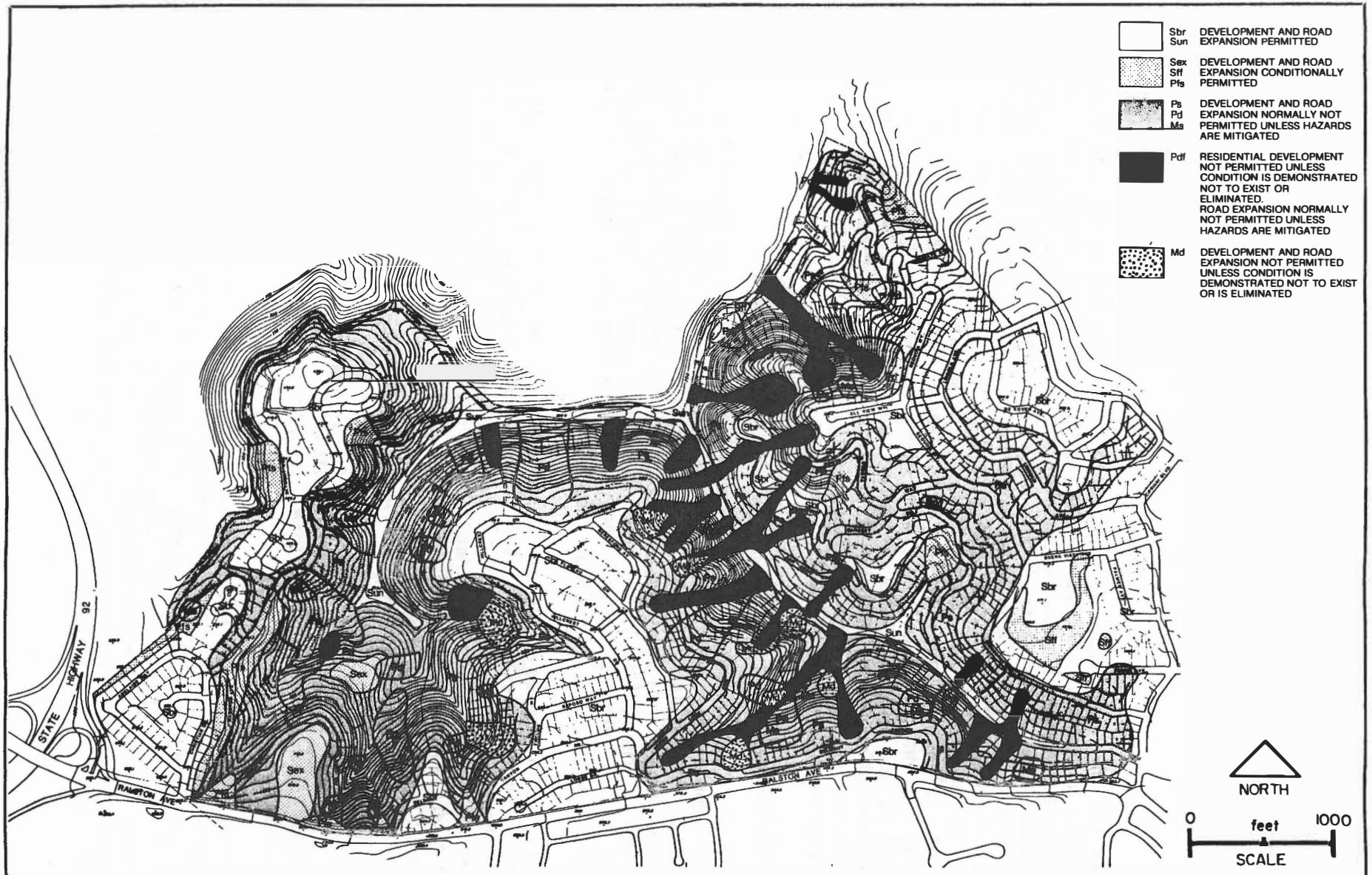
FIGURE 9

GEOLOGIC FEATURES

A Geologic Hazards Analysis Report for the San Juan Hills area prepared by William Cotton and Associates maps surficial deposits, including several types of landslides. Alluvial deposits of river-lain gravel, sand, silt and clay lie along the valley bottom of Laurel and San Juan Creeks. The creeks are generally incised into the landscape, with steep banks. Colluvium, the accumulation of soil and rock debris moving downhill by the force of gravity, mantles the bases of slopes and fills shallow swales on the side slopes of canyons. The poorly consolidated material of colluvium is subject to landsliding. In particular, colluvial-filled swales, when subjected to intense rainfall can fail as rapid debris flows, posing hazards to the safety of persons and property below. Several debris flow scars have been mapped in the planning area, including nine scars younger than approximately five years, and six older scars. These are located on steep side slopes above both Laurel and San Juan Creeks. In addition, deep deposits of colluvium at the bases of slopes are subject to deeper, slower-moving landslides. Several active landslides as well as dormant and long inactive landslides are mapped on side slopes in the planning area.

The San Andreas fault is approximately one mile from the project area and is the most significant fault posing a hazard to the San Juan Hills area. A repeat of the 1906 earthquake on the San Andreas fault would be expected to produce Modified Mercalli intensities of VIII or IX or possibly higher in the San Juan Hills area. Intensities of VIII can cause chimneys and some walls to fall, and intensities of IX are strong enough to shift buildings off of foundations and break underground pipes. Such an event on the San Andreas fault is expected to occur, on average, once every 100 to 300 years. Groundshaking of such high intensity would also likely cause landsliding in the planning area. Landsliding was reported in the area in 1906. A U.S. Geological Survey map (Wieczorek et al., 1985) of the risk of earthquake-induced landsliding in San Mateo County shows a moderate risk for most of the canyon side slopes in the project area and a high risk for the slopes of the upper reaches of Laurel Creek, in the western part of the planning area.

The William Cotton and Associates report integrates the information from its map of engineering geologic features into a "Ground Movement Potential Map", which is included in the San Juan Hills Area Plan as the Geologic Hazard Policy Map (Figure 10). This map generally identifies unstable or potentially unstable ground on all of the side slopes of Laurel Creek and San Juan Creek. Virtually all of the designated stable areas on ridgetops are currently developed. Most of the undeveloped areas are unstable or potentially unstable. Many currently developed areas at the crests of slopes are also within zones mapped as being potentially unstable. These include areas along Marsten Avenue, Skymont Drive, Belmont Canyon Road, Upper Lock Avenue, Lower Lock Avenue, Plateau Drive, and Beresford Avenue. In addition, substantial




SOURCE: City of Belmont.

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FIGURE 10

GEOLOGIC HAZARD POLICY MAP

portions of the developed hills east of San Juan Boulevard are mapped as potentially unstable. The immediate valley bottoms of Laurel and San Juan Creeks are considered stable, because of flat slopes. This includes currently undeveloped areas along Laurel Creek as well as paved roadway areas along East Laurel Creek Road and San Juan Boulevard. The side slopes immediately adjacent to the valley bottoms are potentially unstable, however, and pose a threat to properties at their base. There are currently three active landslides affecting properties on the west side of San Juan Boulevard. According to the San Juan Hills Area Plan, of 419 dwelling units currently permitted in the planning area on vacant subdivided lots, four percent are on relatively stable ground, 88 percent on potentially unstable ground (including 58 units in potential debris flow areas), and eight percent on actively unstable ground (City of Belmont, 1986).

Potential Impacts

Overall, the proposed Area Plan provides a more comprehensive set of policies regulating development in areas with geologic hazards than currently exist under the General Plan. The location of future development under the Area Plan would be restricted according to potential geologic hazards identified in the William Cotton and Associates report. The Plan establishes a slope density formula which limits allowable densities based on lot size, slope and the presence of geologic hazards.

Full buildout of the proposed project would add 372 additional residential units to the San Juan Hills planning area (see Table 1 and Figure 7). Although this is substantially less development than could occur under the General Plan, this development would result in a significant amount of ground clearing and grading in the San Juan Hills area. New development throughout the planning area would be at lower densities and would be located along extended roads and cul-de-sacs. Grading associated with hillside stabilization, road construction and building pad excavation would result in alteration of the natural topography of the San Juan Hills area. Construction of the residences and roads could result in increased erosion rates and sedimentation in drainage facilities (see the Hydrology and Drainage section of this EIR).

Virtually all of the units would be located on or immediately downslope of potentially unstable slopes, according to the Geologic Hazard Policy Map. This development would be in danger of damage if hazards are not properly mitigated. Residences located below potential debris flows would present potentially life-threatening hazards. If improperly designed, development could increase landslide risks by altering drainage patterns, undercutting the bases of slopes, or loading the tops of slopes.

The Area Plan includes consideration of these potential hazards. It proposes to officially adopt the William Cotton and Associates maps for determining the relative stability of land when reviewing development applications and public works improvements. Specifically, the Area Plan proposes to:

- Require soil engineering and engineering geologic investigation for steep and potentially unstable lots, and require recommended mitigations as conditions of approval.

- Adopt land use policies that permit uses, permit uses with conditions, or do not permit uses within each designated geotechnical hazard zone. Permitted uses by geologic hazard zone are identified in Table 3. Structures and roads are generally not recommended to be permitted on active landslides or potential landslides unless geologic data and/or engineering solutions permit the use.

- Require mitigation of geologic hazards prior to development of roads or structures in areas with moderate hazards.

- Restrict development in critical geologic hazard areas. Prohibit new residences in potential debris flow areas and prohibit structures in active deep landslide areas, unless the hazards are removed.

Normally, mitigation of landslide hazards would consist of significant site alteration. As a minimum mitigation would likely include collection of surface and subsurface drainage. In addition, large active and potentially active slides would likely need to be excavated and recompacted. Potentially unstable slopes would have to be regraded and partially reconstructed in order for development upon them to be considered safe. Retaining walls, diversion structures, partial slope excavations, and drainage terraces would be other possible mitigative actions. Slopes would also need to be stabilized for severe seismic shaking. These types of activities could be very costly, and significant grading could result in vegetation removal, increased erosion and large unnatural slopes. The cost of stabilizing areas to enable extension of public roads could also be significant.

Seismic shaking from an earthquake emanating from the San Andreas fault could also affect structures and slopes in the San Juan Hills planning area. Severe shaking could damage structures that are not built to very high standards of seismic design. Seismic shaking could also trigger numerous

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## TABLE 3

## GEOLOGIC HAZARD CRITERIA FOR DEVELOPMENT

| SYMBOL | GEOTECHNICAL PARAMETERS | LAND USE | | | | | |
|---|---|---|---|---|---|---|---|
| | | Residential | | | Roads | | |
| | | 1 unit/ acre | 7 units/ acre | Planned Development | Public | Private | Water Tanks |
| Sbr | Bedrock with thin soil | Y | Y | Y | Y | Y | Y |
| Sun | Unconsolidated sediment | Y | Y | Y | Y | Y | Y* |
| Sex | Highly expansive soil | Y* | Y* | Y* | Y | Y | Y* |
| Sff | Fill on nearly flat ground | Y* | Y* | Y* | Y* | Y* | Y* |
| Pfs | Potential settlement or failure of fill on a moderate slope | Y* | Y* | Y* | Y* | Y* | N* |
| Ps | Potential shallow ( 10') landslide failure | N* | N* | N* | N* | N* | N* |
| Pd | Potential deep ( 10') landslide failure | N* | N* | N* | N* | N* | N* |
| Ms | Actively moving shallow ( 10') landslide | N* | N* | N* | N* | N* | N* |
| Pdf | Potential debris flow movement | N | N | N | N* | N* | N |
| Md | Actively moving deep ( 10') landslide | N | N | N | N | N | N |

Y Yes (permitted)

Y* The land use would normally be expected to be permitted, provided the geologic data and/or engineering solutions are favorable. However, there will be instances where the use will not be appropriate.

N* The land use would normally be expected not to be permitted. However, there will be circumstances where geologic data and/or engineering solutions will permit the use.

N No (not permitted). The map must be changed to show that this hazard does not exist before development will be allowed. The map change must be based on a demonstration that the map was in error or that improvements have been undertaken which change the geology and remove the hazard.

**SOURCE: WILLIAM COTTON AND ASSOCIATES, 1985.**

landslides that could damage property and injure residents. Landslide mitigations designed to reduce rainfall-induced slides (such as reconstructed slopes, drainage structures, and retaining walls) could be damaged if not adequately designed for seismic shaking.

Mitigation Measures

The following measures are recommended to offset adverse geologic impacts in the planning area:

1. The recommended land use policies of the William Cotton and Associates April 1985 report should be included in the implementing ordinances for the Area Plan. This includes adherence to the geologic hazard criteria shown in Table 3. The Engineering Geologic Map and Ground Movement Potential Map should be included in the implementing ordinance as the official geologic maps of the City. Modifications of these maps should be possible, if warranted by supporting data and approved by the City Geologist.

2. The implementing ordinance for the geologic hazards policies of the Area Plan should include the recommendations in the William Cotton and Associates report for required geologic and geotechnical investigations. This includes soil and foundation engineering investigation by a registered civil engineer for proposed development on all slopes steeper than 10 percent, as well as in areas of expansive soils or other potential foundation problems. In addition, applications for development on all unstable or potentially unstable areas should include investigations by both an engineering geologist and a soils engineer.

3. The geologic hazard ordinance should specify that the scope of soil engineering and engineering geologic investigations should follow the guidelines recommended on pages 37-38 of the William Cotton and Associates April 1985 report as well as any additional standards and guidelines developed by the City. In addition, slope stability studies should be based on quantitative analyses and should address expected seismic conditions. The results of the investigations should not only be reviewed by a geologist hired by the City, but also by a soils engineer.

4. The geologic hazards ordinance which will implement plan policies should require that soils engineers and engineering geologists submit project completion reports stating that plans, grading operations, and foundation excavations are in accordance with their

original recommendations. They should also be required to submit completion reports that describe the final "as-built" condition of the construction project. As noted in the William Cotton and Associates report, technical plan review, field inspections and the completion report are very important elements of the geotechnical review procedure.

5. The implementing ordinances for the Plan should prohibit grading activities during the winter rainy season from October 15 - April 15.

## HYDROLOGY AND DRAINAGE

### Setting

Most of the San Juan Hills planning area drains to East Laurel Creek. The drainage area for this creek is approximately 630 acres (Figure 11). Runoff is collected from developed areas in storm drains and then flows through the open channel of East Laurel Creek. Along San Juan Boulevard, drainage flows along the street, into storm drain inlets, and then into San Juan Creek, which empties into Laurel Creek. A narrow strip of the far western part of the planning area drains into the main channel of Laurel Creek (Figure 11). East Laurel Creek eventually flows into Laurel Creek, through the City of San Mateo, and its runoff is then directed into the Bay.

The storm drainage system has been inadequate to handle runoff from severe storms in recent years, causing localized flooding problems. In addition, houses have been built over San Juan Creek, decreasing the Creek's capacity to carry large flows. Storm drain pipes are too small in many locations, and there are too few inlets. The pipes and inlets are often blocked by soil or debris, thereby decreasing capacity. Vegetation clearing and earthwork associated with recent development have caused erosion of steep slopes, further adding to downstream sedimentation and blockage of drainage structures.

The City formed a Storm Drainage Task Force to identify storm drainage problem areas in the City and to recommend improvements. These improvements and their costs are detailed in an engineer's report to the City (CH2M Hill, 1986). Several improvements are proposed for the San Juan Hills planning area (Figure 12). The most significant proposed improvement in the planning area is a new 30-inch to 42-inch storm drain line to parallel existing improvements on San Juan Boulevard. A new 36-inch line is also proposed for Ponce Avenue, and new lines are proposed to collect runoff from Sequoia Way and Haskins Drive to an outfall into East Laurel Creek. A major aspect of the proposal is to build downdrains to collect runoff from the higher elevation streets, such as Belmont Canyon Road, Barclay Way, and Alhambra Drive to the trunk lines on San Juan Boulevard.

### Potential Impacts

Development under the proposed Area Plan would result in approximately 38 percent less development than under the existing General Plan. Therefore, there would be less runoff and erosion resulting from development under the Plan than would occur under the General Plan. Nevertheless, if the proposed planning area were fully built out to 372 units, approximately 20 acres of

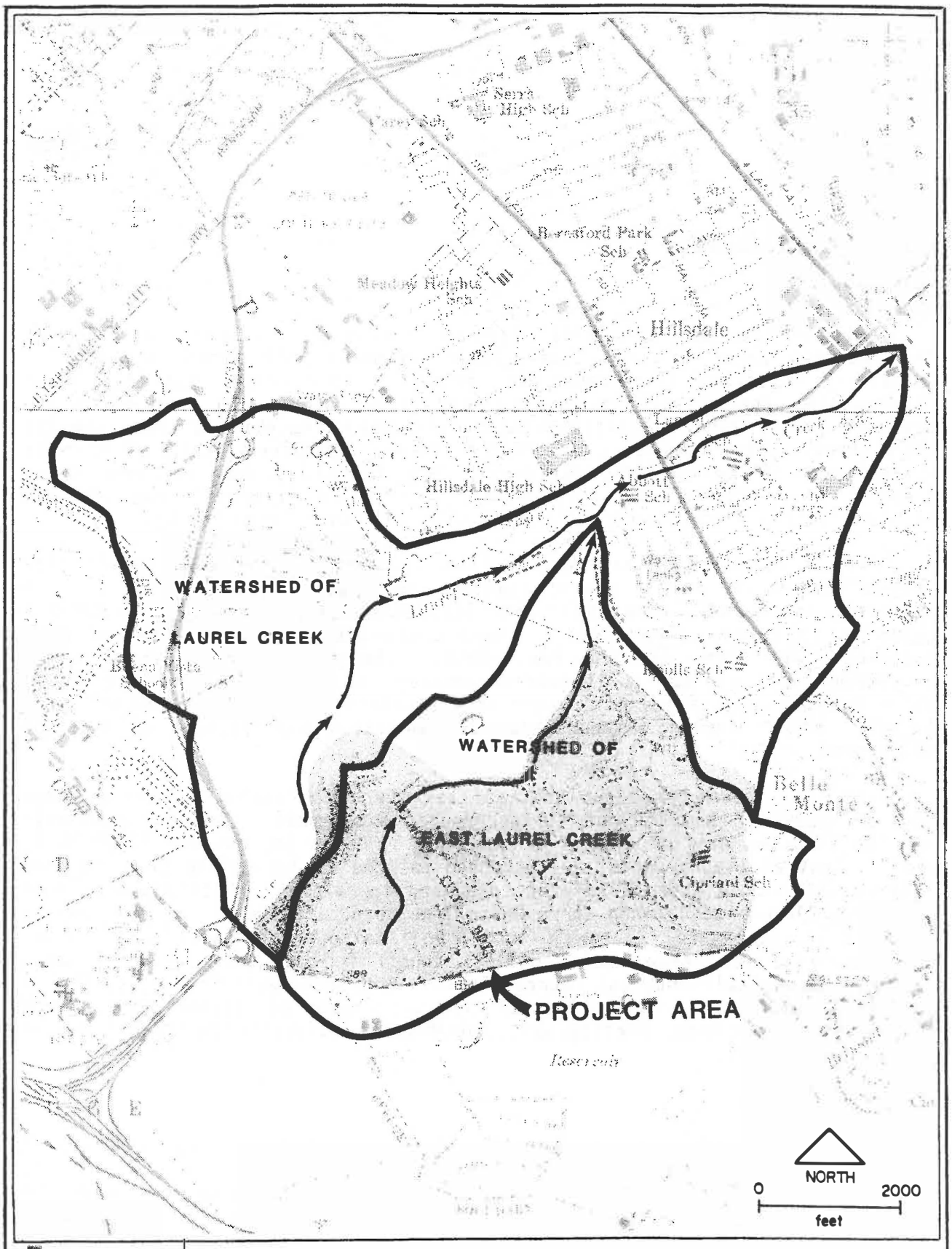



FIGURE 11 LAUREL CREEK WATERSHED

impervious surface would be added to the watershed of Laurel Creek. This would increase peak flows at the mouth of East Laurel Creek by approximately 25 percent for the 10-year event and 15 to 20 percent for the 25-year event. These runoff increases could result in increased bank erosion along East Laurel Creek and Laurel Creek, possibly triggering a cycle of bank erosion and bed sedimentation propagating further downstream. Locally, slope areas adjacent to the new impervious surfaces could be affected by increased flows if drainage is not properly designed. Increased flows focused onto slopes could cause slope erosion and could trigger landslides. New structures could be affected by localized flooding if on-site or uphill drainage design is inadequate. New structures adjacent to streams could be affected by flooding or bank erosion.

The storm drainage improvements proposed by the Storm Drainage Task Force would reduce existing localized flooding problems. They would also reduce hillside erosion and reduce the potential for landsliding on a number of slopes. They would, however, incrementally increase peak flows in downstream areas of Laurel Creek.

In addition to the Storm Drainage Task Force recommendations, the San Juan Hills Area Plan also proposes to:

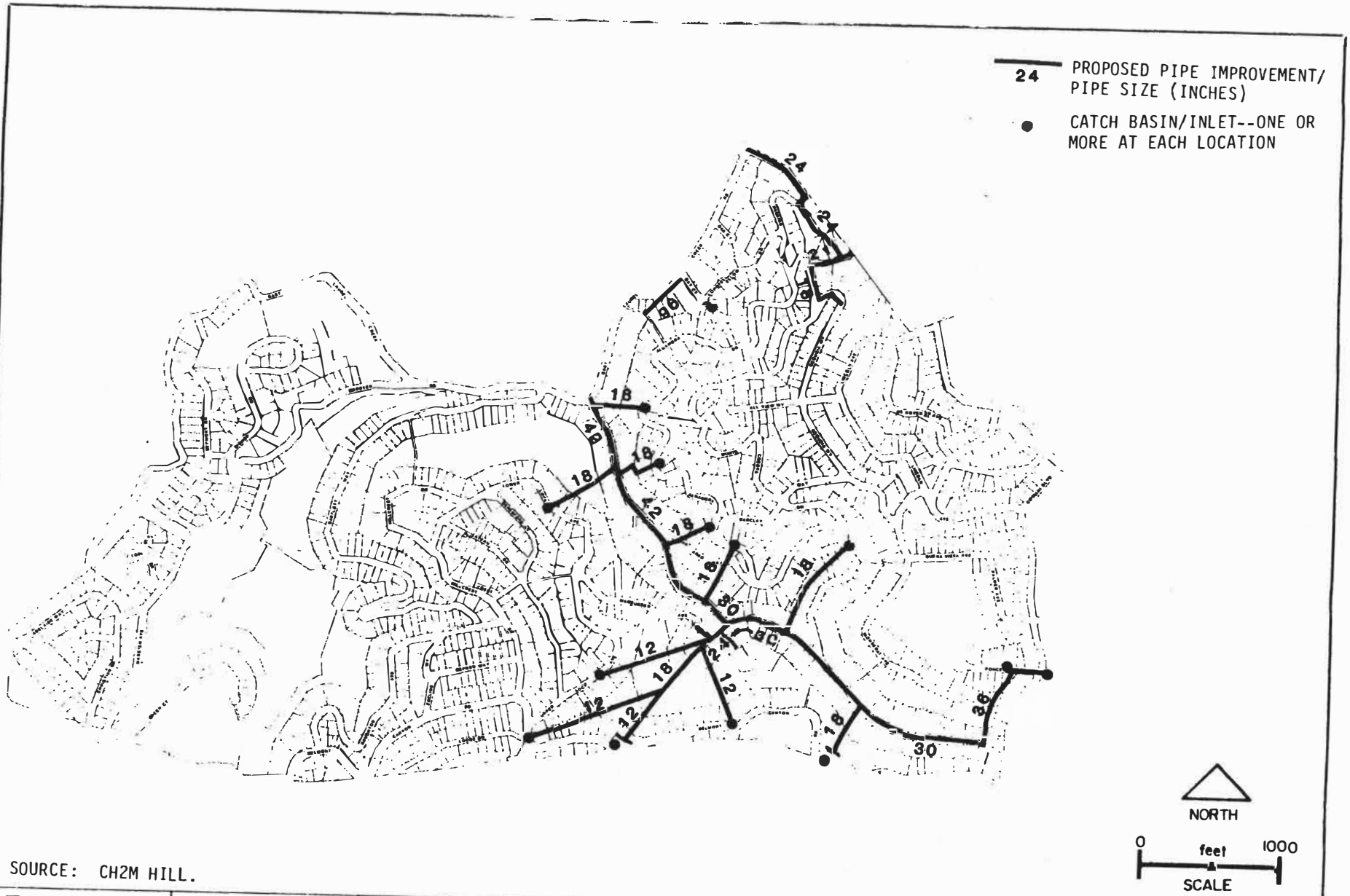
- require storm drainage investigations by applicants for new development;
- prohibit development on creeks or drainage swales;
- require improvements to direct storm drainage around structures; and
- require benefiting property owners to finance needed storm drainage improvements.

If properly enforced, these proposed requirements would mitigate most localized storm runoff problems. Development in the planning area would, however, still result in increased peak flows downstream.

Mitigation Measures

The following measures are recommended to offset potential adverse impacts resulting from development under the proposed Area Plan:

1. The storm drainage improvements recommended by the Storm Drainage Task Force should be adopted and implemented.




SOURCE: CH2M HILL.

FIGURE 12

STORM DRAINAGE IMPROVEMENTS

2. A storm drainage investigation should be conducted which addresses not only localized drainage in the San Juan Hills area, but also downstream effects. This study should evaluate potential increased peak flows in Laurel Creek and the potential for creekbank erosion and deposition downstream. The possibility of developing a series of check dams to capture silt and check erosion and/or developing retention basins to decrease peak flows should be addressed. This study should be prepared in coordination with the City of San Mateo. This study could be done as part of the recently authorized EIR on the San Juan Boulevard Stormdrains and the Downdrains in San Juan Canyon and East Laurel Creek.

3. Drainage should not be directed onto unprotected slopes or creek banks. Where runoff must flow from impervious surfaces onto natural ground, proper energy dissipation structures should be provided.

4. If the western canyon area (upper elevations of East Laurel Creek Canyon) is developed, drainage design should include downdrains similar to those proposed for San Juan Canyon.

5. The City should develop guidelines for minimum setbacks for structures from San Juan and East Laurel Creeks. Creek setbacks should be a minimum distance of 2 1/2:1, horizontal to vertical, from the creekbed or as specified by the City Geologist and should include a working area for maintenance.

## VEGETATION AND WILDLIFE

### Setting

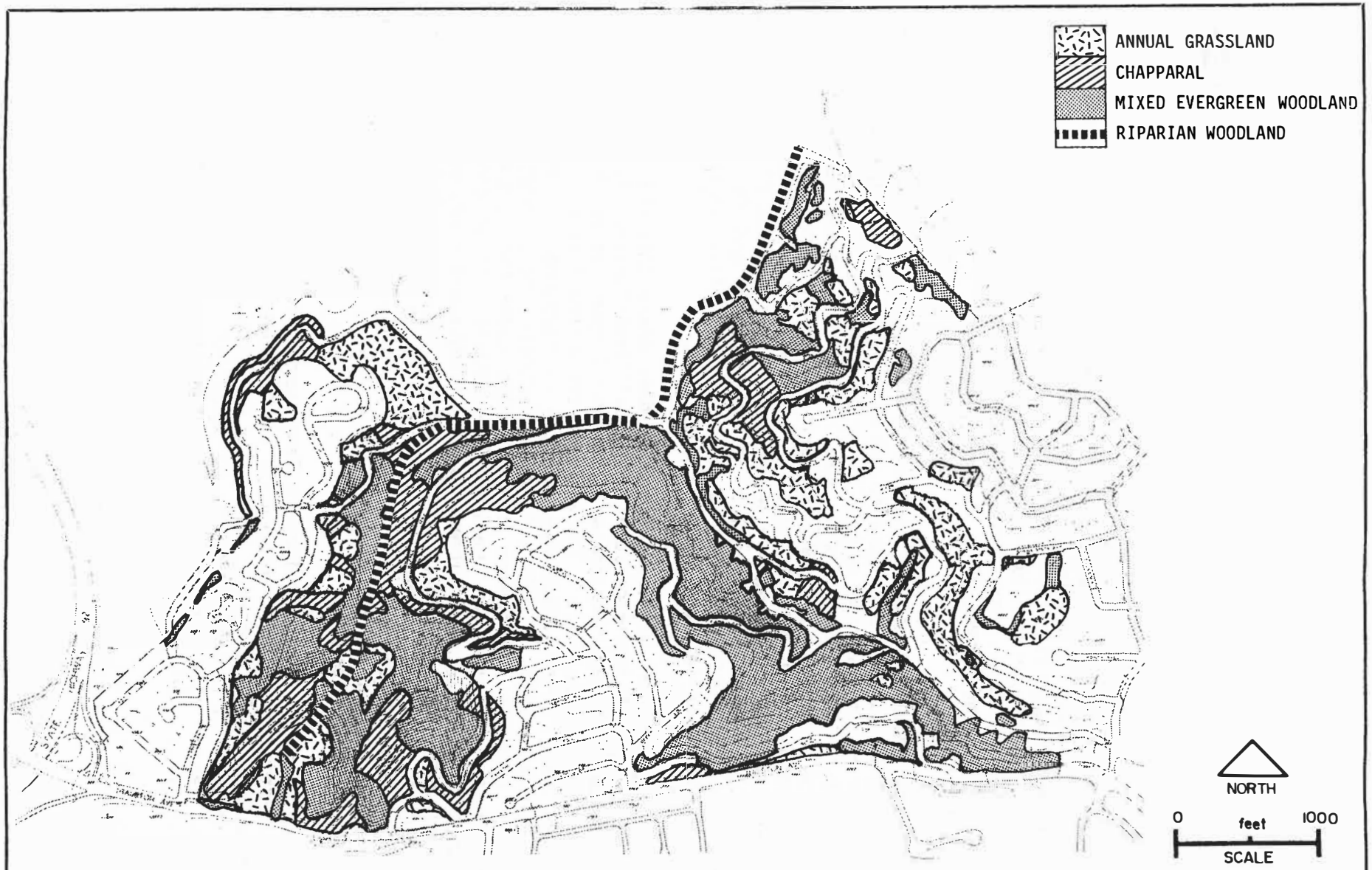
The San Juan Hills planning area covers approximately 1,000 acres on the eastern flanks of the coastal range in the City of Belmont. The San Juan Hills area includes a substantial amount of open space within the City of Belmont and is adjacent to Sugarloaf Mountain in the City of San Mateo (see Figure 3).

Vegetation. Approximately one third of the San Juan Hills planning area is undeveloped and covered with vegetation typical of foothill areas on the San Francisco Peninsula. Approximately half of the undeveloped portion of the San Juan Hills is located in Laurel Creek Canyon. The remainder is located northwest of Bishop Road; on the western side of San Juan Canyon; and on the southern side of lower Laurel Creek Canyon. (Major features are shown in Figure 3.)

Four vegetation types occur in the undeveloped portions of the San Juan area: annual grassland, chaparral, mixed evergreen woodland and riparian woodland. The pattern and location of vegetation types in the San Juan Hills planning area are shown in Figure 13. Appendix C includes a list of observed and potential vegetation species in the San Juan Hills area.

Annual grassland covers about 25 percent of the vacant land in the San Juan Hills planning area and about half of Sugarloaf Mountain, which is adjacent to the San Juan Hills planning area. It occurs at relatively high elevations on south- and west-facing slopes. Common grassland species include wild oat, rye, soft chess, fescue and other annual and perennial grasses and some forbs. Grassland areas on the Horse Ranch property are used for horse grazing.

Mixed evergreen woodland covers approximately half of the undeveloped area in the San Juan Hills planning area. It forms a dense, close-canopied forest and is located primarily in the draws of north-facing canyon slopes. Common tree species include coast live oak, California bay, and buckeye. Less frequent species include toyon and other shrubby evergreen species. Extensive stands of mixed evergreen woodland occur on the steep east-facing slope of San Juan Canyon. Mixed evergreen woodland, together with riparian woodland, forms an important physical connection to the open space of Sugarloaf Mountain north of the planning area.




SOURCE: City of Belmont.

lsa

FIGURE 13

VEGETATION MAP

Chaparral covers about 25 percent of the San Juan Hills planning area and, like the annual grassland that it is sometimes mixed with, occurs on drier southwest-facing slopes. Chamise and coyote bush dominate the chaparral areas, with poison oak and toyon occurring less frequently. These species form impenetrable stands from four to eight feet high. Chaparral and annual grassland extend continuously from the wide slope north of the Skymont area to Sugarloaf Mountain.

Riparian woodland covers substantially less area than the other vegetation types, comprising less than one percent of the total vegetation in the San Juan Hills planning area. Riparian woodland stretches along the entire length of East Laurel Creek from its western reaches near the Horse Ranch property to the junction of East Laurel Creek Road and Haskins Drive at the eastern boundary of the planning area. The riparian zone boundary extends from approximately two to twenty-five feet away from the banks of Laurel Creek forming a total riparian zone width of between four and fifty feet. In general, the riparian zone width decreases as elevation increases and is narrowest at the head of Laurel Creek Canyon.

Willow, a dominant riparian species, forms dense thickets from five to ten feet in height in the upper parts of Laurel Creek Canyon. As Laurel Creek Canyon narrows near its junction with San Juan Canyon the vegetation assumes more woodland characteristics. The willows have a tree-like form and bay, oak and buckeye form a dense canopy above shrubby and herbaceous riparian species. Riparian shrub species include willow, coffeeberry, rose, blue elderberry, gooseberry, ninebark and poison oak. Common understory riparian species present in the planning area include woody species such as honeysuckle and thimbleberry; ferns, such as golden-backed fern and sword fern; and herbaceous species including hemlock, vetch, stream orchid; and grasses including rushes, sedges and a variety of annual and perennial grasses. Downstream from the junction of the two canyons, the riparian corridor is wide and oak and bay trees reach heights of nearly 50 feet. A few equally large deciduous oaks are also present in this area.

A small intermittent tributary to East Laurel Creek runs along lower San Juan Boulevard north of its intersection with Marburger Avenue. The riparian vegetation along this drainage is patchy and less well developed than the riparian vegetation in East Laurel Creek and consists mostly of thimbleberry and a few ferns. Oak and bay trees line portions of the tributary except where residential development and/or non-native species occur.

Non-native species planted in or around existing residential development in the planning area include Monterey pine, eucalyptus, acacia, pyracantha and

cotoneaster. Some introduced species have naturalized and become established in the planning area including periwinkle, ivy and pampas grass.

No known State or Federally listed rare or endangered species were observed during a field reconnaissance conducted on December 4, 1986, nor have any such species been previously observed in the San Juan Hills area (California Natural Diversity Data Base, 1986).

Wildlife. The natural features of the San Juan Hills, especially Laurel Creek Canyon, coupled with the close proximity of the large open space areas on Sugarloaf Mountain provide habitat for a relatively abundant and diverse wildlife population. Wildlife habitat is related to vegetation type and is based on wildlife requirements for food, cover and nesting, den sites or roosting sites. In general, bird species associate with one vegetation type while mammals move between more than one vegetation type. The following discussion of wildlife species in the planning area is presented according to the habitat types present. Appendix C presents a list of potential and observed wildlife species in the planning area.

The mixed evergreen woodland in the planning area supports a diversity of bird species. Birds which feed on insects at the canopy level include plain titmouse, chestnut-backed chickadee, ash-throated flycatcher, bushtit, Hutton's vireo, solitary vireo and yellow-rumped warbler. The oak and bay trees also provide an abundant direct food source in the form of acorns and bay nuts for seed-eating birds, western gray squirrels and dusky-footed woodrats. Additional bird species found in the evergreen forest, most of which forage at or near the ground level, include California thrasher, fox sparrow, hermit thrush, brown towhee and orange-crowned warbler.

The mixed evergreen woodland also includes a variety of dead trees (snags), or portions of dead trees which are an important habitat component for many birds which excavate nesting cavities in the dead trees. Acorn woodpecker, Nuttall's woodpecker and common flicker are the primary cavity nesters. Birds that use old nesting cavities include American kestrel, ash-throated flycatcher, chestnut-backed chickadee, brown creeper and white-breasted nuthatch. Red-tailed hawk, great horned owl and a variety of smaller perching birds use dead trees and limbs for perching and roosting sites. Small to mid-sized mammals including mice, skunks and raccoons use fallen dead trees for den sites. Dusky-footed woodrats utilize sticks to make nests.

Amphibians and reptiles that occur in the mixed evergreen woodland include California slender salamanders, yellow-eyed salamanders, arboreal salamander, western skunk and northern alligator lizard.

The annual grasslands in the San Juan Hills planning area and on adjacent Sugarloaf Mountain support small rodents including Botta's pocket gopher, California ground squirrel, western harvest mouse and California vole. These rodents feed on young grasses and forbs and build subterranean runways and dens in the annual grassland. Many animals use grassland as a hunting area preying on rodents, fledgling birds and lizards. Predators include red-tailed hawk, American kestrel, great horned owl, Pacific gopher snake, western rattlesnake, coyote, gray fox and striped skunk. Birds forage for grass seeds, insects and young shoots in annual grassland and include western meadowlark, western bluebird, savanna sparrow, white-crowned sparrow, house finch and California quail.

The chaparral in the planning area supports many of the same species found in the annual grassland. Chaparral provides more cover then grassland and wildlife will often feed in grassland and seek cover or bedding sites in adjacent dense chaparral brush. Scrub jay, brown towhee, dark-eyed junco, golden-crowned sparrow, deer, coyote and gray fox use chaparral and annual grassland for cover and bedding sites. Species which associate with chaparral for both cover and food value include brush rabbit, brush mouse, California thrasher, wrentit, Anna's hummingbird and rufous-sided towhee.

Although riparian woodland covers much less area than the three other vegetation types in the planning area, it supports the greatest abundance and diversity of wildlife. The presence of a variety of food sources in riparian woodland areas contributes to the diversity of bird species found in Laurel Creek Canyon. Willows and trees support large insect populations at the tree canopy level, which in turn provide a food source for the same insect-eating birds that occur in the mixed evergreen woodland. At the tree canopy level, oak and bay trees support insect populations and provide a direct food source in the form of oak acorns and bay nuts to birds such as acorn woodpecker, Nuttall's woodpecker, western flycatcher, and scrub jay. The trees and shrubs also provide necessary nesting and roosting sites for all of the above birds. At the shrub level, coffeeberry, rose, poison oak and elderberry provide berries to fruit-eating birds including purple finch, varied thrush, hermit Thrush, robin and some of the insect-eating birds that supplement their diet with fruits. Ground foraging species present in the riparian woodland include golden-crowned sparrow, song sparrow, and fox sparrow.

Mammals closely associated with the riparian areas include opossum, striped skunk, raccoon, ornate shrew and mole. These animals all feed to some extent on the variety of invertebrates living in the moist soil and debris of the riparian areas. Larger mammals, including black-tailed deer, coyote and gray fox use the riparian areas as travel corridors and water sources. Laurel Creek Canyon is an important travel corridor connecting San Juan Hills to

Sugarloaf Mountain. Deer move onto Sugarloaf Mountain in late winter and spring to browse on the young grasses, forbs and shrub shoots. During a field reconnaissance on December 4, 1986, raccoon, coyote, deer, California slender salamander and numerous songbirds were observed in Laurel Creek Canyon. Opossum, raccoon, skunk and coyote may also use the culverted sections of East Laurel Creek for bedding and nesting sites during the dry season.

Reptiles and amphibians are also found in the riparian woodland. Amphibians, including California slender salamander and yellow-eyed salamander, rely on leaf litter, decaying logs and other forest floor debris for food, cover and nesting sites. Reptiles that feed on insects and other invertebrates in the riparian woodland areas include ring-necked snake and terrestrial garter snake. Pacific gopher snake, kingsnake, racer, and western rattlesnake live in riparian areas and prey on small mammals and amphibians.

An important habitat type in the San Juan Hills planning area occurs where one vegetation type abuts or gradually merges with another vegetation type. These areas, called ecotones or edge habitat, are extensively used by species that forage or hunt in one vegetation type and seek cover or nesting sites in the adjacent vegetation type. Birds and large mammals associated with riparian woodland use the adjoining ecotone areas. In the planning area, an ecotone exists along the entire length of the riparian woodland edge of East Laurel Creek.

Residential areas also provide habitat for wildlife, especially where native vegetation remains or where suitable landscape vegetation has been planted. Birds use trees and shrubs for foraging and cover. Non-native trees and shrubs that provide habitat for birds include pine, eucalyptus, pyracantha and cotoneaster. Deer often take advantage of home gardens to supplement their regular diet and scavenging animals, such as skunks, raccoons, scrub jay and Stellar's jay also frequent residential areas.

No known rare, endangered or sensitive species were seen during the field survey, nor have any such species been previously recorded or observed in the San Juan Hills area (California Natural Diversity Data Base, 1985).

## Potential Impacts

The San Juan Hills Area Plan includes policies which would protect vegetation, streams and creeks in the planning area and encourage the establishment of open space areas. The Natural Resources policies of the Area Plan protect vegetation by requiring that development minimize vegetation removal, protect and restore vegetation which stabilizes soils and reduces surface water runoff, protect historic and scenic trees, and provide

revegetation of all significant tree cover. Streams and creeks are protected by policies requiring that development and roads are set back from riparian corridors, and by preventing road alignments that cross creekbeds. The Area Plan encourages clustered development to maximize open space and offers public assistance to landowners to help find ways of managing and permanently preserving private open space that is not suitable for development.

The Area Plan emphasizes the need to protect the natural resources in Laurel Creek Canyon and open space on Sugarloaf Mountain. Area Plan policies recommend creation of an open space buffer between development on vacant parcels in the San Juan Hills and Sugarloaf Mountain and creation of a continuous greenbelt of publicly-owned open space. The density transfer, lot merger, and resubdivision programs of the Area Plan are intended to minimize development in Laurel Creek Canyon in order to preserve resources and open space in the area.

Although the Area Plan policies would help to protect the natural resources of the San Juan Hills and maximize the amount of private and public open space in the area, future development in the area would still have an impact on vegetation and wildlife resources. The extent of impacts on vegetation and wildlife would be related to the location and extent of future development.

The proposed density transfer, lot merger and resubdivision programs would in large part determine where future development would be located. These programs are intended to consolidate development in areas which are not geologically hazardous and which would not degrade natural resources. Figure 7 depicts a potential future development pattern for the planning area based on the Area Plan policies. For development in Laurel Creek Canyon, the Area Plan designates three "receiver" sites which would be eligible to purchase development rights from other property owners in the Laurel Creek Canyon area. The sites comprise almost 20 acres, located on the uppermost elevations of the Laurel Creek Canyon subarea. The Horse Ranch property, and two parcels adjacent to Bishop Road on the Skymont Plateau are designated as receiver sites.

The receiver sites are primarily vegetated with annual grasses and chaparral species. Full development of the 68 residential units permitted in this area by the Area Plan would result in the removal of grassland, chaparral, and some eucalyptus trees. If the maximum amount of development were to occur on the receiver sites, vegetation removal at the Bishop Road sites would result in the loss of approximately five acres of annual grassland and one acre of chaparral. Vegetation removal at the Horse Ranch property would result in the loss of approximately four acres of annual grassland, a

group of eucalyptus trees and minimal amounts of chaparral and mixed evergreen woodland. The grassland and chaparral vegetation at the Horse Ranch property, however, is already disturbed due to horse grazing. Grassland and chaparral are generally more abundant and less sensitive to disturbances than are other vegetation and habitat types in the planning area. Removal of grassland from future development in the San Juan Hills would not be expected to significantly impact the overall biological diversity or productivity of the planning area.

If fully implemented, the density transfer program would result in the preservation of the sensitive riparian woodland vegetation in Laurel Creek Canyon. If all development rights are transferred, the "sending" sites in the Canyon would be permanently preserved as open space. The associated vegetation and wildlife values of the riparian woodland in these areas would be preserved as well.

There are some areas in Laurel Creek Canyon that are not designated sender sites in the Area Plan. Development of these areas, which either abut or are located within riparian woodland would result in a loss of riparian woodland and associated habitat types. Similarly, non-transference of development rights in the riparian areas of Laurel Creek Canyon would also result in a reduction of riparian woodland and habitat. Potential storm drainage improvements including rechannelization or culverting of East Laurel Creek would reduce riparian woodland and habitat as well. Private development within a riparian corridor would require a streambed alteration agreement under Section 1603 of the California Fish and Game Code prior to development, while public development would require a streambed alteration agreement under Section 1601 of the California Fish and Game Code.

Relatively minor amounts of mixed evergreen woodland and chaparral would be lost if development occurred in the lower elevations of the Bartlett subarea that extend into Laurel Creek Canyon. Development here would be less detrimental to vegetation and wildlife since mixed evergreen woodland and chaparral are more abundant and less sensitive than riparian woodland or ecotone areas adjoining riparian woodland.

Residential development often attracts wildlife including birds, deer, skunk and racoon due to the presence of gardens, landscaping and refuse disposal. Deer can enter and browse suburban gardens wherever development is located in or adjacent to a wildland setting, as would occur in the San Juan Hills. Deer regularly enter such areas and often incorporate them into their home range. Any ornamental species planted for landscaping may offer higher quality food than currently exists on the site. As such, problems with deer browsing would be expected in gardens without fencing. Domestic dogs and cats

can sometimes depredate suburban wildlife.

**Mitigation Measures**

In addition to the mitigating policies of the proposed San Juan Hills Area Plan, the following measures are recommended to minimize impacts on vegetation and wildlife in the San Juan Hills due to development in the area:

1. The loss of annual grassland, chaparral, eucalyptus and mixed evergreen woodland on the receiver sites would be mitigated through the creation of permanent open space on the sender sites.

2. As required by the State Fish and Game Code, a 1601 streambed alteration agreement must be negotiated prior to any development undertaken by a public entity, such as the City of Belmont, and a 1603 agreement must be negotiated prior to any private development, which would result in alteration of East Laurel Creek or its associated riparian vegetation.

3. Native plant species should be used for revegetation and landscaping purposes in areas where residential development occurs in order to provide habitat for and minimize impacts on suburban wildlife. Native species valuable to wildlife and suitable for landscaping include such species as California black walnut (Juglans hindsii), coast silk tassel (Garrya elliptica), coffeeberry (Rhamnus californica) and ceanothus.

4. If vegetation is cleared, manual removal of undesirable vegetation, rather then herbicide treatment should be instituted.

5. To preserve wildlife habitat in East Laurel Creek, dead and down debris should be maintained unless it poses the potential for fire or flood hazards.

6. Equipment operation should be avoided within the dripline of all trees to be preserved. Once equipment operation is completed, disturbed areas within driplines should be lightly spaded by hand to loosen surface soil. Leaf litter and understory vegetation, which would act as a buffer against compaction, should be retained in areas of equipment operation.

7. Irrigation and sprinkler systems, as well as drainage from residential rooflines, should be diverted to avoid dripline areas.

## VISUAL QUALITY

### Setting

The San Juan Hills area consists of a primarily residential landscape situated on three plateaus (see Figure 3). In between these plateaus and at the northern periphery of the planning area, there are large tracts of undeveloped land. The topography of the San Juan Hills, along with the relatively large open space areas provide striking views both from and to the planning area. Figure 4 illustrates the pattern of development and open space in the project area.

From locations on the upper elevations and hillsides of the plateaus, wide vistas of the open space areas in Laurel Creek Canyon, San Juan Canyon and Sugarloaf Mountain are available, with views of San Francisco Bay in the distance. The locations of the major features in the planning area are shown in Figure 3. Figure 14 shows a view of the upper reaches of Laurel Creek Canyon with Sugarloaf Mountain and San Francisco Bay in the distance.

From locations outside of the planning area, much of the San Juan Hills is visible. In particular, views from State Route 92 and Ralston Avenue, two major regional scenic routes, encompass much of the planning area. From State Route 92, development in all three of the planning area neighborhoods is visible, and the wooded north- and west-facing hillsides accentuate the topography of the San Juan Hills. From Ralston Avenue, close range views of development in the planning area are afforded as well as more distant views across the planning area. Figure 15 illustrates the view across the Horse Ranch property from a designated vista point on Ralston Avenue.

Although almost two thirds of the planning area is developed, the undeveloped portions of the area, particularly in Laurel Creek Canyon, convey an impression of a large open space area that is completely secluded and protected from surrounding development. This rural, isolated character is due to the steep topography and heavy vegetative cover of the planning area. The riparian woodland in Laurel Creek Canyon and the dense stands of trees and open chaparral and grasslands on surrounding hillsides contribute to the scenic appeal of the planning area. The open space areas within the planning area are used by local residents for passive recreational activities, such as walking and jogging.

The quality of the natural views in the San Juan Hills is disturbed in many locations by residential development on the hillsides. Residences developed on very steep hillsides are often fully exposed and can appear massive from opposite hillsides. In addition, large cuts in the slopes and

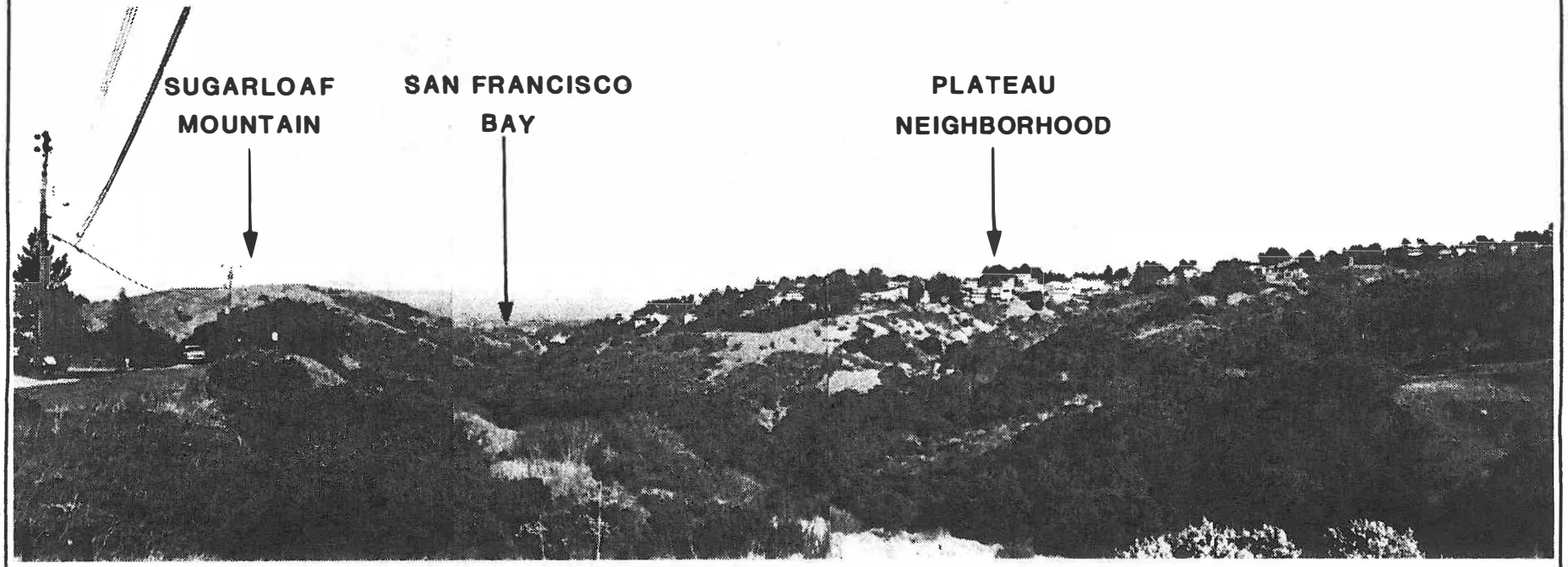
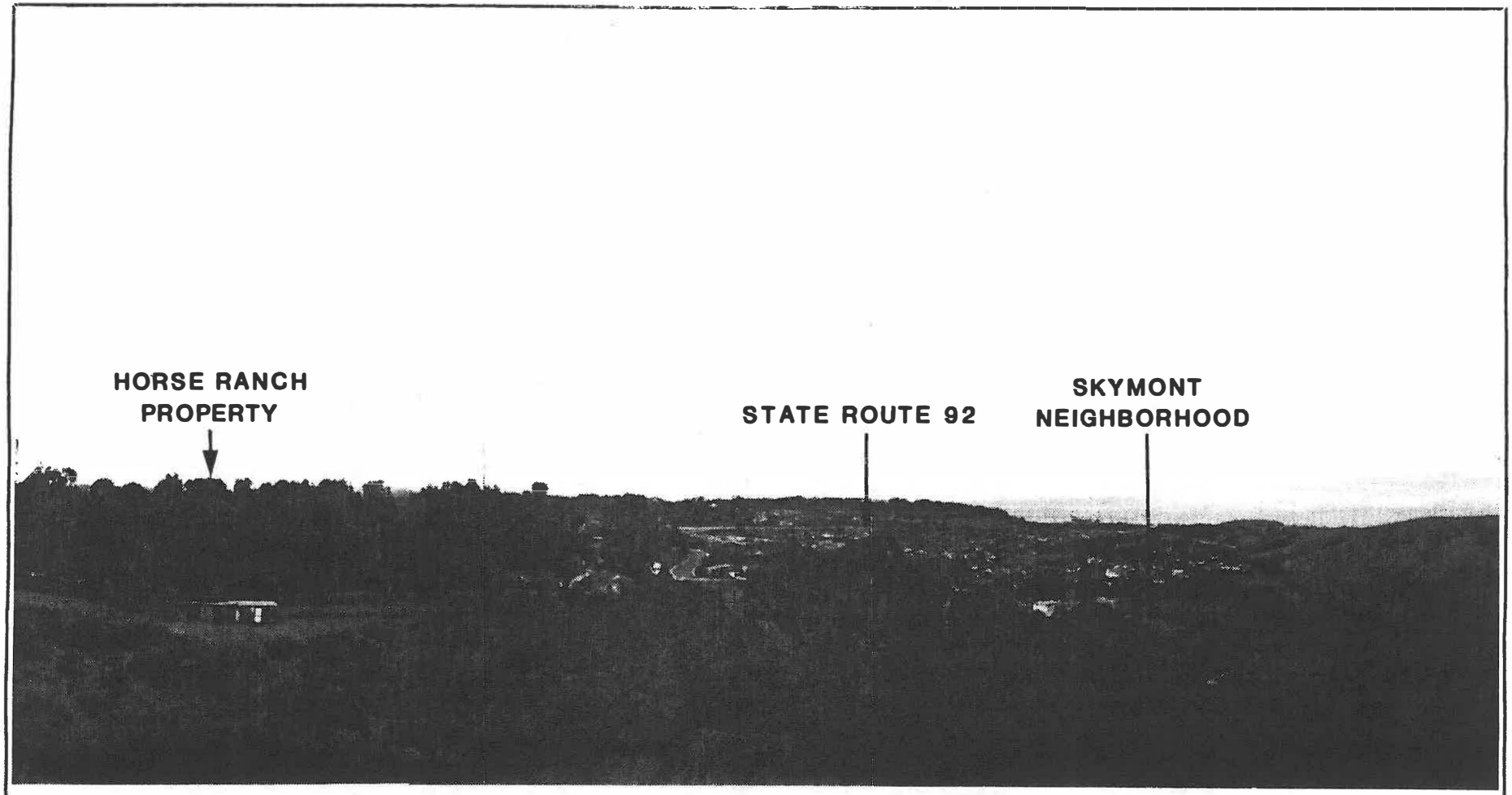



FIGURE 14

PROJECT AREA PHOTOGRAPH–
UPPER LAUREL CREEK CANYON FROM MARSTEN AVENUE




| | | |
|---|---|---|
| LSA | FIGURE 15 | PROJECT AREA PHOTOGRAPH–<br>VIEW FROM RALSTON AVENUE VISTA POINT |

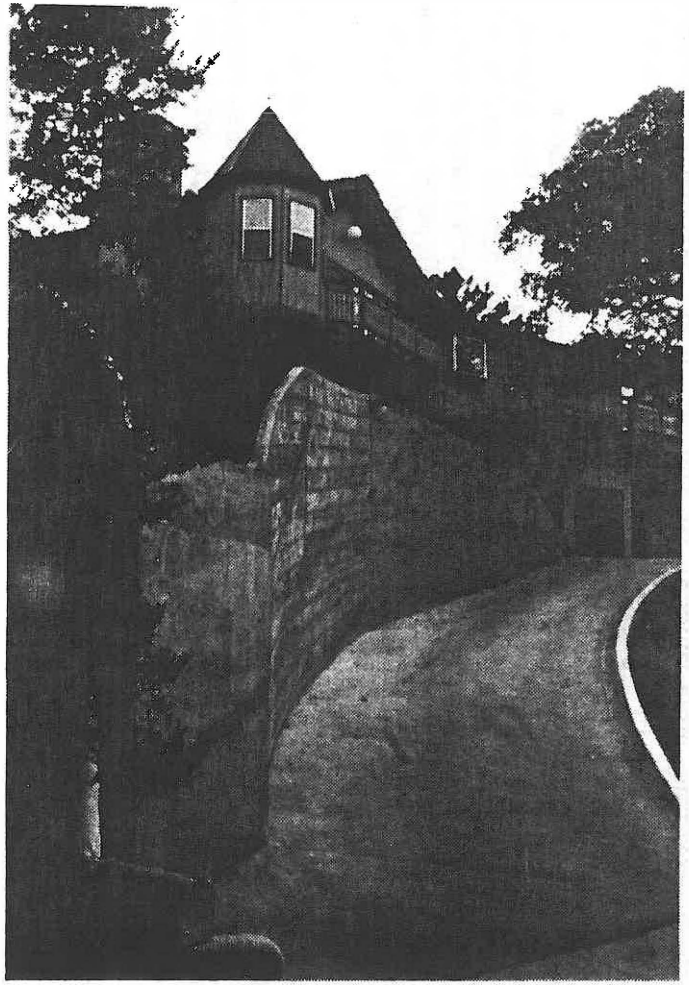
retaining walls detract from the visual appeal of hillside development. Under existing regulations, very large houses are permitted on some parcels. Such houses often appear out of scale with nearby residences. Figure 16 presents two pictures which illustrate the potential scale and visual impact problems associated with building on the steep hillsides of the planning area.

**Potential Impacts**

Future development under the proposed San Juan Hills Area Plan would permit a maximum of 372 units to be constructed in the project area. Table 1 indicates a potential number of units by subarea and Figure 7 illustrates a potential pattern of future development. Development permitted under the Area Plan would be approximately 38 percent less than that which could occur under maximum buildout of the existing General Plan. This lesser level of development would result in a lesser amount of visual impacts. In addition, the Area Plan presents the following goals to preserve the visual quality of the San Juan Hills:

- Site and design new development to protect public views, particularly from Ralston Avenue to Laurel Creek Canyon toward Sugarloaf Mountain and San Francisco Bay.
- Site and design structures to maximize view preservation.
- Cluster development wherever possible on the most developable portion of a site, leaving the maximum portion of the site in its natural state.
- Minimize the buildout of existing vacant subdivided lots in those areas where buildout would be geologically hazardous, require major road extensions and improvements and degrade natural resources and views.
- Ensure that new structures are designed to protect the visual and natural resource quality of the hillsides.

As described in the Land Use section of this EIR, the quantity, density and distribution of development under the Area Plan differs from the development pattern promoted by the existing General Plan. The Area Plan restricts the overall amount of development in the area by confining it to geologically stable areas, and promoting a program of lot merging, resubdivision and density transfer. Overall, the Area Plan would consolidate the spatial dispersement of development, thereby reducing potential visual impacts. Nevertheless, any additional development in the area would impair



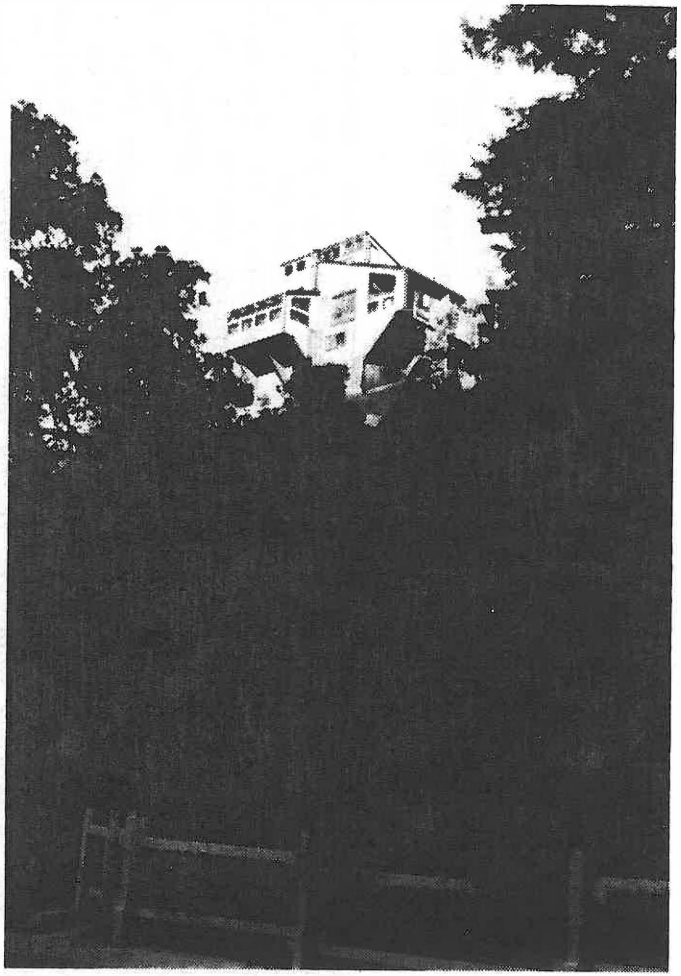


FIGURE 16

PROJECT AREA PHOTOGRAPHS–
NEW RESIDENTIAL DEVELOPMENT ON HILLSIDES

the visual quality of the San Juan Hills as viewed from certain areas. The potential visual impacts due to development relate primarily to the location and the structural design of the residential units.

Location of Future Development. The most significant potential visual impacts due to development in the planning area would occur at the three designated receiver sites in the Laurel Creek Canyon subarea. These sites are located in the upper reaches of the Laurel Creek Canyon on the Horse Ranch property and to the north and west of the Baptist Church in the Skymont neighborhood. All three of the receiver sites are presently covered predominantly by grassland with scattered trees and shrubs. The Horse Ranch site is highly visible from locations on Ralston Avenue (see Figure 15) and from the Plateau and Skymont neighborhoods. The receiver sites near the Baptist Church are highly visible from an adjacent residential development and State Route 92 to the west. Both the Horse Ranch and the Baptist Church sites are visible from Sugarloaf Mountain to the north. Figures 17 and 18 present photographs of the Horse Ranch and the Baptist Church sites.

Under the Area Plan, approximately 68 residential units could be developed at these sites. This development would be at a lower gross densities than existing development in the vicinity but may be developed as attached dwelling units. As described above, it would be highly visible from vantage points both within and outside of the planning area.

Because of the steep topography of the area, other development in the San Juan Hills would be visible primarily from locations within the planning area. As is the case with existing development, future development on the hillsides would be particularly visible. Although Area Plan policies would minimize the extent of hillside development, almost all future development other than small areas of infill and development at the receiver sites would be located on the hillsides.

Overall, the potential development of 372 additional residential units, both as infill and as extensions of existing neighborhoods, would contribute to a more urban character of the area and would result in the removal of a substantial amount of the natural vegetation and open space which add to the currently high visual quality of the San Juan Hills.

Site Development Standards. In the past, there has been a lack of appropriate site development standards in the San Juan Hills area which has served to exacerbate the visual impacts associated with hillside development.

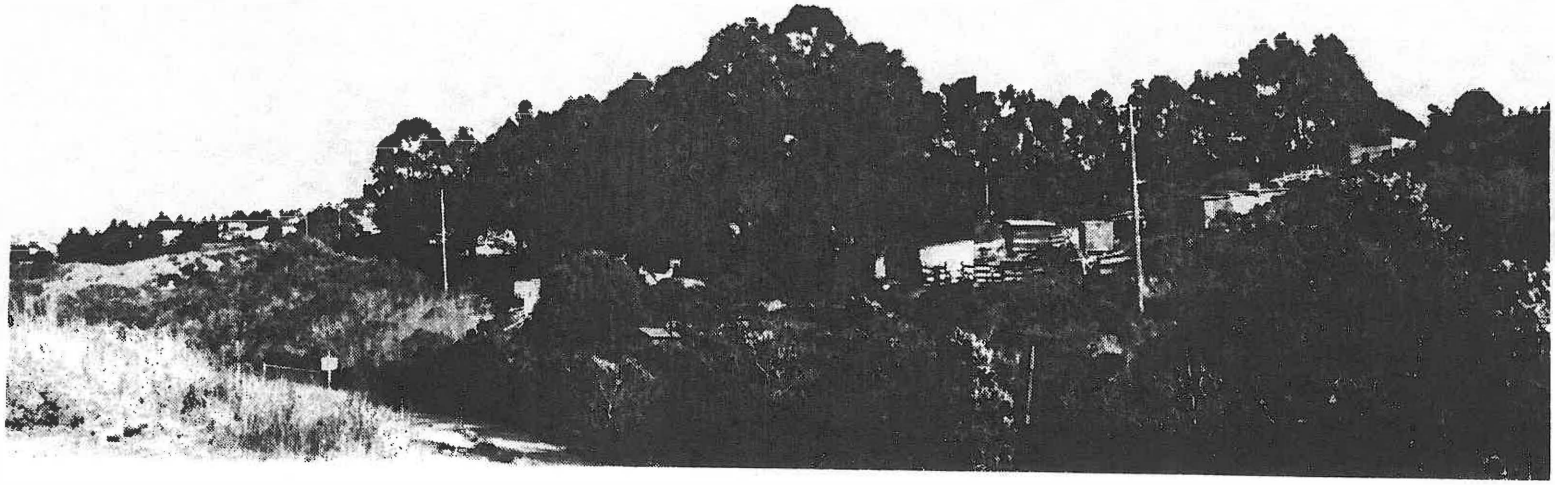


FIGURE 17

PROJECT AREA PHOTOGRAPH–
HORSE RANCH PROPERTY

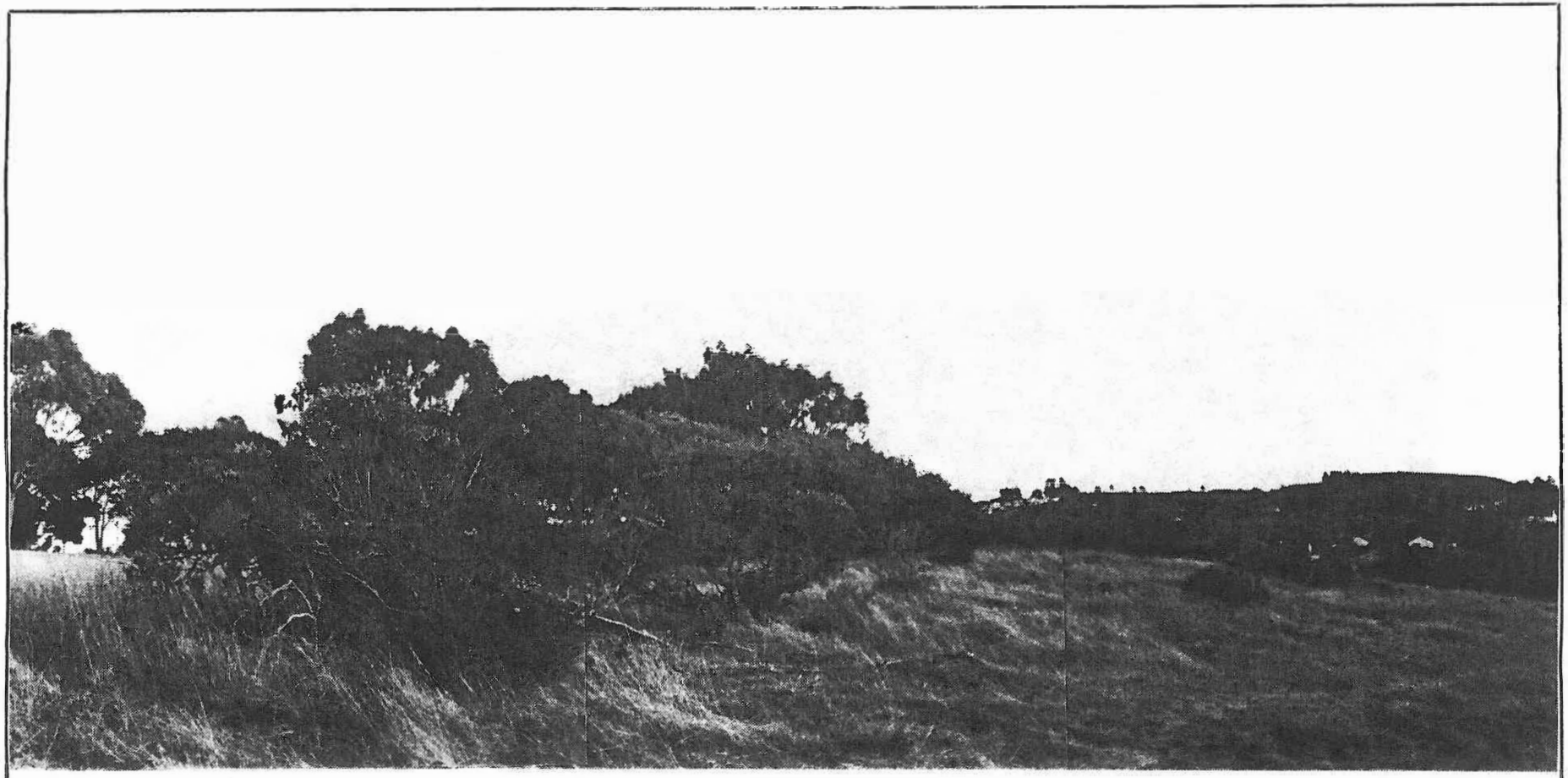


FIGURE 18

PROJECT AREA PHOTOGRAPH–
BAPTIST CHURCH PROPERTY

The zoning ordinance was recently amended to provide for measurement of the entire structure height in establishing height limits. However, development standards which minimize the visual impact of height, such as break up of vertical surfaces, and terracing and encouraging roof lines that are parallel to the slope. There are no grading design standards which establish grading practices that minimize changes from natural grade and there are no standards governing revegetation of sites after development.

The proposed Area Plan includes policies to ensure that future residential development is compatible in scale with nearby uses and to regulate the visual impact of development on hillsides. Under the Area Plan, a slope intensity ordinance would establish Floor Area Ratios which more effectively establish house sizes which are visually compatible with the size and slope of the lot on which they are located and the size of the majority of existing houses in the area. (Revised floor area ratio standards developed by the San Juan Committee for consideration in developing the implementing ordinances are presented in Appendix B.) Site development standards would be established to ensure that structures are designed to conform to the topography of their site. This would be accomplished in part by limiting the permitted height of structures to reflect the slope of the lot and by restricting the bulk of structures in hillside locations. In addition, the design of structures would be controlled so that large vertical and roof surfaces are broken up and terracing of homes is encouraged.

Preservation of the natural integrity of building sites is also promoted by the Area Plan which calls for the establishment of grading standards to minimize grading and vegetation removal and to require revegetation during and after site development.

**Mitigation Measures**

In addition to adoption of the mitigating policies of the Area Plan discussed above, the following measures are recommended to offset potential adverse visual impacts of future development:

1. Development on the Horse Ranch property and the two parcels adjacent to the Baptist Church should be sited and designed to minimize visual impacts. The scale of the development should be compatible with existing residential uses in the area. Material used should be selected to promote the visual blending of the structures into the landscape. The siting of buildings and landscaping should be sensitive to existing view corridors from Ralston Avenue and surrounding residential areas.

2. The implementing ordinances for the Area Plan should include a policy requiring that revegetation efforts utilize native plant species which should be established in patterns which are harmonious with existing vegetation in the area.

3. Design review approval should be required for new single-family residences in the San Juan Hills area and a case-by-case determination should be conducted to ensure effective application of visual standards.

## TRAFFIC AND CIRCULATION

### Setting

Roadways. Access to the San Juan Hills planning area is provided by a network of highways and surface streets, as shown in Figure 19. Regional and sub-regional access to the project area is provided by State Route 92, Interstate 280, and Alameda De Las Pulgas. State Route 92 has two lanes in each direction and extends east to the cities of San Mateo and Hayward (with connections to other Bay Area freeways) and west to an interchange with I-280 and the City of Half Moon Bay. State Route 92 is a two-lane roadway between I-280 and Half Moon Bay. Interstate 280 is an eight-lane freeway which extends from San Francisco to San Jose. Alameda De Las Pulgas is a two-lane roadway which extends north into San Mateo and south to San Carlos. It intersects both Ralston Avenue and Cipriani Boulevard to the east of the planning area.

Local access in the planning area is provided by Ralston Avenue, Cipriani Boulevard, Christian Drive, San Juan Boulevard, Belmont Canyon Road, and Hillcrest Drive. Ralston Avenue is a four-lane, major roadway running in a general east-west direction adjacent to the southern planning area boundary. It extends westerly and northerly as a four-lane roadway to an interchange with State Route 92, and easterly as a two- to four-lane roadway to intersections with Alameda De Las Pulgas, El Camino Real, and an interchange with U.S. Highway 101. Residential and open space areas line Ralston Avenue near the planning area. On-street parking is not allowed on either side of the street. Curbs and gutters are provided on both sides of the street. Left-turn lanes are provided on the approaches to all major intersections and all major intersections and interchanges are signal controlled. The posted speed limit is 35 miles per hour, although observed speeds ranged as high as 55 miles per hour. Signalized intersections on Ralston Avenue adjacent to the planning area include Christian Drive, Lassen Drive, the central access point of Belmont Canyon Road, Davis Drive, and Cipriani Boulevard. All other side street approaches along the planning area boundary are stop-sign controlled. There was little pedestrian and bicycle activity observed along Ralston Avenue during the field observation for this EIR. Observed traffic safety concerns include the restricted sight distances for vehicles turning right from the unsignalized Belmont Canyon Road approaches to Ralston Avenue and the lack of right-turn deceleration lanes on the westbound Ralston Avenue approaches to the central access Belmont Canyon Road and Christian Drive.

Cipriani Boulevard is a two-lane roadway with numerous curves running in a general north-south direction. It extends northerly to a connection with Alameda De Las Pulgas, and southerly to a connection with Ralston Avenue.

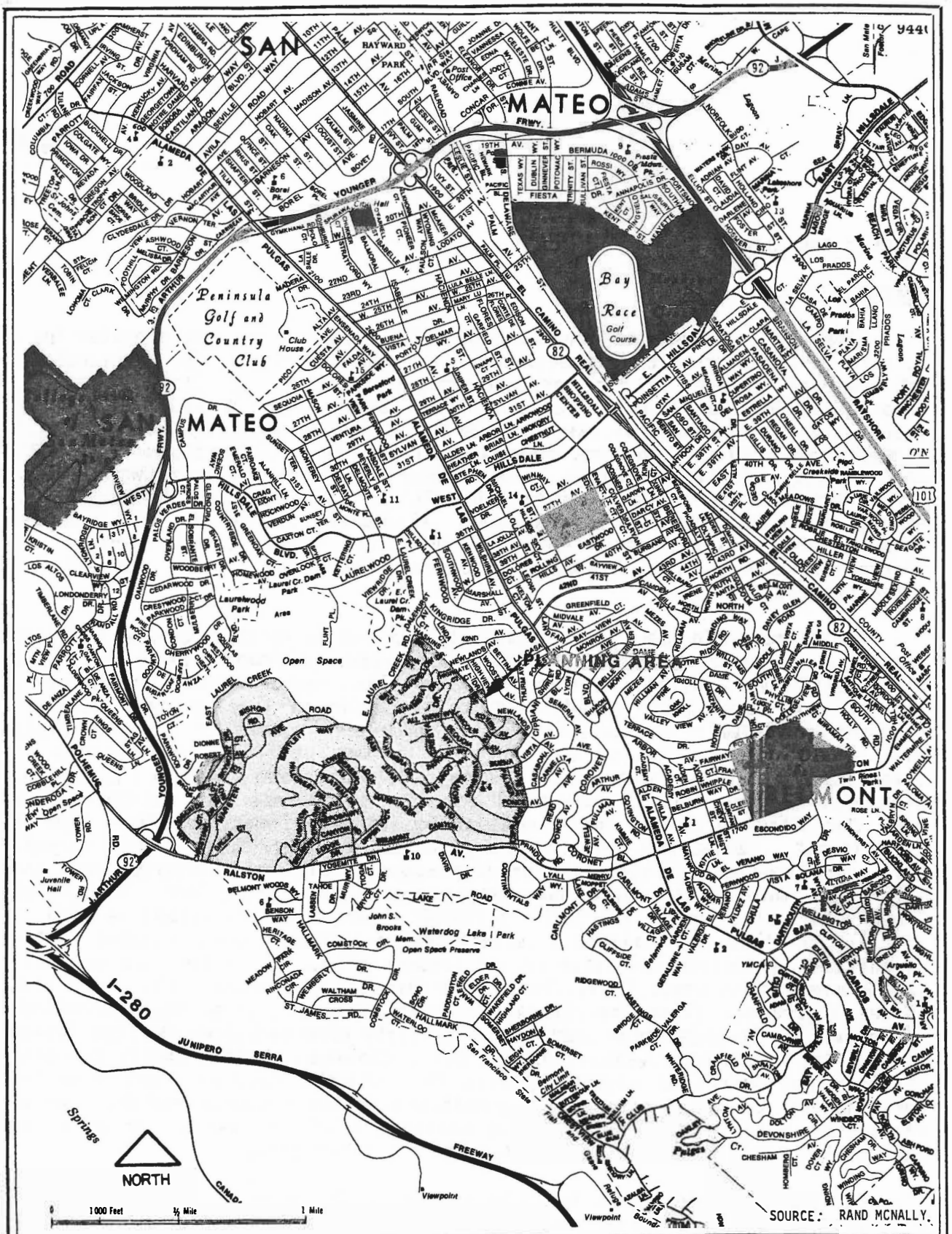



FIGURE 19 LOCAL ROAD NETWORK

Residential units line Cipriani Boulevard. Left-turn lanes are not provided on the approaches to any intersection along Cipriani Boulevard with the exception of Ralston Avenue. The observed vehicle speeds on Cipriani Boulevard ranged from 20 to 35 miles per hour. On-street parking is not possible on either side of the street in most locations. Cipriani Boulevard has a general uphill gradient south to north. It is signal controlled at Ralston Avenue and stop-sign controlled (four-way) at Ponce Avenue, Buena Vista Avenue, and Newlands Avenue. All other side street approaches are stop-sign controlled. There was little pedestrian or bicycle activity observed along the street during field observation. An observed traffic safety concern is the occasional backup of northbound vehicles at the San Juan Boulevard intersection as they attempt left turns, or less frequently, as they attempt to cross Ralston Avenue. Vehicles turning left from Cipriani Boulevard must stop while waiting for southbound traffic to clear and thus block the single northbound lane. Through traffic is usually unable to pull around the turning vehicle due to the narrow width of the northbound travel lane.

San Juan Boulevard is a two-lane roadway running in a general east-west direction through the eastern portion of the planning area. It extends easterly to a connection with Cipriani Boulevard near Ralston Avenue, and westerly and northerly to an intersection with East Laurel Creek Road. Residential units line most of San Juan Boulevard. Left-turn lanes are not provided on approaches to any intersection on San Juan Boulevard. The observed speeds on San Juan Boulevard ranged from 20 to 40 miles per hour. On-street parking is allowed on both sides of the street in most locations except on the insides of curves. Curbs and gutters are provided on both sides of the street. San Juan Boulevard has a general downhill gradient east to west. It is stop-sign controlled at Cipriani Boulevard and Monte Cresta Drive (three-way stop). There was some pedestrian, bicycle, and skateboard activity observed along the street during field observation. Observed traffic safety concerns include inadequate roadway width for two-way vehicle flow when vehicles are parked on both sides of the street, unsafe driving speeds, and dangerous riding patterns of some skate boarders. In addition, if cars are parked on one side of the street, vehicles traveling on the same side of the street must pull around parked vehicles and drive partially in the opposite direction travel lane, thus posing a hazard to pedestrians and bike riders. Residents have complained that if parking is prohibited along one side of the street, vehicle speeds would increase to unacceptable levels. In addition, most residents do not want to give up on-street parking adjacent to their homes.

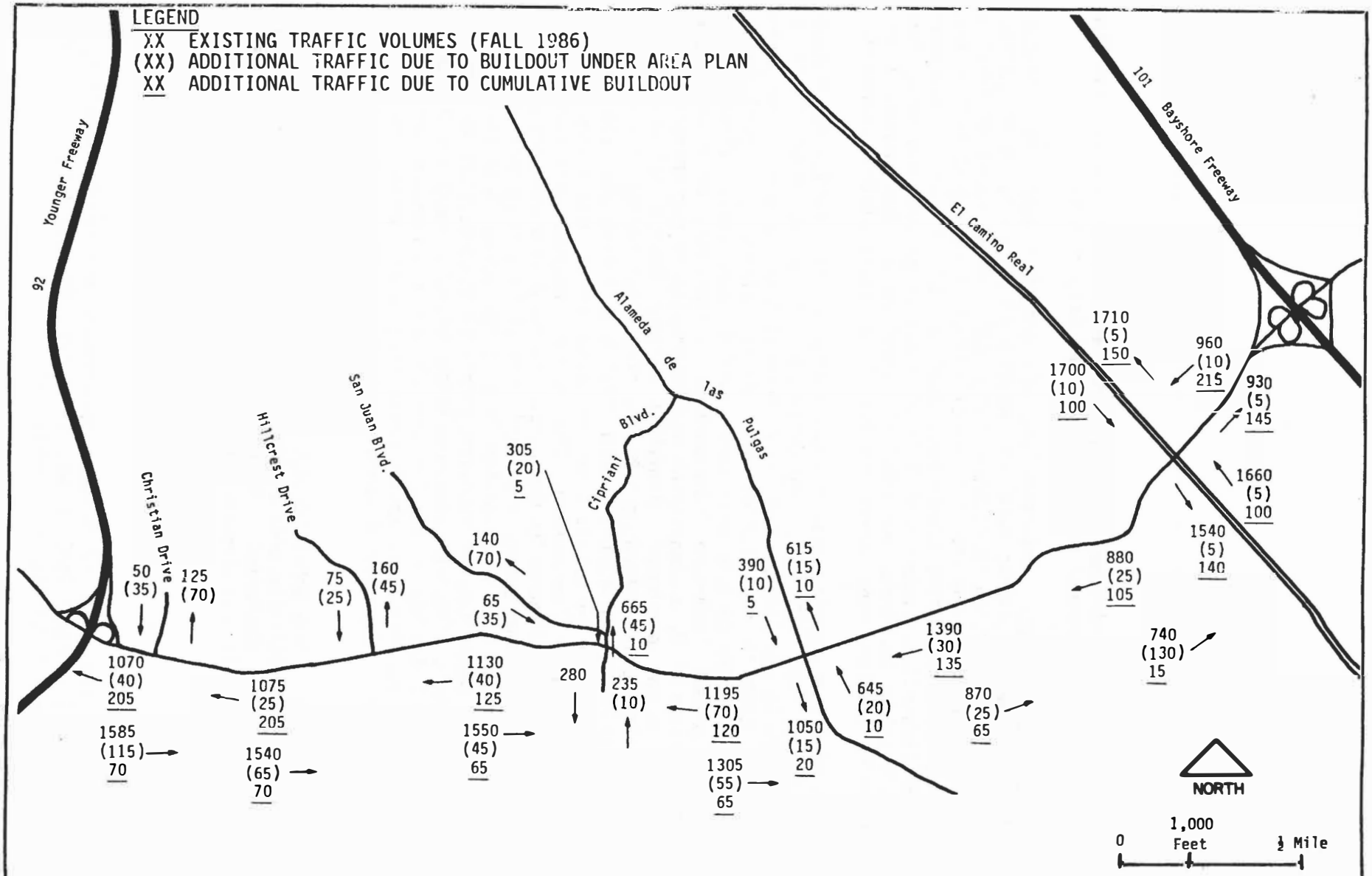
Christian Drive is a two-lane roadway running in a general north-south direction. It extends northerly from a signalized intersection with Ralston Avenue into the westernmost Skymont section of the San Juan Hills planning

area. Residential units lines most of Christian Drive. Left-turn lanes are not provided on the approaches to any roadway from Christian Drive. The observed speed limit ranged from 25 to 35 miles per hour. On-street parking is allowed on both sides of the street. Curbs and gutters are also provided on both sides of the street. There was a minor amount of pedestrian and bicycle activity observed along the street during field observation. An observed traffic safety concern is the close proximity of the Christian Drive/Green Court intersection with the Christian Drive/Ralston Avenue intersection (about 30 feet apart). Vehicles turning from Green Court onto Christian Drive create safety problems for those vehicles turning from Ralston Avenue onto Christian Drive. This problem is currently insignificant due to the low volume of traffic using Green Court.

Belmont Canyon Road is a curving two-lane roadway within the San Juan Hills planning area which runs in a general east-west direction just north of Ralston Avenue. Residential units line most of Belmont Canyon Road. Left-turn lanes are not provided on approaches to any intersection along Belmont Canyon Road. Observed vehicle speeds ranged from 15 to 25 miles per hour. On-street parking is allowed on both sides of the street in most locations. Curbs and gutters are also provided on both sides of the street in many locations. It is stop-sign controlled at Ralston Avenue at its easterly and westerly end, and is signal controlled at Ralston Avenue at a midpoint location. There was some pedestrian and bicycle activity observed along the street during field observation. Traffic safety concerns relate to the inadequate roadway width for two-way vehicle flow when vehicles are parked on both sides of the street and the subsequent diversion of vehicles into the opposing lane of travel as they drive around parked vehicles.

In general, all other paved roadways serving the San Juan Hills planning area are two-lanes wide with on-street parking allowed. Two-way traffic flow, however, is impossible with vehicles parked on both sides of the street. Some roads have steep gradients and sharp curves. Stop signs are lacking on approaches to many intersections; however, most vehicles either slow down or stop at these intersections. Sight distances are restricted on many internal area intersection approaches due to landscaping, natural foliage, and/or differences in roadway gradients.

Traffic Volumes. Existing p.m. peak hour volumes on local roads in the planning area vicinity are shown in Figure 20. Volumes on Ralston Boulevard are heavy and range from 2,500 to 2,700 vehicles per hour adjacent to the San Juan Hills planning area. Volumes on Cipriani Boulevard are moderately heavy at 970 vehicles per hour. Volumes on Christian Drive, Belmont Canyon Road, and San Juan Boulevard are lighter, and range from 175 vehicles per hour on




SOURCE: Goodrich Traffic Group.

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**FIGURE 20**

**EXISTING AND FUTURE TRAFFIC VOLUMES**

Christian Drive to 210 vehicles per hour on San Juan Boulevard, and 235 vehicles per hour on the central section of Belmont Canyon Road.

Intersection Operation. Intersections are almost always the critical factor in determining the traffic handling capacity of any circulation system. Intersection traffic operation is measured by a scale called Level of Service (LOS). The scale ranges from LOS "A", which indicates uncongested flow and the least delay on intersection approaches, down to LOS "F", which indicates operation over theoretical capacity with significant congestion and delay for drivers. Most urban locations use LOS "D" operation as the poorest level acceptable, while smaller, rural areas use LOS "C" as their minimum standard.

For this study, a capacity analysis was conducted for the Ralston Avenue signalized intersections with Christian Drive, Belmont Canyon Road, Cipriani Boulevard, Alameda De Las Pulgas, and El Camino Real (see Table 4). The three intersections adjacent to the planning area are now operating at good levels of service of A or B during p.m. peak hour traffic conditions. Although the Ralston Avenue/Cipriani Boulevard intersection is operating at a good peak hour level of service of B, a significant safety problem is beginning to occur due to traffic in the eastbound (downhill) Ralston Avenue left-turn lane occasionally backing up and extending into the high speed through travel lane. The Alameda De Las Pulgas intersection with Ralston Avenue is now experiencing significant congestion on two of its four approaches and is operating at LOS D during the p.m. peak hour time period. The lack of separate left-turn phases for traffic turning from Alameda De Las Pulgas to Ralston Avenue creates some of this congestion and causes many near accidents at this intersection.[1] The Ralston Avenue/ El Camino Real intersection is also operating close to capacity (LOS E) during the same time period with significant congestion on several intersection approaches. Traffic flow on Ralston Avenue through the El Camino Real intersection is further disrupted due to train movements across the eastern leg of the intersection, which frequently occur during the evening peak traffic period. Appendix D presents capacity work sheets for each intersection.

Transit Service. San Mateo County Transit routes 45B and 40 R provide transit service to the planning area along Ralston Avenue. Route 40 E provides service along Cipriani Boulevard. Route 45B also travels along Christian Drive and Bishop Road in the Skymont section of the San Juan Hills planning area.

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[1]According to the City of Belmont Department of Public Services, a contract was awarded in March 1987 to add protected left turn lanes on Alameda De Las Pulgas at the Ralston Avenue intersection.

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TABLE 4

INTERSECTION SERVICE LEVELS*
(PM Peak Hour)

| Intersection | Existing V/C | Existing LOS | Existing + Project V/C | Existing + Project LOS | Existing + Project + Cumulative V/C | Existing + Project + Cumulative LOS |
|---|---|---|---|---|---|---|
| Ralston/Christian | .53 | A | .56 | A | .58 | A |
| Ralston/Belmont Canyon (central access) | .47 | A | .50 | A | .58 | A |
| Ralston/Cipriani | .65 | B | .70 | B/C | .75 | C |
| Ralston/Alameda De Las Pulgas | .86 | D | .89 | D | .92 | E |
| Ralston/El Camino Real | .97 | E | .98 | E | 1.09 | F |

| *Level of Service | V/C Ratio | Conditions |
|---|---|---|
| A | <0.60 | Free flowing |
| B | 0.61-0.70 | Stable flow |
| C | 0.71-0.80 | Restricted flow |
| D | 0.81-0.90 | Nearing unstable flow |
| E | 0.91-1.00 | Capacity flow |
| F | >1.00 | Demand exceeds capacity |

Source: Goodrich Traffic Group

Planned Improvements. Local jurisdictions in the planning area vicinity are not planning any major circulation system improvements in the immediate future. Likely, minor improvements include the replacement of controllers on several signalized intersections along Ralston Avenue (Adel Nepomuceno, City Engineer, personal communication).

## Potential Impacts

The proposed Area Plan would permit less development in the San Juan Hills than could occur under the existing General Plan. Therefore, traffic generated by future development in the planning area would be less under the Area Plan than under the General Plan. Potential impacts due to traffic levels which would result from Area Plan buildout are discussed below. Area Plan policies relating to road extensions, hillside road standards and maintenance responsibilities are discussed in the Public Services and Utilities section of this EIR.

Trip Generation. Potential buildout of the San Juan Hills planning area under the proposed Area Plan, including infill of existing developed sections, would generate about 3,720 new daily two-way trips with about 250 new inbound and 125 new outbound p.m. peak hour trips. Approximately 32 percent of the total trip generation (120 peak hour trips) would be associated with new development in the Skymont area, while 24 percent (90 peak hour trips) would be associated with new development in the Plateau area, and 44 percent (165 peak hour trips) would be associated with the development of the Cipriani area.

Trip Distribution. Potential p.m. peak hour traffic due to buildout of the planning area was distributed to the local roadway system based on existing area traffic circulation patterns and potential changes in patterns due to new internal roadway connections. The roadway connections considered in the trip distribution include the connection of the Cipriani area to the Plateau area via a paved Marburger Road (see Figure 7). Other potential roadway connections were not considered in this analysis because extreme geologic hazards would probably preclude their development. Figure 20 shows additional planning area buildout traffic distributions within the local roadway network. The volumes shown in Figure 20 reflect redistribution of existing volumes due to new internal roadway connections in the San Juan Hills planning area. The assumed distribution of traffic in the San Juan Hills area is shown below:

**PROJECT TRAFFIC DISTRIBUTION**
**(PM Peak Hour)**

| | |
|---|---|
| To/from the north via Cipriani Boulevard | 15% |
| To/from the east via Ralston Avenue | 35% |
| To/from the west via Ralston Avenue | 45% |
| Local Area | 5% |
| | 100% |

Roadway and Intersection Impacts. Traffic due to additional buildout of the planning area would increase existing p.m. peak hour roadway volumes by the amounts shown in Table 5.

Net traffic increases would be significant on Ralston Avenue east of Cipriani Boulevard and west of Christian Drive with p.m. peak hour volume increases of 125 and 155 vehicles per hour (vph) respectively, and on Christian Drive, Belmont Canyon Road, and San Juan Boulevard in the vicinity of Ralston Avenue with p.m. peak hour volume increases of 105, 70, and 105 vph respectively. However, all existing roadways have available physical capacity to accommodate the increased traffic volumes due to buildout under the Area Plan.

Buildout traffic would not produce significant peak hour impacts at any of the analyzed intersections (see Table 4). Buildout traffic would use three percent of total existing capacity at the Ralston Avenue/Christian Drive intersection; three percent of total existing capacity at the Ralston Avenue/Belmont Canyon Road intersection; five percent of total existing capacity at the Ralston Avenue/Cipriani Boulevard intersection; three percent of total existing capacity at the Ralston Avenue/Alameda De Las Pulgas intersection; and one percent of total existing capacity at the Ralston Avenue/El Camino Real intersection.

At the Ralston Avenue/Cipriani Boulevard intersection, traffic resulting from buildout under the Area Plan would result in a LOS B/C. Intersection p.m. peak hour LOS designations would remain the same at all other analyzed locations after the addition of buildout traffic under the Area Plan.

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## TABLE 5

## ROADWAY IMPACTS DUE TO PLANNING AREA BUILDOUT TRAFFIC

| | Roadway | Increase In Existing PM Peak Hour Traffic Due to Planning Area Buildout (vehicles per hour) |
|---|---|---|
| 1. | Ralston Avenue (east of Route 24 Freeway) | + 6% (from 2655 to 2810 vph) |
| 2. | Ralston Avenue (east of Christian Drive) | + 3% (from 2615 to 2705 vph) |
| 3. | Ralston Avenue (west of Cipriani Boulevard) | + 3% (from 2680 to 2765 vph) |
| 4. | Ralston Avenue (west of Alameda De Las Pulgas) | + 5% (from 2500 to 2625 vph) |
| 5. | Ralston Avenue (east of Alameda De Las Pulgas) | + 2% (from 2260 to 2315 vph) |
| 6. | Ralston Avenue (west of El Camino Real) | + 2% (from 1620 to 1660 vph) |
| 7. | Cipriani Boulevard (north of Ralston Avenue) | + 8% (from 970 to 1050 vph) |
| 8. | Alameda De Las Pulgas (north of Ralston Avenue) | + 2% (from 1005 to 1030 vph) |
| 9. | Alameda De Las Pulgas (south of Ralston Avenue) | + 2% (from 1695 to 1730 vph) |
| 10. | El Camino Real (north of Ralston Avenue) | +<.5% (from 3410 to 3425 vph) |
| 11. | El Camino Real (south of Ralston Avenue) | +<.5% (from 2840 to 2850 vph) |
| 12. | Belmont Canyon Road-central (north of Ralston Avenue) | + 30% (from 235 to 305 vph) |
| 13. | Christian Drive (north of Ralston Avenue) | + 60% (from 175 to 280 vph) |
| 14. | San Juan Boulevard (just west of Cipriani Blvd.) | + 51% (from 205 to 310 vph) |
| 15. | Route 92 Freeway (west of Ralston Avenue) | + 2% (from 6400 to 6510 vph) |
| 16. | Route 92 Freeway (east of Ralston Avenue) | + 1% (from 5600 to 5645 vph) |

Source: Goodrich Traffic Group

Existing traffic safety concerns in the San Juan Hills planning area would be increased due to buildout traffic at the following locations:

- Along major roadways including Belmont Canyon Road and San Juan Boulevard and along internal roadways including Marsten Avenue, Upper Lock Avenue, Hillcrest Drive and Monte Cresta Drive. These streets cannot accommodate two-way traffic flow where vehicles are parked on both sides of the street. Driving patterns along these streets also increase traffic safety concerns for pedestrians and bicyclists.

- At many internal intersections that have restricted sight distances and/or that lack stop signs.

- At the left-turn lane on the Ralston Avenue eastbound approach to Cipriani Boulevard where buildout traffic would marginally increase the frequency of left-turning vehicles backing up and blocking through traffic during peak traffic conditions.

- At the Cipriani Boulevard intersection with San Juan Boulevard, where the increased number of vehicles turning left to San Juan Boulevard could increase the frequency of vehicle backups to and through the Ralston Avenue intersection.

- At the Green Court intersection with Christian Drive where the close proximity of the Green Court intersection to the Ralston Avenue intersection could increase potential conflicts between turning vehicles.

- On the Ralston Avenue westbound approaches to Christian Drive and Belmont Canyon Road where increased volumes of right-turn vehicles would increase the chances for rear end accidents due to lack of right-turn deceleration lanes for turning vehicles.

- On the Ralston Avenue eastbound approach to Christian Drive where the existing left-turn lane will probably not be long enough to accommodate existing and buildout traffic.

Cumulative Traffic Impacts. Traffic impacts of all proposed, approved, and under-construction developments in Belmont near the planning area were evaluated as part of this study. A list of projects considered, along with their respective development sizes, is shown in Table 6.

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## TABLE 6

## CUMULATIVE PROJECT TRIP GENERATION

| Name | | Size | Location | PM Peak Hour Two-Way Trips |
|---|---|---|---|---|
| A. | Davis Drive offices | 84,000 SF | Davis Drive | 150 |
| B. | 1050 El Camino Real | 8,136 SF | 1050 El Camino | 18 |
| C. | Safety Expansion Retail | 8,453 SF | El Camino at Emmett | 75 |
| D. | Creekside Offices | 41,100 SF | 1070 Sixth | 104 |
| E. | Creekside Condominiums | 18 DU | O'Neill and Sunnyslope | 9 |
| F. | Island Park | Mixed Uses | Marine World Parkway | 2,810 |
| G. | Belmont Hills Hospital Expansion | Alternative 2, 3, or 4 | Ralston, east of Chula Vista Drive | 77 |
| | | | | 3,243 |

Source: City of Belmont, Final EIR for the Proposed Belmont Hills Hospital Expansion by Earthmetrics, June 1986; Addendum to the Final EIR for the Proposed Belmont Hills Hospital Expansion by Earthmetrics, October 1986.

Cumulative projects would generate a total of approximately 3,245 two-way p.m. peak hour trips. Evening peak hour cumulative volumes are shown on Figure 20. Cumulative volumes would produce significantly greater impacts on roadways and intersections near the San Juan Hills planning area than would traffic from buildout of the planning area under the proposed Area Plan. However, there should be no increase in traffic or impacts on the roadways internal to the San Juan Hills planning area due to the cumulative projects.

With cumulative traffic, volumes on Ralston Avenue adjacent to the site would increase by up to 275 p.m. peak vph, while volumes on Cipriani Boulevard would increase by about 15 vph. Both roadways have available capacity to accommodate this increase in the planning area vicinity. Cumulative traffic would produce significant p.m. peak hour impacts at the Ralston Avenue intersections with the central access Belmont Canyon Road, Cipriani Boulevard, and El Camino Real, respectively using eight, five and eleven percent of total intersection capacity. Impacts would not be significant at Christian Drive or Alameda De Las Pulgas, where two and three percent of total intersection capacity would be used. Resultant p.m. peak hour operation with cumulative traffic added to existing and planning area buildout volumes would continue to be LOS A at Christian Drive and Belmont Canyon Road, and decrease to LOS C operation at Cipriani Boulevard, LOS E operation at Alameda De Las Pulgas, and LOS F operation at El Camino Real (see Table 4).

Traffic Impact on Residential Environment. Goodrich Traffic Group has developed an analysis methodology called Traffic Impact on Residential Environment or TIRE, to measure the impact of traffic on residents of residential or collector streets. TIRE is a numerical representation of a resident's perception of the affect of street traffic on activities such as walking, cycling and playing, and on daily tasks such as maneuvering an auto out of a residential driveway. Logarithmic index values ranging from zero, which represents the least effect of traffic, to five, which represents the most severe traffic affect, express the level of perception to traffic volumes in one's living environment. A change of 0.1 or more in index values indicates that residents will perceive an impact on their living environment due to increased traffic volumes. Streets with TIRE levels above the mid-range index of three, which corresponds to a volume of 300 vph, are traffic-dominated, while lesser indices indicate streets with more residential activity.

Table 7 shows TIRE index values for road locations with the maximum accumulation of potential traffic due to buildout of the planning area. As shown, project area buildout traffic would produce a measurable impact on the environment of those residents living along Christian Drive and Marsten Avenue; and possibly, to residents living along Bishop Road, Skymont Drive, Belmont Canyon Road, Hillcrest Drive, Lower Lock Avenue, San Juan Boulevard, Alhambra Drive, Monte Cresta Drive, Sequoia Way, and Buena Vista Avenue.

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TABLE 7

TRAFFIC IMPACT ON RESIDENTIAL ENVIRONMENT (TIRE)

| Locations | Index Values* Existing Volumes | Existing+ Planning Area Buildout Volumes |
|---|---|---|
| Christian Drive - just north of Ralston | 3.2 | 3.4 |
| Belmont Canyon Road - central access just north of Ralston | 3.4 | 3.5 |
| San Juan Boulevard - just west of Cipriani Boulevard | 3.3 | 3.5 |

*A change of .1 or more indicates that residents will perceive an impact on their living environment due to increased traffic volumes.

Source: Goodrich Traffic Group

**Mitigation Measures**

In addition to adoption of the mitigating policies of the Area Plan discussed above, the following measures are recommended to offset potential adverse traffic impacts of planning development:

1. New roadways through the San Juan Hills planning area are recommended to be built to the following minimum standards:

| Width | On-Street Parking Allowed |
|---|---|
| 20 ft | No |
| 28 ft | One side only |
| 36 ft | Both sides |

2. Brush and landscaping within roadway rights-of-way should be trimmed back on intersection approaches where sight distances are limited.

3. A priority list should be developed to provide stop signs on lower volume approaches to internal intersections. Signs should be installed first at high accident locations, and as funds permit, at all other locations.

4. Right-turn deceleration lanes should be provided on the Ralston Avenue westbound approaches to Christian Drive and the central access Belmont Canyon Road.

5. A short, left-turn, storage lane should be provided on the northbound Cipriani Boulevard approach to San Juan Boulevard.

6. The left-turn lane on the eastbound Ralston Avenue approach to Cipriani Boulevard should be lengthened by about 100 feet, or the maximum length possible without moving the existing street light in the median.

7. The left-turn lane on the eastbound Ralston Avenue approach to Christian Drive should be lengthened by about 100 feet prior to buildout of the Skymont area.

8. On-street parking prohibitions along one side of the street are recommended for San Juan Boulevard from Monte Cresta Drive to Cipriani Boulevard and for the central access Belmont Canyon road from Ralston to Hillcrest, if a majority of adjacent residents agree to the proposal. This would allow less congested traffic flow

through the two highest volume locations on the San Juan Hills planning area roadways that are not wide enough to accommodate two-way traffic flow as well as on-street parking. It would also reduce the frequency of minor accidents between through traffic and vehicles parked on-street.

9. All new cul-de-sacs should have turnaround areas large enough to accommodate fire and emergency vehicles.

10. Pathways or sidewalks should be constructed on at least one side of all new streets.

11. Green Court traffic should be rerouted to access Christian Drive via Marsten Avenue. A new access directly to Ralston Avenue to serve the Green Court area is not recommended due to its impact on Ralston Avenue traffic flow.

12. Additional through and/or turn lanes would be needed at the Ralston Avenue/El Camino Real and Ralston Avenue/Alameda De Las Pulgas intersections to provide acceptable peak hour operation under existing, planning area buildout, and cumulative volumes.

13. Separate signal phasing should be provided for the left-turn movements from Alameda De Las Pulgas to Ralston Avenue.

## CLIMATE AND AIR QUALITY

### Setting

**Climate.** The Bay Area's climate, as with all of California coastal environs, is dominated by the strength and position of the semi-permanent high pressure center over the Pacific Ocean near Hawaii. This pressure center creates cool summers and mild winters with infrequent rainfall. A persistent cool daytime sea breeze maintains comfortable humidity levels. Unfortunately, the same atmospheric processes that create the desirable living climate also restrict the ability of the atmosphere to disperse air pollution. Portions of the Bay Area, particularly highly urbanized and poorly ventilated portions of the Santa Clara Valley, experience air pollution levels well in excess of established clean air standards.

Temperatures in Belmont, as determined from long-term climatic records in nearby Redwood City, average 59°F annually. The warmest afternoons in summer average in the low-80's while winter mornings drop to around 40°F. Daily and seasonal oscillations of temperatures are small because of the moderating effects of the nearby oceanic heat reservoir. Temperatures in excess of 100°F or below 30°F are rare and in many years do not occur at all. In contrast to the steady temperature regime, rainfall is highly variable, and confined almost exclusively to the "rainy" period from early November to mid-April. Belmont averages 19 inches of precipitation annually, but because much of the area's rainfall derives from the fringes of mid-latitude storms whose track is often erratic, and because the Peninsula topography causes substantial variations in rainfall intensity, there is considerable geographical and temporal variation in rainfall amounts.

**Meteorology.** Winds near the San Juan Hills area display several characteristic regimes. During the day, especially in summer, winds are from the west and northwest at 10-14 miles per hour as air is funneled through the Golden Gate and then diverges across the entire Bay Area. At night, especially in winter, the land becomes cooler than the water and a downslope flow off the Peninsula hills and a regional outflow toward the Golden Gate may develop. One other important wind regime occurs when a high pressure center forms over the western United States interior and brings hot air out of the Central Valley into the Bay Area. Winds from the southeast under these conditions create brief hot spells in late summer and early fall that generally yield the highest temperatures observed annually in the Bay Area.

Adequate daytime ventilation prevents any significant daytime stagnation of air pollutants in the Belmont area. Daytime airflow across the San Juan Hills planning area normally spends only a limited time over populated areas

resulting in baseline air pollution levels that are quite low. The moderate onshore breeze carries any locally generated emissions southeastward into Santa Clara County. Daytime air quality problems occur mainly when the Pacific High pressure ridge sets up too close to shore and weak winds fail to adequately flush the Bay Area. The area of poorest ventilation tends to be more toward San Jose, but Belmont may experience slightly unhealthful levels of photochemical smog as well. Air quality concerns near the planning area, particularly in winter when the drainage flow is strongest, center on the localized accumulation of primarily automotive exhaust pollutants instead of the photochemically reacted species that are most prevalent on summer afternoons. Air flow from lightly populated higher terrain areas west of Belmont is unpolluted when it arrives in Belmont. But slow wind speed and lack of turbulent mixing can lead to substantial ambient concentrations near major emissions sources.

In addition to winds that govern the horizontal rate and trajectory of air pollutants, the Bay Area experiences two characteristic temperature inversions that control the vertical depth in which pollutants are mixed. The daytime onshore flow of marine air is capped by a massive dome of warm air that acts like a giant lid over the regional airshed. As the clean ocean air moves inland, pollutants are continually added from below without any dilution from above. As this layer slows down in inland valleys of the basin and undergoes photochemical transformations under abundant sunlight, it creates unhealthful levels of smog (mainly ozone). A second inversion forms at night as cool air pools in low elevations while the air aloft remains warm. These type of inversions trap pollutants near intensive traffic sources such as freeways and shopping centers forming localized violations of clean air standards called "hot spots".

Air Quality Standards. In order to assess the air quality impact of any proposed development, that impact, together with baseline air quality levels, must be compared to the applicable ambient air quality standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect people most susceptible to respiratory distress or infection including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons in heavy work or exercise. These people are called sensitive receptors. Healthy adults can tolerate periodic exposure to air pollution levels well above these standards before adverse health effects are oberved.

The Clean Air Act Amendments of 1970 established national Ambient Air Quality Standards (AAQS) with States retaining the option to adopt more stringent standards or to include other pollution species. Because California

already has standards in existence before Federal AAQS were established, and because of unique meteorological problems in the State, there is considerable diversity between State and Federal standards currently in effect in California, as shown in Table 8.

Baseline Air Quality. Existing and probable future levels of air quality near the San Juan Hills area can be inferred from ambient air quality measurements conducted by the Bay Area Air Quality Management District (BAAQMD) in Redwood City. This station is the only monitoring site in San Mateo County, and measures both regional pollution levels such as dust and smog, as well as primary vehicular pollution levels near busy roadways such as carbon monoxide (CO) and nitrogen oxides ($NO_x$). Table 9 summarizes the last five years of published data from this monitoring station. As shown, air pollution levels are extremely low, attesting to the excellent ambient air quality found in the Belmont area.

Photochemical smog or ozone levels continue to exceed standards by a very small margin. The frequency of violations of the Federal standard for ozone has ranged from zero to two violations per year. Federal guidelines allow for one violation per year averaged over three years. Redwood City, and by inference Belmont, has met a one annual violation average limit for the first half of this decade and is therefore an attainment subarea within the larger Bay Area Basin ozone non-attainment area. Annual maximum ozone levels have varied considerably within a wide range. Although higher levels in the range are considered unhealthful for the most sensitive individuals, they are well below the first stage ozone alert levels of 0.20 parts per million (ppm) which is considered unhealthful for all receptor populations.

Measurements of carbon monoxide (CO) showed very low baseline levels with only one violation of the eight-hour CO standard recorded in five years. Similarly, nitrogen dioxide ($NO_2$) levels, another indicator of the automotive exhaust pollution in the air around Belmont, have been very low with maximum annual $NO_2$ levels at 50 percent of the allowable maximum level.

Airborne dust levels rarely exceed the State standard, and no measurement in excess of the Federal particulate standard has been recorded in the past five years. An inhalable dust standard for particles of 10-micron diameter or less (PM-10) shows that isolated violations of the stringent California PM-10 standard may occur in Belmont, but levels are expected to be much lower than those found in other urbanized metropolitan areas of the country.

Air Quality Plans. The continued violation of the Federal ozone and CO standards in the Bay Area Air Basin requires that regional planning and air pollution control agencies prepare a regional Air Quality Plan (AQP). The AQP

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## TABLE 8

## AMBIENT AIR QUALITY STANDARDS

| Pollutant | Averaging Time | California Standards | | National Standards | | |
|---|---|---|---|---|---|---|
| | | Concentration | Method | Primary | Secondary | Method |
| Oxidant | 1 hour | 0.10 ppm (200 ug/m³) | Ultraviolet Photometry | — | — | — |
| Ozone | 1 hour | — | — | 0.12 ppm (235 ug/m³) | Same as Primary Standard | Ethylene Chemiluminescence |
| Carbon Monoxide | 8 hour | 9.0 ppm (10 mg/m³) | Non-Dispersive Infrared Spectroscopy (NDIR) | 10 mg/m³ (9 ppm) | Same as Primary Standards | Non-Dispersive Infrared Spectroscopy (NDIR) |
| | 1 hour | 20 ppm (23 mg/m³) | | 40 mg/m³ (35 ppm) | | |
| Nitrogen Dioxide | Annual Average | — | Gas Phase Chemiluminescence | 100 ug/m³ (0.05 ppm) | Same as Primary Standard | Gas Phase Chemiluminescence |
| | 1 hour | 0.25 ppm (470 ug/m³) | | — | | |
| Sulfur Dioxide | Annual Average | — | Ultraviolet Fluorescence | 80 ug/m³ (0.03 ppm) | — | Pararosaniline |
| | 24 hour | 0.05 ppm (131 ug/m³) | | 365 ug/m³ (0.14 ppm) | — | |
| | 3 hour | — | | — | 1300 ug/m³ (0.5 ppm) | |
| | 1 hour | 0.5 ppm (1310 ug/m³) | | — | — | |
| Suspended Particulate Matter ($PM_{10}$) | Annual Geometric Mean | 30 ug/m³ | $PM_{10}$ | — | — | — |
| | 24 hour | 50 ug/m³ | | — | — | |
| Suspended Particulate Matter | Annual Geometric Mean | — | — | 75 ug/m³ | 60 ug/m³ | High Volume Sampling |
| | 24 hour | — | | 260 ug/m³ | 150 ug/m³ | |
| Sulfates | 24 hour | 25 ug/m³ | Turbidimetric Barium Sulfate | — | — | — |
| Lead | 30 day Average | 1.5 ug/m³ | Atomic Absorption | — | — | — |
| | Calendar Quarter | — | — | 1.5 ug/m³ | Same as Primary Standard | Atomic Absorption |
| Hydrogen Sulfide | 1 hour | 0.03 ppm (42 ug/m³) | Cadmium Hydroxide STRactan | — | — | — |
| Vinyl Chloride (Chloroethene) | 24 hour | 0.010 ppm (26 ug/m³) | Tedlar Bag Collection, Gas Chromatography | — | — | — |
| Visibility Reducing Particles | 1 observation | In sufficient amount to reduce the prevailing visibility to less than 10 miles when the relative humidity is less than 70% | | — | — | — |

Source: California Air Resources Board

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## TABLE 9

## BELMONT AMBIENT AIR QUALITY MONITORING SUMMARY

(Days standards were exceeded, and maxima for periods indicated).

| | YEAR | | | | |
|---|---|---|---|---|---|
| Pollutant/Standard | 1981 | 1982 | 1983 | 1984 | 1985 |
| **Ozone:** | | | | | |
| 1-HR > 0.10 ppm | 2 | 1 | 8 | 9 | 5 |
| 1-HR > 0.12 ppm | 1 | 0 | 2 | 0 | 1 |
| 1-HR > 0.20 ppm | 0 | 0 | 0 | 0 | 0 |
| Max. 1-HR (ppm) | 0.13 | 0.10 | 0.17 | 0.11 | 0.13 |
| **Carbon Monoxide:** | | | | | |
| 1-HR > 20 ppm | 0 | 0 | 0 | 0 | 0 |
| 8-HR > 9 ppm | 0 | 0 | 1 | 0 | 0 |
| Max. 1-HR (ppm) | 12. | 14. | 15. | 13. | 14. |
| Max. 8-HR (ppm) | 6.7 | 6.0 | 9.6 | 5.6 | 6.4 |
| **Nitrogen Dioxide:** | | | | | |
| 1-HR > 0.25 ppm | 0 | 0 | 0 | 0 | 0 |
| Max. 1-HR (ppm) | 0.09 | 0.08 | 0.10 | 0.09 | 0.13 |
| **Total Suspended Particulates:** | | | | | |
| 24-HR > 100 ug/m | 0/61 | 0/61 | 0/60 | 0/61 | 2/61 |
| 24-HR > 260 ug/m | 0/61 | 0/61 | 0/60 | 0/61 | 0/61 |
| Max. 24-HR (ug/m ) | 73. | 88. | 93. | 92. | 113. |
| **Lead Particulates:** | | | | | |
| 1-MO > 1.5 ug/m | 0/12 | 0/12 | 0/12 | 0/12 | 0/12 |
| Max. 1-MO (ug/m ) | 0.31 | 0.47 | 0.38 | 0.34 | 0.22 |
| **Sulfate Particulates:** | | | | | |
| 24-HR > 25 ug/m | 0/61 | 0/61 | 0/60 | 0/61 | 0/61 |
| Max. 24-HR (ug/m ) | 6.5 | 7.2 | 9.0 | 9.4 | 10.8 |

Source: California Air Resources Board
Summary of Air Quality Data, 1981-1985
BAAQMD Redwood City Monitoring Station.

Quality Plan (AQP). The AQP must outline the measures by which both stationary and mobile sources will be controlled in order to achieve all standards by the Clean Air Act deadlines. For the Bay Area Air Basin, which includes portions of a nine county area, a Bay Area Air Quality Plan was jointly prepared by the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission and the BAAQMD. The current AQP was prepared in 1982, and predicts attainment of all national clean air standards within the basin by 1987. Current ozone trends in the basin do not support the prediction, but the BAAQMD continues to maintain that attainment of the ozone standard is imminent. Bay Area air quality has improved within the last 10 to 15 years in response to aggressive pollution control programs, and is certainly far better than in Southern California, however nominal violations of the ozone standard will most likely continue beyond 1987.

**Potential Impacts**

Potential development under the proposed Area Plan would be approximately 26 percent less than the permitted by the existing General Plan. Traffic generated by new development in the planning area would be less under the Area Plan and consequently, air quality impacts would also be less. Future development in the San Juan Hills planning area would impact air quality primarily through transportation-related vehicular exhaust emission. The proposed San Juan Hills Area Plan relates to the AQP through the growth assumptions made by ABAG for the region. ABAG uses the general plans from cities (including the Belmont General Plan) to predict transportation-related air pollution sources based on future patterns of population, housing, employment and land use. To the extent that the proposed project has been anticipated in the ABAG growth assumptions, and depending on the implementation of available transportation control measures, the regional emissions from development under the Area Plan will not have a significant air quality impact.

**Vehicular Emissions Impacts.** Potential residential development in the planning area can impact air quality through traffic and associated mobile source emissions. Any single project, particularly low density residential development such as permitted by the proposed San Juan Hills Area Plan, does not create emissions in sufficient quantity to threaten air quality standards. Rather, the emissions from any one residential project would mix with those of similar projects throughout the Bay Area and the cumulative impact would ultimately contribute to the air basin's inability to meet clean air standards.

Locally, planning area buildout traffic would be added to surrounding roadways (primarily on Ralston Avenue) and create microscale impacts at

receptors located adjacent to traveled roadways. Planning area buildout traffic would contribute vehicular emissions and would reduce vehicular speeds resulting in additional pollutant generation. On a regional scale under buildout, the additional trip generation spread over space and time, would have a negligible local impact when compared to the existing levels of traffic on the Belmont area roadway system.

Based on a trip generation rate of 10.0 daily trips per dwelling unit and an average residential trip length of around 6.2 miles per trip, buildout of the San Juan Hills planning area under the Area Plan would generate 3,720 daily trips and add 23,060 vehicle miles traveled (VMT) to the regional VMT burden. Compared to projections of around 100,000,000 daily VMT expected to be driven within the air basin during the next decade, development of the San Juan Hills would add only a small fraction to the overall burden. The primary air quality impact of such growth would therefore tend to be more localized.

Development-related air pollution emissions generation were estimated by combining information on trip and VMT generation with vehicular emissions characteristics. The BAAQMD's guidelines for assessing project and plan air quality impacts provides generalized emissions factors and cold-start corrections data as a function of land use. These values were applied to the San Juan Hills Area Plan buildout projection to generate an emissions burden as shown in Table 10. These data show development-related emissions comparisons for future years as if the remaining units were already built. Emission levels range from a few pounds per day of particulates and sulfur dioxides, tens of pounds of nitrogen oxides ($NO_X$) and total hydrocarbons (THC), and hundreds of pounds of carbon monoxide (CO). For all species with significant emission rates, future emissions would be substantially lower than what they would be for a comparable existing residential development.

A measure of the significance of the mobile source emissions burden can be gained by comparing planning area buildout emissions to regional totals as shown in Table 11. As shown, the planning area buildout's share of basin and county-wide emissions would be insignificant. The BAAQMD has established several general tests for potential regional significance as a guide for placing the regional vehicular emissions burden into proper perspective. If the proposed development creates less than 150 pounds of exhaust pollutants for all species except CO, and if the development represents less than a one percent increase in County-wide transportation-related emissions, then the regional impact of the development's mobile source emissions may be considered insignificant. Potential buildout of the San Juan Hills planning area under the proposed Area Plan meets these insignificance guidelines.

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**TABLE 10**
**VEHICULAR SOURCE AIR EMISSIONS DUE TO**
**SAN JUAN HILLS PLANNING AREA BUILDOUT**

| | Emissions (tons/day) | | | |
|---|---|---|---|---|
| Pollutant Species: | 1985 | 1990 | 1995 | 2000 |
| Carbon Monoxide | 0.43 | 0.32 | 0.28 | 0.28 |
| Total Organic Gases | 0.05 | 0.03 | 0.03 | 0.03 |
| Nitrogen Oxides | 0.04 | 0.03 | 0.03 | 0.03 |
| Sulfur Dioxide | 0.01 | 0.01 | 0.01 | 0.01 |
| Suspended Particulates | 0.01 | 0.01 | 0.01 | 0.01 |

Source: BAAQMD Air Quality and Urban Development Guidelines

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## TABLE 11

## MOBILE SOURCE EMISSIONS COMPARISONS

| San Juan Hills Area Plan Development Share of: | Carbon Monoxide | Total Organics | Nitrogen Oxides |
|---|---|---|---|
| Bay Area Air Basin - Total | 0.01% | 0.01% | 0.01% |
| Air Basin - Transportation Only | 0.02% | 0.02% | 0.02% |
| San Mateo County - Total | 0.10% | 0.05% | 0.07% |
| County - Transportation Only | 0.11% | 0.08% | 0.08% |

Source: BAAQMD Air Quality and Urban Development Guidelines

While regional impacts would be minimal, additional traffic on local roadways may contribute to small pollution increases, generally CO, adjacent to San Juan Hills access roadways. As indicated in the Traffic and Circulation section of this EIR, the bulk of external traffic from the San Juan Hills area would use Ralston Avenue. It is estimated that development of the projected 372 units may add about 150 vehicles per hour to a projected future rush hour non-project load of slightly under 3,000 vehicles per hour along Ralston Avenue between Christian Drive to the west and Cipriani Boulevard to the east. Based on the worst-case assumption that rush hour would coincide with a wind stagnation period with winds parallel to Ralston and a very stable low-level temperature inversion, microscale carbon monoxide impacts (i.e. potential "hot spots") have been estimated using the BAAQMD's CALINE3 model. The model results are summarized in Table 12.

As shown in Table 12, existing CO levels within immediate proximity to the roadway may be very close to the hourly standard of 20 ppm, and probably exceed the allowable eight-hour limit when background CO levels are taken into account. Future CO levels would be lower than at present even with increased traffic on Ralston Avenue from both San Juan Hills planning area buildout and other cumulative growth because continued pollution improvements in the overall vehicle fleet would more than off-set the traffic increase. Planning area buildout would create a slight CO increase, but the incremental impact would be much less than one ppm. These calculations suggest that the microscale impact of buildout in the San Juan Hills planning area, as with the regional scale, would not be significant.

Construction Activity Impacts. During consruction activities for planning area development, clearing, grading, utility excavation and vehicle movement on unpaved surfaces would generate large volumes of dust that prevailing daytime onshore winds would blow southeastward. The Environmental Protection Agency (EPA) and BAAQMD estimate that each acre of soil disturbed during temporary residential construction can add about seven tons of dust to the air unless vigorous dust control measures are employed. For single family residences, the disturbance area during construction typically amounts to about one-quarter acre per unit.

The ultimate development of 372 units in the San Juan Hills planning area would involve disturbance of approximately 93 acres for homesites plus additional grading for roadways and would result in potential fugitive dust nuisance sources. Without implementing any fugitive dust control measures, planning area buildout would cause about 670 tons to be added to the local airshed during the construction of these units. However, the BAAQMD requires employment of dust control measures that prevent the formation of a visible dust cloud, or the creation of a dust settling nuisance beyond the project

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## TABLE 12

## VEHICULAR EMISSIONS - MICROSCALE IMPACT ASSESSMENT

(Carbon Monoxide Exposure at Roadway Edge – ppm)

| Scenario/Exposure Period | Intersections: Ralston/ Cipriani | Ralston/ Belmont Cyn. | Ralston/ Christian |
|---|---|---|---|
| Existing Traffic: | | | |
| One Hour – | 18.4 | 17.9 | 17.8 |
| Eight Hour – | 12.0* | 11.6* | 11.5* |
| Future (1995) – No Growth | | | |
| One Hour – | 15.6 | 15.3 | 15.2 |
| Eight Hour – | 10.0* | 9.8* | 9.7* |
| Future (1995) With Project | | | |
| One Hour – | 15.7 | 15.4 | 15.5 |
| Eight Hour – | 10.1* | 9.9* | 9.9* |
| Future (1995) Project + Cumulative Growth | | | |
| One Hour – | 16.0 | 15.7 | 15.7 |
| Eight Hour – | 10.3* | 10.1* | 10.1* |

* = possible violation of 8-hour state and federal CO standards

Source: BAAQMD Air Quality and Urban Development Guidelines

property line. Measures, including regular watering, early paving and prevention of soil spillage on traveled roadways, would reduce dust generation by 50 to 75 percent. Total dust generation during buildout with implementation of dust control measures would range from 170 to 340 tons. Although this amount of dust generation is substantial, it would be spread out over a large area and over many years of individual parcel construction, and would not create perceptible particulate impacts much beyond any single construction site. Construction-generated dust is usually chemically inert and small enough to be filtered by human breathing passages. Construction dust would not represent a significant health concern. It may, however, create a soiling nuisance as these relatively large dust particles settle out on nearby parked cars, outdoor furniture, foliage and other horizontal surfaces.

Construction activities also generate considerable combustion emissions from on-site heavy equipment and off-site trucks hauling dirt, concrete, wood, and other building materials. The California Air Resources Board estimates that each acre of residential construction requires about 300,000 Brake Horsepower Hours to build out one acre of residential land use. Assuming that future development in the San Juan Hills would involve approximately 93 acres of construction areas as noted above, and assuming that heavy equipment is primarily diesel-powered, the following emissions would result during the buildout period of the planning area:

| | | |
|---|---|---|
| Reactive Organic Gases | - | 45.5 tons |
| Carbon Monoxide | - | 93.4 tons |
| Nitrogen Oxides | - | 319.5 tons |
| Suspended Particulates | - | 19.3 tons |
| Sulfur Dioxide | - | 36.4 tons |

These emission levels would be substantial, but would be spread over a wide area and occur over a number of years of activity. No single receptor would be exposed to any significant portion of these emissions. Any perceptible impacts would be confined to an occasional odor of diesel exhaust near the equipment itself. As with the fugitive particulates, construction equipment impacts would constitute a minor potential nuisance rather than any adverse health impact.

Miscellaneous Air Quality Impacts. Residential development introduces a number of small additional sources of air emissions that are insignificant on an individual basis, but which become significant when considered cumulatively. Many of these sources are so small as to not be attributable to any single development, but nevertheless represent a non-negligible portion of the air basin pollution inventory. Such sources have been aggregated by the BAAQMD into a total burden factor per dwelling unit. That factor was applied

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**TABLE 13**
**DEVELOPMENT RELATED TOTAL EMISSIONS (tons/year)**

| Pollution Species: | Source Contribution Mobile | Stationary | Total |
|---|---|---|---|
| Carbon Monoxide | 102.2 | 4.5 | 106.7 |
| Total Organics | 11.0 | 8.5 | 19.5 |
| Nitrogen Oxides | 11.0 | 1.5 | 12.5 |
| Sulfur Dioxide | 3.6 | 0.1 | 3.7 |
| Suspended Particulates | 3.6 | 0.5 | 4.1 |

Source: BAAQMD Air Quality and Urban Development Guidelines

to the potential buildout of 372 dwelling units in the planning area and is summarized in Table 13. The mobile source contribution is seen to dominate most pollution categories, but reactive organic gases from paints, lawnmowers, gas stations, and cleaning products associated with individual residential units can create a substantial annual emissions burden.

Mitigation Measures

Since most development-related air quality impact derives from automotive sources which are beyond the control of project sponsors or local regulatory agencies, effective mitigation is difficult. Given the fact that both regional and local impacts are well within the basin airshed's capacity, there is little need to develop stringent air quality mitigation measures for the San Juan Hills planning area.

Although there are no unacceptable air quality impacts from the Area Plan or buildout of the planning area, there are a number of standard mitigation measures that should be considered in development planning to further minimize any potential for unacceptable air quality impacts. These are as follows:

1. Implement aggressive dust control measures as required by local ordinance and BAAQMD Rules and Regulations.

2. Perform major grading in spring when soil moisture is high to minimize fugitive dust generation.

3. Carry out major soil disturbance between 8 a.m. to 4 p.m. when winds are strongest to reduce the amount of dust settling out on nearby receptors and to obtain better areawide dispersion of any fugitive dust.

4. Encourage alternate modes of transportation through provision of sidewalks, bike paths and a covered transit stop along Ralston Avenue to reduce dependence on cars as the sole means of transportation.

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## NOISE

### Setting

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. The decibel (dB) scale is a way of measuring sound levels. Sound level intensities are extremely variable and can change over one million times within the range of human hearing. To express this variability, a logarithmic scale called the decibel (dB) scale is used to keep sound intensity numbers at a manageable level. Since the human ear is not equally sensitive to all sound frequencies within the spectrum, human response is factored into sound descriptions in a process called "A-weighting", written as dB(A).

Noise exposure is typically expressed as a statistical description of a given sound level that is exceeded during a portion of an observation period. $L_{10}$, $L_{50}$ and $L_{90}$ are expressions indicating the relative amount of time that noise levels are exceeded, with the number (i.e., 10, 50, 90) indicating the percent of time a given noise level is exceeded during the observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that for planning purposes, an artificial dB increment be added to noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL).[1] An interior CNEL of 45 dB(A) is mandated for multiple-family dwellings, and is considered a desirable noise exposure for single-family dwelling units as well. Typical noise attenuation within residential structures with closed windows is about 20 dB, and therefore 65 dB CNEL is a typical exterior noise exposure design standard for new residential dwellings in California.

The Noise Element of the City of Belmont General Plan specifies a maximum desirable exterior noise exposure of 65 dB(A) for residential and other noise sensitive uses, and an exterior 75 dB(A) level for less sensitive uses such as commercial and industrial developments. With the inclusion of adequate noise insulation, a 70 dB(A) level is considered conditionally acceptable for noise sensitive development such as residences, churches and schools. The outdoor

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[1]CNEL is a measure of the cumulative effect of individual noise events averaged over a 24-hour period and weighted by the time of occurrence. Noise levels measured between 10:00 pm and 7:00 am receive a 10 decibel (dB) penalty, and noise levels measured between 7:00 pm and 10:00 pm receive a 15 dB penalty. The penalties are added, because noises seem louder than they really are between these hours.

environment under this exposure level will seem excessively noisy, but nevertheless marginally tolerable.

The Noise Element of the Belmont General Plan identifies major sources of noise in the community and presents goals and policies to minimize the adverse effects of noise. According to the General Plan, approximately 30 houses in the San Juan Hills planning area are presently exposed to $L_{10}$ Noise Levels of 65 dBA or greater. Most of these houses are located in the Cipriani area, about six are located in the Plateau area, and none are located in the Skymont area.

Existing noise levels within the San Juan Hills planning area originate mostly from vehicular noise from nearby arterial roadways and freeways. Occasional noise intrusions from recreational off-road vehicles or from aircraft overflights may occur, but they contribute little to the background noise levels. To characterize current noise levels in and around the planning area, a brief on-site noise survey was conducted on November 10, 1986. Hourly noise levels adjacent to Ralston Avenue were monitored using standard CalTrans roadway noise monitoring protocols. In addition, a noise survey was conducted at several locations within the planning area itself. Monitoring was conducted using a B&K Model 2230 Sound Level Meter operating in the A-weighted Leq monitoring mode.

Noise levels within the San Juan Hills planning area on Belmont Canyon Road near Ralston Avenue were 55.1 dB, and decreased to 43.9 dB at the farthest point from Ralston Avenue. In the parking lot at Ralston Intermediate School 50 feet from the roadway divider, the hourly Leq reading was 64.2 dB. The Ralston Avenue readings, in conjunction with concurrent traffic counts and speed checks, were used to calibrate the federal highway traffic noise prediction model (FHWA-RD-77-108, initialized with the latest California vehicle noise emissions data). The initial calibration run showed that the FHWA Model, which cannot fully account for the topographical screening created by complex topography of the planning area, slightly overpredicts observed noise levels along Ralston Avenue, and significantly overpredicts noise levels within the San Juan Hills planning area. To account for this deficiency, a correction factor determined during the model calibration exercise was applied to the FHWA Model which was then used to calculate existing noise levels along Ralston Avenue and along several local area roadways.

Table 14 summarizes modeled estimates of existing noise exposure in the western Belmont area. As shown, the 65 $L_{10}$ contour generally extends about 90 feet from the Ralston roadway centerline. In areas of lighter traffic along Cipriani Boulevard, Hillcrest Boulevard and Christian Drive, the 65 dB $L_{10}$

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**TABLE 14**

**EXISTING NOISE CONTOURS ADJACENT TO RALSTON AVENUE**

| Location: | L10 Level at 50' | Distance to 65 dB L10 | Distance to 60 dB L10 | Distance to 55 dB L10 |
|---|---|---|---|---|
| Ralston E of Cipriani | 68.3 | 81' | 175' | 377' |
| Ralston W of Cipriani | 69.0 | 90' | 194' | 419' |
| Ralston E of Christian | 68.7 | 87' | 187' | 404' |
| Ralston W of Christian | 68.9 | 90' | 193' | 416' |
| Cipriani N of Ralston | 64.5 | <50' | 98' | 212' |
| Hillcrest N of Ralston | 58.3 | <50' | <50' | 82' |
| Christian N of Ralston | 57.1 | <50' | <50' | 67' |

Note: Distances to 65, 60 and 55 L10's north of Ralston are actually much less because calculations do not take into account terrain-induced "noise shadow" effects.

Source: FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)

contour is within 50 feet of the roadway centerline. The values for the 60 and 55 db $L_{10}$ contours are generally not valid north of Ralston Avenue because sound is essentially a straight-line transmission process and the downhill residences do not perceive Ralston Avenue traffic sources due to the sharp drop in terrain and any intervening structures. The formation of this "noise shadow" creates a rapid transition from an urbanized traffic noise environment along Ralston Avenue to a semi-rural quiet environment within the downhill residential community. The preservation of this low existing noise exposure is an important consideration in evaluating the proposed San Juan Hills Area Plan.

Potential Impacts

Development under the proposed Area Plan would result in fewer units than buildout under the existing plan. Traffic volumes associated with Area Plan buildout would be correspondingly lower. Since ambient noise levels in the San Juan Hills planning area are primarily related to vehicular noise, future noise levels would be lower under the Area Plan than under the General Plan.

Two characteristic noise sources are typically identified with the type of residential development that could occur in the San Juan Hills planning area under the proposed Area Plan. Construction activities, especially heavy equipment, would create short-term noise increases in the planning area. Vehicular traffic on streets in the planning area could also create a noise exposure which is higher than the noise levels currently experienced.

Construction Noise. Potential temporary construction noise impacts would vary considerably because the noise strength of construction equipment ranges widely with the type of equipment and activity level. Short-term construction noise impacts tend to occur in discrete phases including site clearing and earth-moving activities first, then foundation and roadway construction, and finally finish construction. The site clearing and earth-moving sources are the noisiest with equipment noise ranging from 73 to 95 dB(A) at 50 feet from the source. Point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance. Based on a desirable interior noise exposure level of 45 dB, and assuming 20 dB noise reduction within residences with closed doors and windows, 65 dB represents a maximum desirable exterior noise exposure. The quieter construction noise sources would not be detectable by enclosed residences within about 200 feet from the source, while the loudest construction noise sources would require five distance doublings (to 1,600 feet from the source) to reduce the 95 dB(A) source strength to an acceptable 65 dB(A) exposure level.

Construction noise sources do not strictly relate to a noise standard because they occur only during selected times and the source strength varies sharply with time. But potential construction noise levels do indicate the need to maintain a suitable distance buffer or erect a temporary noise barrier between the loudest noise sources and nearby occupied dwellings. The penalty associated with noise disturbance during quiet hours and the nuisance factor accompanying such disturbance usually leads to time limits on construction activities imposed as conditions on construction and use permits. The hours from 7 a.m. to 5 p.m. during weekdays are typically the allowed times for construction activities if there are occupied dwellings within a reasonable exposure zone surrounding the construction site. Materials handling and small stationary noise sources have lower initial noise levels, which makes their corresponding noise impact zones smaller during later phases of construction. Because of low ambient noise levels, however, and the fact that the canyon topography of the planning area creates echo effects that limit the normal sound wave dispersion process, the area is sensitive to unnatural noise intrusion and even the less noisy construction sources would pose a noticeable daytime noise nuisance.

Vehicular Noise. Long-term noise concerns from buildout of the planning area under the San Juan Hills Area Plan center primarily on mobile source emissions on Ralston Avenue and on the primary access roadways from the planning area onto Ralston Avenue. These concerns were addressed using the FHWA Model in the same manner as the existing noise environment characterization. The model calculates the $L_{eq}$ noise level for a particular reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers. Table 15 summarizes the $L_{10}$ level at 50 feet from various roadway centerlines for existing traffic; for development of another 372 residential units within the San Juan Hills planning area, and for other cumulative area growth that would use the analyzed roadways.

A one dB increase in noise level is considered a perceptible increase under very quiet conditions while a two to three dB increase becomes noticeable when the sound is superimposed upon typical interior noise levels in a house. Any increase beyond five dB is immediately perceptible. Impacts associated with buildout under the Area Plan are less than one dB, except on lightly used Hillcrest Boulevard and Christian Drive where development would add 1.2 dB and 2.4 dB, respectively, to existing levels. These increased dB levels would be noticeable, but would be considered insignificant because they would remain below the 65 dB $L_{10}$ level, which is considered marginally acceptable as mandated in the Noise Element of the Belmont General Plan. The anticipated buildout of San Juan Hills planning area would not create unacceptable noise exposure as specified in the Noise Element. Table 15 shows

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## TABLE 15
## PROJECTED NOISE CONTOURS ADJACENT TO RALSTON AVENUE

L10 Level of 50' from Roadway Centerline (feet):

| Location: | Existing | Future w/PROJ | Future CUM GROWTH |
|---|---|---|---|
| Ralston E of Cipriani | 68.3 | 68.5 | 68.8 |
| Ralston W of Cipriani | 69.0 | 69.1 | 69.3 |
| Ralston E of Christian | 68.7 | 68.8 | 69.3 |
| Ralston W of Christian | 68.9 | 69.2 | 69.6 |
| Cipriani N of Ralston | 64.5 | 64.8 | 64.8 |
| Hillcrest N of Ralston | 58.3 | 59.5 | 59.5 |
| Christian N of Ralston | 57.1 | 59.5 | 59.5 |

Distance to 65 L10 Contour from Roadway Centerline (feet):

| | Existing | Future W/PROJ | Future CUM GROWTH |
|---|---|---|---|
| Ralston E of Cipriani | 81' | 84' (+3') | 88' (+4') |
| Ralston W of Cipriani | 90' | 92' (+2') | 96' (+4') |
| Ralston E of Christian | 87' | 88' (+1') | 95' (+7') |
| Ralston W of Christian | 90' | 93 (+3') | 99' (+6') |
| Cipriani N of Ralston | <50' | <50' | <50' |
| Hillcrest N of Ralston | <50' | <50' | <50' |
| Christian N of Ralston | <50' | <50' | <50' |

Distance to 60 L10 Contour from Roadway Centerline (feet):

| | Existing | Future W/PROJ | Future CUM GROWTH |
|---|---|---|---|
| Ralston E of Cipriani | 175' | 181' (+6') | 190' (+9') |
| Ralston W of Cipriani | 194' | 197' (+3') | 206' (+9') |
| Ralston E of Christian | 187' | 190' (+3') | 204' (+14') |
| Ralston W of Christian | 193' | 201' (+8') | 214' (+13') |
| Cipriani N of Ralston | 98' | 102' (+4') | 103' (+1') |
| Hillcrest N of Ralston | <50' | <50' | <50' |
| Christian N of Ralston | <50' | <50' | <50' |

that the expansion of the 65 dB $L_{10}$ contour would be a maximum of three feet along Ralston Avenue due to increased planning area traffic, and would be a maximum of seven feet when other cumulative growth is included. This expansion, however, would be due to an increase in the $L_{10}$ level of about 0.5 dB which is not a perceivable increase within the normal framework of existing background traffic noise along Ralston Avenue.

Without detailed site plans of potential buildout in the planning area, it is impossible to determine if the limited expansion of the 65 $L_{10}$ contour would encompass any new noise sensitive receptor sites not already within the 65 dB $L_{10}$ exposure zone. Ralston Intermediate School has more than adequate setback to be protected, but there may be an isolated dwelling unit fronting onto Ralston Avenue frontage that would fall within the 65 $L_{10}$ contour. However, given the small absolute increase in noise level, the vehicular noise associated with buildout in the San Juan Hills planning area is not expected to create significant noise intrusions either within the planning area or along its primary access roadways.

**Mitigation Measures**

Noise levels would increase nominally with buildout under the San Juan Hills Area Plan and from other cumulative growth. In order to maintain the rural-type noise environment currently observed within the community, the following mitigation measures should be adopted:

1. Construction noise near noise-sensitive receptors should be limited to daytime hours between Monday and Friday, (i.e., from 7 a.m to 5 p.m.).

2. Any stationary on-site noise sources including, but not limited to, compressors, generators, or power saws should be equipped with hospital grade mufflers for engine driven sources, or should be surrounded by a temporary plywood enclosure as a noise baffle.

3. To reduce the small (0.5 to 1 dB) $L_{10}$ increase from planning area buildout and other cumulative growth traffic, reduced vehicle speeds should be promoted; and noisy vehicles, including construction trucks, should use the least noise sensitive routes.

## PUBLIC SERVICES AND UTILITIES

### Fire Protection

**Setting.** The South County Fire Department has two stations which provide service to the San Juan Hills planning area. Station #3 is located at the corner of Cipriani Boulevard and Ralston Avenue, and Station #2 is located at Ralston Avenue and Granada Street. Each station is staffed by a minimum of three people on duty 24 hours a day and has one fire engine. The South County Fire Department dispatches fire fighters, two fire engines and one ladder truck in response to structure and grass fires. Response time to locations within the planning area is two to four minutes. The current Insurance Services Office (ISO) rating for the San Juan Hills planning area is 3[1]. Back-up fire protection services are available through the California Department of Forestry facilities located near Hillcrest Boulevard and Ralston Avenue, and through the City of San Mateo Fire Department located at De Anza Boulevard and Highway 92. The South County Fire Department also responds to emergency medical requests (Captain Doug Fry, South County Fire Department, personal communication).

The 1985 Uniform Fire Code has been adopted by the City of Belmont with amendments to the Code. Amendments include standards for minimum width on private streets (28-foot wide streets with no parking and 32-foot wide streets with parking on one side). The Uniform Fire Code also requires any dwelling unit over 3,000 sq. ft. to have an indoor sprinkler system (Hank Schmidt, South County Fire Department, personal communication).

The Fire Department currently has difficulty responding to service calls near the bottom of Laurel Creek Canyon. For safety reasons, the fire engine trucks must be driven slowly going downhill. This safety requirement, coupled with the relatively long distance from Fire Stations #3 and #2 to homes in Laurel Creek Canyon, presents access difficulties for the Fire Department (Hank Schmidt, South County Fire Department, personal communication).

**Potential Impacts.** Residential buildout under the proposed Area Plan would not result in a significant increase in requests for fire protection services. The proposed development standards promote housing along existing improved roads, and in cul-de-sacs. Other proposed development standards under the density transfer program would result in fewer, but more densely developed areas (i.e. the Horse Ranch and designated "receiver" sites near

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[1]The ISO rating is an insurance classification ranging from 1 (best) to 10 (worst).

Bishop Road). This pattern of development would lessen the access problems that the Fire Department presently encounters when responding to calls in Laurel Creek Canyon and lower San Juan Canyon. Increased residential development in Laurel Creek Canyon under the proposed Area Plan could exacerbate existing access problems associated with steep road gradients and long distances.

The proposed emergency access road between the Skymont neighborhood and San Juan Boulevard would improve fire protection services to Skymont and the designated receiver sites near Bishop Road. The clustered development pattern promoted by the Area Plan (as opposed to a scattered development pattern) would allow the Fire Department to more effectively respond to fire emergencies. Clustered development may also lessen the frequency of fires spreading from residential areas to open space areas since fewer individual areas, and associated potential fire sources, would be developed.

The following measures are included in the Area Plan and would offset potential adverse effects:

- All development must comply with the 1985 Uniform Fire Code and the 1985 Building, Mechanical and Plumbing Codes and the City of Belmont's amendments.
- Any development or improvement to infrastructure associated with meeting fire flow requirements should be financed by the developer.

Mitigation Measures. In addition to the measures included in the Area Plan, the following measure is recommended by the Fire Department:

1. Residential development in the bottom of Laurel Creek Canyon, and other relatively inaccessible areas, should be encouraged to include indoor sprinkler systems and fire-retardant roofs.

## Police Protection

Setting. The Belmont Police Department, located at 1215 Ralston Avenue, provides police protection services to the San Juan Hills planning area. The planning area is under the surveillance of Beat #2 which covers the area north of Ralston Avenue to East Laurel Creek Road, between Adelaide Way to the west and Notre Dame Avenue to the east (Captain Don Davis, Belmont Police Department, personal communication).

Emergency police service response time to the planning area is about one minute and non-emergency response time is from three to five minutes. There

is an indiscernible difference in response time between the three neighborhoods in the planning area. Calls for police protection services in the planning area are usually related to noise complaints, assaults, home burglaries, and traffic accidents (Lieutenant Joe Perucci, Belmont Police Department, personal communication).

The Police Department does not experience significant access problems between project area neighborhoods except on Marburger Avenue during the winter months. Occasionally police vehicles get stuck in the mud while responding to calls. The westernmost entrance to Belmont Canyon Road currently serves as an adequate entry/exit point between the Skymont and Plateau neighborhoods. San Juan Boulevard and Monte Cresta provide adequate access routes to Laurel Creek Canyon and the Cipriani neighborhood, respectively (Captain Don Davis, Belmont Police Department, personal communication).

Potential Impacts. Under the proposed Area Plan, overall impacts on police protection services are expected to be insignificant. Since potential development under the Area Plan would be similar to existing development, service requests are not expected to change substantially in character or frequency, and thus additional police protection services would probably not be required (Captain Don Davis, Belmont Police Department, personal communication).

Improving and maintaining Marburger Avenue would provide year-round through access between the Plateau and Cipriani neighborhoods, thereby supplementing existing entry/exit points on Ralston Avenue. The proposed emergency access road linking Skymont to the rest of the San Juan Area would likewise increase access and police protection capabilities.

Mitigation Measures. None would be necessary.

Road Development and Maintenance

Setting. There are three types of roadways present in the San Juan Hills Area: improved streets, unimproved streets and paper streets. The location of these roadways and the areas that they provide access to are shown in Figure 4.

Most existing roadways in the San Juan Hills area are improved roads. Some of these roadways are below standard width and lack on-street parking, curbs, gutters and sidewalks. The current City standard for road width is 30 feet of paving with a sidewalk on each side and a total right-of-way of 50 feet. A 28-foot width is the standard for private streets. For extensions of

roads, the City allows new roads to match the width and characteristics of existing roads. Due to natural topography, many streets, especially those that provide access to East Laurel Creek and Lower San Juan Boulevard, have very steep gradients. There are unimproved dead ends on many streets in the San Juan Hills planning area with inadequate turn-around areas for emergency vehicles. The Skymont area has only one point of access from Ralston Avenue (Christian Drive) which could hinder emergency access.

There are four unimproved roads in the San Juan Hills planning area. Residents regularly use two of these roads - Upper Lock Avenue and Marburger Avenue - to get from the Plateau neighborhood to San Juan Boulevard and intervening residences. The road surface on Upper Lock/Marburger Avenue is unpaved, uneven and has many ruts from drainage across and down the roadway. These roads are often impassable to normal vehicles during the winter months. In addition, Marburger Avenue crosses an area which is identified as a critical geologic hazard in the geologic study by William Cotton and Associates (see the Geology and Soils section of this EIR).

Marsten Avenue and Green Court are the other two unimproved roads. They are similar in physical appearance to Marburger Avenue and Upper Lock Avenue, but because they traverse flatter slopes, they have less erosional damage. Marsten Avenue links the Skymont area to the Horse Ranch property; and Green Court is the access road to the Horse Ranch.

Paper streets are streets that were proposed for eventual development at the time of subdivision to provide landowners with through access. These streets include Bartlett Way, Naughton Avenue, Lower Lock Avenue, East Laurel Creek Road, Marsten Avenue, Alhambra Drive, Monte Cresta Drive, San Ardo Way and a frontage road on Ralston Avenue. Portions of these streets have not been developed, as identified in Figure 4. Portions of Bartlett Way, Naughton Avenue, and Lower Lock Avenue traverse areas with critical geologic hazards as identified in the geologic study by William Cotton and Associates.

In 1926-1927, when road dedication of the above paper streets occurred, the City accepted maintenance responsibilities for only three streets: Monte Cresta Drive, and Upper and Lower Lock Avenues. Although the City accepted dedication of portions of some streets which were located partially within City limits and partially in San Mateo County, the City did not accept maintenance responsibility of Marsten Avenue, Marburger Avenue and East Laurel Creek Road. Naughton Avenue and Green Court were outside of the City limits at the time and no dedication for these streets has occurred. Table 16 indicates the status of paper and unimproved streets in the planning area.

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## TABLE 16

## STATUS OF UNIMPROVED ROADS AND PAPER STREETS IN THE SAN JUAN HILLS PLANNING AREA

| Dedication and Maintenance Responsibility Accepted | Only Dedication Accepted | Dedication Rejected |
|---|---|---|
| Monte Cresta | Bartlett* | Naughton |
| Upper Lock | Marsten* | Green Court |
| Lower Lock | Marburger* | |
| | East Laurel Creek* | |
| | Alhambra | |
| | San Ardo | |

*Portions of these streets which were located outside of the City limits of the time of dedication (1926-27) are not dedicated.

Source: City of Belmont

Potential Impacts. Under the proposed San Juan Hills Area Plan several policies regarding road development would restrict the extension of roadways in the planning area. The following policies would restrict road development:

- To protect natural features of Laurel Creek Canyon and Sugarloaf Mountain, development of the section of East Laurel Creek north of Marsten Avenue is discouraged (Policy 12a).
- Road development which would result in minimal grading and vegetation removal is promoted to protect natural features throughout San Juan Hills (Policy 9).
- Roads that pass through areas with critical geologic hazards will not be developed unless these hazards can be removed (Policy 7). Bartlett Way, Naughton Avenue and Lower Lock Avenue could not be developed as through-roads and the geologically hazardous area that crosses Marburger Avenue would have to be removed under this policy.
- Moderate geologic hazards cross portions of other paper streets in San Juan Hills. These geologic hazards would require mitigation before development could occur (Policy 8).

In order for the lot merger/resubdivision process to work in the areas with geologic hazards and steep slopes, participation by all landowners on the roadway would be necessary to ensure that access rights are not violated by development of cul-de-sacs instead of through streets. Where geologic hazards do not exist, or where the hazards can be mitigated, landowners would be required to develop a design and financing plan for new road development prior to the issuance of building permits.

Given the above development constraints and potential resolutions to those constraints, road development would most likely occur as depicted in Figure 7. As shown, existing roads, including Marburger Avenue, Upper Lock Avenue and the southern part of Marsten Drive that connects to Christian Drive and Green Court, would be upgraded. Roads which traverse areas with severe geologic hazards, including Bartlett Way, Naughton Avenue and Lower Lock Avenue, could be developed up to, but not through the hazardous areas. Direct access to Ralston Avenue (westbound) would be developed at the Horse Ranch site. Alternative access would be provided via Christian Drive and Marsten Avenue. The northernmost part of Marsten Avenue would be developed as an emergency access road. It would require paving and would need to be gated at both ends. There is an eastern gate near the Marsten Avenue/East Laurel Creek junction, but no western gate.

New road development standards presented in the Area Plan include minimizing the required right-of-way width and permitting narrower streets in hillside areas. Where streets are developed in steep areas, parking bays, rather than continuous street side parking is promoted; and permeable (gravel) paths rather than sidewalks are encouraged. These road standards together with the restricted development of road access would limit the negative environmental impacts of road development in the San Juan Hills planning area. Full or partial development of some of the paper streets would require resolution of maintenance and dedication responsibilities particularly on Marsten Avenue, Bartlett Way, Naughton Avenue, and Marburger Avenue.

Mitigation Measures. The following measures are recommended to offset potential impacts resulting from implementation of the Area Plan:

1. The City should work with landowners to facilitate implementation of the density transfer program and the lot merger/resubdivision process through on-site studies and follow-up meetings.

2. To ensure adequate provision of emergency access to the Skymont area the City should accept road dedication with maintenance responsibilities for Marsten Avenue, as a gated, emergency access road. The City should ensure safe emergency access to all development in the planning area.

3. As Marburger Avenue is improved to City standards, the existing geologic hazard should be corrected to ensure safe year-round access.

4. In areas with no on-street parking, "no parking" signs should be installed and a rigorous enforcement program should be implemented.

5. Permeable paths in hillside areas should be designed to minimize maintenance requirements.

6. Roadway extensions in hillside areas should be required to be built prior to the issuance of building permits.

## Schools

Setting. Two schools in the Belmont School District and one school in the Sequoia Union High School District serve the San Juan Hills planning area. Fox Elementary School, located at 3100 Saint James Road, has a current enrollment of 420 students in kindergarten through fifth grades. Ralston Middle School, located at 2675 Ralston Avenue, has a current enrollment of 614

students in sixth through eighth grades (Dr. Edward Battistini, Belmont School District, personal communication). Carlmont High School, located at San Carlos Avenue and Alameda De Las Pulgas is within the Sequoia Union High School District and has a current enrollment of 1,493 students in the ninth through twelfth grades (Dr. Robert Hunter, Sequoia Union High School District, personal communication).

Enrollment in the Belmont School District has decreased by half over the last five to six years and the schools are operating at well below capacity. Along with changing demographics, the presence of several parochial and private schools in the area is responsible for declining enrollment in the Belmont schools (Dr. Edward Battistini, Belmont School District, personal communication).

Potential Impacts. At present, all of the schools in the Belmont School District and Sequoia Union School District have excess capacity and would be able to serve future residents of the San Juan Hills area. Therefore, the proposed project would not have a significant impact on elementary or secondary schools in the project area.

Mitigation Measures. None are required.

Water Supply and Distribution

Setting. The Belmont City Water District provides water to the San Juan Hills area. Water is stored in two tanks: one tank is near Ralston Avenue and Green Court and has approximately 0.5 million gallons capacity; the other tank is in the Cipriani neighborhood near Dekoven and Lincoln Avenues and has approximately 1.7 million gallons capacity. Water mains currently exist in street right-of-ways. Individual lines connect residential units and fire hydrants to the mains (Warren Mitchell, Belmont City Water District, personal communication).

Potential Impacts. Since the Area Plan permits less development in the San Juan Hills than could occur under the existing General Plan, future demands on water supply, storage and distribution facilities would be less than would occur under the General Plan. Although water supply and storage capacity is adequate to serve buildout of the planning area under the proposed Area Plan, water mains might require extension into currently undeveloped areas. Connecting lines would also have to be installed to serve individual units. Landowners benefiting from infrastructure improvements would be required to finance installation of new water lines, and if necessary, extension of existing water mains.

**Mitigation Measures.** None are required.

**Sewage Collection and Treatment**

**Setting.** The current sewage collection system in the planning area operates by a combination of pumping stations and gravity flow. Sewage in the San Juan Hills area is collected at the pump station on East Laurel Creek Road and pumped through a force main on San Juan Boulevard to Ralston Avenue and Cipriani Boulevard. The pump station was upgraded in 1979 and is sized to accommodate sewage generated by buildout of the planning area. From the pump station, gravity flow carries sewage to the South Bayside System Authority (SBSA). Trunk lines now exist in the planning area and are adequate to serve buildout needs. However, collection lines connecting development to trunk lines in undeveloped areas would need to be installed (John Hopkins, City of Belmont, personal communication).

The South Bayside System Authority, located in Redwood City, currently provides sewage treatment services for the planning area. SBSA also provides service to Redwood City and San Carlos. SBSA's Redwood City Treatment Plant is currently undergoing expansion which will increase its capacity by two million gallons per day (mgd) for a total treatment capacity of 26 mgd (Ed Heller, South Bayside System Authority, personal communication).

The City of Belmont currently contributes 2 mgd to the sewage treatment system and has been allocated 2.3 mgd. If necessary, the City can purchase additional sewage treatment services beyond the 0.3 million gpd of excess capacity that is currently allocated to it (John Hopkins, City of Belmont, personal communication).

**Potential Impacts.** Development under the proposed Area Plan would be less than under the existing General Plan. Therefore, demands for sewage treatment facilities would be less than would occur with buildout under the General Plan.

Development of the San Juan Hills area under the proposed Area Plan would not significantly increase the demand for sewage treatment facilities. However, property owners would be required to finance installation of sewer lines to connect new development with existing trunk lines. New sewer lines would be required to be located in roadway rights-of-way for ease of maintenance.

**Mitigation Measures.** None are required.

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## ENERGY CONSERVATION

### Setting

The majority of the existing residential development in the San Juan Hills planning area is located on three gently sloping plateaus which are separated by two steep intervening canyons, Laurel Creek Canyon and San Juan Canyon. The plateau areas are sporadically vegetated with native and landscape species allowing for filtered sunlight throughout most of the area. Approximately half of the canyon areas are vegetated with annual grassland and brushland, however solar access in these areas is restricted due to the north-facing exposure of the slopes. Climatic conditions in the City of Belmont are discussed in the Climate and Air Quality section of this EIR.

Energy consumption in the San Juan Hills planning area is associated with the residential development in the Skymont, Plateau and Cipriani neighborhoods. Natural gas and electricity service in the planing area is provided by Pacific Gas and Electric Company (PG&E). Electrical service is distributed by overhead lines and gas service is provided by three-inch mains located along improved roadways of the San Juan Hills planning area. The only improved roadway in the planning area that is currently without gas or electric service is the northern portion of the Bishop Road loop.

The California Energy Resources Conservation and Development Commission (Energy Commission) was created under the Warren/Alquist State Energy Resources Conservation and Development Act (1974). The Warren/Alquist Act requires that new residential building efficiency standards: (1) save energy, (2) include performance as well as prescriptive compliance approaches, (3) be cost effective when taken in their entirety and when amortized over the economic life of the structure, and (4) include an option of using passive or semi-passive thermal system design, such as daylighting and thermal mass. Mandatory features and devices of the Commission's energy efficiency standards for new residential buildings include air leakage control, glazing, insulation, and heating/cooling/ventilation design requirements. State energy policy also includes measures to reduce regional vehicle miles of travel by automobiles and associated gasoline consumption.

Requirements for heating and cooling systems are based on a measurement of heating degree days. Heating degree days measure the total number of degrees below 65$^{o}$F that mean temperatures fall. The heating degree days measurement is used to estimate fuel consumption and to specify the nominal annual heating load for a building. It is also used to determine the allowable heat flow rate and level of required insulation throughout a building. The Energy Code establishes standards for insulation of walls,

ceilings, floors, pipes and ducts and places limitations on the amount and type of glazing based on the number of heating degree days in a locality. The City of San Mateo, which has similar climatic conditions to the planning area, has an average of 2,655 heating degree days per year. Based on this, design standards for energy conservation in residential uses are set at 36°F in the winter and 87°F in the summer.

Energy conservation standards for new residential buildings are established in Title 24 of the California Administrative Code, and are enforced by local building departments through the building permit process.

Potential Impacts

Development under the proposed San Juan Hills Area Plan would result in fewer residential units in the planning area than buildout under the General Plan. Since energy consumption corresponds with the amount of development, buildout under the Area Plan would have less of an impact on energy resources than buildout under the General Plan.

Initial energy consumption increases due to development in the planning area would result from site clearing and grading, construction of access roads and utilities, and the indirect energy consumption necessary for fuel and building materials. Long-term energy impacts would result from heating and cooling of residential units, water heating, general gas and electrical household needs, and fuel for transportation. Energy consumption must conform to the conservation requirements set by Title 24 of the California Administrative Code.

Construction of the future residential uses under the proposed Area Plan would entail use of heavy earth-moving and grading equipment, electric and pneumatic tools, and various other energy consuming equipment. Diesel fuel requirements would be dependent upon the amount of fill and/or excavation of material, the trip distance and fuel consumption rate. Additional energy would also be required for construction of access roads to development.

Development in the planning area would require the extension of overhead electrical lines and three-inch gas mains to the residential units. PG&E anticipates no problems in providing additional service to the planning area (Carol Silva, PG&E, personal communication).

Energy consumption in residential dwellings is largely dependent upon design components including building materials, alignment of structure, type of energy source (gas, electric, solar), and size of the structure. Because specific site development plans have not been determined for buildout of the

planning area, it is not possible to calculate average annual energy consumption for the future development in the San Juan Hills. However, in conformance with fixed budget requirements of Title 24 of the California Administrative Code and assuming no air conditioning, residential energy consumption would be a maximum of about 12,300 BTU[1] per square foot per year for space heating and 20,800 BTU per residential unit per year for water heating (Bob Dunn, California Energy Commission, personal communication).

As described in the Traffic and Circulation section of this EIR, potential development in the planning area would result in an additional 3,720 two-way trips per day in the San Juan Hills area. Utilizing an estimated trip length of 6.2 miles and a fuel consumption rate of 18 miles per gallon for autos (Lee Stamets, California Energy Commission, personal communication), the full buildout of the planning area would result in an additional daily fuel consumption of approximately 1,280 gallons of gasoline.

**Mitigation Measures**

Three basic approaches to energy conservation can be integrated into new development: siting and orientation of development in relation to local and climatic conditions, use of alternative energy sources, and use of energy-efficient construction methods. Since the project is an Area Plan and does not include specific plans for future development, site-specific energy conservation design recommendations cannot be formulated. However, the following general guidelines are recommended to offset potential adverse impacts related to energy consumption.

The following measure is required by State policy:

1. The project must comply with Title 24 Energy Conservation Standards of the California Administrative Code. Minimum requirements set by Title 24 include wall and ceiling insulation, infiltration control, properly sized space conditioning and hot water equipment, setback thermostats, requirements governing shower heads and faucets, and switching devices to control lighting. Future residential development must also meet the fixed budget requirements of Title 24 concerning space and water heating energy consumption.

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[1]For buildings, the basic unit of heat is the British Thermal Unit (BTU). One BTU is the amount of heat required to raise one pound of water (about one pint) one degree Fahrenheit at one standard atmosphere of pressure.

The following additional measures are recommended to offset potential adverse effects:

2. The City should require the property owners benefiting from infrastructure extensions to be financially responsible for all gas and electrical extensions in the planning area.

3. The City should encourage energy-efficient building designs in the San Juan Hills area. Possible measures which could be incorporated into building design include:

    - o Aligning residential structures along an east-west or northwest-southeast axis to face as near to south or southwest as possible in order to gain maximum solar exposure.

    - o Landscaping with deciduous trees to provide a windbreak and shade during the summer while providing direct sunlight exposure during the winter. Coniferous trees should be used for year-round sun shading and windbreaks.

    - o Building designs which allow for natural ventilation during warm periods and take advantage of incident solar insulation during the winter.

    - o Use of passive and/or active solar water and space heating systems.

4. Operation of construction equipment should be managed to avoid unnecessary fuel use. The amount of grading should be kept to a minimum.

## TOPICAL ISSUES AND IMPACT OVERVIEW

### EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts of the proposed San Juan Hills Area Plan and buildout under the Area Plan have been determined to be insignificant:

Land Use. Implementation of development under the Area Plan would result in a redistribution of development potential. Overall, potential buildout in the planning area would be decreased, with a slight increase in the amount of development permitted in the Laurel Creek Canyon subarea and a marked decrease in development in the Bartlett Avenue subarea. The restrictive Floor Area Ratios (FAR) instituted in the Area Plan would strictly limit development on very small and/or geologically hazardous lots. These factors would result in a lesser level of impact than would occur with development under the General Plan as the amount and location of development would be premised on environmental constraints.

Public Services. Development in the planning area would have no adverse impact on police or fire protection services or schools. There would be no difficulty in providing water and sewer service to the project site. Implementation of the Area Plan would include provisions to upgrade many of the unimproved roadways in the planning area.

Traffic and Circulation. Project-generated traffic would not produce significant peak hour impacts at any analyzed intersections. Existing intersection p.m. peak hour level of service designations would not change.

Air Quality. Air quality emissions generated by buildout of the planning area would not exceed State or Federal air quality emission standards.

Noise. Development of the planning area would have an insignificant impact on existing noise levels.

Energy Conservation. Through the implementation of Title 24 Energy Conservation Standards, energy consumption associated with buildout under the Area Plan would be significantly reduced.

### POTENTIALLY SIGNIFICANT EFFECTS SUBJECT TO MITIGATION

The following potentially significant impacts of the San Juan Hills Area Plan and development under the Area Plan could be subjected to mitigative measures sufficient to reduce them to a level of insignificance:

Geology and Soils. Development in areas located on or immediately downslope of potentially unstable slopes would pose a potentially significant hazard to human safety. Development, if improperly designed, could also increase landslide risks by altering drainage patterns, undercutting the bases of slopes, or loading the tops of slopes. These impacts could be reduced through the implementation of the geologic hazard policy map and mitigation measures including retaining walls, diversion structures, partial slope excavation and drainage terraces.

Hydrology. Buildout in the planning area would significantly increase the amount of impervious surface in the Laurel Creek watershed and the peak flow at the mouth of East Laurel Creek. Increased runoff could result in increased bank erosion and bed sedimentation, trigger landslides, and impact new structures through inadequately designed uphill drainage systems. Localized storm runoff impacts could be reduced to a level of insignificance through implementation of improvements and policies recommended by the Storm Drainage Task Force and the San Juan Hills Area Plan. Downstream impacts could be reduced through implementation of measures to reduce potential erosion and sediment loads and by retaining storm runoff in upstream locations during peak periods.

Vegetation and Wildlife. Buildout of the planning area could result in the significant removal of annual grassland, chaparral, mixed evergreen woodland and riparian woodland and their respective habitat types. Impacts to vegetation and wildlife would be reduced through the implementation of policies recommended in the San Juan Hills Area Plan, by negotiating any necessary streambed alteration agreements, and by planting native species for revegetation and landscaping purposes.

Visual Quality. Development of the planning area would alter the visual quality of the undeveloped portions of the San Juan Hills area, particularly in the Laurel Creek Canyon subarea. Extensive grading, removal of vegetation and loss of open space would also alter the character of the area. Visual impacts could be reduced through the implementation of policies recommended in the Area Plan, establishing additional design review standards and requiring new residential development in the planning area to undergo design review, and by revegetation with native plant species.

Traffic and Circulation. With buildout of the planning area, traffic volumes would significantly increase at several intersections. Existing traffic safety concerns in the planning area would increase and the increased traffic would produce a measurable impact on some residents in the area. These impacts could be reduced to a level of insignificance by implementing measures recommended in the Traffic and Circulation section of this EIR.

## UNAVOIDABLE SIGNIFICANT ADVERSE EFFECTS

There would be no direct unavoidable adverse effects due to the San Juan Hills Area Plan that could not be mitigated. However, the following significant adverse impact would occur as a result of buildout under the proposed Area Plan in conjunction with buildout of cumulative projects in the area and could not be completely mitigated:

Traffic. The incremental increase in traffic volumes resulting from buildout under the Area Plan in addition to increased traffic resulting from cumulative projects would result in level of service F operations at the Ralston Avenue/El Camino Real intersection. Traffic volumes at the intersection would exceed the theoretical capacity of the intersection by nine percent during the p.m. peak hour period. Although development under the Area Plan would only utilize one percent of the intersection's capacity, the Downtown Traffic Study (Hopper, 1985) indicates that there are no effective mitigations which would increase capacity at the intersection to accommodate cumulative traffic volumes. Therefore, the contribution to cumulative traffic impacts at this intersection resulting from development under the Area Plan is considered an unavoidable adverse effect.

## IRREVERSIBLE ENVIRONMENTAL CHANGES

Potential residential buildout of the planning area under the San Juan Hills Area Plan would preclude any future or alternative uses of the planning area. However, compatible alternative uses of the area are severely limited due to the close proximity of existing residential development in the planning area. An irrevocable commitment of financial resources, energy, raw materials and labor would be associated with development of the planning area.

Construction of development in the planning area would result in the removal of open space and wildlife habitat and would result in an irreversible alteration of the existing contours and slopes through mitigation of landslide hazards. Although the area has already been significantly altered from previous residential development, grading, slide retention structures and landscaping would result in a greater change in the natural condition of the undeveloped portions of the planning area.

Additional environmental alterations which would accompany development include increased population, surface runoff, traffic volumes and alteration of views.

## THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Development of the planning area under the San Juan Hills Area Plan would result in a further extension of residential development within the area. It would result in a further loss of open space and would give the area a more urban character. Slope stabilization measures, storm drainage improvements and revegetation of the area would result in a beneficial reduction in geologic and hydrologic hazards. However, significant site alteration would occur from grading, landscaping, diversion structures and slope stability activities including recompaction and installation of retaining walls. Such activities would permanently alter the natural landform and vegetation on the undeveloped portions of the planning area.

Further population growth in the area would generate public revenues but would contribute to degradation of water quality in East Laurel Creek and Laurel Creek from increased traffic, urban runoff, and a greater potential for erosion and landslides. Development would also permanently change existing vegetation and wildlife habitats.

Development in the San Juan Hills planning area under the Area Plan would restrict the number of permitted roadway extensions in the area. This would have a beneficial impact by preventing road construction in geologically hazardous areas and minimizing vegetation removal and grading.

Additional growth-inducing and cumulative impacts that would result from implementation of the proposed project are described below. It should be noted that implementation of the Area Plan would reduce the extent of environmental impacts resulting from development relative to the existing General Plan as the amount and location of development would be premised on environmental constraints. Under the Area Plan, development would be more condensed, the total number of permitted units would be reduced, and development would be confined to geologically stable areas.

## CUMULATIVE IMPACTS

The long-term, cumulative impacts of implementation of the San Juan Hills Area Plan would result from development of approximately 372 residential units during the twenty-year timeframe of the Plan. Many of the impacts described in the Environmental Setting, Potential Impacts, and Mitigation Measures section of this EIR can be considered cumulative impacts because they would not be created by a single project, but rather, by area-wide development over a long period of time. Since residential development in the San Juan Hills

would be located throughout the 1,000-acre planning area and the construction would be phased over time, localized cumulative impacts would be minimized.

Other proposed, pending or approved projects in the vicinity of the San Juan Hills area are comprised primarily of residential infill and professional office and retail space developments. The following projects are located near the planning area and would contribute to cumulative impacts:

| Project | Size | Location |
|---|---|---|
| Davis Drive Offices | 84,000 SF | Davis Drive |
| 1050 El Camino Real[1] | 8,136 SF | 1050 El Camino Real |
| Safeway Expansion | 8,453 SF | El Camino Real at Emmett |
| Creekside Offices | 47,100 SF | 1070 Sixth |
| Creekside Condominiums | 18 units | O'Neill at Sunnyslope |
| Island Park | Mixed Uses | Marine World Parkway |
| Belmont Hills Hospital Expansion | Undetermined | Ralston east of Chula Vista |

Cumulative traffic impacts could result from additional vehicles added to local roadways. As discussed in the Traffic and Circulation section of this EIR, cumulative projects would generate a total of approximately 3,245 two-way evening peak hour trips. Significant impacts to intersection operations would result at the Ralston Avenue intersections with Belmont Canyon Road, Cipriani Boulevard, and El Camino Real. (See Traffic and Circulation section of this EIR.)

The low density residential development permitted by the proposed Area Plan would not create emissions in sufficient quantity to threaten air quality standards. However, together with the incremental emissions of other development in the Bay Area, the project would contribute to the air basin's inability to meet clean air standards. The 3,720 vehicle trips per day generated by buildout of the San Juan Hills area would have a negligible local air quality impact, but would contribute to cumulative regional air quality impacts.

Construction-related cumulative air quality impacts could result from construction of the 372 residential units in the San Juan Hills area and the above projects in the vicinity. Dust generated by ground-clearing and

[1]The 1050 El Camino Real project includes the demolition of an existing structure, resulting in a net increase in floor area of approximately 5,500 square feet.

excavation and diesel exhausts from heavy equipment could impact regional air quality. Construction impacts would be temporary and could be reduced by implementation of mitigation measures recommended in the Climate and Air Quality section of this EIR.

When development under the Area Plan is considered with other proposed/approved developments in the area, cumulative impacts on public services and utilities may result. New water storage and distribution facilities, sewage collection and treatment facilities and additional police and fire protection personnel and equipment may be necessary to accommodate future cumulative development. Development fees and increased property tax revenues generated by new developments would help to offset the costs of required expansions.

## GROWTH-INDUCING IMPACTS

Potential future development under the Area Plan would be 26 percent less than that permitted under the existing General Plan. Although the overall level of planned development would decrease under the proposed Area Plan, adoption of the Area Plan and its implementing ordinances would make development more possible by providing mechanisms by which landowners of parcels with steep slopes or highly constrained access can transfer their development rights to more developable parcels. Therefore, adoption of the Area Plan could result in a higher level of development in the San Juan Hills (particularly in the short-term) than would occur under the existing General Plan.

To the extent that development under the Area Plan is accompanied by roadway and service extensions, the project may open up future opportunities for development in areas which are presently considered inaccessible. The proposed Area Plan specifically addresses potential inducement of future development on nearby Sugarloaf Mountain and attempts to prevent such growth inducement by requiring an open space buffer between development in Laurel Creek Canyon and the mountain, and by strictly limiting development in the canyon area.

## ALTERNATIVES

A full range of alternatives to the proposed Area Plan are discussed below, including the CEQA-mandated "No Project" alternative and two alternatives assessing potential development which could occur under the Area Plan if less restrictive and more restrictive slope density formulas were used. The alternative slope density formulas were developed by the San Juan Committee and were considered in the development of the Area Plan. The more

restrictive formula was intended to result in larger minimum lot sizes in the planning area. The less restrictive formula was intended to permit development at higher densities, particularly in areas where lot merging and resubdivision could successfully occur. The more restrictive alternative was intended to result in overall lower densities of development throughout the planning area.

No Project Alternative. The No Project Alternative implies that the Area Plan would not be adopted and the existing policies of the General Plan would govern future development in the San Juan Hills planning area. Under this alternative, the General Plan land use designations (Figure 8) would remain. Under this alternative, a total of 604 units could be developed, with one unit per lot permitted throughout the project area (see Table 17).

Under the No Project Alternative, a greater level of environmental impacts would be expected to occur than under the proposed Area Plan. Residential development at densities and in locations permitted by the General Plan would result in greater exposure to geologic hazards and potentially greater hydrologic impacts. The Area Plan policies promoting preservation of open space for wildlife and aesthetic purposes would not be implemented and habitat and visual quality would be expected to decrease. The higher levels of development permitted by the No Project Alternative would result in higher traffic volumes than under the Area Plan, and consequently, greater air quality impacts and higher noise levels in the planning area. The demand for public services, such as fire and police protection, water and sewer, and road maintenance would also be greater under the No Project Alternative than under the Area Plan.

Less Restrictive Alternative. This alternative would involve implementation of the Area Plan, but with a less restrictive slope density formula than proposed. A less restrictive slope density formula table is included in Appendix B. Under the Less Restrictive Alternative, approximately 455 residential units could be built in the planning area. This is 22 percent more development than would be permitted under the proposed Area Plan and 10 percent less than could be developed under the existing General Plan.

Table 17 shows the distribution of units by subarea under this alternative. As shown, 35 to 40 percent more development would occur in the Bartlett and Laurel Creek Canyon subareas under the Less Restrictive Alternative than under the proposed Area Plan. Development in the other subareas would be similar to that permitted by the Area Plan.

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## TABLE 17

## NUMBER OF UNITS PERMITTED BY ALTERNATIVE SLOPE DENSITY FORMULAS

| | No Project Alternative | Proposed Area Plan | Less Restrictive Alternative | More Restrictive Alternative |
|---|---|---|---|---|
| Green Court | 12 | 6 | 6 | 6 |
| Naughton | 42 | 22 | 25 | 22 |
| Bartlett | 143 | 28 | 43 | 25 |
| Marsten | 15 | 6 | 7 | 6 |
| Marburger | 35 | 17 | 18 | 17 |
| Lower Lock | 28 | 15 | 15 | 15 |
| Upper Lock | 13 | 6 | 6 | 5 |
| San Ardo Way | 12 | 8 | 8 | 8 |
| Alhambra | 42 | 17 | 17 | 17 |
| Monte Cresta | 48 | 35 | 35 | 35 |
| Laurel Creek Canyon | 67 | 86 | 142 | 63 |
| Laurel Creek Road | 10 | 6 | 6 | 6 |
| Marburger | 11 | 6 | 8 | 6 |
| San Juan Canyon | 7 | 3 | 3 | 3 |
| Ralston Frontage | 14 | 6 | 11 | 6 |
| Cipriani-infill | 70 | 70 | 70 | 70 |
| Plateau-infill | 35 | 35 | 35 | 35 |
| **Total** | **604** | **372** | **455** | **345** |

Source: City of Belmont

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## PERSONS PARTICIPATING IN REPORT PREPARATION

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Linda Ruffing, Assistant Project Manager
Anne Bikle, Environmental Analyst
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# APPENDIX A

# INITIAL STUDY

City of Belmont

INITIAL STUDY OF
ENVIRONMENTAL SIGNIFICANCE

I. Background

1. Name of Proponent City of Belmont

2. Address and Phone Number of Proponent 1365 Fifth Avenue
Belmont, CA 94002 (415) 573-3409

3. Date of initial study 7-14-86

4. Agency Requiring Checklist N/A

5. Name of Proposal, if applicable San Juan Hills Area Plan and associated general plan amendments.

II. Environmental Impacts

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

| | Yes | Maybe | No |
|---|---|---|---|
| 1. Earth. Will the proposal result in: | | | |
| a. Unstable earth conditions or in changes in geologic substructures? | | | X |
| b. Disruptions, displacements, compaction or overcovering of the soil? | X | | |
| c. Change in topography or ground surface relief features? | X | | |
| d. The destruction, covering or modification of any unique geologic or physical features? | | | X |
| e. Any increase in wind or water erosion of soils, either on or off the site? | | | X |
| f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake? | | | X |

1.b. Additional residential development and soils repair will result in compaction and overcovering of soil in some areas. The degree of impact is not expected to be significant due to mitigating policies controlling height, bulk, and grading to accommodate build-out under the proposed plan.

1.c. Grading for roadways and homes will result in topographic changes. The degree of change will be mitigated to a non-significant level by policies and implementing standards which reduce the amount of grading and control its design. Policies to protect vegetation, creeks, and wildlife and encourage clustering will further mitigate grading impacts.

| | Yes | Maybe | No |
|---|---|---|---|
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | | | X |
| **2. Air. Will the proposal result in:** | | | |
| a. Substantial air emissions or deterioration of ambient air quality? | | | X |
| b. The creation of objectionable odors? | | | X |
| c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally? | | | X |
| **3. Water. Will the proposal result in:** | | | |
| a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters? | | | X |
| b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | | X | |
| c. Alterations to the course or flow of flood waters? | | | X |
| d. Change in the amount of surface water in any water body? | | | X |
| e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? | | | X |
| f. Alteration of the direction or rate of flow of ground waters? | | | X |
| g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? | | | X |
| h. Substantial reduction in the amount of water otherwise available for public water supplies? | | | X |
| i. Exposure of people or property to water related hazards such as flooding or tidal waves? | | | X |

1g. Project will reduce exposure to slope failure.

3b. Overcovering of ground will result in additional runoff, althought runoff will be less than that resulting from full development under the existing general plan. Additional storm drainage is mitigated by policies requiring site specific hydrologic reports, prohibition of development in some areas, and connection to and improvement of the existing storm drain system.

| | Yes | Maybe | No |
|---|---|---|---|
| **4. Plant Life. Will the proposal result in:** | | | |
| a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)? | ___ | ___ | X |
| b. Reduction of the numbers of any unique, rare or endangered species of plants? | ___ | ___ | X |
| c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? | ___ | ___ | X |
| d. Reduction in acreage of any agricultural crop? | ___ | X | ___ |
| **5. Animal Life. Will the proposal result in:** | | | |
| a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)? | ___ | ___ | X |
| b. Reduction of the numbers of any unique, rare or endangered species of animals? | ___ | ___ | X |
| c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | ___ | ___ | X |
| d. Deterioration to existing fish or wildlife habitat? | ___ | ___ | X |
| **6. Noise. Will the proposal result in:** | | | |
| a. Increases in existing noise levels? | ___ | ___ | X |
| b. Exposure of people to severe noise levels? | ___ | ___ | X |
| **7. Light and Glare. Will the proposal produce new light or glare?** | ___ | ___ | X |
| **8. Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?** | X | ___ | ___ |
| **9. Natural Resources. Will the proposal result in:** | | | |
| a. Increase in the rate of use of any natural resources? | ___ | ___ | X |

4a,b. 9a Project will aid protection of natural resources.

4.d. Some agriculturally designated land would be redesignated for residential use. No effect on crops is anticipated.

8. The project will result in a substantial change to the planned land use, resulting in an overall reduction of build-out density. No significant impacts are associated with the density reductions.

| | Yes | Maybe | No |
|---|---|---|---|
| b. Substantial depletion of any nonrenewable natural resource? | | | X |
| 10. Risk of Upset. Will the proposal involve: | | | |
| a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? | | | X |
| b. Possible interference with an emergency response plan or an emergency evacuation plan? | | | X |
| 11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area? | | X | |
| 12. Housing. Will the proposal affect existing housing, or create a demand for additional housing? | | | X |
| 13. Transportation/Circulation. Will the proposal result in: | | | |
| a. Generation of substantial additional vehicular movement? | | | X |
| b. Effects on existing parking facilities, or demand for new parking? | | | X |
| c. Substantial impact upon existing transportation systems? | X | | |
| d. Alterations to present patterns of circulation or movement of people and/or goods? | | | X |
| e. Alterations to waterborne, rail or air traffic? | | | X |
| f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians? | | | X |
| 14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas: | | | |
| a. Fire protection? | X | | |
| b. Police protection? | X | | |
| c. Schools? | | | X |

11. Project will affect the distribution of residential densitites. Some areas will gain in density; some will decline depending on use of density transfer.

13c. Will result in rerouting of some currently unbuilt rights of way, when fully implemented. Degree of impact will be contingent upon specific means of plan implementation but is not expected to be substantial. San Juan Area intersection capacity impacts are projected to be insignificant. Attached Exhibit A provides a summary and back up calculations for intersection level of service (Los) impacts. No Los impacts are projected. A cumulatively significant impact will occur at the El Camino Real/Ralston Avenue intersection.

14 a & b. Additional demand for fire protection and police services will not be significant. Policies to coordinate access and establish appropriate road standards will further mitigate impacts to emergency service provision.

| | Yes | Maybe | No |
|---|---|---|---|
| d. Parks or other recreational facilities? | | | X |
| e. Maintenance of public facilities, including roads? | | X | |
| f. Other governmental services? | | | X |
| 15. Energy. Will the proposal result in: | | | |
| a. Use of substantial amounts of fuel or energy? | | | X |
| b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? | | | X |
| 16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities: | | | |
| a. Power or natural gas? | | | X |
| b. Communications systems? | | | X |
| c. Water? | | | X |
| d. Sewer or septic tanks? | | | X |
| e. Storm water drainage? | X | | |
| f. Solid waste and disposal? | | | X |
| 17. Human Health. Will the proposal result in: | | | |
| a. Creation of any health hazard or potential health hazard (excluding mental health)? | | | X |
| b. Exposure of people to potential health hazards? | | | X |
| 18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view? | | | X |
| 19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? | | | X |
| 20. Cultural Resources. | | | |
| a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site? | | | X |

14e. Proposed policy is aimed at providing roadbeds in stable areas only. Current stability problems will be avoided in new road areas.

16e. Significant increases in storm water runoff may occur, thereby requiring alterations to the existing system.

| | Yes | Maybe | No |
|---|---|---|---|
| b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? | ___ | ___ | X |
| c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? | ___ | ___ | X |
| d. Will the proposal restrict existing religious or sacred uses within the potential impact area? | ___ | ___ | X |
| 21. Mandatory Findings of Significance. | | | |
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ___ | ___ | X |
| b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.) | ___ | ___ | X |
| c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.) | X | ___ | ___ |
| d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ___ | ___ | X |

III. Discussion of Environmental Evaluation

(See preceeding notations.)

The project is intended to provide safe, all-weather access to areas previously subdivided; to encourage resubdivision in a manner more sensitive to terrain limitations; to help preserve natural vegetation, riparian, and topographic features; and to provide more environmentally sensitive development controls. The significant impacts associated with this project are identified in items 13c. and 16e (Traffic and Storm Drainage).

IV. Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. [ ]

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. [ ]

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. [XX]

July 14, 1986
Date

Signature Dan Vanderpriem, AICP

For City of Belmont

# APPENDIX B

## PROPOSED FLOOR AREA RATIOS (SLOPE INTENSITY TABLE) AND ALTERNATIVE SLOPE DENSITY FORMULAS

PROPOSED CHANGES TO THE FLOOR AREA RATIO - R1 AREAS

1. Split slope categories further
2. Flat FAR within slope categories
3. Sq.ft. = Whole building envelope minus enclosed or roof decks
4. Minimum house size 1000 sq..ft. (lots with square footage below this need to be combined)
5. Maximum house size 3500 sq. ft. (lots with square footage above this can only build to maximum)

0-15% slope

| Lot Size (sq.ft.) | FAR | House Size (sq.ft.) |
|---|---|---|
| 4,000 | .40 | 1,600 |
| 4,500 | .40 | 1,800 |
| 5,000 | .40 | 2,000 |
| 5,500 | .40 | 2,200 |
| 6,000 | .40 | 2,400 |
| 10,000 | .40 | 4,000 |
| 12,000 | .40 | 4,800 |

16-30% slope

| | | |
|---|---|---|
| 4,000 | .30 | 1,200 |
| 4,500 | .30 | 1,350 |
| 5,000 | .30 | 1,500 |
| 5,500 | .30 | 1,650 |
| 6,000 | .30 | 1,800 |
| 10,000 | .30 | 3,000 |
| 12,000 | .30 | 3,600 |

31-45% slope

| | | |
|---|---|---|
| 4,000 | .25 | 1,000 |
| 4,500 | .25 | 1,125 |
| 5,000 | .25 | 1,250 |
| 5,500 | .25 | 1,375 |
| 6,000 | .25 | 1,500 |
| 10,000 | .25 | 2,500 |
| 12,000 | .25 | 3,000 |

45%+ slope

| | | |
|---|---|---|
| 4,000 | .15 | 600 |
| 4,500 | .15 | 675 |
| 5,000 | .15 | 750 |
| 5,500 | .15 | 825 |
| 6,000 | .15 | 900 |
| 10,000 | .15 | 1,500 |
| 12,000 | .15 | 1,800 |

## ALTERNATIVE LESS RESTRICTIVE SLOPE DENSITY TABLE

### TABLE OF ALLOWABLE DENSITY

| Average Slope | Maximum Dwelling Units per net acre | Minimum Net Lot Size (sq. ft.) |
|---|---|---|
| 0-9% | 7.26 | 6,000 |
| 10% | 6.70 | 6,500 |
| 11% | 6.22 | 7,000 |
| 12% | 5.73 | 7,600 |
| 13% | 5.25 | 8,300 |
| 14% | 4.84 | 9,000 |
| 15% | 4.44 | 9,800 |
| 16% | 4.07 | 10,700 |
| 17% | 3.72 | 11,700 |
| 18% | 3.43 | 12,700 |
| 19% | 3.18 | 13,700 |
| 20% | 3.00 | 14,500 |
| 21% | 2.85 | 15,300 |
| 22% | 2.71 | 16,100 |
| 23% | 2.58 | 16,900 |
| 24% | 2.46 | 17,700 |
| 25% | 2.35 | 18,500 |
| 26% | 2.25 | 19,400 |
| 27% | 2.15 | 20,300 |
| 28% | 2.05 | 21,300 |
| 29% | 1.94 | 22,400 |
| 30% | 1.85 | 23,600 |
| 31% | 1.74 | 25,100 |
| 32% | 1.63 | 26,800 |
| 33% | 1.52 | 28,700 |
| 34% | 1.41 | 30,900 |
| 35% | 1.30 | 33,400 |
| 36% | 1.21 | 36,100 |
| 37% | 1.21 | 38,800 |
| 38% | 1.05 | 41,600 |
| 39% | 0.98 | 44,600 |
| 40% | 0.92 | 47,600 |
| 41% | 0.85 | 51,100 |
| 42% | 0.79 | 54,800 |
| 43% | 0.74 | 58,800 |
| 44% | 0.69 | 63,300 |
| 45%+ | 0.64 | 68,300 |

## ALTERNATIVE MORE RESTRICTIVE SLOPE DENSITY TABLE

### TABLE OF ALLOWABLE DENSITY

| Average Slope | Maximum Dwelling Units per net acre | Minimum Net Lot Size (sq. ft.) |
|---|---|---|
| 0-9% | 7.26 | 6,000 |
| 10% | 5.73 | 7,600 |
| 11% | 4.65 | 9,360 |
| 12% | 3.85 | 11,300 |
| 13% | 3.23 | 13,500 |
| 14% | 2.74 | 15,900 |
| 15% | 2.34 | 18,600 |
| 16% | 2.02 | 21,600 |
| 17% | 1.76 | 24,800 |
| 18% | 1.56 | 28,000 |
| 19% | 1.40 | 31,200 |
| 20% | 1.28 | 33,900 |
| 21% | 1.19 | 36,600 |
| 22% | 1.11 | 39,300 |
| 23% | 1.04 | 42,000 |
| 24% | 0.97 | 44,700 |
| 25% | 0.92 | 47,400 |
| 26% | 0.87 | 50,100 |
| 27% | 0.82 | 53,100 |
| 28% | 0.78 | 56,100 |
| 29% | 0.72 | 60,100 |
| 30% | 0.67 | 64,900 |
| 31% | 0.62 | 70,500 |
| 32% | 0.57 | 76,900 |
| 33% | 0.52 | 84,100 |
| 34% | 0.47 | 92,100 |
| 35% | 0.44 | 100,100 |
| 36% | 0.40 | 108,900 |
| 37% | 0.37 | 117,700 |
| 38% | 0.34 | 126,500 |
| 39% | 0.32 | 136,100 |
| 40% | 0.30 | 145,700 |
| 41% | 0.28 | 156,900 |
| 42% | 0.26 | 168,900 |
| 43% | 0.24 | 180,900 |
| 44% | 0.22 | 193,700 |
| 45%+ | 0.21 | 210,500 |

# APPENDIX C

## SPECIES LIST FOR SAN JUAN HILLS AREA

## VEGETATION IN THE SAN JUAN HILLS

| | |
|---|---|
| **Compositae** | |
| *Gnaphalium* sp. | |
| *Baccharis pilularis* | Coyote Brush |
| *Achillea millefolium* | Yarrow |
| *Cirsium* sp. | Thistle |
| *Artemisia californica* | California Sage |
| *A. douglasiana* | Mugwort |
| *Holocarpha virgata* | Tarweed |
| *Centaurea solstitialis* | Yellow Star Thistle |
| **Rhamnaceae** | |
| *Rhamnus californica* | Coffeeberry |
| *Sambucus mexicana* | Blue elderberry |
| *Ceanothus* sp. | Buckbrush |
| **Fagaceae** | |
| *Quercus agrifolia* | Coast Live Oak |
| *Quercus* sp. | Oaks |
| **Fabaceae** | |
| *Vicia* sp. | Vetch |
| *Cytisus* sp. | Broom |
| **Umbelliferae** | |
| *Conium maculatum* | Hemlock |
| *Foeniculum vulgare* | Sweet Fennel |
| *Hercleum lanatum* | Cow Parsnip |
| *Pimpenella Anisum* | Anise |
| **Hippocastanaceae** | |
| *Aesculus californica* | Buckeye |
| **Salicaceae** | |
| *Salix* sp. | Willow |
| **Solanaceae** | |
| *Solanum xantii* var. *intermedium* | Nightshade |
| **Primulaceae** | |
| *Anagallis arvensis* | Scarlet Pimpernel |

| | |
|---|---|
| **Aspidiaceae** | |
| *Polystichum munitum* | Sword Fern |
| **Pteridaceae** | |
| *Pityrogramma triangularis* | Golden-back Fern |
| *Pteridium aquilinum* | Western Bracken Fern |
| **Typhaceae** | |
| *Typha latifolia* | Cat Tail |
| **Caprifoliaceae** | |
| *Lonicera hispidula* | Honeysuckle |
| *Lonicera* sp. | Honeysuckle |
| **Rosaceae** | |
| *Heteromeles arbutifolia* | Toyon |
| *Rosa* sp. | Rose |
| *Rubus parviflorus* | Thimbleberry |
| *Prunus* sp. | |
| *Physocarpus capitatum* | Western Ninebark |
| *Osmaronia carastiformis* | Osoberry |
| **Saxifragaceae** | |
| *Ribes* sp. | Gooseberry |
| **Scrophulariaceae** | |
| *Mimulus auranticus* | Sticky Monkey Flower |
| **Taxodiaceae** | |
| *Sequoiadendron giganteum* | Redwood |
| **Lauraceae** | |
| *Umbellularia californica* | California Bay |
| **Plantaginaceae** | |
| *Plantago* sp. | Plantain |
| **Labiatae** | |
| *Satureja douglassi* | Yerba Buena |
| **Cruciferae** | |
| *Raphanus* sp. | Wild Radish |
| *Brassica* sp. | Wild Mustard |

| | |
|---|---|
| Juncaceae | |
| *Juncus* sp. | Common Rush |
| Cyperaceae | |
| *Cyperus* sp. | Sedges |
| Gramineae | |
| *Lolium* sp. | Rye |
| *Avena fatua* | Wild Oat |
| *Bromus* sp. | Bromes |
| *Festvca* sp. | Fescue |
| *Phalaris* sp. | Canarygrass |
| Orchidaceae | |
| *Epipactis gigantea* | Stream Orchid |
| Dipsacaceae | |
| *Dipsacus fullonum* | Fuller's Teasel |
| Ranunculaceae | |
| *Thalictrum polycarpum* | Meadow Rue |
| Ericaceae | |
| *Arbutus menziesii* | Madrone |

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## OBSERVED WILDLIFE SPECIES IN THE SAN JUAN HILLS
(December 4, 1986)

**Mammals**

Mule Deer *Odocoileus hemionus*
Coyote *Canis latrans*
Racoon *Procyon lotor*
Western Gray Squirrel *Sciurus griseus*

**Amphibians**

California Slender Salamander - *Batrachoseps attenatus*

**Birds**

Red-Tailed Hawk *Buteo jamaicensis*
Mourning Dove *Zenaida macroura*
Anna's Hummingbird *Calypte anna*
Common Flicker *Colaptes auratus*
Scrub Jay *Aphelocoma coerulescens*
Plain Titmouse *Parus inornatus*
Chestnut Backed Chickadee *Parus refescens*
Yellow-Rumped Warbler *Pendroica coronata*
Robin *Turdus migratorius*
Brown Towhee *Piplio fuscus*
Purple Finch *Carpodacus purpureus*
Golden-Crowned Sparrow *Zonotrichia atricapilla*
Savanna Sparrow *Passerculus sandwichensis*
Hutton's Vireo *Vireo huttoni*

## POTENTIAL WILDLIFE SPECIES IN THE SAN JUAN HILLS

### Mammals

Gray fox *Urocyon cinereoargenteus*
Opossum *Didelphis virginiana*
Striped skunk *Mephitis mephitis*
Dusky-footed woodrat *Neotoma fuscipes*
Botta's pocket gopher *Thomomys bottae*
Western harvest mouse *Reithrodontomys megalotis*
California vole *Microtus californicus*
Brush rabbit *Sylvilagus bachmani*
Ornate shrew *Sorex ornatus*
California ground squirrel *Spermophilus beecheyi*
California mouse *Peromyscus californicus*

### Amphibians

Yellow-eyed salamander *Ensatina ensatina xanthoptica*
Arboreal salamander *Aneides lugubris*

### Reptiles

Ring-necked snake *Diadophis punctatus*
Terrestrial garter snake *Thamnophis terrestris*
Pacific gopher snake *Pituophis melanoleucus catenifer*
Kingsnake *Lampropeltis getulus*
Racer *Coluber constrictor*
Western rattlesnake *Crotalus viridus*
Western skink *Eumeces skiltonianus*
Northern alligator lizard *Gerrhonotus coeruleus*

### Birds

American kestrel *Falco sparverius*
Turkey vulture *Cathartes aura*
California Quail *Lophortyx californicus*
Great horned owl *Bubo virginianus*
Acorn woodpecker *Melanerpes formicivorous*
Nuttall's woodpecker *Picoides muttallii*
Ash-throated flycatcher *Myiarchus cinerascens*
Western flycatcher *Empidonax difficilis*
Western meadowlark *Sturnella neglecta*

Stellar's jay Cyanocitta stelleri
Bushtit Psaltriparus minimus
House wren Troglodytes aedon
Wrentit Chamaea fasciata
Winter wren Troglodytes troglodytes
Bewick's wren Thryomanos bewickii
Hermit thrush Catharus guttata
Solitary vireo Vireo solitarius
California thrasher Toxostoma redivium
Yellow warbler Dendroica petechia
Orange-crowned warbler Vermivora celata
Green-tailed towhee Pipilo chlorurus
Rufous-sided towhee Pipilo erythrophthalmus
House finch Carpodacus mexicanus
American goldfinch Carduelis tristis
Dark-eyed junco Junco hyemalis
Song sparrow Melospiza melodia
White crowned sparrow Zonotricha leucophrys
Grasshopper sparrow Ammodramus savannarum
Fox sparrow Passerella iliaca

# APPENDIX D

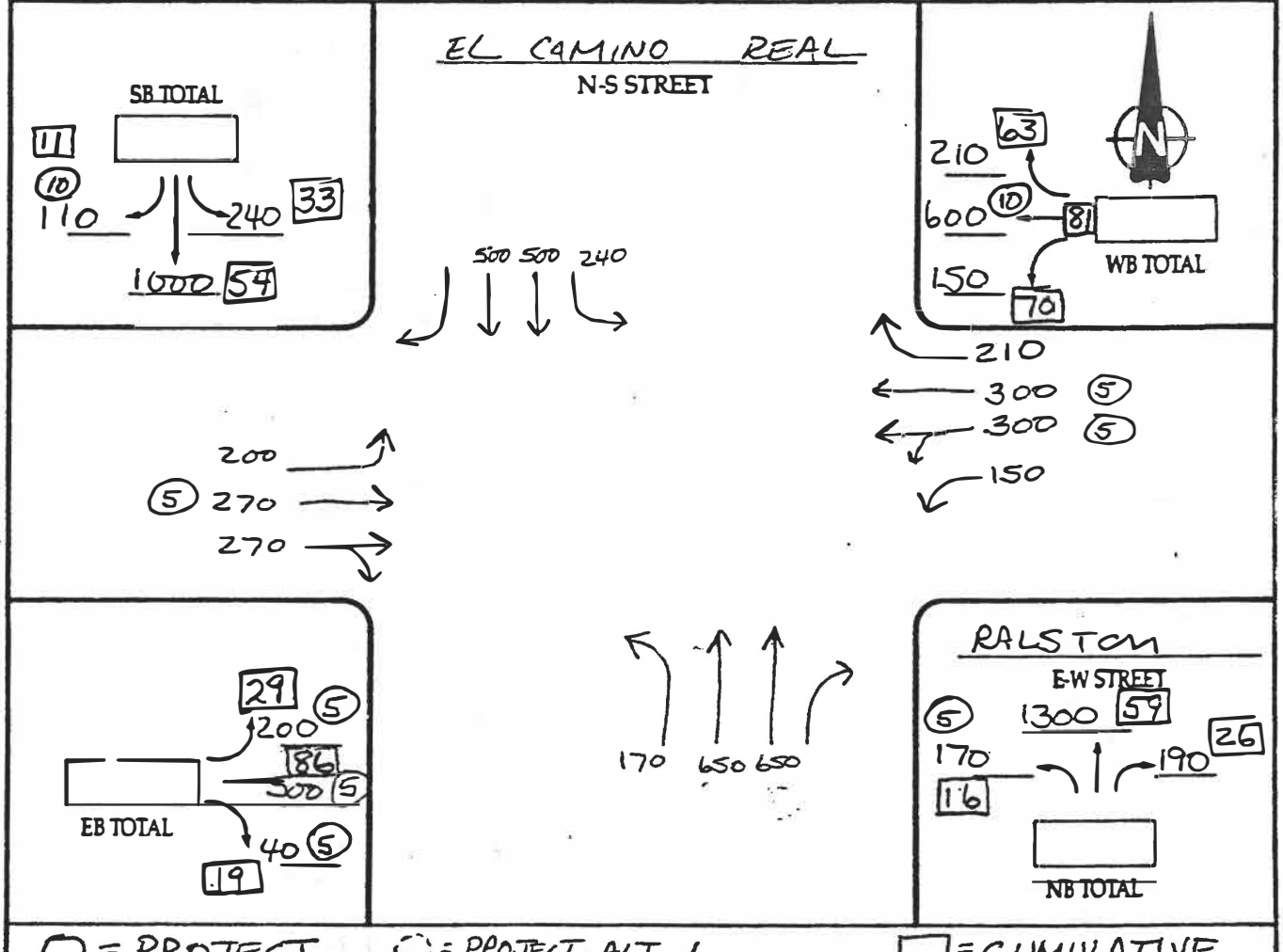
# TRAFFIC DATA

# PLANNING APPLICATION WORKSHEET

Intersection: RALSTON/EL CAMINO REAL Date: 3/27/85

Analyst: MDC GOODRICH TRAFFIC GROUP Time Period Analyzed: PM PEAK HR

Project No. _____ City/State: BELMONT, CA.




○ = PROJECT ⬚ = PROJECT ALT 1 □ = CUMULATIVE

EB LT = _____

WB TH = 300 +5

300 5 40

WB LT = _____ OR

EB TH = 270

270 5 55

NB LT = 170

SB TH = 500

670

SB LT = 240 33 OR

NB TH = 650 30

890 66

| MAXIMUM SUM OF CRITICAL VOLUMES | CAPACITY LEVEL |
|---|---|
| 0 TO 1,200 | UNDER |
| 1,201 to 1,400 | NEAR |
| > 1,400 | OVER |

300 +270 +10 +95 + 890 +66 = 1460 +10 +161 STATUS? .97 / (.98) / 1.09

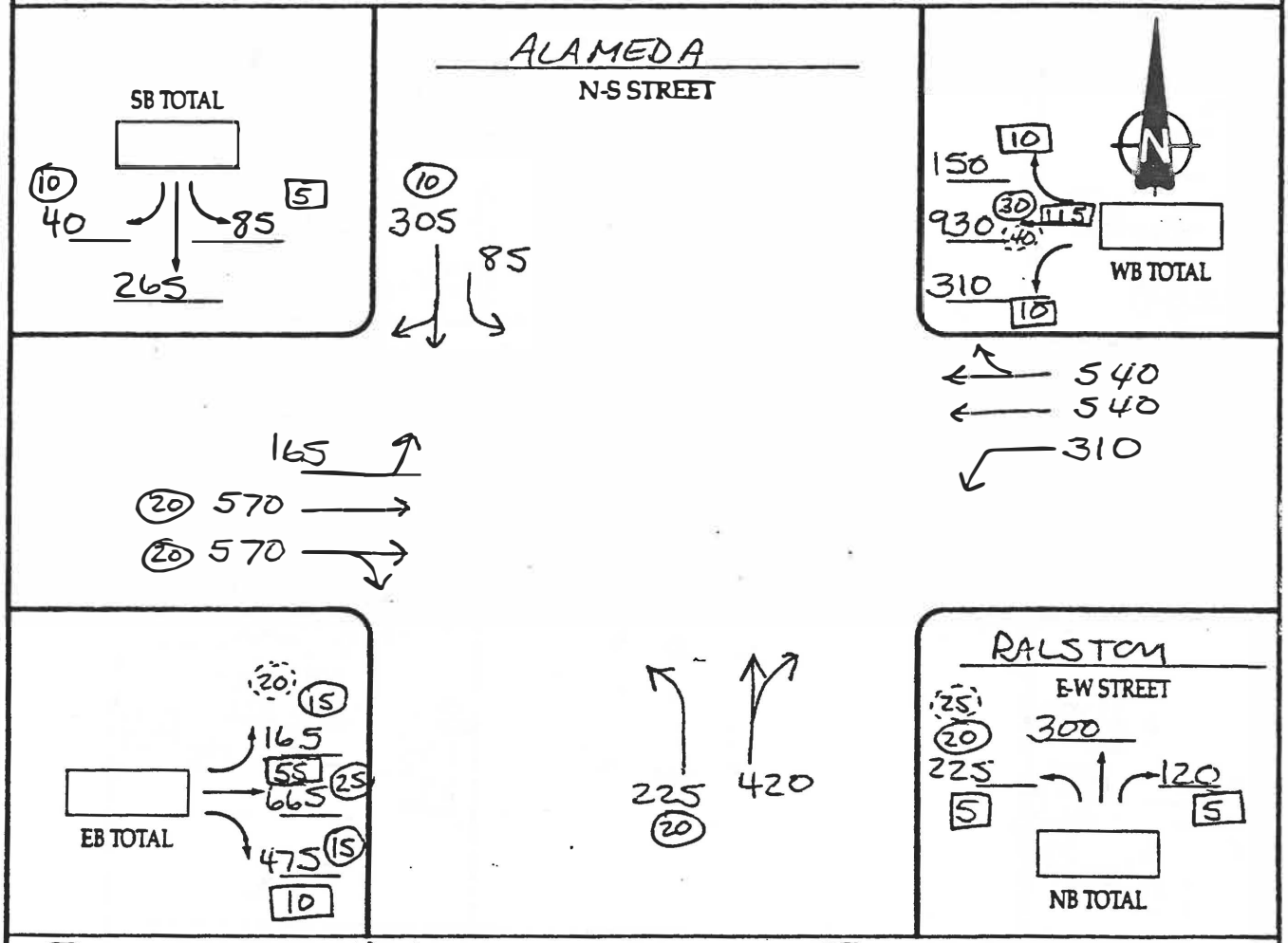
E-W CRITICAL N-S CRITICAL +15 ALT 1 (.98)

# PLANNING APPLICATION WORKSHEET

Intersection: RALSTON/ALAMEDA DE LAS PULGAS Date: 12 NOV 86

Analyst: M.D.C GOODRICH TRAFFIC GROUP Time Period Analyzed: PM PEAK HR (5-6:00 PM)

Project No. _____ City/State: BELMONT, CA.




○ = PROJECT (⋯) = PROJ ALT 1, WHEN DIFFERENT □ = CUMULATIVE

EB LT = 165

WB TH = 540 (-20 RTOR) → 685

WB LT = 310 } OR 10

EB TH = 570 (-40 RTOR) → 820 } 30 / 20

NB LT = 225 [5]

SB TH = 305 (-10 RTOR) → 520 } +30

SB LT = 85 } OR

NB TH = 420 (-40 RTOR) → 465

| MAXIMUM SUM OF CRITICAL VOLUMES | CAPACITY LEVEL |
|---|---|
| 0 TO 1,200 | UNDER |
| 1,201 to 1,400 | NEAR |
| > 1,400 | OVER |

820 +20 +40 + 465 +30 5 = 1285 +50 +45 V/C STATUS? .86 / (.89) / .92

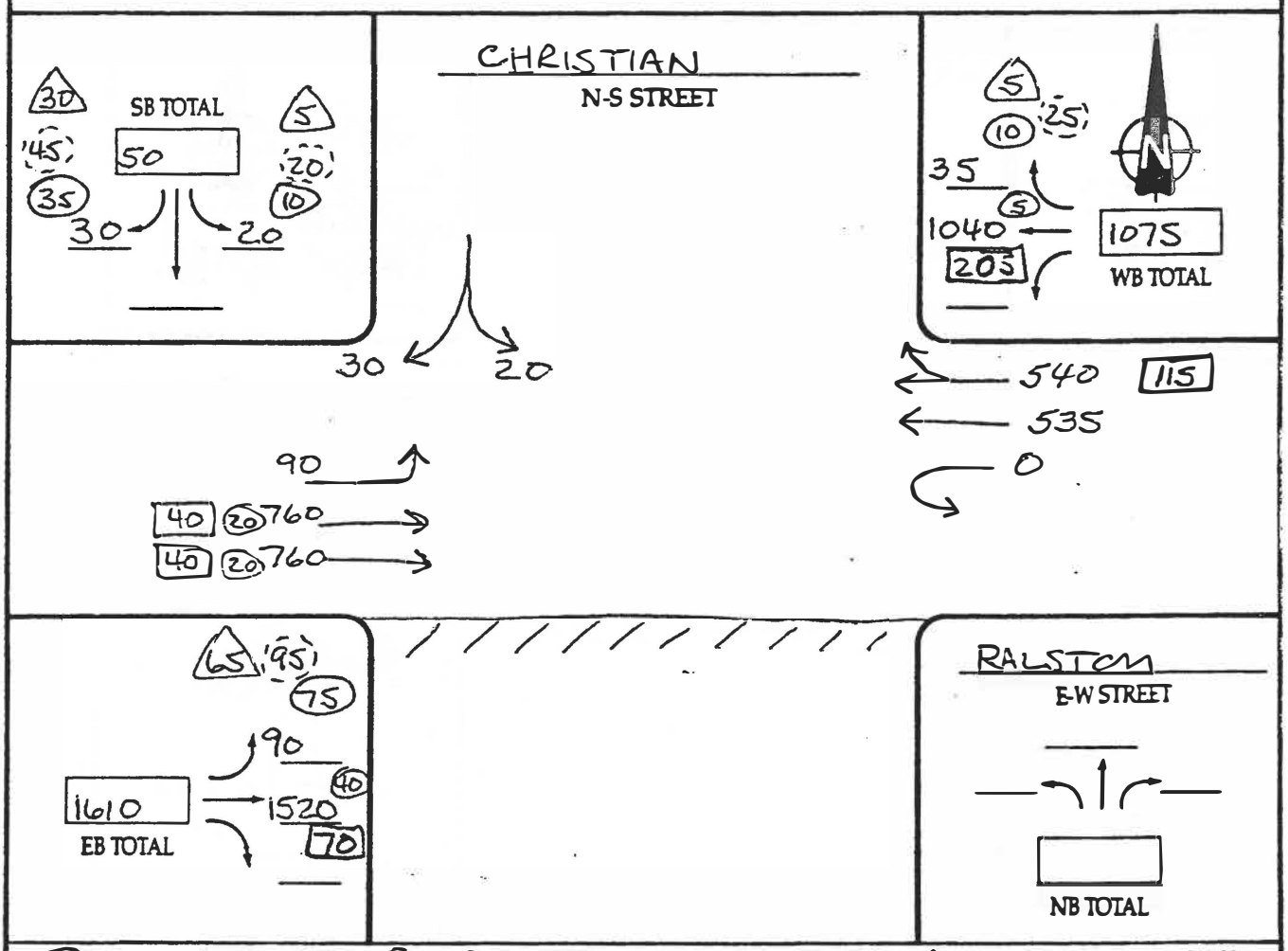
E-W CRITICAL N-S CRITICAL (35) (+55) ÷1500 (.89)

# PLANNING APPLICATION WORKSHEET

Intersection: RALSTON / CHRISTIAN DR Date: 12 NOV 86

Analyst: M.D.C. GOODRICH TRAFFIC GROUP Time Period Analyzed: PM PEAK HOUR 5-6:00

Project No. _____ City/State: BELMONT, CA.




○ = PROJECT (): = PROJ ALT 1. WHEN DIFFERENT △ = PROJ ALT 2 WHEN DIFFERENT □ = COMBINATION

EB LT = 90

WB TH = 540

630

WB LT = 0

EB TH = 760

760

OR 20 35

NB LT = 0

SB TH = 30* (25)

SB LT = _____

NB TH = 0

OR

* -20 RIGHT TURN ON RED

| MAXIMUM SUM OF CRITICAL VOLUMES | CAPACITY LEVEL |
|---|---|
| 0 TO 1,200 | UNDER |
| 1,201 to 1,400 | NEAR |
| > 1,400 | OVER |

760 + 20 + 35 + 30 + 25 = 790 + 45 + 35 + 55 + 40 ÷ 1500 = .53 / .56 / .55 / .58

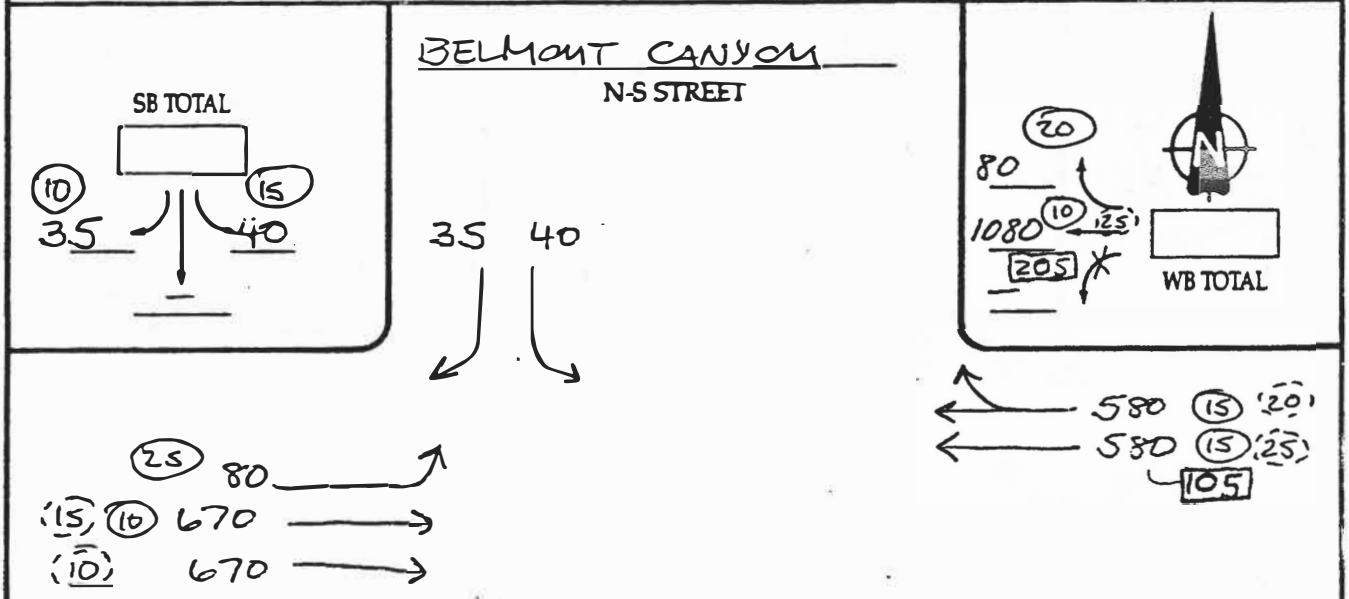
E-W CRITICAL (25) 20 N-S CRITICAL V/C STATUS? (56)

# PLANNING APPLICATION WORKSHEET

Intersection: RALSTON / BELMONT CANYON RD (HILLCREST) Date: 12 NOV 86

Analyst: MDC. GOODRICH TRAFFIC GROUP Time Period Analyzed: PM PEAK HR (5-6:00PM)

Project No. _____ City/State: BELMONT, CA.




○ = PROTECT ⬚ = PROJ ALT 1, WHEN DIFFERENT □ = CUMULATIVE

| | | | |
|---|---|---|---|
| EB LT | 80 (25) | NB LT | 0 |
| WB TH | 580 (15) (25) 105 | SB TH | 0 |
| | 660 (40) | | |
| WB LT | 0 | SB LT | 40 |
| EB TH | 670 | NB TH | 0 |
| | 670 (10) | | 40 (15) |

OR OR

| MAXIMUM SUM OF CRITICAL VOLUMES | CAPACITY LEVEL |
|---|---|
| 0 TO 1,200 | UNDER |
| 1,201 to 1,400 | NEAR |
| > 1,400 | OVER |

670 E-W CRITICAL + 40 (15) N-S CRITICAL = 710

660 + (40) (50) 105 + 700 + (45) (55) + 105

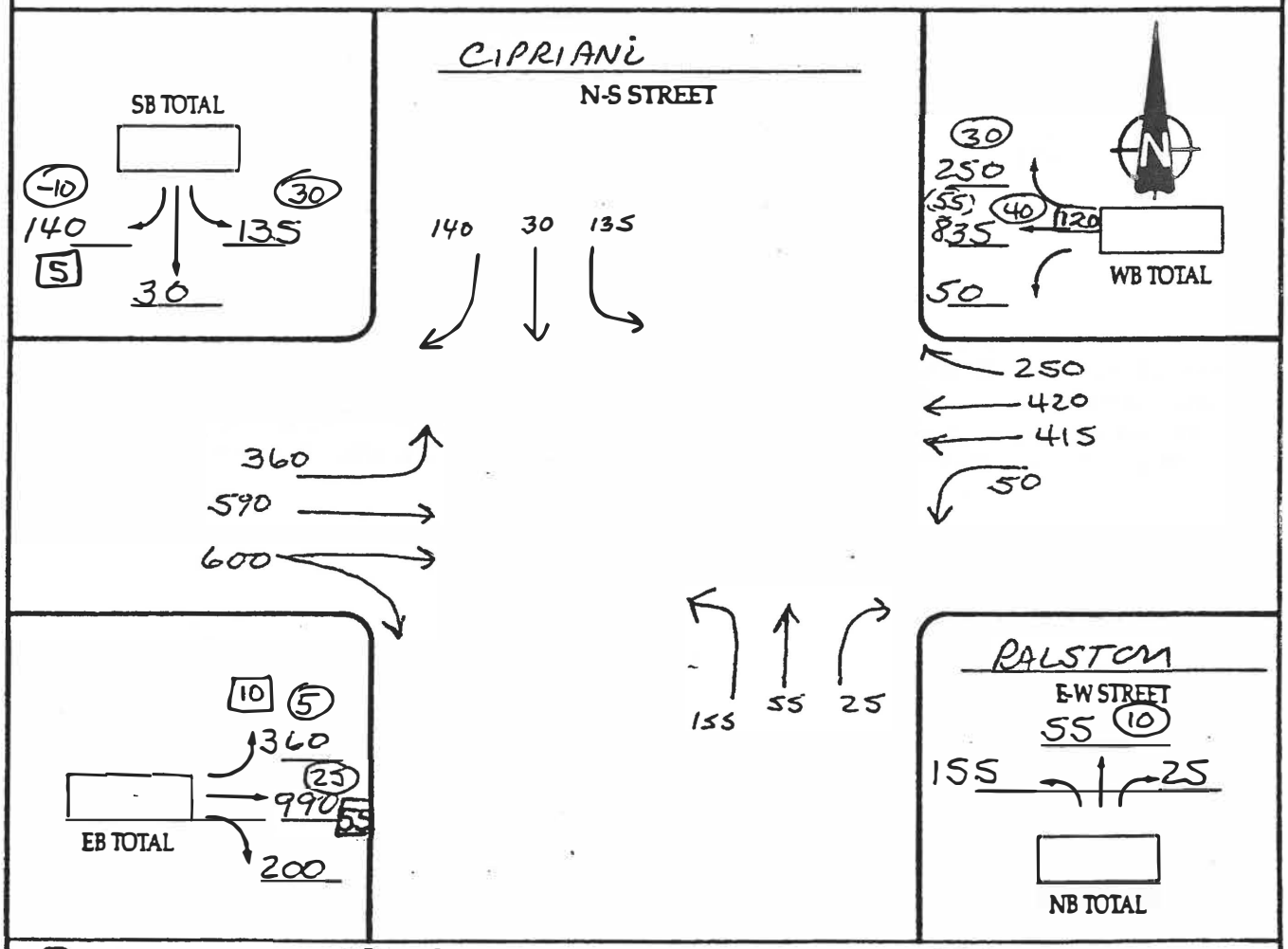
V/C STATUS? .47 / (.49) / .57 ÷1500 (.50)

# PLANNING APPLICATION WORKSHEET

Intersection: RALSTON / CIPRIANI Date: 13 NOV 86

Analyst: M.D.C. GOODRICH TRAFFIC GROUP Time Period Analyzed: PM PEAK HR. (5-6:00 PM)

Project No. _____ City/State: BELMONT, CA.




○ = PROJECT (○) = PROJ ALT 1, WHEN DIFFERENT □ = CUMULATIVE

EB LT = 360 (5) [10]

WB TH = 420 [60] (20) (30)

[780] (25)

WB LT = 50

EB TH = 600 OR

[650]

NB LT = 155

SB TH = 30

[185]

SB LT = 135 (30) OR

NB TH = 55 (10)

[190] (40)

| MAXIMUM SUM OF CRITICAL VOLUMES | CAPACITY LEVEL |
|---|---|
| 0 TO 1,200 | UNDER |
| 1,201 to 1,400 | NEAR |
| > 1,400 | OVER |

780 + (25) + [70] + 190 (40) = 970 (65) + [70] STATUS? .65 / (.69) / [.74]

E-W CRITICAL (35) N-S CRITICAL (75) (.70)

GTG

## Trip Generation

| | | Daily | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|
| | | | | In | | Out | |
| | Units | Rate | Volume | Rate | Volume | Rate | Volume |
| Proposed Project | 372 | 10 | 3720 | .67 | 250 | .33 | 125 |
| Alternate 1 | 455 | 10 | 4550 | .67 | 305 | .33 | 150 |
| Alternate 2 | 345 | 10 | 3450 | .67 | 230 | .33 | 115 |

Source: Institute of Transportation Engineers, "Trip Generation - An Informational Report," 1983 and Goodrich Traffic Group, based on correlation between peak hour traffic count on Christian Drive at Ralston Avenue and number of existing residential units in the Skymont area.

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# RESPONSE TO COMMENTS
# SAN JUAN HILLS AREA PLAN

# ENVIRONMENTAL IMPACT REPORT

State Clearinghouse #86122320

PREPARED FOR
CITY OF BELMONT

JULY 1987

LSA ASSOCIATES, INC.
157 PARK PLACE
PT. RICHMOND, CA 94801

LSA #BEL601

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## COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

### INTRODUCTION

According to the State EIR Guidelines, a Final Environmental Impact Report consists of (1) the Draft EIR or revision thereof; (2) a list of persons, organizations, and public agencies commenting on the Draft EIR; (3) the comments and recommendations received on the Draft EIR, either verbatim or in summary; and (4) responses made to the significant environmental points raised by the comments. This document together with the Draft EIR constitutes the Final EIR.

This section of the Final EIR consists of a list of agencies, organizations, and individuals commenting on the Draft EIR, followed by responses to the significant environmental points raised by the comments. The final section contains copies of the actual comments received and minutes of a Planning Commission hearing held on the Draft EIR.

| Commenter | Date | Response Page | Comment Page |
|---|---|---|---|
| **State Agencies** | | | |
| California Department of Transportation | 05/19/87 | 3 | 39 |
| **City of Belmont** | | | |
| Office of City Manager | 05/07/87 | 3 | 38 |
| Office of Planning and Community Development | 05/28/87 | 4 | 39 |
| **Private Organizations** | | | |
| Cipriani Hills Neighborhood Association | 05/26/87 | 7 | 41 |
| Cipriani Hills Neighborhood Board Members | 05/28/87 | 16 | 44 |

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| Commenter | Date | Response Page | Comment Page |
|---|---|---|---|
| **Individuals** | | | |
| P.M. Melliar-Smith | 05/29/87 | 19 | 46 |
| David Charles Steiner | 05/26/87 | 21 | 48 |
| **Public Hearings** | | | |
| City of Belmont Planning Commission Hearing, May 5, 1987 | | 26 | 51 |
| Commissioner Green | | 26 | - |
| Sal Pantano | | 27 | - |
| P.M. Melliar-Smith | | 27 | - |
| City of Belmont Planning Commission Hearing, May 19, 1987 | | 28 | 54 |
| Mike McHugh | | 28 | - |
| Lida Paetzke | | 29 | - |
| Hartley Laughead | | 30 | - |
| Commissioner Rianda | | 30 | - |
| Commissioner Feierbach | | 31 | - |
| Commissioner Green | | 33 | - |
| Commissioner Collins | | 33 | - |
| Commissioner Lawhern | | 33 | - |
| **Appendix** | | | |
| General Plan Text Amendments | | | |

## RESPONSES TO COMMENTS

This section presents the responses to the comments received on the Draft environmental Impact Report (DEIR). As required by the State EIR Guidelines, only responses to significant environmental points are included. For cross reference, all comments and responses are numbered sequentially. Comment and response numbers are keyed to the actual comments contained in the last section of this report.

### STATE AGENCIES

#### California Department of Transportation

Comment #1: Caltrans has reviewed the above-referenced project and has the following comment:

The Draft does not address the traffic impacts at the Ralston/Route 92 interchange. This impact should be discussed in the final EIR.

Response: Table 5 ("Roadway Impacts Due To Planning Area Buildout Traffic") on page 90 of the DEIR identifies traffic impacts on Route 92 east and west of Ralston Avenue. Traffic impacts were measured as an increase in existing PM peak hour traffic due to planning area buildout and expressed as a percentage of additional vehicles per hour. As shown in this table, there would be a two percent increase in the number of vehicles using Route 92 west of Ralston Avenue and a one percent increase in the number of vehicles using Route 92 east of Ralston Avenue as a result of planning area buildout.

### CITY OF BELMONT

#### Ed Everett, City Manager

Comment #2: I also would like to change the wording in the Hydrology and Drainage section on page 61, item 2. I would rather we talk about doing the Study in "Consultation with" the City of San Mateo, not in "coordination with". The term "coordination" implies that San Mateo would have a say in any final recommendation regarding any mitigations. I don't think we want to imply that. Certainly we will be talking to the City of San Mateo when we look at the EIR for the component of the Storm Drainage system.

Response: Mitigation Measure #2 in the Hydrology and Summary sections of the DEIR on pages 61 and 7 of the DEIR, respectively, is changed to read (revised text is underlined):

"2. A storm drainage investigation should be conducted which addresses not only localized drainage in the San Juan Hills area, but also downstream effects. This study should evaluate potential increased peak flows in Laurel Creek and the potential for creekbank erosion and deposition downstream. The possibility of developing a series of check dams to capture silt and check erosion and/or developing retention basins to decrease peak flows should be addressed. This study should be prepared in consultation with the City of San Mateo. This study could be done as part of the recently authorized EIR on the San Juan Boulevard Stormdrains and the Downdrains in San Juan Canyon and East Laurel Creek."

Comment #3: Traffic Section. The EIR has an existing V/C rate of .97 (LOS of E) for the intersection of Ralston and El Camino. The revised draft of the final report of the Crain Study entitled "Transportation Planning Study for the Redwood Shores/101 Corridor" has been looking at the same intersection. They came up with a .88 V/C ratio at the same intersection of Ralston and El Camino. I'm sure there are differences, depending on what day one does the traffic count, but I did want to make you aware that I am also looking at a draft document that deals with traffic in depth and at Ralston and El Camino Real the V/C ratios are different. It is not beyond possibility that they are both very accurate on the particular day(s) they were measured.

Response: The V/C ratio of .97 was derived from two sources; a traffic study completed for the City by Richard Hopper, and a previous EIR done for the City of Belmont on the Belmont Hills Hospital Expansion. The traffic analysis from these two studies determined similar V/C ratios for the Ralston Avenue and El Camino Real intersection of about .97. This level of service was also supported by the Goodrich Traffic Group's visual observations of the intersection. One explanation for the wide range between the studies and observations of the intersection used in this EIR and that reported in the Crain Study could be that the Crain Study based its analysis on a particularly light traffic day.

Even if the level of service reported in the Crain Study were accurate, the unavoidable significant adverse effect at this intersection with cumulative traffic would remain. This is discussed on page 134 of the DEIR.

Planning and Community Development Department

Comment #4: Page 1, Introduction, second paragraph. There's a statement that when adopted, the Area Plan would become part of the Belmont General Plan and must be consistent. I think we had discussed that, as part of this project, we are proposing changes to the General Plan to make sure that policies in the General Plan are consistent with the policies in the San Juan

Hills Area Plan. I have attached a copy of the May 19, 1987 staff report which includes the amendments to the existing General Plan text. [Included as an attachment to the commentary letter.] I think this should be mentioned in the introduction and in the description of the project.

Response: The following text is added to the end of the second paragraph of the Introduction on page 1 of the DEIR:

> "In addition, a number of General Plan text amendments are proposed to achieve consistency between the Area Plan and the General Plan. The proposed General Plan text amendments are included in Appendix B and are considered part of the project, as assessed in this EIR."

The first sentence in the third paragraph on page 15 of the DEIR is revised to read as follows:

> "The proposed project consists of an Area Plan, its implementing ordinances, and associated General Plan text amendments, which provide specific policies to address the unique problems and assets of the San Juan Hills area (City of Belmont, 1986)."

The following new text is added after the third sentence in the third paragraph on page 15 of the DEIR:

> "Associated General Plan text amendments are presented in Appendix B."

The proposed Amendments to the General Plan text attached to the commenting letter are added to Appendix B of the EIR.

Comment #5: Page 10, Mitigation Measure #3, under Visual Quality and page 80, item #3, Mitigation Measures. Design review approval for all new single family residences in the San Juan is listed as a mitigation measure. I read the text of the EIR on visual quality and this mitigation is not justified in that section. I do not feel that design review approval of all new single family residences is necessary or practical. The implementing ordinances of the San Juan Hills Area Plan will set standards for the size, height, vegetation removal, and type of grading used for all new single family residences. These ordinances address the visual impacts discussed in the EIR. Design review for all single family homes is, therefore, not necessary. It would be a burden to property owners and impractical, given the current City staffing.

Response: The commenter is correct that the implementing ordinances of the San Juan Hills Area Plan will set standards for the size, height,

vegetation removal, and type of grading use for all new single family residences which would minimize the potential visual impacts in these areas. However, the resultant development pattern on the receiver sites where the highest development density potential exists could still result in significant visual impacts. This mitigation is revised in Response to Comment #6 below.

Comment #6: Design Review for Receiver Sites. The major visual impact of residential development described in the EIR would be the development of the three (3) receiver sites if property owners choose to increase density through the density transfer program. Under our current ordinances, design review is required for all new development, except single family residences. As an alternative to design review for all single family residences, design review could be required for development on receiver sites. This could be included in the implementing ordinances for density transfer. This would be an acceptable mitigation, if the intent of the mitigation proposing design review for single family residences was to address the visual problems pointed out in the EIR of increased development of receiver sites.

Response: Mitigation Measure #3 on page 10 and page 80 is changed to read as follows:

"3. As part of the implementing ordinances for the density transfer program, design review approval should be required for development of single-family residences on the proposed receiver sites. After a period of application of this design review, an evaluation of the review program should be conducted to determine if its implementation has resulted in a reduction in visual impacts."

Comment #7: Page 61, Hydrology and Drainage Mitigation Measures, number 2. Line 4 -- The word "increased" should be added before creekbank erosion and deposition downstream.

Response: Mitigation Measure #2 on page 61 of the DEIR is revised to read as follows:

"2. A storm drainage investigation should be conducted which addresses not only localized drainage in the San Juan Hills area, but also downstream effects. The study should evaluate potential increased peak flows in Laurel Creek and the potential for increased creekbank erosion and deposition downstream. The possibility of developing a series of check dams to capture silt and check erosion and/or developing retention basins to decrease peak flows should be addressed. This study should be prepared in consultation with the City of San Mateo. This study could be done as part of the recently

authorized EIR on the San Juan Boulevard Stormdrains and the Downdrains in San Juan Canyon and East Laurel Creek."

Comment #8: Line 8 -- The study should be done in consultation with the City of San Mateo, rather than in coordination. As the comments from the City Manager discuss, coordination implies equal participation by both groups. This does not seem practical. On page 46, paragraph 4, under location of development the text states that under the Area Plan, the Bartlett area landowners would be encouraged to merge their lots. In fact, under the policies of the Area Plan, landowners would be required to merge their lots. We are now currently writing a merger ordinance to require this.

Response: The third full paragraph on Page 46 of the DEIR is changed to read:

"The greatest differences in the location of future development would occur in the Bartlett and Laurel Creek Canyon subareas. Under the Area Plan, landowners in the Bartlett area would be required to merge their lots. There are 110 lots in the area with a potential for development of 143 units under the existing General Plan. However, there are only 20 separate ownerships so a great deal of lot merging could occur. The Area Plan would permit a maximum of 28 units in the Bartlett subarea. In the Laurel Creek Canyon subarea, which is currently unsubdivided, the Area Plan would permit development of 86 units, as opposed to the 67 under the General Plan."

## PRIVATE ORGANIZATIONS

### Cipriani Hills Neighborhood Association

Comment #9: We do not believe that ANY of the identified adverse effects will be reduced by mitigation to "a level of insignificance", yet this claim is made repeatedly throughout the DEIR.

Response: Under Section 15382 of the California Environmental Quality Act (CEQA), "significant effect on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance..." Detailed examples of significant effects can be found in Appendix G of the proposed action or project. Mitigation Measures, if followed, are capable of either fully or partially mitigating significant adverse effects, which in turn results in the reduction of impacts to an insignificant level.

The DEIR categorizes all potential impacts due to the project into three categories: effects found not to be significant, potentially significant effects subject to mitigation, and unavoidable significant adverse effects (those that can not be mitigated). These are listed on pages 131-134 of the DEIR.

Comment #10: Permissive language is used throughout the DEIR which raises concerns that the mitigation measures proposed are optional and not mandatory; example, page 8, #3. "Native plant species SHOULD be used for revegetation....."

Response: The Mitigation Measures in the DEIR are recommendations of the consultant, rather than requirements of the City of Belmont. Should the City decide to incorporate the Mitigation Measures as part of the San Juan Hills Area Plan, and its implementing ordinances, then the Plan and ordinances would need to be revised to incorporate the measures.

Comment #11: The DEIR proposes some mitigations that are contrary to established City Policy, i.e. extended hauling and construction hours, extended sidewalks in neighborhoods trying to retain a rural character, widening certain sections of Ralston Avenue.

Response: As stated on page 12 and on page 117 under Mitigation Measure #1 in the Noise section of the DEIR, construction activities would be limited to daytime hours--7 a.m. to 5 p.m. Monday through Friday. These proposed construction times are intended to limit hauling and construction hours, not to extend them. A shorter construction period (e.g., 9 a.m. to 4 p.m.) could also be adopted by the City.

Mitigation Measure #10 on page 96 of the DEIR recommends that pathways or sidewalks be constructed on at least one side of all new streets, as compared to the current City standard which requires that a sidewalk be provided on both sides of new roadways. The recommendation for sidewalks on at least one side of new streets is consistent with Policy 15a of the Draft San Juan Hills Area Plan, stating that, "Develop special hillside road improvement standards, including but not limited to right-of-way width, ...sidewalks..." which are "responsive to local physical conditions", and with Policy 15d, stating that, "Consider the use of paths and narrower sidewalks where this is an appropriate alternative to sidewalks in steep areas." The intent of these policies is to balance the beneficial effects of sidewalk development such as provision of safe pedestrian walkways, facilitation of storm drainage, and long-term protection and reinforcement of asphalt roadways with the potential change in neighborhood character and adverse visual impacts.

Without the recommended traffic improvements along Ralston Avenue such as lengthening of existing left and right-turn lanes, unsafe and/or congested driving conditions would be created at the intersections identified in the DEIR, due to the traffic that would be generated from buildout in the San Juan Hills area. Widening of the roadway itself, other than at specific intersections, is not recommended in the EIR.

Comment #12: There is no discussion of the adverse effects on wildlife and vegetation during the actual construction process, which, according to the "Plan" is anticipated to be a twenty year period.

Response: Adverse effects on wildlife an vegetation during the construction process are discussed on pages 7-8 and on pages 67-70 of the DEIR. Adverse effects that were discussed on these pages include removal or alteration of native vegetation and the habitat types that such vegetation comprises, and the introduction of additional domestic animals into the planning area. Recommended mitigation measures are identified on page 70 of the DEIR.

Comment #13: The document assumes that certain ordinances will be adopted to implement suggested mitigation measures, or as part of the San Juan Plan itself. Since there is no assurance that these ordinances WILL be adopted even if the San Juan Plan is approved, there must be some discussion of the consequences of adopting the "Plan" without such ordinances as "Heritage Trees", Geologic Hazards", "Lot Merger", "Density Transfer", etc...

Response: Adoption of the San Juan Hills Area Plan will depend on the City approving the Plan. If the City decides to approve the Plan, the next step will be to adopt the Plan. Following adoption of the Plan, the City will be required to implement the policies contained within the Plan. Implementing the Plan will be accomplished through the development and adoption of ordinances. The City would not adopt the Plan unless they intended to implement the policies contained in the Plan, i.e., implementation of the Plan means developing and enforcing ordinances to carry out the Plan policies.

In accordance with CEQA, the DEIR includes the mandatory "No-Project" alternative. This alternative is a discussion of the consequences of not adopting the plan, and by association, the implementing ordinances as well; this discussion occurs on page 137 of the DEIR.

In addition, as noted on pages 1 and 2 of the DEIR (last sentence on page 1), as long as the implementing actions do not significantly differ from those discussed in this EIR, no further environmental review for the Area Plan or

implementing actions will be necessary. If the Area Plan or implementing actions do vary substantially from that assumed in the DEIR, further environmental review may be necessary.

Comment #14: There is no discussion of staff levels required to adequately monitor the construction process for strict enforcement of all proposed ordinances.

Response: Once the implementing ordinances have been finalized and adopted, the City will decide the staffing levels that are needed to assure compliance with the ordinances.

Staffing requirements associated with the public services affected by the project are discussed on pages 118 to 126 of the DEIR.

Comment #15: Clarification is needed of the following sentence on page 137 (Growth-Inducing Impacts): "To the extent that development under the Area Plan is accompanied by roadway and service extensions, the project may open up future opportunities for development in areas which are presently considered inaccessible."

Response: An impact is considered growth-inducing if it would create conditions that are conducive for growth and development to occur in an area. The San Juan Hills Area Plan would allow residential development to occur in an area that is currently undeveloped; roadway and service extensions would accompany such development. Oftentimes, service extensions into areas that were previously lacking services serves to foster growth. Although the San Juan Hills Area Plan would have a growth-inducing effect, it would also result in a limit on the total number of residential units that could be built in the planning area.

Comment #16: Financial impacts to the City of the proposed plan and the mitigations required are not addressed. If the financial impacts cannot be quantified this should be clearly stated.

Response: Financial impacts of adopting the San Juan Hills Area Plan are not expected to result in environmental impacts. According to Section 15131 of CEQA, "Economic or social information may be included in an EIR or may be presented in whatever form the agency desires. Economic or social effects of a project shall not be treated as significant effects of the environment..." It is the action of adopting and implementing the Plan, rather than the financial effects of the Plan upon the City, which constitute environmental impacts as analyzed in an EIR.

Comment #17: Page 120 (Potential Impacts) "Improving and maintaining Marberger Avenue would provide year-around through access between the Plateau and Cipriani neighborhoods, thereby supplementing existing entry/exit points on Ralston Avenue. The proposed emergency access road linking Skymont to the rest of the San Juan Area would likewise increase access and police protection capabilities." Such a policy is not included anywhere in the proposed "Plan", and therefore should not be included in the DEIR. What is proposed in the "Plan" is a gated emergency road for Fire ONLY on Marstens and the "Plan" does not address improvements on Marberger to connect Cipriani and Plateau. A connection for thru traffic between Cipriani and Plateau via Marberger shall be prohibited! The only emergency access between Cipriani and Plateau and Cipriani and Skymont shall be a gated emergency access like the one between San Carlos and Hallmark.

Response: Since the San Juan Hills Area Plan contains no policy that specifically calls for either restricted access along Marburger Avenue, or for access improvements to Marburger Avenue, neither possibility would be precluded from occurring. As stated in the DEIR on page 121, emergency access along Marburger Avenue is often difficult to impossible during the winter months. If access improvements were to occur along Marburger Avenue, then emergency access would benefit. Under the Geologic Hazard Ordinance, the geologic hazard that exists on Marburger Avenue would have to be mitigated prior to access improvements.

Comment #18: Given the rate of breakdowns of the San Juan Pump Station and the recurring problems of odor emissions, we do not believe the Pump Station has the capacity to accommodate an increase of any amount (page 126).

Response: In 1983, there were severe and heavy rains which flooded East Laurel Creek and inundated the San Juan pump station. Since that time, the pump station has been operable. The City of Belmont Public Works Department regularly maintains the pump station and has provided emergency generators in the event of electrical failure, as well as security measures to ensure that the pump station is not tampered with. The other pump station, located at East Laurel Creek and Haskins Street, is currently being modified so that it will be compatible with emergency generators. The number of complaints regarding odors from the San Juan pump station have been minimal. The pump station house is outfitted with a device that minimizes the odoriferous gases (John Hopkins, City of Belmont, Department of Public Works).

Both stations were designed to accommodate development that would occur under buildout conditions. Since the San Juan Hills Area Plan would result in fewer units than the General Plan, the capacity of the sewage pump stations would be adequate to serve the proposed development levels outlined in the San

Juan Hills Area Plan (John Hopkins, City of Belmont, Department of Public Works).

Comment #19: The information presented in the DEIR indicates that the proposed "Plan" is not restrictive enough to protect the neighbors property, the native flora and fauna, the cumulative traffic and financial impacts to the community, the natural contours of the hillsides, and the geologic stability of specific areas.

Response: As stated on page 134 of the DEIR, the only significant adverse impact resulting from implementation of the San Juan Hills Area Plan that could not be mitigated is the cumulative increase in traffic volumes at the critical intersection of Ralston Avenue/El Camino Real.

As indicated in Table 1 of the DEIR, the San Juan Hills ARea Plan is more restrictive in terms of the number of units that could be built in the planning area than what the General Plan allows. In general, the lesser level of development allowed under the Area Plan can be expected to result in less intensive impacts than the level of development that would be allowed under the General Plan. A more restrictive alternative to the Plan is discussed on pages 140-141 of the DEIR.

Comment #20: Page 96. Additional mitigation needed: Stop signs at Cipriani and San Juan Canyon Road and Ponce Avenue and Cipriani to control traffic on Cipriani. Speed control BUMPS to replace Bots Dots on upper San Juan Canyon Road.

Response: Mitigation Measure #3 on page 95 and on page 11 of the DEIR states: "A priority list should be developed to provide stop signs on lower volume approaches to internal intersections. Signs should be installed first at high accident locations, and as funds permit, at all other locations." This Mitigation Measure addresses the need for stop signs at Cipriani and San Juan Canyon Road and at Ponce Avenue and San Juan Canyon Road. Speed bumps are normally used in areas where speeds of five to ten miles per hour are needed, such as parking lots. Upper San Juan Canyon Road is a residential street; the legal speed limit on residential streets is 25 mph.

Comment #21: Page 69. Modification of Streambeds. The proposed Plan should not allow the modification of any streambeds.

Response: Policy 9 of the Natural Resources section of the San Juan Hills Area Plan states:

"Protect streams and creeks by:

a. requiring that development, including roads, is set back from riparian corridors, and

b. preventing road alignments that cross creekbeds."

Implementation of these policies should minimize any disturbance of riparian areas and avoid the need for any streambed alteration agreements.

Comment #22: Page 25. Open Space Buffer. As a buffer is proposed as part of the Open Space Policy, the DEIR must list methods the City can utilize to acquire the open space buffer. At the very least, the DEIR should list potential funding sources, as well as organizations that could be utilized as resources to help find funds.

Response: The acquisition of an open space buffer between the San Juan Hills and Sugarloaf Mountain will depend on the City of Belmont conducting negotiations with the City of San Mateo. The Midpeninsula Regional Open Space District could provide potential assistance during the negotiation process.

The following mitigation measure is added to page 47 of the DEIR:

"3. The City of Belmont should work with the City of San Mateo and the Midpeninsula Regional Open Space District to ensure the presence of an open space buffer between the planning area and Sugarloaf Mountain."

Comment #23: Page 32. Heritage Tree Ordinance and Excavation Restrictions and Design Review Ordinance must be added to the list of proposed ordinances.

Response: Preservation of heritage trees is provided for under policy 8c of the Natural Resources section of the San Juan Hills Area Plan which states,

"protect historic and scenic trees."

If the City deems it necessary to provide additional protection for trees, an ordinance to accomplish this can be developed.

The Geologic Hazards Ordinance, when completed, will provide excavation restrictions within the planning area.

Design review of future development in the planning area is expected to occur through the combined effect of the implementing ordinances of the San

Juan Hills Area Plan. The ordinances providing this function include a Geologic Hazard Ordinance, a Slope/Density Ordinance, a Merger Ordinance, Slope Intensity and Density Transfer Ordinances and development standards regarding grading, vegetation protection, and hillside roads. See also Comments #5 and #6 and the responses to these comments.

Comment #24: The DEIR shows conflicting statements regarding traffic impacts (pages 131-136).

Response: Considered by itself, additional traffic resulting from buildout of the Planning Area would not constitute a "significant effect". However, when project-generated traffic is considered along with the cumulative traffic that would be generated due to other projects in the area, an "unavoidable adverse effect" would occur at the critical Ralston Avenue/El Camino Real intersection (page 134). The traffic impacts addressed on page 136 relate to the project-generated plus cumulative traffic.

Comment #25: Page 24. Natural Resources Preservation: Change the word "ensure" to "mandate" and "encourage" to "ensure".

Response: The text cited on page 24 of the DEIR is a synopsis, rather than a verbatim passage, of the goals and objectives of the San Juan Hills Area Plan. The City will determine the statutory language of this Plan.

Comment #26: Secondary Dwelling Units. The issue of secondary dwelling units is not addressed in the "Plan" or the DEIR. This issue must be addressed as it has the potential for a considerable increase in density over what is proposed. If a secondary dwelling unit, as allowed by State Law and City Ordinance, were to be added to each dwelling unit proposed for the San Juan Planning Area the additional negative impacts must be addressed. If Secondary Dwelling Units are not going to be allowed in the San Juan Planning Area the "Plan" must include this provision.

Response: It is likely that secondary dwelling units would be incapable of meeting the development standards contained in the various implementing ordinances of the San Juan Hills Area Plan. The amendments to the General Plan assuring compliance with the Area Plan (see attachment to City of Belmont Community Development Department commenting letter) are expected to have a similar effect in terms of discouraging development of secondary dwelling units.

Comment #27: Page 30. Road Improvements: Change the word "discourage" to "prohibited".

Response: Please see response to Comment #25.

Comment #28: The "Plan" should allow a minimum street width of 16 feet to further minimize excavation.

Response: A minimum street width of 16 feet is too narrow for passage of emergency vehicles.

Comment #29: The "Plan" must include provision for the preservation of the Eucalyptus trees on the "horse ranch" property.

Response: In order to make the horse ranch property a viable receiver site, protect the sensitive riparian areas in the canyon and create permanent open space areas at the sender sites, a portion of the eucalyptus trees on the horse ranch property are expected to be removed. Removal of these non-native species would not constitute a significant biological impact.

Comment #30: Undergrounding of utilities must be prohibited in areas where undergrounding would cause extensive disturbance of natural vegetation.

Response: Natural Resources Policies 8a through 8d of the San Juan Hills Area Plan protect natural vegetation through the following:

"a. minimize the removal of vegetation,
b. protect and restore vegetation which stabilizes soils and reduces surface water runoff, erosion and sedimentation,
c. protect historic and scenic trees, and
d. provide revegetation of all significant tree cover."

Comment #31: Alternatives should include under "more restrictive" a 75% reduction in density.

Response: A more restrictive alternative is addressed on pages 140-141 of the DEIR. This more restrictive alternative would consist of approximately 27 units (seven percent) less than could occur under the proposed Area Plan.

It should be noted that the EIR assesses maximum buildout under the Area Plan. If the proposed lot merger and floor area ratio policies and implementing ordinances are successful, actual buildout under the Area Plan would be less than that assessed in the EIR. The EIR did not account for this potential reduction since the policies depend upon voluntary participation and there is no guarantee that the reductions would be achieved. If the slope intensity and density transfer programs are successful, buildout under the

plan would consist of 275 to 300 units, rather than the 372 units shown in Table 1.

A more restrictive alternative than that assessed on pages 140-141 of the DEIR would be unlikely to prove feasible due to the current lot pattern of the area. As shown in Figure 4 and Table 1 of the DEIR, there is currently a potential infill for 105 lots on improved roads and 499 lots on unimproved roads. Only about 78 of these lots are in currently unsubdivided areas. Without the proposed Area Plan, the unsubdivided area would be the only practical area in which to achieve more restrictive densities. The potential reduction would not be significant, and as shown in Table 1, the proposed Area Plan would remain more restrictive than would reduced densities under the current General Plan.

The following additional text is added to page 141 of the DEIR:

"More restrictive alternative scenarios, such as a 50 percent or 75 percent reduction relative to the proposed Area Plan would result in a further relative, reduction in environmental impacts. However, the overall distribution of these fewer units would be similar to that occurring under the Area Plan and the need for mitigation related to specific areas of development would remain (e.g., areas of geologic hazard, visual impact, infrastructure improvements, etc.). Thus, even with a substantially reduced number of permitted units, recommended policies and mitigation measures related to environmental concerns identified in this report would remain. In addition, due to the current lotting pattern in the area it is unlikely that a significant practical reduction in potential number of units could be achieved."

**Cipriani Neighborhood Association Board Members**

Comment #32: As professional geologists who have resided in the Cipriani Hills area of Belmont for approximately 15 years, we are aware of the hydrogeologic conditions of the San Juan Canyon area. The Geologic Hazards Analyses Report by Cotton and Assoc. (1985) and the San Juan Hills Area Plan (1986) stress the geologically unstable conditions present in the area. Our concerns relate to the basically generalized approach as stated in the Geology and Soils Section (p.48-56) and the Hydrology and Drainage Section (p.57-61) of the DEIR.

Response: The Soils and Geology, and Hydrology Drainage sections of the DEIR are intended to summarize the existing conditions and potential impacts of the proposed Area Plan and implementing ordinances. As such, these sections are neither as detailed as the background reports and information

from which they were prepared (for Geology this is primarily the 1985 Cotton Report), nor are they as site-specific as the geologic and hydrologic analyses which would be required for specific proposed developments (see Response to Comment #34, below). Specific impact analyses can only be prepared when specific developments are proposed since the impacts would vary with different projects.

Comment #33: Since the topography of the area is characterized by narrow valleys enclosed by steep slopes, investigations and proposed guidelines for slope stability are of main concern. Slope stability in the area is extremely susceptible to seismic shaking, rock type, water content of the rocks, and physical structures emplaced on the slopes. The interrelationship of these four factors in predicting slope stability for an area such as San Juan can not be over emphasized. For example, Cotton and Assoc. (1985) (p.29) properly point out the role of seismic shaking as a triggering mechanism for earthquakes. Not mentioned, however, is the complementary effect that loose materials occurring in landslide debris (as in alluvium) under saturated conditions will amplify the intensity of the shaking itself and thus further endanger the slopes and structures built upon them.

Response: In order to clarify the interrelationships between the factors influencing slope instability, the following paragraph is added as the first paragraph of page 50 in the Geology and Soils section of the DEIR:

> "Slope instability, including landsliding, debris flow, mud flow, slumping, and rockfalls could all occur in the planning area. Steep slopes are present in the planning area; their stability is influenced by the rock types and bedding subsurface, surface and subsurface water content, grading and type and weight of structures built on the slopes. In addition, because seismic shaking can serve as a triggering mechanism for slope failure, the local intensity of seismic shaking must be considered in assessing slope stability."

To further clarify this issue, the following sentence is added to the end of the second paragraph on page 50 of the DEIR:

> "It should be noted that this slope stability can vary on a micro scale depending on site-specific geologic conditions, and on the saturation conditions as discussed above. For example, saturated, loose materials in old landslide deposits can further amplify seismic shaking, thereby decreasing local slope stability."

Comment #34: Implementation of a well defined geologic hazard ordinance to regulate the number and design of structures for the area must include

explicit criteria to define when an engineering geologic investigation is required and most importantly, the requirements of what is to be included in the report. Soils reports on all site development and building permits should be required (p. 26, Cotton and Assoc., 1985) Since the Geologic Map submitted by Cotton and Assoc. (1985) does not reflect structure in the subsurface, areas that appear stable can in fact, be underlain by extremely geologically unstable material. Therefore, at a minimum, we encourage engineering geologic investigations for all projects involving grading in addition to those conditions stated by Cotton and Assoc. (1985). On-site inspections by the City Geologist prior to and during grading activities and at the completion of such projects definitely should be included in the ordinance.

Response: The recommendations of the Cotton report (1985) regarding required geotechnical investigations are recommended for adoption as Mitigation Measures on page 55 and on page 6 in the Summary of the DEIR. This includes the recommendation on page 26 of the Cotton report which suggests that "...all applications for site development and building permits should be accompanied by soils reports addressing the characteristics of expansive soils."

To clarify required investigations, the following sentence is added following the first sentence of Mitigation Measure #3 on page 55 and on page 6 in the Summary of the DEIR:

"As recommended by the William Cotton Report, engineering geologic investigations should be prepared for development in the area."

In addition, the following sentence is added to the end of Mitigation Measure #3 on page 55 and on page 6 in the Summary of the DEIR:

"The ordinance should include on-site inspections by a geologist before, during, and after grading activities."

Comment #35: Cotton and Assoc. (1985) (p. 37) stress the importance of soils and foundations engineering investigations by a registered civil engineer for hillsides steeper than 10% and mention as well the need for such studies in relatively flat terrain due to the frequent presence of expansive soils, high ground-water, loose soils, "etc." Since Belmont's policy has been to accept geotechnical reports for site development projects that were done during the dry season, little is known about actual saturated soil conditions (winter conditions) in the study area. The vast number of springs active during the winter and those active all year are not documented; therefore, in conjunction with the lack of water wells in the area, little is known about the ground-water system in the San Juan area. Perched aquifers on the

hillsides of the study area are numerous and without drilling (completed during engineering geologic investigations), soil investigations during the dry season often may prove futile for revealing geologic hazards until it is too late.

Response: The Cotton report recommendations incorporated in the mitigations of the DEIR include investigations of high ground water (Cotton, 1985, p. 37) and subsurface drainage (p. 38) for hillside areas and some local flatland areas. Seasonal variations in groundwater levels should be considered by the City in reviewing these reports. The reports should note indications of springs and seeps (i.e., riparian vegetation) that may occur even if these features are not flowing at the time of the investigation.

Comment #36: The DEIR hydrology section addresses surface water hydrology with no mention of the ground water hydrology. Hydrology can not be understood without knowledge of both aspects and it is recommended that this section be revised to address this most important hydrogeologic input for evaluating future development in the area.

Response: The following is added as the last sentence to the first full paragraph on page 57 of the DEIR in the Hydrology section:

> "There is little information available regarding subsurface hydrological features in the San Juan Hills Area. However, there are surface features, such as seeps and riparian vegetation, which are indicative of high groundwater levels."

## INDIVIDUALS

### P.M. Melliar-Smith

Comment #37: I wish to comment on the Environmental Impact Report for the San Juan Hills Area Plan, prepared by LSA Associates, Inc., dated April 1987. On page 126, the report states that new sewer lines would be required to be located in roadway rights-of-way for ease of maintenance. While I understand the problems currently created by sewer lines constructed through rear yards, I believe that this requirement does not adequately consider the topography of the area. In many areas, new construction will be downslope from existing construction and will be accessed by roads downslope from the existing construction. If sewer pipes are restricted to lie entirely within these roads, several new sewer pumping stations will be required. In particular, the opportunity for a gravity sewer line through the canyon to serve the Naughton/Horse Ranch/Green Court area would be precluded.

I request that the Environmental Impact Report compare the proposed policy:

- o New sewer lines would be required to be located in roadway rights-of-way for ease of maintenance.

with the alternative

- o New domestic service sewer lines would be required to be located in roadway rights-of-way for ease of maintenance. New main sewer lines without service connections could be constructed in undeveloped dedicated access easements provided that the access easements are acceptable to the City Public Works Department.

In comparing the impacts of these alternatives, consideration should be given to:

- o The number of pumping stations that may be necessary.
- o Ease of maintenance.
- o Public health and safety (there have been major failures resulting in spillage of raw sewage at pumping stations in Belmont).
- o Public nuisance (e.g. odors at East Creek Drive).
- o The difficulty of ensuring that private pumping stations do not eventually revert to the City for maintenance (e.g. Hastings).
- o The risk that unnecessary and undesirable roadway rights-of-way will be dedicated in undeveloped areas so as to accommodate sewer lines.

Response: This comment is directed to a policy of the proposed Area Plan which is reiterated on page 126 of the DEIR. Replacement of the Plan policy with the proposed alternative would permit sewer lines (without service connections) to be constructed in other areas. Although in certain instances alternative locations may be found acceptable to the Public Works Department, the prevalence of geologic hazards in the planning area would make many locations unacceptable for sewer line connections due to environmental, public safety and maintenance constraints. This policy language change may be considered by the City in the review of the Plan.

Specific numbers and locations of sewer lines or pumping stations that would be developed under either of these policies and potential pump station

failures or nuisance odors that may occur cannot be determined in the absence of specific development plans for the area.

David Charles Steiner

Comment #38: To put things in context with my situation I will describe it. Upper Lock currently has water, sewer, gas, and electricity at the property's edge. There are homes up and down the street from my lot. The slope is moderate (39% average slope and even less at the building site) from the estimation of an architect who is constantly dealing with foundations, soils and geologic reports, and slope drainage. The only reason stated for not allowing a building permit when my application was submitted in December of 1985 was that the road wasn't paved. Numerous homes on the Peninsula are doing fine without paved roads.

The report had no analysis of my type of situation. The report had no explanation of why my lots should be required to help with the mitigation measures proposed for a sliding parcel nowhere near my property and why other land in Belmont should not be required to help with the mitigating measures proposed.

Page 1, 4th Paragraph, 3rd Sentence: ...lower the potential buildout... This word, "lower," is a distortion and should read closer to "significantly inhibit" the potential buildout of the San Juan Hills.

Response: This comment is directed to specific Area Plan policies which address potential constraints to development in geologically hazardous areas. These policies are discussed on pages 50-56 of the DEIR. The EIR does not address the City's building permit review process. The Area Plan requires detailed soils engineering and engineering geologic investigations for steep and potentially unstable lots and requires mitigation of geologic hazards prior to development of roads or structures in areas with moderate or high hazards. In some instances, this may include mitigating off-site geologic hazards. The use of the word "lower" on page 1 of the DEIR is an accurate representation of the effect of Area Plan policies on the total buildout potential of the San Juan Hills area.

Comment #39: Page 2, #1: ...and any potential loss of open space... How can there be a loss of open space if it's currently zoned R-1.

Response: This comment refers to the Initial Study prepared by the City of Belmont, not the DEIR. As discussed on page 44 of the DEIR, not all of the planning area is designated R-1. The unsubdivided areas in the San Juan Hills are currently designated permanent Open Space (OS) under the Belmont General

Plan. Under existing zoning designations, one unit per acre is permitted in the Open Space areas.

Comment #40: Page 2, Bottom: ...EIR is to serve as an objective... The report often is non-objective and presents itself as factual when it is giving a subjective point of view. A few of the many examples will be identified subsequently.

Response: The contents of the EIR are based on technical studies conducted by the EIR consultant and other specialists under contract to the City of Belmont. The purpose of an EIR is to provide decision-makers and the general public with full, objective disclosure and clear and concise descriptions of the environmental effects of proposed actions. The DEIR for the proposed San Juan Hills Area Plan has been prepared with this objective.

Comment #41: Page 5, Land Use: 1) The City should take an active role... Why is an objective report stating a political philosophy?

Response: This mitigation measure is intended to ensure that property owners who are affected by the Area Plan are provided with information and processes which will enable participation in the programs established by the Area Plan. Implementation of plans and ordinances adopted by City governments is generally considered a local agency (i.e., City) responsibility.

Comment #42: Siting buildings such that the "view corridors" are left intact for the surrounding residential areas sounds wonderful, but why shouldn't all the beneficiaries be contributing financially to the displaced property owners. There is no mention of the funding for recommended measures proposed. Without this as part of the context, anything can be proposed. Why not have all existing homes removed to make it a purely natural setting? The point is who is going to pay for the reimbursement to the property owners for the devaluation of their property when lot merging, resubdividing and density transfer are imposed.

Response: Lot merging, resubdividing and density transfer are not proposed as a means of retaining "view corridors." These programs are intended to confine the locations of future development to areas where severe geologic hazards do not occur. As discussed on page 31 of the DEIR, Area Plan policies would effectively preclude development on many lots in the planning area. However, landowners of undevelopable parcels would be presented with some value for their land, as they would be permitted to sell their development rights to other property owners.

Comment #43: Page 5, Geology and Soils, 1st sentence: Policies were formulated based on "detailed" assessment... The study by Cotton was a general assessment of the conditions. The report does not mention that the current General Plan requires geologic reports and has total authority whether mitigating measures have been sufficiently addressed. Instead the EIR report recommends further needless costs be imposed on the property owners, duplicating the City's current permit process.

Response: The William Cotton report provided a detailed assessment of geologic conditions in the San Juan Hills area. Due to the size of the area, geologic maps were interpreted at a general level and recommendations for site-specific geologic investigations were presented. This study was not conducted as a duplication of the City's current permit process, but rather refines the process based on a broader and more detailed base of information about geotechnical conditions in the planning area.

Comment #44: Page 7, Hydrology, #2: Didn't the City just get finished doing a storm drainage investigation relating to the new storm drainage taxes?

Response: The recommendation for further storm drainage study would not duplicate the investigation conducted for the Storm Drainage Task Force in 1986 but would provide a more detailed assessment of downstream flooding impacts. As identified on page 59 of the DEIR, downstream flooding impacts have not been fully addressed in investigations conducted for the planning area to date.

Comment #45: Page 11, Traffic, #8: There is no substantiation of the statement why a sidewalk should be constructed on at least one side of the street.

Response: The text presented on pages 4-14 of the DEIR is a summary of the entire document. Substantiation of particular impacts and mitigation measures identified in the summary can be found in the Environmental Setting, Potential Impacts, and Mitigation Measures chapter of the report. Potential safety concerns resulting from traffic generated by buildout under the Area Plan are identified on page 91 of the DEIR.

Comment #46: Page 20, Project Description, 4th Paragraph: The planning process involved extensive coordination with community groups and "individuals"... This is a distortion. Only certain individuals opinions and observations were addressed or considered. I was present at numerous San Juan committee and Planning meetings to express my position and continually asking what was being planned to compensate the property owners and how their rights were to be maintained. It is quite apparent from reviewing the San Juan

report, the Area Plan and the EIR report that differences of opinion were systemically ignored.

Response: The EIR addresses the draft San Juan Hills Area Plan prepared by the City of Belmont. The Area Plan was based on the recommendations of the San Juan Committee, a special committee comprised of two City Council members, one Planning Commission member and three homeowner association representatives. All interested parties were placed on the Committee's mailing list and received committee agendas and minutes. In addition, all Committee meetings were open to the public. Comments received at the meetings were considered by the Committee in formulating the recommended goals, objectives and policies of the Area Plan.

Comment #47: Page 21, Technical Project Description, 2nd Paragraph: Slope of vacant land in the San Juan Hills area is "extremely high"... What kind of objective language is this?

Response: The phrase "extremely high" is followed by the phrase "ranging between 15 percent and 75 percent." This provides the quantitative substantiation for the initial description.

Comment #48: Page 25, Geologic Hazards, 3rd Sentence: It states no exception would be made to this policy in areas mapped as having potential debris flow movement or actively moving deep landslides. Does this mean even if geologic data and engineering solutions assess that development is feasible, that it still could not be improved?

Response: As shown on Table 3 on page 54 of the DEIR, development of residential units would not be permitted on areas which are mapped as having potential debris flow movement or actively moving deep landslides unless it is clearly demonstrated that the geologic map is in error or that improvements have been undertaken which change the geologic conditions and remove the hazard.

Comment #49: Page 25, Open Space: Additionally, a continuous greenbelt of publicly-owned open space should be established. This statement has no supporting evidence to back up how this is done.

Response: The discussion on page 25 of the DEIR summarizes the policies of the Area Plan. This comment, therefore, is directed at the Plan and not the EIR.

Comment #50: Page 26, Land Use Designations, (b): The purchasing of density transfer from owners of lots with geologic hazards will give value to these wasted lots.

Response: Subsection (b) on page 26 discusses the Hillside Residential and Open Space designation in the Area Plan. See also the response to Comment #42.

Comment #51: Page 29, Table 2: This table's data is arbitrarily derived and repressively restrictive. It is a misconception that grade slope is directly related to the amount of floor area that should be allowed on a site, which is what this chart indicates. Percent of lot coverage is the method for figuring FAR. Does this chart read that if my lot is 40,000 s.f. and is 35% slope that it is not a buildable parcel? If it does, the chart is totally baseless when comparing it to surrounding neighborhoods slope/house square foot relationship or that a significant number of problems are associated with the slope/house square foot relationship.

Response: The Table presented on page 29 of the DEIR presents the slope density formula for the Hillside Residential and Open Space (HROP) areas that has been recommended by the San Juan Committee for use in the Area Plan. The commenter's interpretation of this table is correct. This comment does not pertain to the adequacy of the DEIR, but rather is directed at the Area Plan.

Comment #52: Page 30, Density Transfer: This concept has proved to be an outrageous failure in the communities that it has been tried and a follow up investigation of these communities should be done.

Response: Comment noted. This comment is directed at the Area Plan rather than the EIR.

Comment #53: Page 36, at Top (i): Development slopes exceeding 30% shall be avoided whenever possible. This report did not consult a qualified structural or soils engineer to make this conclusion.

Response: The reference on the top of page 36 is identified as policy 1016.4 (i) of the Belmont General Plan. It is not an EIR conclusion.

Comment #54: Page 40, 2nd Paragraph: The Cotton report was too general and vague to use to classify property into a moderate or critical geological hazard table.

Response: The geologic hazard table presented in the Cotton report is presented on page 54 of the DEIR. The geologic hazard policy map is shown in

figure 10 on page 51 of the DEIR. The Cotton investigation identified potential geologic hazards throughout the entire planning area; refinement of the geologic map is permitted based on site-specific geologic investigations.

Comment #55: The "objective" report has no positive elements listed for any of the improvements that would take place to any of the areas.

Response: The EIR addresses both the beneficial and adverse environmental effects of the proposed Area Plan and implementing ordinances.

Comment #56: There is nothing in the report discussing property owners views, property owners rights, or how displaced property owners will recoup their loss.

During the May 19th EIR meeting, the councilwoman seated 2nd from left questioned why there was any discussion or indication of Marberger ever going thru to Upper Lock. Is it any wonder why the property owners don't trust the City's intentions or believe for a moment that this isn't a no growth scam? The report explains if the mitigating measures are engineered and corrected etc., the road could go in. I guess the camouflage can only last so long before true intentions slip out.

Response: Comment noted.

## PUBLIC HEARINGS

### City of Belmont Planning Commission Hearing (May 5, 1987)

### Commissioner Green

Comment #57: Commissioner Green had a question on page 23, Table 1, Current Lots and Maximum Buildup Potential on San Juan Hills Area Plan, 10th item, Laurel Creek Canyon (Unsubdivided)--the maximum buildout under the Area Plan was actually greater than under the General Plan and wondered how that could have happened?

Response: The maximum buildout in the Laurel Creek Canyon area under the San Juan Hills Area Plan would be greater than buildout in this area under the General Plan since the Area Plan is predicated on permitting development based on land characteristics, particularly slope. Because the Laurel Creek area includes several large, relatively level areas, it would serve as a receiver site under the Area Plan. Under the Area Plan, certain portions of the planning area would have development rights transferred to areas designated as

receiver sites and transferrance of development rights would result in greater densities at receiver sites.

Sal Pantano

Comment #58: Looking forward at the aspects of the plan, the plan seems rather confiscatory and it takes away the rights the people thought they had. Mr. Pantano stated that transfer density is screwy and he didn't think there's any community that has adopted that type of a plan that can say it has worked successfully. Sometimes it is hard for one couple to decide what to do with their individual property. He asked who will receive the benefit of transfer density. The taxpayers of the City of Belmont have spent a considerable sum of money on the basis of staff time and consultant's time building up the pros for the San Juan Plan. He had not heard anything wherein the City Council or the Planning Commission have authorized any expenditure of funds for the con of the San Juan development plan. The consultants who worked on the EIR is an independent firm and was to look at all aspects and the results showed that it was all pro and no con.

Response: The intent of the San Juan Hills Area Plan is to simultaneously accomplish two basic things. The geological hazards associated with the San Juan Hills were relatively unknown at the time that the planning area was subdivided in the early 1920's. Geologic hazards either completely or partially overlay many of the lots and some of the roads in the San Juan Hills. Given these development constraints, the City is attempting to devise a way for landowners to utilize their land, while avoiding the hazardous conditions in the San Juan Hills. Rather than revoking development rights where hazardous conditions exist, the City is providing a mechanism--the various implementing ordinances--to ensure that landowners can both exercise their development rights and avoid the hazardous geological conditions.

The DEIR considered the potential adverse impacts of the San Juan Hills Area Plan. The potential adverse impacts are those for which corresponding Mitigation Measures were developed in each of the chapters under the "Environmental Setting, Potential Impacts and Mitigation Measures" section of the DEIR.

P.M. Melliar-Smith

Comment #59: In reference to the sewer collection matter on page 126 requiring that new sewer lines should be located in roadway rights-of-way for ease of maintenance. This was requested by John Hopkins [City of Belmont, Director of Public Works] because of the great difficulty encountered in the middle of the night in trying to maintain sewer lines through people's

backyards on the side of steep hills. The requirement, in that sense, is reasonable, but the problem is that it doesn't address the topography of the canyon. The topography is basically is that the existing construction is on the top of the hills and it's the desire of the plan that the bottom of the canyon should remain undeveloped and that, therefore, the new construction will tend to be downslope from the top of the hills and not down into the canyon and will be accessed by roads that come downhill from the top of the hill. That means that any place which is allowed a sewer line into the roads then there will be a pumping station. There are adverse impacts of pumping stations which should be addressed by the EIR.

Response: Please see the response to Comment #37.

City of Belmont Planning Commission Hearing (May 19, 1987)

Mike McHugh

Comment #60: The DEIR did not address the environmental impact of adopting the restrictive ordinances that would prevent any development of the unimproved roads in the San Juan Hills. If the Planning Commission and the Council adopted the San Juan Hills Area Plan with very restrictive building requirements, specifically, the floor area ratio, it would make it impossible or financially infeasible to pave the roads and put in storm drains, curbs or retaining walls as necessary that would mitigate the geologic hazards that exist. It mentioned the total number of houses that would be built which was unrealistic since it assumed there was a certain number of lots that would not be built on. The DEIR doesn't address the restrictive ordinances which would prevent the geologic hazards from being dealt with in a constructive manner.

Response: There is no ordinance specifically preventing improvement of the unimproved roads in the San Juan Hills area, and therefore the DEIR could not address such an ordinance. The proposed floor area ratio in the San Juan Hills Area Plan would be implemented through the Slope/Density Ordinance; this ordinance would result in more restrictive building requirements than those of the General Plan, as noted by the commenter. The San Juan Hills Area Plan is proposing that those who would benefit from improvements such as the mitigation of geologic hazards, the paving of roads, and the development of a storm drain system be required to finance the improvements. It would be feasible to finance needed improvements through the establishment of an assessment district which would function to collect fees from those who would benefit from the improvements.

The San Juan Hills Area Plan is different than the General Plan. One of the primary differences between the two plans is in the number of units that

could be developed in the San Juan Hills. The General Plan assumes one unit per lot; the San Juan Hills Area Plan assumes one of three possibilities for each lot. Some lots would have one unit; other lots would have more than one unit; and other lots would have only a fraction of a unit.

Lida Paetzke

Comment #61: The DEIR did not describe Ralston Avenue as a scenic corridor. She commented about the lack of a much more restrictive alternative, such as the 50% reduction in density. She was also concerned about the mitigation measures concerning the cumulative traffic impacts from this and other projects regarding the Ralston and El Camino intersection. The DEIR said to add more through lanes in order to accommodate all the cumulative traffic. Who will supply the through lanes, where will they come from, and when will this happen? What will happen if this doesn't happen? She didn't think that type of mitigation was adequately addressed. The DEIR seemed to dwell on the need for a left turn lane from Cipriani onto San Juan Canyon Boulevard because the people who turned left there created traffic blockages. It didn't mention that the biggest traffic hazard at the intersection are: 1) the buses that stop and block one entire lane of traffic at the intersection and 2) the emergence and egress and ingress of the emergency vehicles from the fire station.

Response: The Visual Quality section of the DEIR on pages 71 through 80, discusses the visual attributes of the San Juan Hills Area; Ralston Avenue is noted for the views it provides of Laurel Creek Canyon, Sugarloaf Mountain and the San Francisco Bay. Ralston Avenue is identified as a scenic route in the second sentence of the third paragraph on page 71 of the DEIR. The following text is added after this sentence:

"Ralston Avenue is designated as a Scenic Road throughout its length in the Belmont General Plan."

Please see the response to Comment #31 and pages 140-141 of the DEIR regarding a reduction of density alternative.

The DEIR identifies the existing and potential need for additional through lanes at the Ralston Avenue and El Camino Real intersection (Mitigation Measure #12 on page 96 of the DEIR). These improvements could be funded by implementing a traffic impact fee to which new developments could contribute.

The following is added as the last sentence to page 83 of the Draft EIR in the Traffic and Circulation section:

"In addition to the vehicles turning left from Cipriani Boulevard onto San Juan Canyon Boulevard and creating traffic blockages, there are also buses stopping on Cipriani Boulevard at the intersection, which further contributes to congestion."

Although the dispatching of emergency vehicles from the fire station at the corner of Ralston Avenue and Cipriani Boulevard can disrupt traffic, the frequency of trips does not result in regular congestion of traffic at the San Juan Canyon Boulevard and Cipriani Boulevard intersection.

Hartley Laughead

Comment #62: Would a left turn lane and extra lanes on Ralston mitigate the Ralston Avenue traffic? There isn't enough room to widen streets because it would have been done.

Response: The Mitigation Measures proposed for Ralston Avenue recommend lengthening the left-turn lanes that already exist, rather than creating entire new left-turn lanes. Lengthening of the left-turn lanes on Ralston Avenue would involve minimal or no widening of Ralston Avenue.

Commissioner Rianda

Comment #63: On page 94, index values of existing volumes, indexes of 3.2 and 3.3 which correspond with traffic volume of 300, the volumes are only in the hundreds--does this mean that even though traffic is lower there's a higher impact than what the traffic warrants?

Response: The index values of existing traffic volumes at the locations listed in Table 7 on page 94 of the DEIR are derived from the Traffic Infusion on Residential Environments (TIRE) analysis that is intended to show how traffic in a residential environment will affect activities such as walking, bicycling, and maneuvering a vehicle out of a driveway. The focus of this type of traffic analysis is more qualitative than quantitative; a resident perceives a change in the residential living environment with each numerical change of 0.1 or more. A 0.1 or greater addition to the existing traffic volumes indicates that a resident has realized that their living environment has more traffic moving through it than before.

Comment #64: He questioned the density transfer in the Christian-Skymont area and the recommendation is for not more access onto Ralston than Christian Drive. He couldn't see that there would not be an impact on Christian and on the traffic more than what was represented in the DEIR. It does mention the

effect on Christian but it's Marsten that would be a bottleneck since it's a lot narrower than Christian. Mr. Rianda stated that the density transfer is up along Christian and Marsten.

Response: Mitigation Measure #11 on page 96 of the DEIR in the Traffic and Circulation section and Mitigation Measure #9 on page 11 of the DEIR in the Summary section identified potential traffic impacts on Ralston Avenue if direct access were to be provided onto Ralston Avenue and recommended that, "Green Court traffic should be rerouted to access Christian Drive via Marsten Avenue. A new access directly to Ralston Avenue to serve the Green Court area is not recommended due to its impact on Ralston Avenue traffic flow."

In formulating this recommendation, traffic counts were conducted at the intersection of Christian Drive and Ralston Avenue, which was determined to have adequate capacity for both existing traffic volumes and future traffic volumes, as shown in Table 4 on page 87 of the DEIR. The maximum number of additional vehicles that would use Marsten Avenue under the San Juan Hills Area Plan is 68. The capacity of Marsten Avenue is adequate to accommodate this flow. It is expected that residents will perceive a change in their living environment due to the additional traffic along Marsten Avenue, as explained in response to Commenng about? Ms. Costello stated that there was a proposal for emergency access in the Area Plan and that came from San Juan Boulevard to Marsten as an unpaved gated access.

Commissioner Feierbach

Comment #65: Page 88, trip distribution, "roadway connections of the Cipriani area to Plateau via a paved Marburger Road"--she was concerned about connecting Marburger with Cipriani and Plateau. She didn't think it was a good idea that people would be going up San Juan, turning right on Marburger, making a left on Upper Lock and going out.

Response: Please see response to Comment #17.

Comment #66: Page 70, mitigation measure #3, vegetation and wildlife--she would like the Commission at a later time to consider that native plant species must be used for revegetation of native species which were removed. For instance, a removed oak tree should be replaced with an oak tree. She would like to see a heritage hills ordinance introduced as a mitigation for tree removal.

Response: The policies of the Area Plan address preservation and protection of historic and scenic trees.

Comment #67: The DEIR recommended that if the neighbors agreed to not have any parking on one side of the street, she thought that bumps ought to be considered on San Juan. There are already bumps on Winding Way and Mezes. Construction effects should be taken into account in the DEIR since there had been a lot of development and excavation in the San Juan area during the past ten years. The hours that were recommended were 8:00 to 4:00, and she thought excavation hours were 9:00 to 2:30 and she thought they should be kept within those hours.

Response: Please see response to Comment #20 regarding the possibility of speed bumps on San Juan Canyon Boulevard.

Please see response to Comment #11 regarding construction hours duration.

Comment #68: She would also like the DEIR to address no sidewalks since she would like to preserve the rural character of this subcommunity.

Response: Please see response to Comment #11.

Comment #69: Page 13, #3 -- to ensure adequate provision of emergency access to the Skymont area, the City should...--what emergency access is it talking about? Ms. Costello stated that there was a proposal for emergency access in the Area Plan and that came from San Juan Boulevard to Marsten as an unpaved gated access.

Response: The commenter is referred to the full text of the Fire Protection portion on page 118 through 119, the Police Protection portion on pages 119 through 120, and to the Road Development and Maintenance portion on pages 120 through 124 of the Public Services and Utilities section of the DEIR. The need for adequate emergency access to the Skymont area via a gated emergency road that would start at the junction of San Juan Canyon Boulevard and end where Marsten Avenue enters the Skymont neighborhood is identified and reiterated in the above portions of the Draft EIR.

Comment #70: Suggestion to look at solar energy domain as to how one house's shadows affected another house.

Response: Mitigation Measure #3 on page 14 of the Summary section and on page 130 of the Energy Conservation section of the DEIR address basic means of improving solar exposure in the planning area.

Comment #71: I question the alternatives of reducing 374 units, are there volunteer ways of getting it down?

Response: The commenter is referring to the reduction of the maximum number of units that would be allowed under the Area Plan; this number is 372, rather than 374. As noted in the response to comment #31, 372 units is the maximum buildout that could occur under the Area Plan. If the slope intensity and density transfer programs are successful, buildout in the area would consist of 275 to 300 units. Voluntary participation of people to work together would be necessary to reduce the potential buildout. The Area Plan also includes other ways to encourage people to voluntarily work together to resubdivide parcels in order to reduce the number of units and to provide a better land use pattern.

Commissioner Green

Comment #72: Overall, the DEIR is good, very comprehensive, fair, reasonable, and it even allowed for negotiations. He thought that an additional 374 homes in this area would be a little overwhelming. He didn't think that this would happen immediately, if ever. He thought that some of these lots are so marginal that another 20 or 30 years from now, some of them will still be there, while some of these lots will be built on after this Plan goes into effect so he suggested dealing with the traffic problems which cannot be mitigated.

Response: Comment noted. Traffic impacts and mitigation measures are discussed on pages 88 to 96 of the DEIR.

Commissioner Collins

Comment #73: I am concerned about density transfer regarding property owners and legal rights.

Response: Comment noted. The DEIR addressed environmental, rather than legal implications, associated with implementation of the San Juan Hills Area Plan.

Commissioner Lawhern

Comment #74: Commissioner Lawhern commented about making the Plan work with the density transfer. He was concerned about what would happen after density transfer and the unstable and unbuildable lots. He stated that the Commission should be careful when dealing with density transfer and there should be a system that does not present liability to the City in the future. If there was density transfer and people abandoned their lots and the City ended up with them, there could be a potential monetary problem.

Response: Comment noted. The Density Transfer Ordinance would result in the creation of sender sites, which consist of areas that are unsuitable for development due to geologic hazards, the presence of sensitive biologic resources, or for access reasons. These areas would be converted to a use more compatible with the above identified constraints. The San Juan Hills Area Plan has proposed that these undevelopable areas be designated for permanent open space use.

# COMMENTS RECEIVED ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

STATE OF CALIFORNIA—OFFICE OF THE GOVER
GEORGE DEUKMEJIAN, Governor

OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

May 28, 1987

JUN 1987
RECEIVED
CITY OF BELMONT
PLANNING DEPT.

Elaine Costello
City of Belmont
1365 Fifth Avenue
Belmont, CA 94002

Subject: San Juan Hills ARea Plan
SCH# 86122320

Dear Ms. Costello:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight-digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

Please contact Norma Wood at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

David C. Nunenkamp
Chief
Office of Permit Assistance

cc: Resources Agency

Enclosures

4-18-87

SCH 86122320

1. San Juan Hills Area Plan
2. City of Belmont — 3. Elaine Costello
3a. 1365 Fifth Avenue — 3b. Belmont
3c. San Mateo — 3d. 94002 — 3e. (415) 571-3409
4. San Mateo — 4a. Belmont
6a. Palaton Ave., Cipriano
6. 92
8. 1000

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APR 13 1987

The existing area is partially developed with 1100 dwelling units. There are also about 160 acres of vacant land currently zoned for single-family and agricultural use.

The San Juan Hills Area Plan is an amendment to the General Plan providing long-range policies for this area.

CLEARINGHOUSE CONTACT: Norma Wood

STATE REVIEW BEGAN: 4-14-87

DEPT. REVIEW TO AGENCY: 5-22

AGENCY REVIEW TO SCH: 5-27

SCH COMPLIANCE: 5-28

(*) Indicates EIR sent directly by lead agency.

| W/C | N/C | |
|---|---|---|
| | | • RESOURCES |
| | | [redacted] |
| | | • CONSERVATION |
| | | • FISH & GAME (*) |
| | | • FORESTRY |
| | | • DEPT WATER RESOURCES |
| | | [redacted] |
| | | • PARKS & REC / OHP |
| | | [redacted] (*) |
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| | | AIR RESOURCES BD (*) |
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| W/C | N/C | |
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| | | COLORADO RIVER BD |
| | | TAHOE REGL PLNG AGCY |
| | | COASTAL CONSERVANCY |
| | | OLGA - OPR |
| | | COASTAL - OPR |
| | | [redacted] |

(Revised 1/87)

State of California

Business, Transportation and Housing Agency

37

# Memorandum

To : Norma Wood
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date : May 19, 1987

File No.: SM-92-PM-R7.31
SCH #86122320
SM9242

From : DEPARTMENT OF TRANSPORTATION -4

Subject: San Juan Hills Area Plan

Caltrans has reviewed the above-referenced project and has the following comment:

1 | The Draft EIR does not address the traffic impacts at the Ralston/Route 92 interchange. This impact should be discussed in the final EIR.

Should you have any questions regarding this comment, please contact Bill Commins of my staff at (415) 557-9431.

for Ed Boyle
ED BOYLE
District CEQA Coordinator

RECEIVED
MAY 26 1987
STATE
CLEARINGHOUSE

# CITY OF BELMONT

## INTER-OFFICE MEMORANDUM




**DATE** : May 7, 1987

**TO** : Elaine Costello

**FROM** : Ed

**SUBJECT**: Comments on the Draft EIR - San Juan

I have read parts of it carefully and perused other parts of it, and am impressed by the quality of the document. I have only two comments, one in the area of hydrology and drainage and the other in the area of traffic:

**HYDROLOGY AND DRAINAGE**

The draft EIR on page 61 speaks to a Study of the downstream's effect of the storm drainage solution proposed by the Task Force. It is my assumption that the Study they speak of will, in fact, be the EIR the Council has committed to do on the San Juan component of the storm drainage recommendation. The Council will have to approve funds in the next fiscal year's Budget for that EIR and there are no additional funds being recommended for any additional studies.

I also would like to change the wording on page 61, item 2. I would rather we talk about doing the Study in "Consultation with" the City of San Mateo, not in "coordination with". The term "coordination" implies that San Mateo would have a say in any
2 final recommendation regarding any mitigations. I don't think we want to imply that. Certainly we will be talking to the City of San Mateo when we look at the EIR for that component of the Storm Drainage sysstem.

**TRAFFIC SECTION**

The EIR has an existing V/C rate of .97 (L.O.S. of E) for the intersection of Ralston and El Camino. The revised draft of the final report of the Crain Study entitled "Transportation Planning Study for the Redwood Shores/101 Corridor" has been looking at
3 the same intersection. They came up with a .88 V/C ratio at the same intersection of Ralston and El Camino. I'm sure there are differences, depending on what day one does the traffic count, but I did want to make you aware that I am also looking at a draft document that deals with traffic in depth and at Ralston and El Camino Real the V/C ratios are different. It is not beyond possibility that they are both very accurate on the particular day(s) they were measured.

(over)

I was impressed with the in-depth analysis that the EIR did and the quality of the discussion in the text. I certainly hope that the Planning Commission reviews this carefully and passes it on as rapidly as possible to the City Council so that we may certify this EIR and move forward with implementing the San Juan Plan.

EE/fp

CITY of BELMONT

1365 Fifth Avenue
Belmont, California 940(
Telephone: (415)

*Office of:*
Planning and Community Development

May 28, 1987

Ms. Libby Tyler
LSA
157 Park Place
Point Richmond, CA 94801

Dear Libby:

Overall, the Draft Environmental Impact Report is a very good document. You did a fine job of responding to the comments on the administrative draft. The following are my comments on the draft EIR. I will also be submitting comments to you from other departments, as well. I also wanted to let you know that I received our State Clearinghouse Number. It is 86122320. The contact person is Norma Wood and the review period ends May 28, 1987.

4 Page 1, Introduction, second paragraph. There's a statement that when adopted, the Area Plan would become part of the Belmont General Plan and must be consistent. I think we had discussed that, as part of this project, we are proposing changes to the General Plan to make sure that policies in the General Plan are consistent with the policies in the San Juan Hills Area Plan. I have attached a copy of the May 19, 1987 staff report which includes the amendments to the existing General Plan text. I think this should be mentioned in the introduction and in the description of the project.

5 Page 10, Mitigation Measure #3, under Visual Quality and page 80, item #3, Mitigation Measures. Design review approval for all new single family residences in the San Juan is listed as in mitigation measure. I read the text of the EIR on visual quality and this mitigation is not justified in that section. I do not feel that design review approval of all new single family residences is necessary or practical. The implementing ordinances of the San Juan Hills Area Plan will set standards for the size, height, vegetation removal, and type of grading use for all new single family residences. These ordinances address the visual impacts discussed in the EIR. Design review for all single family homes is, therefore, not necessary. It would be a burden to property owners and impractical, given the current City staffing.

6 Design Review for Receiver Sites. The major visual impact of residential development described in the EIR would be the development of the three (3) receiver sites if property owners choose to increase density through the density transfer program. Under our current ordinances, design review is required for all new development, except single family residences. As an

6 alternative to design review for all single family residences, design review could be required for development on receiver sites. This could be included in the implementing ordinances for density transfer. This would be an acceptable mitigation, if the intent of the mitigation proposing design review for single family residences was to address the visual problems pointed out in EIR of increased development of receiver sites.

7 Page 61, Hydrology & Drainage Mitigation Measures, number 2. Line 4—The word "increased" should be added before creekbank erosion and deposition downstream. Line 8--The study should be done in consultation with the City of San Mateo, rather than in coordination. As the comments from the City Manager discuss, coordination implies equal participation by both groups. This does not seem practical.

8 Page 46, para. 4, Location of Development. The text states that under the Area Plan, the Bartlett area landowners would be encouraged to merge their lots. In fact, under the policies of the Area Plan, landowners would be required to merge their lots. We are now currently writing a merger ordinance to require this.

Please call me if you have any questions.

Sincerely,

Elaine Costello

Elaine Costello
Director, Planning and
Community Development

Attachment

EC/ww/42/lsa




05/26/87

To: Planning Department, City of Belmont

From: Cipriani Hills Neighborhood Association

Re: D.E.I.R. For the San Juan Hills Area Plan

We would like to thank the City Staff and the staff of Larry Seeman Associates, Inc. for their efforts in preparing a very comprehensive Environmental Impact Report for the proposed San Juan Hills Area Plan. Our Neighborhood Association has worked hard for many years to acheive a feasible and environmentally sensible specific plan for development of this area.

Our comments and suggestions regarding the adequacy of the D.E.I.R. arise from a concern that as many impacts as can possibly be identified be addressed in a clear and concise manner.

9 1. We do not believe that ANY of the identified adverse effects will be reduced by mitigation to "a level of insignificance", yet this claim is made repeatedly throughout the D.E.I.R.

10 2. Permissive language is used throughout the D.E.I.R. which raises concerns that the mitigation measures proposed are optional and not mandatory; example, page 8, #3. "Native plant species SHOULD be used for revegetation.....".

11 3. The D.E.I.R. proposes some mitigations that are contrary to established City Policy, ie: extended hauling and construction hours, extended sidewalks in neighborhoods trying to retain a rural character, widening certain sections of Ralston Avenue.

12 4. There is no discussion of the adverse effects on wildlife and vegetation during the actual construction process, which, according to the "Plan" is anticipated to be a twenty year period.

13 5. The document assumes that certain ordinances will be adopted to implement suggested mitigation measures, or as part of the San Juan Plan itself. Since there is no assurance that these ordinances WILL be adopted even if the San Juan Plan is approved there must be some discussion of the consequences of adopting the "Plan" without such ordinances as "Heritage Trees", "Geologic Hazards", "Lot Merger", "Density Transfer", etc...

14 6. There is no discussion of staff levels required to adequately monitor the construction process for strict enforcement of all proposed ordinances.

15 7. Clarification is needed of the following sentence on page 137 (Growth-Inducing Impacts): "To the extent that development under the Area Plan is accompanied by roadway and service extensions, the project may open up future opportunities for development in areas which are presently considered inaccessible."

16 8. Financial impacts to the City of the proposed plan and the mitigations required are not addressed. If the financial impacts cannot be quantified this should be clearly stated.

17 9. Page 120 (Potential Impacts) "Improving and maintaining Marburger Avenue would provide year-round through access between the Plateau and Cipriani neighborhoods, thereby supplementing existing entry/exit points on Ralston Avenue. The proposed emergency access road linking Skymont to the rest of the San Juan Area would likewise increase access and police protection capabilities." Such a policy is not included anywhere in the proposed "Plan", and therefore should not be included in the DEIR. What is proposed in the "Plan" is a gated emergency road for Fire ONLY on Marstens and the "Plan" does not address improvements on Marberger to connect Cipriani and Plateau. A connection for thru traffic between Cipriani and Plateau via Marberger shall be prohibited! The only emergency access between Cipriani and Plateau and Cipriani and Skymont shall be a gated emergency access like the one between San Carlos and Hallmark.

18 10. Given the rate of breakdowns of the San Juan Pump Station and the recurring problems of odor emmissions, we do not believe the Pump Station has the capacity to accomodate an increase of any amount. (Page 126)

19 11. The information presented in the D.E.I.R. indicates that the proposed "Plan" is not restrictive enough to protect the neighbors property, the native flora and fauna, the cumulative traffic and financial impacts to the community, the natural contours of the hillsides, and the geologic stability of specific areas.

20 12. Page 96. Additional mitigation needed: Stop signs at Cipriani and San Juan Canyon Road and Ponce Avenue and Cipriani to control traffic on Cipriani. Speed control BUMPS to replace Bots Dots on upper San Juan Canyon Road.

21 13. Page 69. Modification of Streambeds. The proposed Plan should not allow the modification of any streambeds.

22 14. Page 25. Open Space Buffer. As a buffer is proposed as part of the Open Space Policy, the D.E.I.R. must list methods the City can utilize to acquire the open space buffer. At the very least, the D.E.I.R. should list potential funding sources, as well as organizations that could be utilized as resourses to help find funds.

23 15. Page 32. Heritage Tree Ordinance and Excavation Restrictions and Design Review Ordinance must be added to the list of proposed ordinances.

24 16. The D.E.I.R. shows conflicting statements regarding traffic impacts. Pg. 131-136.

25 17. Pg. 24 Natural Resourses Preservation; Change the word "ensure" to "mandate" and "encournage to "ensure".

26 18. Secondary Dwelling Units. The issue of secondary dwelling units is not addressed in the "Plan" or the D.E.I.R. This issue must be addressed as it has the potential for a considerable increase in density over what is proposed. If a secondary dwelling unit, as allowed by State Law and City Ordinance, were to be added to each dwelling unit proposed for the San Juan Planning Area the additional negative impacts must be addressed. If Secondary Dwelling Units are not going to be allowed in the San Juan Planning Area the "Plan" must include this provision.

27 19. Pg. 30 Road Improvements; Change the word "discourage" to "prohibited".

28 20. The "Plan" should allow a minimum street width of 16 feet to further minimize excavation.

29 21. The "Plan" must include provision for the preservation of the Eucalyptus trees on the "horse ranch" property.

30 22. Undergrounding of utilities must be prohibited in areas where undergrounding would cause extensive disturbance of natural vegetation.

31 23. Alternatives should include under "more restrictive" a 75% reduction in density.

May 28, 1987




From: John Miller and Bill Carothers, Board Members,
Cipriani Hills Neighborhood Association

To: Belmont City Planning Commission

Subject: Comments on San Juan Hills Area Plan Draft EIR

As professional geologists who have resided in the Cipriani Hills area of Belmont for approximately 15 years, we are aware of the hydrogeologic conditions of the San Juan Canyon area. The Geologic Hazards Analyses Report by Cotton and Assoc. (1985) and the San Juan Hills Area Plan (1986) treats the geologically unstable conditions present in the area. Our concerns relate to the basically generalized approaches stated in the Geology and Soils Section (p. 48-56) and the Hydrology and Drainage Section (p. 57-61) of the draft EIR. We have seen the results of too many failed policies in directing proper geologic investigations prior to development in the San Juan area already; therefore, not to demand the best possible research of the hydrogeologic constraints on the area prior to major developments as proposed by the San Juan Hills Area Plan will continue to put the homeowner in a position of "holding the bag". 32

Since the topography of the area is characterized by narrow valleys enclosed by steep slopes, investigations and proposed guidelines for slope stability are of main concern. Slope stability in the area is extremely susceptible to seismic shaking, rock type, water content of the rocks, and physical structures emplaced on the slopes. The interrelationship of these four factors in predicting slope stability for an area such as San Juan can not be overemphazied. For example, Cotton and Assoc. (1985) (p.29) properly point out the role of seismic shaking as a triggering mechanism for earthquakes. Not mentioned, however, is the complementary effect that loose materials occurring in landslide debris (as in alluvium) under saturated conditions will amplify the intensity of the shaking itself and thus further endanger the slopes and structures built upon them. 33

Implementation of a well defined geologic hazard ordinance to regulate the number and design of structures for the area must include explicit criteria to define when a geological 34

geologic investigation is required and most importantly, the requirements of what is to be included in the report. Soils reports on all site development and building permits should be required (p.26, Cotton and Assoc., 1985). Since the Geologic Map submitted by Cotton and Assoc. (1985) does not reflect structure in the subsurface, areas that appear stable can in
34 fact, be underlain by extremely geologically unstable material. Therefore, at a minimum, we encourage engineering geologic investigations for all projects involving grading in addition to those conditions stated by Cotton and Assoc. (1985). On-site inspections by the City Geologist prior to and during grading activiites and at the completion of such projects definitely should be included in the ordinance.

Cotton and Assoc. (1985) (p.37) stress the importance of soil and foundation engineering investigations by a registered civil engineer for hillsides steeper than 10% and mention as well the need for such studies in relatively flat terrain due to the frequent presence of expansive soils, high ground-water, loose soils, "etc.". Since Belmont's policy has been to accept geotechnical reports for site development projects that were done during the dry season, little is known about actual saturated soil conditions (winter conditions) in the study
35 area. The vast number of springs active during the winter and those active all year are not documented; therefore, in conjunction with the lack of water wells in the area, little is known about the ground-water system in the San Juan area. Perched aquifers on the hillsides of the study area are numerous and without drilling (completed during engineering geologic investigations), soil investigations during the dry season often may prove futile for revealing geologic hazards until it is too late.

The draft EIR hydrology section addresses surface water hydrology with no mention of the ground water hydrology. Hydrology cannot be understood without knowledge of both
36 aspects and it is recommended that this section be revised to address this most important hydrogeologic input for evaluating future development in the area.

We believe our concerns pertain to matters of import that warrant serious attention. In treating these and related matters, we would hope for policies that are specific and clear.

Respectfully,

John Miller John B. Miller

Bill Carothers Bill Carothers

298 Menlo Oaks Drive
Menlo Park, CA 94025
415-322-9737
April 29, 1987




Planning Commission
City of Belmont

Dear Sirs:

I wish to comment on the Environmental Impact Report for the San Juan Hills Area Plan, prepared by Larry Seeman Associates, dated April 1987.

On page 126, the report states that new sewer lines would be required to be located in roadway rights-of-way for ease of maintenance. While I understand the problems currently created by sewer lines constructed through rear yards, I believe that this requirement does not adequately consider the topography of the area. In many areas, new construction will be down slope from existing construction and will be accessed by roads down slope from the existing construction. If sewer pipes are restricted to lie entirely within these roads, several new sewer pumping stations will be required. In particular, the opportunity for a gravity sewer line through the canyon to serve the Naughton/Horse Ranch/Green Court area would be precluded. 37

I request that the environmental impact report compare the proposed policy

- New sewer lines would be required to be located in roadway rights-of-way for ease of maintenance

with the alternative

- New domestic service sewer lines would be required to be located in roadway rights-of-way for ease of maintenance. New main sewer lines without service connections could be constructed in undeveloped dedicated access easements provided that the access easements are acceptable to the City Public Works Department.

In comparing the impacts of these alternatives, consideration should be given to:

- the number of pumping stations that may be necessary
- ease of maintenance
- public health and safety (there have been major failures resulting in spillage of raw sewage at pumping stations in Belmont)
- public nuisance (e. g. odors at East Creek Drive)
- the difficulty of ensuring that private pumping stations do not eventually revert to the city for maintenance (e. g. Hastings)
- the risk that unnecessary and undesirable roadway rights-of-way will be dedicated in undeveloped areas so as to accommodate sewer lines

37

Yours sincerely,

P.M. Melliar-Smith

P. M. Melliar-Smith




Belmont Planning Department
1365 Fifth Avenue
Belmont, CA 94002

26 MAY 1987

RE: Written Comments from the Public on the Draft E.I.R.

To put things in context with my situation I will describe it. Upper Loch currently has water, sewer, gas, and electricity at the property's edge. There are homes up and down the street from my lot. The slope is moderate (39% average slope and even less at the building site) from an Architect estimation. One who is constantly dealing with foundations, soils and geologic reports, and slope drainage. The only reason stated for not allowing a building permit when my application was submitted in December of 1985 was that the road wasn't paved. Numerous homes on the peninsula are doing fine without paved roads.

38 The report had no analysis of my type of situation. The report had no explanation of why my lots should be required to help with the mitigating measures proposed for a sliding parcel, nowhere near my property. And why other land in Belmont should not be required to help with the mitigating measures proposed.

Page 1, 4th Paragraph, 3rd Sentence: ...lower the potential buildout... This word lower the total impact is a distortion and should read closer to "significantly inhibit" the potential buildout of the San Juan Hills.

39 Page 2, #1: ...and any potential loss of open space... How can there be a loss of open space if it's currently zoned R-1.

Page 2, Bottom: ...E.I.R. is to serve as an objective... The
40 report often is non-objective and presents itself as factual when it is giving a subjective point of view. A few of the many examples will be identified subsequently.

Page 5, Land Use:
1. The City should take an active role... Why is an objective
41 report stating a political philospy?
2. Siting buildings such that the "view corridors" are left intact for the surrounding residential areas sounds wonderful, but why shouldn't all the benefitiaries be contributing financially to the displaced property owners. There is no mention of the funding for recommended measures proposed. Without this as part of the context anything can be proposed.
42 Why not have all existing homes removed to make it a purely natural setting? The point is who is going to pay for the reimbursement to the property owners for the devaluation of their property when lot merging, resubdividing and density transfer are imposed.

43 Page 5, Geology and Soils, 1st sentence:
Policies were formulated based on "detailed" assessment...The



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study by Cotton was a general assessment of the conditions. The report does not mention that the current General Plan requires geologic reports and has total authority whether
43 mitigating measures have been sufficiently addressed. Instead the E.I.R. report recommends further needless costs be imposed on the property owners, duplicating the city's current permit process.

Page 7, Hydrology, #2:
44 Didn't the city just get finished doing a storm drainage investigation relating to the new storm drainage taxes?

Page 11, Traffic, #8:
There is no substantiation of the statement why a sidewalk
45 should be constructed on at least one side of the street.

Page 20, Project Description, 4th Paragraph:
The planning process involved extensive coordination with community groups and "individuals"... This is a distortion. Only certain individuals opinions and observations were addressed or considered. I was present at numerous San Juan committee and Planning meetings to express my position and continually asking what was being planned to compensate the property
46 owners and how their rights were to be maintained. It is quite apparent from reviewing the San Juan report, the Area Plan and the E.I.R. report that differences of opinion were systematically ignored.

Page 21, Technical Project Description, 2nd paragraph:
47 Slope of vacant land in the San Juan Hills area is "extremely high"...What kind of objective language is this?!

Page 25, Geologic Hazards, 3rd sentence:
It states no exception would be made to this policy in areas mapped as having potential debris flow movement or actively moving deep landslides. Does this mean even if geologic data and engineering solutions assess that development is feasible, that
48 it still could not be improved?

Page 25, Open Space:
Additionally, a continuous greenbelt of publicly-owned open space
49 should be established. This statement has no supporting evidence to back up how this is done.

Page 26, Land Use Designations, (b):
50 The puchasing of density transfer from owners of lots with geologic hazards will give value to these wasted lots.

Page 29, Table 2:
51

This tables data is arbitrarily derived and repressively restrictive. It is a misconception that grade slope is directly related to the amount of floor area that should be allowed on a site, which is what this chart indicates. Percent of lot coverage is the method for figuring F.A.R. Does this chart read
51 that if my lot is 40,000 s.f. and is 35% slope that it is not a buildable parcel? If it does, the chart is totally baseless when comparing it to surrounding neighborhoods slope/house square foot relationship or that a significant number of problems are associated with the slope/house square foot relationship.

Page 30, Density Transfer:
This concept has proved to be an outragious failure in the
52 communities that it has been tried and a follow up investigation of these communities should be done.

Page 36, at Top (i):
Development slopes exceeding 30 percent shall be avoided whenever
53 possible. This report did not consult a qualified structural or soils engineer to make this conclusion.

Page 40, 2nd paragraph:
54 The Cotton report was too general and vague to use to classify property into a moderate or citical geological hazard table.

55 The "objective" report has no positive elements listed for any of the improvements that would take place to any of the areas.

There is nothing in the report discussing property owners views, property owners rights, or how displaced property owners will recoup their loss.

56 During the May 19, E.I.R. meeting, The councilwoman seated 2nd from left questioned why there was any discussion or indication of Marburger ever going thru to Upper Loch. Is it any wonder why the property owners don't trust the city's intentions or believe for a moment that this isn't a no growth scam? The report explains if the mitigating measures are engineered and corrected etc., the road could go in. I guess the camouflage can only last so long before true intentions slip out.

Sincerely,

David Charles Steiner

631 Hillcrest Way • Redwood City, CA 94062 • 415/361-8357

Commissioner Feierbach was pleased to see that the allocation applicants were trying to conform with the new housing size. Mrs. Feierbach said this was a new law and the Commission should try to keep houses within the floor area ratios. Commissioner Green was pleased with the staff report.

MOTION: By Commissioner Feierbach to adopt Resolution No. 1987-24 denying a variance from Zoning Ordinance Requirements 756 Section 7 Site Area, Dimension, and Density Standards at 3432 Lodge Drive. The motion was seconded by Commissioner Green and Resolution No. 1987-24 was adopted by the following vote:

AYES: Rianda, Feierbach, Green, Lawhern, Collins, Bohl, Della-Santina

PUBLIC HEARING - TO CONSIDER DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN JUAN HILLS AREA PLAN (APPL. NO. 86-1079); THE AREA LOCATED NORTH OF RALSTON, WEST OF CIPRIANI BOULEVARD AND SOUTHWEST OF NEWLAND AVENUE; CITY OF BELMONT (APPLICANT)

Community Development Director Costello reviewed the San Juan Hills schedule. Libby Tyler, City consultant from LSA, summarized the draft Environmental Impact Report.

Commissioner Green had a question on page 23, Table 1, Current Lots and Maximum Buildup Potential on San Juan Hills Area Plan, 10th item, Laurel
57 Creek Canyon (Unsubdivided)—the maximum buildout under the Area Plan was actually greater than under the General Plan and wondered how that could have happened? Libby Tyler answered that this is one area which would be a receiver site. Ms. Tyler said that the point of the plan is to find areas in the San Juan Hills which would be less sensitive to development and this was how the whole concept of transfer development rights evolved and this is why the total of maximum buildout of 267 under the Area Plan and 499 under the existing General Plan. In some locations, there will be additional development such as cul-de-sacs with clustered development at the end. These are areas that through the planning process has been identified as being good potential locations for development for transfer development rights in areas that had more environmental problems. Ms. Costello added that the existing zoning and general plan designations for the San Juan Hills Area allow one dwelling unit per acre whether that acre is 70% slope or 10% slope. Ms. Costello said that what the slope density ordinance does in some parts in the Laurel Creek (unsubdivided) area that are relatively flat such as the Horse Ranch and some areas near the Baptist Church; will apply the slope density ordinance and will allow more than one dwelling unit per acre. However, the steep slopes in the canyon will probably allow one dwelling unit per three acres. [redacted]. There are parts in the San Juan such as in the Laurel Creek Canyon which are relatively suitable for development that are viewed as areas where you would transfer development onto. It's a different concept than the Area Plan, it's meant to respond

to specific characteristics of the land and to be more restrictive since there are steep slopes and in this one case, where it's less restrictive whether there are fewer slope constraints.

Chair Della-Santina opened the public hearing.

Sal Pantano, 1514 Escondido Way, said it was too bad that such a Plan was not in effect in 1963 prior to the development of the Hallmark subdivision. Maybe there wouldn't have been problems with the washouts at Carlmont Shopping Center and at Belmont Hills. He probably wouldn't have lost an oak tree due to the creek cutting into the bank and making the oak tree in his backyard useless. Looking forward at the aspects of the plan, the plan seems rather confiscatory and it takes away the rights the people thought they had. Mr. Pantano stated that transfer density is screwy and he didn't think there's any community that has adopted that type of a plan that can say it has worked successfully. Sometimes it is hard for one couple to decide what to do with their individual property. He understood that the 499 property owners would be allowed only 257 residences built on the 499 lots. He asked who will receive the benefit of transfer density. His lot is buildable, a neighbor has a better potential, another neighbor isn't, and another neighbor might be. He expressed that the four or five of them will have to get together to determine how to utilize the
58 development of the lots when each of them individually purchased their lots when each thought of doing what they thought they could do at time of the purchase was to build a house and not have to be put under the constraints of the San Juan Plan. The taxpayers of the City of Belmont have spent a considerable sum of money on the basis of staff time and consultant's time building up the pros for the San Juan Plan. He had not heard anything wherein the City Council or the Planning Commission have authorized any expenditure of funds for the con of the San Juan development plan. The consultants who worked on the EIR is an independent firm and was to look at all aspects [redacted] and the results showed that it was all pro and no con. The taxpayers of Belmont and the property owners that own the 499 lots deserved more consideration in presenting the con side and instead of expecting people who own these lots to come here and expressed their point of view [redacted] and they don't know the results of how this money was spent that was their money that did them in on on the basis of their ability to utilize their property.

P.M. Melliar-Smith, 298 Menlo Oaks Drive, Menlo Park, referred to the sewer collection matter on page 126 that required that new sewer lines should be located in roadway rights-of-way for ease of maintenance. This was requested by John Hopkins because of the great difficulty encountered in the middle of the night in trying to maintain sewer lines through
59 people's backyards on the side of steep hills. The requirement, in that sense, is reasonable, but the problem is that it doesn't address the topography of the canyon. The topography is basically is that the existing consruction is on the tops of the hills and it's the desire of the plan that the bottom of the canyon should remain undeveloped and that,

therefore, the new construction will tend to be downslope from the tops of the hills and not down into the canyon and will be accessed by roads that come downhill from the top of the hill. That means that anyplace which is allowed a sewer line into the roads then there will be a pumping station. There are adverse impacts of pumping stations which should be addressed by the EIR. He had discussed this with John Hopkins and Adele Della-Santina and they felt that while it was important that the lines to which service connections are made outside people's houses should be in front of the house in the road, there was much less objection to a main sewer line passing through undeveloped territory on an access easement and if it was approved by them and when those service connections there and then they
59 could live with that. This would allow one to have gravity sewer lines from the Horse Ranch area, for instance, down through the canyon without having pumping stations. There are serious problems with pumping stations which Belmont knows all about. Belmont has problems with escape of sewage from pumping stations. Belmont has problems with pumping stations that cause a nuisance with odors. He said that Ms. Della Santina told him that Belmont is currently maintaining a pumping station that was originally intended to be privately maintained because of the difficulty of ensuring that privately maintained pumping stations continued to be privately maintained. One needs to addressed the question of the environmental impact of requesting a pumping station.

MOTION: By Commissioner Feierbach, seconded by Commissioner Collins to continue the Public Hearing until May 19. The motion carried unanimously.

MINUTES

CONTINUED PUBLIC HEARINGS - TO CONSIDER DRAFT ENVIRONMENTAL IMPACT REPORT AND GENERAL PLAN AMENDMENT FOR THE SAN JUAN HILLS AREA PLAN (APPL. NO. 86-1079 AND 86-1053), THE AREA LOCATED NORTH OF RALSTON, WEST OF CIPRIANI BOULEVARD AND SOUTHWEST OF NEWLANDS AVENUE; CITY OF BELMONT (APPLICANT)

Community Development Director Costello stated that this was the second and final public hearing on the draft environmental impact report (DEIR). All verbal comments were needed tonight and written comments are needed by May 28. The Area Plan hearings are resumed tonight since they were stopped in August to allow for the preparation of the DEIR. Chair Della-Santina opened the public hearings.

Mike McHugh, 2600 Belmont Canyon Road, stated that the DEIR did not address the environmental impact of adopting the restrictive ordinances that would prevent any development of the unimproved roads in the San Juan Hills. If the Planning Commission and the Council adopted the San Juan Hills Area Plan with very restrictive building requirements, specifically, the floor area ratio, it would make it impossible or financially infeasible to pave the roads and put in storm drains, curbs or retaining
60 walls as necessary that would mitigate the geologic hazards that exist. It mentioned the total number of houses that would be built which was unrealistic since it assumed there was a certain number of lots that would not be built on. The DEIR doesn't address the restrictive ordinances which would prevent the geologic hazards from being dealt with in a constructive manner.

Lida Paetzke, 2501 Carmelita, stated that the DEIR did not describe Ralston Avenue as a scenic corridor. She commented about the lack of a much more restrictive alternative, such as the 50% reduction in density. She was also concerned about the mitigation measures concerning the cumulative traffic impacts from this and other projects regarding the Ralston and El Camino intersection. The DEIR said to add more through lanes in order to accommodate all the cumulative traffic. Who will supply the through lanes, where will they come from, and when will this happen? What will happen if this doesn't happen? She didn't think that type of mitigation was adequately addressed. The DEIR seemed to dwell on the need
61 for a left turn lane from Cipriani onto San Juan Canyon Boulevard because the people who turned left there created traffic blockages. It didn't mention that the biggest traffic hazard at that intersection are: 1) the buses that stop and block one entire lane of traffic at that intersection and 2) the emergence and egress and ingress of the emergency vehicles from the fire station.

Hartley Laughead, 2632 Sequoia Way, questioned how a left turn lane and extra lanes on Ralston would mitigate the Ralston Avenue traffic. There isn't enough room to widen streets because it would have been done. She

62 stated that it was due to the width of the streets and the constraints of the hills.

MOTION: By Commissioner Lawhern, seconded by Commissioner Green and unanimously carried, to close the Public Hearing.

Ms. Costello stated that there wasn't a feasible mitigation measure for the Ralston and El Camino intersection traffic impacts.

63 Commissioner Rianda commented on page 94, index values of existing volumes, indexes of 3.2 and 3.3 which corresponded with traffic volume of 300, the volumes are only in the hundreds—does this mean that even though traffic is lower there's a higher impact than what the traffic warrants? He questioned the density transfer in the Christian-Skymont area and the recommendation is for not more access onto Ralston than Christian Drive. He couldn't see that there would not be an impact on Christian and on the
64 traffic more than what was represented in the DEIR. It does mention the effect on Christian but it's Marsten that would be a bottleneck since it's a lot narrower than Christian. Mr. Rianda stated that the density transfer is up along Christian and Marsten.

Commissioner Feierbach commented on the following. Page 88, trip distribution,"roadway connections of the Cipriani area to Plateau via a
65 paved Marburger Road"—she was concerned about connecting Marburger with Cipriani and Plateau. She didn't think it was a good idea that people would be going up San Juan, turning right on Marburger, making a left on Upper Lock and going out. Page 70, mitigations measures, #3, vegetation and wildlife—she would like the Commission at later time to consider that native plant species must be used for revegetation of native species which
66 were removed. For instance, a removed oak tree should be replaced with an oak tree. She would like to see a heritage hills ordinance introduced as a mitigation for tree removal. The DEIR recommended that if the neighbors agreed to not have any parking on one side of the street, she thought that bumps ought to be considered on San Juan. There are already bumps on Winding Way and Mezes. Construction effects should be taken into account
67 in the DEIR since there had been a lot of development and excavation in the San Juan during the past ten years. The hours that were recommended were 8–4, and she thought excavation hours were 9-2:30 and she thought
68 they should be kept within those hours. She would also like the DEIR to address no sidewalks since she would like to preserve the rural character of this subcommunity. Page 13, #3—to ensure adequate provision of emergency access to the Skymont area, the City should...—what emergency
69 access is it talking about? Ms. Costello stated that there was a proposal for emergency access in the Area Plan and that came from San Juan Boulevard to Marsten as an unpaved gated access. Mrs. Feierbach suggested looking at solar energy domain as to how one house's shadows affected
70 another house.

Commissioner Green commented on the overall DEIR. He stated that the Constitution is very clear that we are all guaranteed life, liberty, and the pursuit of happiness, and there's nothing in there that guarantees a
72 profit for speculators and real estate. He thought that it was no coincidence that the last large area of Belmont could be developed was in the San Juan area. All the good lots have already been built on and these are the marginal lots. Overall, the DEIR is good, very comprehensive, fair, reasonable, and it even allowed for negotiations. He thought that an additional 374 homes in this area would be a little overwhelming. He didn't think that this would happen immediately, if ever. He thought that some of these lots are so marginal that another 20 or 30 years from now, some of them will still be there, while some of these lots will be built on after this Plan goes into effect so he suggested dealing with the traffic problems which cannot be mitigated. The only problem he saw on the total development was that there had to be some legal basis for any further reduction but he didn't know what that is. He believed that the minimum house size should be 1200-1500 square feet.

73 Commissioner Collins expressed her concern about density transfer regarding property owners and legal rights.

Commissioner Feierbach questioned the alternatives of reducing 374, are
71 there volunteer ways of getting it down.

Ms. Costello answered that under the CEQA requirements, one always have to look at the worst, the maximum buildout. This looked at the impacts of the change in zoning and the merger requirements which are in the Plan. There is also in the Plan, an approach for allowing a floor area which is small and would encourage combination of lots. This involved cooperation and the actions of individual landowners; it was felt by the Consultant and concurred by staff that it shouldn't be counted in the buildout. If that is effective and people combined their lots, the number of lots would be reduced to approximately 250 or less. This is what the Plan would do, no matter whether people cooperated or not. This would be legislated into the Plan. The others, in order to be effective, would take some action of landowners, as well.

Commissioner Feierbach questioned about incorporating that particular statement into the EIR as an alternative. Ms. Costello said it could probably be incorporated as an explanation since the buildout is the maximum buildout.

MOTION: **By Commissioner Lawhern, seconded by Commissioner Collins to direct the staff and the EIR consultant to prepare responses to comments and develop the final EIR to present to the Planning Commission. The motion carried unanimously.**

74 Commissioner Lawhern commented about making the Plan work with the density transfer. He was concerned about what would happen after density transfer

and the unstable and unbuildable lots. He stated that the Commission should be careful when dealing with density transfer and there should be a
74 system that does not present liability to the City in the future. If there was density transfer and people abandoned their lots and the City ended up with them, there could be a potential monetary problem.

MOTION: By Commissioner Green, seconded by Commissioner Rianda to continue the Public Hearing on the General Plan Amendment for the San Juan Hills Area Plan to June 2. The motion carried unanimously.

# APPENDIX

## GENERAL PLAN TEXT AMENDENTS

# AMENDMENTS TO THE EXISTING GENERAL PLAN TEXT

## I. PURPOSE:

To ensure compatibility with the proposed San Juan Hills Area Plan some amendments to the existing City of Belmont General Plan Text will be necessary. The existing General Plan contains policies for the San Juan Canyon area which would be superseded with the adoption of the proposed Area Plan. While some references to the San Juan area will remain in the General Plan text, the following proposed amendments will eliminate any areas of potential conflict.

## II. ANALYSIS:

Areas of potential conflict, overlap, or redundancy are listed below, together with a suggested amendment. Each existing general plan text excerpt is followed by a suggested amendment and a discussion explaining the basis for the proposed change.

A. Page 2-4, Policy 7: "In low density residential areas dwelling types should be limited to single family detached. However, clustering or grouping of dwelling units may be permitted to preserve open space. In no case shall such clustering or grouping result in a higher dwelling unit density than called for by the standards of the land use district."

Suggested amendment: Add: "Areas subject to density transfer in the San Juan area shall not exceed the density allowed by the San Juan Hills Area Plan."

Discussion: Some areas within the San Juan Hills Area Plan boundaries would be allowed density bonuses under the proposed land use controls. Land areas which are subject to the specified residential density may also be designated a density receiving site and be allowed additional units beyond the baseline density. Therefore, to avoid confusion concerning the allowed density this amendment would refer readers to the Area Plan for land use density policies.

B. Page 2-5, Policy 11: "Single family residences may be built on scattered residential lots that are smaller than the minimum sizes called for by the plan if the following conditions have been met:" (a. through i.)

Suggested amendment: Add policy 11. j. to read - " The building site lies outside of the San Juan Hills Area Plan. ".

Discussion: The existing policies for development of scattered residential lots should continue to apply to areas outside of

The San Juan Hills Area Plan. Since the Area Plan would contain more detailed and specific policies for substandard lots this existing policy should be amended to exclude lots in the San Juan Hills area. The Area Plan would then contain the only general plan policies applicable to substandard lots in the San Juan area.

C. Page 2-8, Section 2014: "SAN JUAN CANYON. The San Juan Canyon area contains most of the vacant subdivided lots. Figure 6 shows this area and the location of groups of vacant lots. Table 5 lists by street the vacant lots, both standard and substandard, in this area. As of 1979, there were a total of 463 vacant lots, 282 of them classified as substandard in area or width. Of the 463 lots, 401 were on unimproved roads. Only 20 of the vacant lots were both standard and on paved roads. Low density residential development of these lots may proceed only when it has been demonstrated that safe development can take place consistent with the policies of this plan, and that adequate access, utilities, fire service and other essential services are available. In no case will development be approved until it has been demonstrated that buildings and roads will be on geologically stable lands."

Suggested amendment: Amend to read - "SAN JUAN CANYON. The San Juan Canyon area contains most of the City's vacant, subdivided lots. The Area Plan shows this area and the location of vacant lots, improved roads, and potential geologic hazards. Low density residential development in this area may proceed only when it has been demonstrated that safe development can take place consistent with the policies of the Area Plan, and that adequate access, utilities, fire service, and other essential services are available." Table 5 and Figure 6 should also be deleted.

Discussion: The current General Plan references to lot statistics are obsolete and should be deleted. New data in the Area Plan will replace the deleted data. Information regarding potential geologic hazards is retained in a modified form referencing the requirements of the Area Plan.

D. Page 2-8, Section 2018: "OTHER. Additional low density residential development may occur on unsubdivided lands in the San Juan Canyon area designated on the General Plan Diagram as Open Space. Consistent with the designation, any development in these areas must be clustered preserving most of the land in open space. Development should occur under planned development provisions of the Zoning Ordinance with density and location of housing units based on thorough evaluation of slope, slope stability, drainage, erosion potential, vegetative cover,

adjacent land uses and visual impacts. Safe and adequate provision of access and public services must be assured prior to development approval."

Suggested amendment: delete.

Discussion: This descriptive section in the existing General Plan is not needed and would be superseded upon adoption of an area plan for the San Juan area.

E. Page 2-36, section 2078, Policy 2: "San Juan Canyon. Unsubdivided parcels in the San Juan Canyon area are designated as open space. In general, these areas are without adequate street access and public services. Most of the land is over 30 percent slope and some is geologically unstable. The open spaces are important elements in the natural drainage for the entire San Juan Canyon area. In addition to landslides and erosion hazards, wildfires are a potential hazard in this area. The plan allows for clustered residential development in these open spaces. Development should be designed to retain a majority of the land in its natural state. In particular, unstable slopes over 30 percent, natural drainage ways, stands of trees, and visually prominent ridge tops should be retained in open space.

"Actions:

"a. When fiscally possible, evaluate the larger parcels in the San Juan Canyon area to identify the specific locations to be protected as open space.

"b. Explore means of protecting the most significant open space resources of the Canyon on a permanent basis."

Suggested amendment: Replace with - "San Juan Canyon. The San Juan Hills Area Plan contains provisions for protecting and enhancing private open space through density transfer, clustering and open space easement policies."

Discussion: This suggested amendment would update the open space element and reference the Area Plan.

F. Page 2-43, Section 2085, policy 2: "Public sidewalks shall be installed in all new residential developments except in areas where construction of sidewalks would be incompatible with existing development and/or require excessive grading or tree removal. In such cases, adequate roadway shoulders, or alternative trails and pathways shall be provided to ensure the safety of pedestrians and bikers."

I. Page 3-15, section 3041, Policy 1: "The City shall require investigations by both registered soils engineers and engineering geologists prior to issuing building permits for any new construction unless waived due to current existing information and location. All such reports shall be independently evaluated, on behalf of the City, for completeness and accuracy.

Suggested amendment: Amend the first sentence to read - "The City shall require investigations by both registered soils engineers and engineering geologists prior to issuing building permits for any new construction in areas of suspected geologic and soil instability unless waived due to existing, current information.

Discussion: The city does not now require both a soils and geologic report for all new construction. Both reports are only required in areas of suspected geologic and soil instability. The proposed amendment (highlighted area above) would make the existing General Plan consistent with current City practice and with the proposed policies for development in the San Juan Hills Area Plan.

J. Page 3-36, Table 15:

"

| Site | 1982 Revised General Plan Designation | Existing Zoning(1) | Redevelopment Area | Services Available |
|---|---|---|---|---|
| "San Juan Area | low density residential, open space | R-1B A R-1E" | no | no |

Suggested amendment: replace 1982 revised General Plan designation and existing zoning information with - "refer to Area Plan."

Discussion: This amendment will eliminate obsolete general plan and zoning designations from the General Plan and refer readers to the Area Plan.

l:sjgpa.txt

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# TECHNICAL MEMORANDUM

**Date:** January 3, 2022 **BKF Job Number: 20126012**

**Deliver To:** Jared Barrilleaux, PE
Department of Public Works

**From:** Isaac Kontorovsky, PE, QSD/P
Michael LaVelle, PE

**Subject:** **Kraft Residence – Storm Drain Impact Study**

The following technical memo summarizes the impact that the proposed Kraft residence will have on the existing storm infrastructure originating at Barclay Way and Monte Cresta Drive.

## Existing Conditions

The existing site consists of one lot (APN 043-165-180) totaling ±0.22 acres, located at the dead end of Monte Cresta Drive. Presently, there is no existing storm infrastructure in Monte Cresta Drive north of Barclay Way. All storm water is conveyed via gutter to the nearest existing catch basins located at Barclay & Monte Cresta (DI-4280 & DI-4373, Belmont Sewer & Storm Reference Map – GIS). These two catch basins combine their flows into DI-4376 on the other side of the intersection. See the map in Appendix B to reference all pipe and inlet names.

## Proposed Project

As currently designed, the proposed project will capture on-site storm water in a detention system and release it through a force main up to Monte Cresta Ave. The on-site system will house a pump/float that will cycle as the system is filled and drained, limiting the duty cycle and water being sent uphill to the curb. A backup generator is planned to be installed with the house, so the pump will continue to operate in any outage. See Appendix A for proposed discharge rates, which are used later in analyzing pipe capacity.

## Storm Drain Analysis

Using Belmont's Storm Drain Master Plan as a reference, completed by BKF in 2009, an impact analysis of the proposed storm infrastructure has been conducted.

Per the Storm Drain Master Plan, the current flow at I-LD-12-04-03 & I-LD-12-04-02 (DI-4280 & DI-4376) is 9.1 cfs (Appendix B), accounting for 8.21 acres of drainage area. Due to topography the receiving inlet for the proposed project, DI-4373, was included in the model for the next lowest downstream inlet (I-LD-07-02). In order to model the existing contribution of DI-4373 into I-LD-12-04-02 and P-LD-12-04-02 as it occurs outside of the model, a survey of the entire street from the project to

the inlet was performed. The tributary area was analyzed and a cfs value obtained (See Appendix D). Depth of flow analysis in the gutter was also completed to see if there was concern of overtopping driveways downstream leading the flooding on other lots. It was concluded that the gutter had adequate capacity to convey the additional stormwater.

The existing discharge from surface flows down Monte Cresta was found to be **0.42 cfs**. The proposed project will increase the flow by **0.47 cfs**, to a total rate of **0.89 cfs** entering the system at DI-4373.

**Results**

The analysis shows that the flow in pipe P-12-04-02 will increase by 0.47 cfs, to a total of **0.89 cfs** with the build out of the proposed turn around, future street extension and residence. Taking the existing rate of 9.1 cfs at I-LD-12-04-02, and adding the 0.89 cfs from DI-4373, the total flow in pipe P-12-04-02 is approximately 9.99 cfs.

The existing and proposed flow rates in the pipe have been modeled in Hydraflow. The values used for pipe diameter and Manning's roughness coefficients will differ from the Master Plan, as the pipes have been slip lined with PVC since the 2009 study, which recommended the improvements. A conservative Manning's of n=0.011 for PVC was used, as well as the 14" diameter as indicated on the survey. The Master Plan analyzed the section as a 15" RCP with an n=0.024 resulting in a max capacity of 10.1 cfs. The capacity of the new 14" PVC slip lined pipe running at ¾ full is 16.3 cfs. These conditions have also been analyzed in Hydraflow to serve as a reference. All pipes were analyzed with the 8.3% slope indicated in the Master Plan.

The results show that the proposed project ***will not have any significant impact on existing infrastructure***, and that all facilities would continue to operate within their designed means, the pipe has capacity for approximately 6.31 cfs of additional flow. See Appendix C for Hydraflow analysis.

In the event of a blockage or system failure, stormwater will convey to the nearest downstream inlets, modeled as I-LD-07-02/01 in the master plan. The pipe between these nodes is shown to be operating at 0.4 CFS of its 32.3 CFS capacity, which is adequate to take on all 0.89 cfs that would overflow DI-4373.

Feel free to contact me if you need any additional information or clarification.

Respectfully,
**BKF Engineers**

Michael LaVelle, PE
Project Engineer

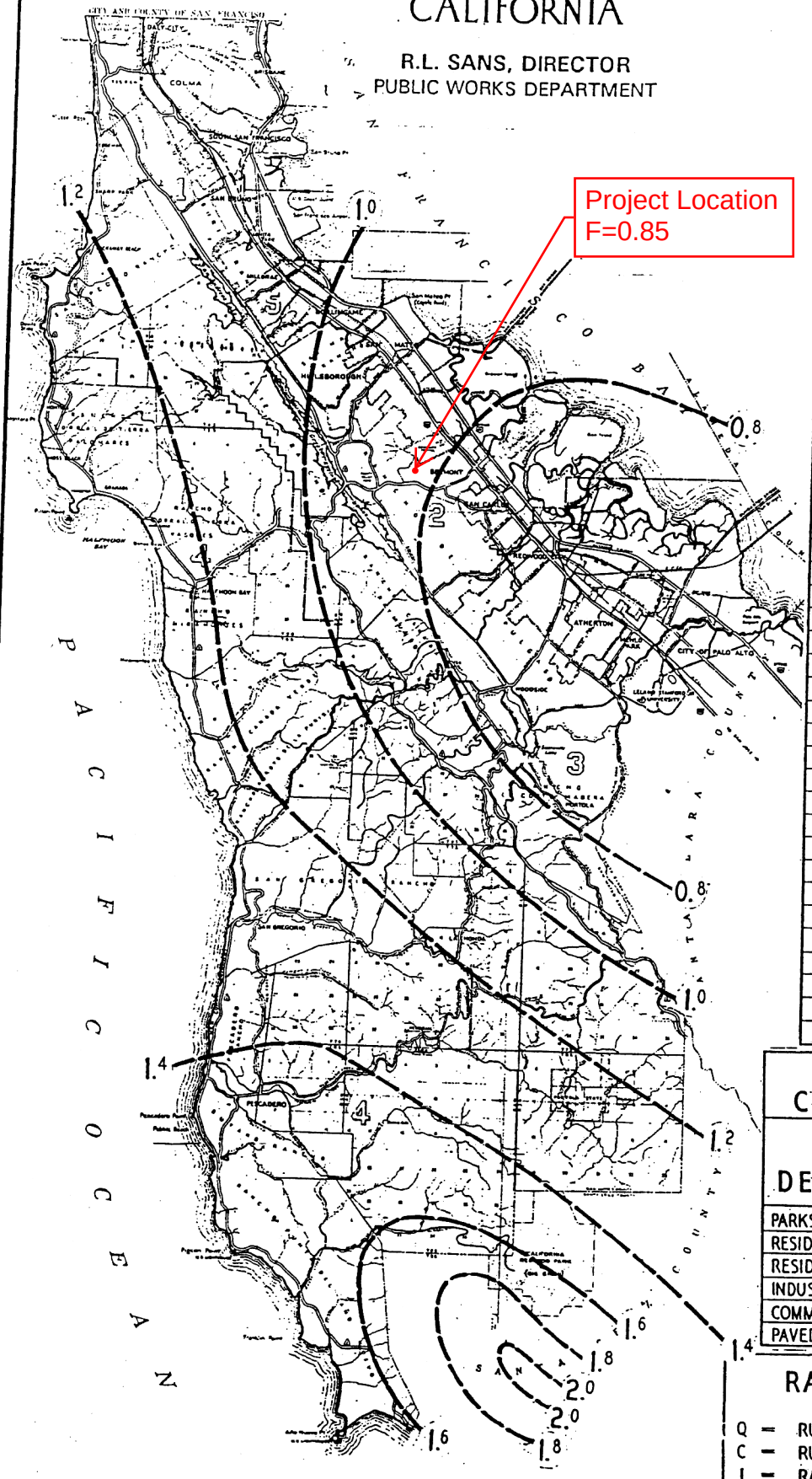
# APPENDIX A

# RAINFALL RUNOFF DATA

## SAN MATEO COUNTY

## CALIFORNIA

R.L. SANS, DIRECTOR
PUBLIC WORKS DEPARTMENT




| RAINFALL | | |
|---|---|---|
| TIME OF CONCENTRATION | INTENSITY INCHES PER HOUR | |
| HRS. MIN. | 10 YR. | 100 YR. |
| 0 — 10 | 2.45 | 3.60 |
| 0 — 15 | 2.05 | 3.00 |
| 0 — 20 | 1.73 | 2.55 |
| 0 — 25 | 1.50 | 2.22 |
| 0 — 30 | 1.33 | 1.95 |
| 0 — 35 | 1.20 | 1.75 |
| 0 — 40 | 1.10 | 1.61 |
| 0 — 45 | 1.02 | 1.49 |
| 0 — 50 | 0.95 | 1.37 |
| 0 — 55 | 0.90 | 1.28 |
| 1 — 00 | 0.86 | 1.21 |
| 1 — 15 | 0.75 | 1.07 |
| 1 — 30 | 0.67 | 0.95 |
| 1 — 45 | 0.61 | 0.87 |
| 2 — 00 | 0.56 | 0.80 |
| 2 — 30 | 0.49 | 0.70 |
| 3 — 00 | 0.44 | 0.63 |
| 3 — 30 | 0.40 | 0.57 |
| 4 — 00 | 0.37 | 0.53 |
| 4 — 30 | 0.34 | 0.49 |
| 5 — 00 | 0.32 | 0.45 |
| 6 — 00 | 0.29 | 0.41 |
| 7 — 00 | 0.26 | 0.38 |
| 8 — 00 | 0.24 | 0.35 |
| 9 — 00 | 0.23 | 0.33 |
| 10 — 00 | 0.21 | 0.30 |
| 12 — 00 | 0.19 | 0.27 |
| 24 — 00 | 0.13 | 0.18 |

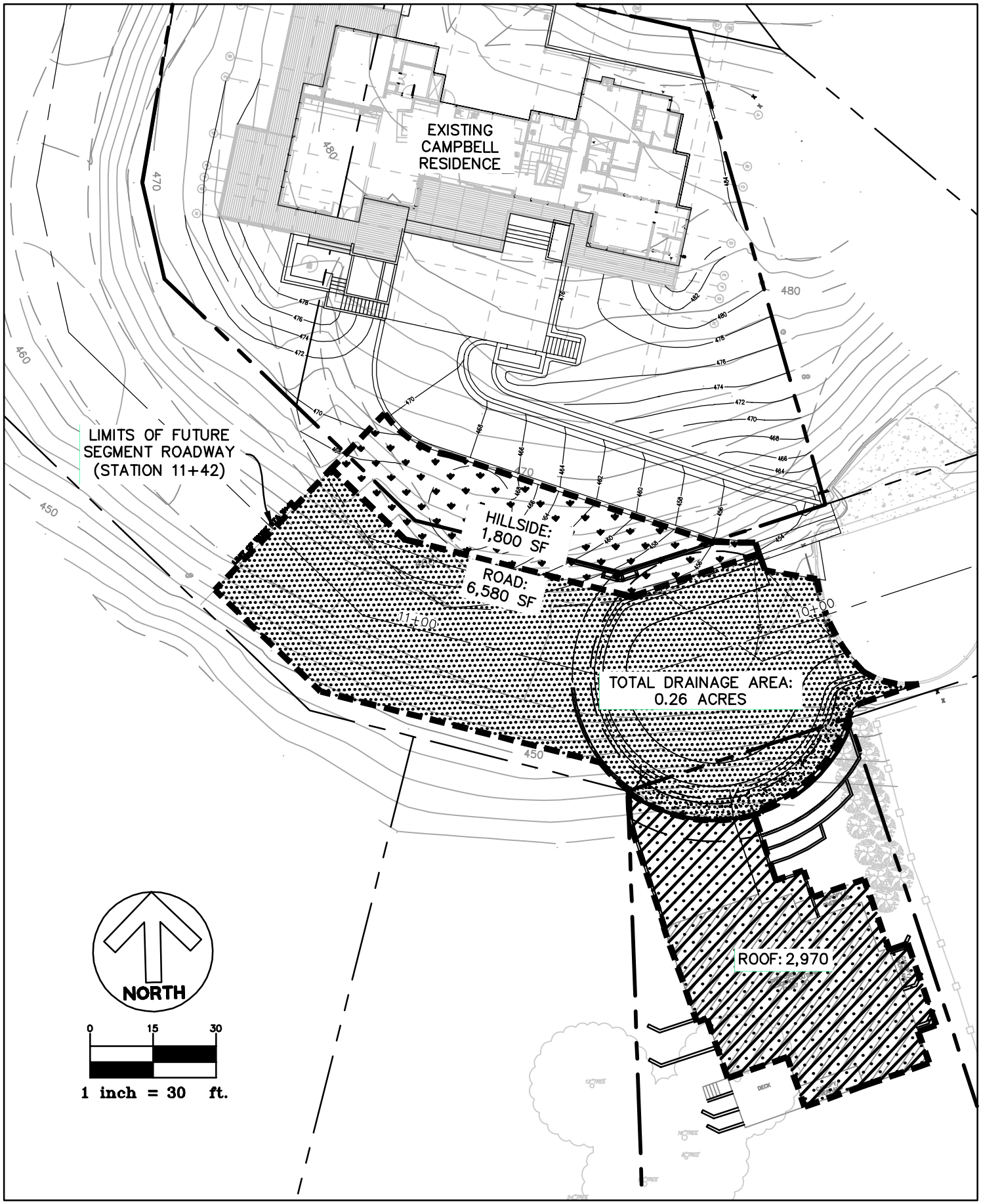
| RUNOFF COEFFICIENTS | |
|---|---|
| TYPE OF DEVELOPMENT | COEF. |
| PARKS AND CEMETERIES | 0.30 |
| RESIDENTIAL - ACRES | 0.40 |
| RESIDENTIAL - REGULAR | 0.50 |
| INDUSTRIAL | 0.65 |
| COMMERCIAL | 0.75 |
| PAVED AREAS | 0.85 |

## RATIONAL FORMULA

Q = C. I. A. F.

Q = RUNOFF - CUBIC FEET PER SECOND
C = RUNOFF COEFFICIENT - PERCENT
I = RAINFALL INTENSITY - INCHES PER HO
A = DRAINAGE AREA - ACRES
F = INTENSITY FACTOR (FROM MAP)

1062




# PROPOSED MONTE CRESTA DRAINAGE
# KRAFT RESIDENCE

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Drawn ML
Job No. 20166012
Checked IK
Date 10/14/19
Approved IK
Sheet 1 of 1

1063

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**San Jose Office**
1730 N. First Street, Suite 600
San Jose, CA, 95112
Tel 408.467.9100

## Preliminary On-Site Discharge Calculations for 10-year Event
## Proposed Conditions

**Project Address:** Kraft Residence
**BKF Job No:** 20166012
**Date:** 10/16/19
**Calcs By:** ML

**Time of Concentration (Tc):** *Kerby's Equation = 0.83(L*n*S^-0.5)^0.467*

**Tc [min]= 10** Estimated Time of Concentration [10 min]

**Intensity (I):** 10 yr event

**I [in/hr] = 2.21** Belmont Storm Drain Master Plan (Local System LD)

**Intensity Factor (F):** From Map — Rainfall Runoff Data, San Mateo County

**F = 0.85**

**Proposed Area (A):**

| | | | |
|---|---|---|---|
| Roof Area [ft$^2$] = | 2,970 | C = 0.9 | |
| Pervious Area [ft$^2$] = | 2,780 | C = 0.3 | Pervious area uphill of collection system |

**Total Area [ac] = 0.13**

**Composite Runoff Coefficient (C):**

**C = 0.61**

**Proposed Discharge ($Q_P$):**

$Q_{P\,10yr} = C * i_{10yr} * A * F$

**$Q_P$ [cfs]= 0.15** Rate of flow into sump pit

**Proposed Pump Speed ($Q_{PS}$):**

$Q_{PS} = C_{ROOF} * i_{10yr} * A_{ROOF} * F$

**$Q_{PS}$ [cfs]= 0.14** Pump speed set equal to Q from roof area: Rate of discharge to street

**Detention Volume (V):**

$V = T_D * (Q_P - Q_{PS}) * 60sec/min$

**V [cf]= 9.37** Time to Detain [10 min] - V=Volume of water in sump pit after 10 min

**Sump Pit Volume (Vpipe):**

Inner Diameter [in] 36
Length [ft] 4
**Vpipe [cf]= 28.27**

**Check Vpipe > V**

**28.27 > 9.37**

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1730 N. First Street, Suite 600
San Jose, CA, 95112
Tel 408.467.9100

# Gutter Flow Calculations for 25-year Event
## Proposed Off-Site Discharge

**Project Address:** Kraft Residence - Monte Cresta
**BKF Job No:** 20166012
**Date:** 10/10/19
**Calcs By:** ML

**Time of Concentration (Tc):** *Kerby's Equation = 0.83(L*n*S^-0.5)^0.467*

**Tc [min]= 10** Estimated Time of Concentration [10 min]

**Intensity (I):** 25 yr event

**I [in/hr] = 2.64** Belmont Storm Drain Master Plan (Local System LD2)

**Intensity Factor (F):** From Map — Rainfall Runoff Data, San Mateo County

**F = 0.85**

**Proposed Area (A):**

| | | | | |
|---|---|---|---|---|
| Impervious Area [ft$^2$] = | 2,970 | Roof | C=0.90 | Collected on-site. See On Site Discharge Calculations |
| Impervious Area [ft$^2$] = | 6,580 | Road | C = 0.90 | |
| Pervious Area [ft$^2$] = | 1,800 | Hillside | C = 0.3 | |

**Total Area [ac] = 0.26**

**Composite Runoff Coefficient (C):**

**C = 0.80**

**Proposed Discharge ($Q_P$):**

*$Q_P$ 25yr= C * I 25 yr * A * F*

**$Q_P$ [cfs]= 0.47**

# APPENDIX B

CREEK
CITY BOUNDARY
STORM DRAIN LINE >30"
STORM DRAIN LINE <30"
STORM DRAIN INLET
STORM DRAIN JUNCTION
STORM DRAIN OUTLET
SUB-DRAINAGE BOUNDARY
SYSTEM DRAINAGE BOUNDARY
STREET

SCALE
200 0 200 400
SCALE IN FEET

DOWNSTREAM INLET, PROPOSED STORM CONNECTION, DI-4373
KRAFT RESIDENCE
I-LD-12-04-02
ANALYZED PIPE SECTION P-LD-12-04-02
I-LD-12-04-01
I-LD-12-04-03
I-LD-03-01
I-LD-03-02
I-LD-03-03
I-LD-03-03-02
I-LD-03-03-01-01
I-LD-03-04
I-LD-05
I-LD-05-03
I-LD-07-02
I-LD-12-07-01
I-LD-12-06
I-LD-12-05
I-LD-22-01
I-LD-24
I-LD-10
I-LD-12
I-LD-15
J-LD-15-01
I-LD-15-01W
I-LD-15-04
I-LD-16
I-LD-17
I-LD-19
I-LD-20
J-LD-10-03
I-LD-10-03
D-LD

I-LD-12-04-03
(DI-4280)
65.46 INV 14" CMP (OUT-E'LY)
P-LD-12-04-03
9.12 cfs
0.89 cfs
(0.42 cfs existing)
P-LD-12-04-02
9.99 cfs
(9.52 cfs existing)
MONTE CRESTA
STORM WATER CONVEYS IN THIS GUTTER FROM RESIDENCE
64.91 INV 12" POSSIBLE CMP (OUT-E'LY)
I-LD-12-04-02
(DI-4376)
DI-4373

SEE FOLLOWING TABLES D-L2A TO D-L2D

*FIGURE D-LD*
*BELMONT STORM DRAIN MASTER PLAN*
*EXISITING AND PROPSED STORM DRAIN SYSTEMS*

BkF

Figure 6A of the Master Plan

**CITY OF BELMONT**
**STORM DRAIN MASTER PLAN**

**Table D-L2a (page 1 of 2)**

**Existing Hydrology, 10-Year Event, System LD**

| Node [1] # | Ground Elevation (ft) [2] | Sump Elevation (ft) | Hydraulic Grade Line In (ft) | Hydraulic Grade Line Out (ft) | Inlet Area (acres) | Lateral Area (acres) | Inlet C [6] | Inlet C*A (acres) | Cumulative Area [3] (acres) | Cumulative C*A (acres) | Inlet Tc [5] (minutes) | System Tc (minutes) | Intensity (in/hr) | **Discharge [4] (cfs)** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Laurel Creek Drainage** | | | | | | | | | | | | | | |
| **Mean Annual Precipitation 24"** | | | | | | | | | | | | | | |
| San Juan Court at Laurel Creek Road | | | | | | | | | | | | | | |
| Ponce Avenue | | | | | | | | | | | | | | |
| I-LD-22-01 | 430.00 | 426.50 | 427.32 | 427.32 | 3.31 | | 0.50 | 1.66 | 3.31 | 1.7 | 10.0 | 10.0 | 2.21 | **3.7** |
| I-LD-20-02 | 400.00 | 394.00 | 395.51 | 395.51 | 19.80 | | 0.50 | 9.90 | 19.80 | 9.9 | 10.0 | 10.0 | 2.21 | **22.1** |
| I-LD-20-01 | 387.00 | 381.00 | 384.01 | 383.71 | 7.61 | | 0.80 | 6.09 | 27.41 | 16.0 | 10.0 | 10.3 | 2.17 | **35.0** |
| I-LD-18-01 | 386.90 | 381.90 | 382.33 | 382.33 | 1.20 | | 0.50 | 0.60 | 1.20 | 0.6 | 10.0 | 10.0 | 2.21 | **1.3** |
| I-LD-15-03W | 469.00 | 465.00 | 465.77 | 465.77 | 2.06 | | 0.80 | 1.65 | 2.06 | 1.7 | 10.0 | 10.0 | 2.21 | **3.7** |
| I-LD-15-03E | 462.00 | 459.50 | 460.22 | 460.22 | 0.43 | | 0.50 | 0.22 | 0.43 | 0.2 | 10.0 | 10.0 | 2.21 | **0.5** |
| I-LD-15-01W | 495.10 | 492.10 | 492.69 | 492.69 | 1.98 | | 0.50 | 0.99 | 1.98 | 1.0 | 10.0 | 10.0 | 2.21 | **2.2** |
| I-LD-15-01S | 486.10 | 482.85 | 483.41 | 483.41 | 1.12 | | 0.80 | 0.90 | 1.12 | 0.9 | 10.0 | 10.0 | 2.21 | **2.0** |
| I-LD-15-04 | 478.00 | 474.00 | 474.73 | 474.73 | 3.89 | | 0.50 | 1.95 | 3.89 | 2.0 | 10.0 | 10.0 | 2.21 | **4.3** |
| J-LD-15-03 | 464.00 | 459.00 | 460.20 | 460.10 | 0.00 | 2.49 | 0.00 | 0.00 | 6.38 | 3.8 | 0.0 | 10.9 | 2.11 | **8.1** |
| I-LD-15-02 | 464.00 | 457.50 | 458.78 | 458.60 | 0.00 | | 0.00 | 0.00 | 6.38 | 3.8 | 10.0 | 11.0 | 2.11 | **8.1** |
| J-LD-15-01 | 385.00 | 380.00 | 381.80 | 381.21 | 0.00 | 3.10 | 0.00 | 0.00 | 9.48 | 5.7 | 0.0 | 11.9 | 2.03 | **11.6** |
| I-LD-12-07-01 | 476.50 | 471.50 | 476.50 | 476.50 | 12.02 | | 0.50 | 6.01 | 12.02 | 6.0 | 10.0 | 10.0 | 2.21 | **13.4** |
| I-LD-12-05-01 | 359.00 | 355.50 | 357.83 | 357.83 | 6.03 | | 0.80 | 4.82 | 6.03 | 4.8 | 10.0 | 10.0 | 2.21 | **10.7** |
| I-LD-12-04-03 | 424.00 | 420.00 | 422.57 | 422.57 | 8.21 | | 0.50 | 4.11 | 8.21 | 4.1 | 10.0 | 10.0 | 2.21 | **9.1** |
| I-LD-12-04-02 | 422.00 | 418.00 | 419.63 | 419.16 | 0.00 | | 0.00 | 0.00 | 8.21 | 4.1 | 10.0 | 10.1 | 2.20 | **9.1** |
| I-LD-12-04-01 | 389.20 | 384.20 | 385.64 | 385.35 | 0.11 | | 0.50 | 0.06 | 8.32 | 4.2 | 10.0 | 10.8 | 2.12 | **8.9** |
| I-LD-12-08 | 476.00 | 471.50 | 475.00 | 475.00 | 0.00 | | 0.50 | 0.00 | 0.00 | 0.0 | 10.0 | 10.0 | 0.00 | **0.0** |
| J-LD-12-07 | 475.00 | 470.00 | 478.07 | 475.00 | 0.00 | 12.02 | 0.00 | 0.00 | 12.02 | 6.0 | 0.0 | 10.1 | 2.20 | **13.3** |
| I-LD-12-06 | 469.80 | 462.50 | 465.20 | 463.73 | 1.70 | | 0.00 | 0.00 | 13.72 | 6.0 | 10.0 | 10.2 | 2.19 | **13.3** |
| J-LD-12-05 | 360.00 | 355.00 | 356.91 | 356.72 | 0.00 | 6.03 | 0.00 | 0.00 | 19.75 | 10.8 | 0.0 | 10.6 | 2.15 | **23.5** |
| J-LD-12-04 | 370.00 | 350.00 | 352.07 | 351.92 | 0.00 | 8.32 | 0.00 | 0.00 | 28.07 | 15.0 | 0.0 | 11.0 | 2.10 | **31.8** |
| J-LD-12-03 | 275.00 | 269.00 | 270.99 | 270.91 | 0.00 | | 0.00 | 0.00 | 28.07 | 15.0 | 0.0 | 11.4 | 2.07 | **31.3** |
| I-LD-12-02 | 266.00 | 259.00 | 260.99 | 260.90 | 0.00 | | 0.00 | 0.00 | 28.07 | 15.0 | 10.0 | 11.5 | 2.06 | **31.2** |
| I-LD-12-01 | 265.00 | 258.00 | 260.08 | 259.90 | 0.00 | | 0.00 | 0.00 | 28.07 | 15.0 | 10.0 | 11.6 | 2.05 | **31.0** |
| Marburger Avenue | | | | | | | | | | | | | | |
| I-LD-10-05-01-01-01 | 563.00 | 559.00 | 559.24 | 559.24 | 0.00 | | 0.80 | 0.00 | 0.00 | 0.0 | 10.0 | 10.0 | 0.00 | **0.0** |
| I-LD-10-05-01-02 | 576.00 | 572.00 | 572.32 | 572.32 | 0.68 | | 0.50 | 0.34 | 0.68 | 0.3 | 10.0 | 10.0 | 2.21 | **0.8** |
| I-LD-10-05-01-01 | 562.90 | 558.90 | 559.24 | 559.24 | 9.60 | 0.00 | 0.00 | 0.00 | 10.28 | 0.3 | 10.0 | 10.4 | 2.16 | **0.7** |
| I-LD-10-05-02 | 540.00 | 536.00 | 536.00 | 536.00 | 0.00 | | 0.50 | 0.00 | 0.00 | 0.0 | 10.0 | 10.0 | 0.00 | **0.0** |
| I-LD-10-05-01 | 530.00 | 524.50 | 525.17 | 525.13 | 2.00 | 10.28 | 0.50 | 1.00 | 12.28 | 1.3 | 10.0 | 12.0 | 2.02 | **2.7** |
| I-LD-10-04-03 | 528.00 | 524.00 | 524.90 | 524.90 | 4.20 | | 0.50 | 2.10 | 4.20 | 2.1 | 10.0 | 10.0 | 2.21 | **4.7** |
| I-LD-10-04-02 | 522.00 | 519.00 | 520.27 | 519.90 | 0.00 | | 0.00 | 0.00 | 4.20 | 2.1 | 10.0 | 10.0 | 2.21 | **4.7** |
| J-LD-10-04-01 | 480.00 | 475.00 | 476.21 | 475.90 | 0.00 | | 0.00 | 0.00 | 4.20 | 2.1 | 0.0 | 10.1 | 2.20 | **4.7** |
| I-LD-10-03-06E | 534.00 | 530.00 | 530.68 | 530.68 | 1.80 | | 0.80 | 1.44 | 1.80 | 1.4 | 10.0 | 10.0 | 2.21 | **3.2** |
| I-LD-10-03-05E | 531.00 | 526.00 | 526.76 | 526.73 | 0.40 | | 0.50 | 0.20 | 2.20 | 1.6 | 10.0 | 10.1 | 2.20 | **3.6** |
| I-LD-10-03-04E | 507.00 | 502.00 | 502.82 | 502.72 | 0.00 | | 0.00 | 0.00 | 2.20 | 1.6 | 10.0 | 10.3 | 2.18 | **3.6** |
| I-LD-10-03-03E | 504.00 | 501.25 | 502.15 | 502.11 | 1.26 | | 0.50 | 0.63 | 3.46 | 2.3 | 10.0 | 10.4 | 2.17 | **5.0** |
| I-LD-10-03-02E | 475.00 | 470.00 | 471.10 | 470.90 | 0.00 | | 0.00 | 0.00 | 3.46 | 2.3 | 10.0 | 10.6 | 2.15 | **4.9** |
| J-LD-10-03-01E | 400.00 | 395.00 | 396.12 | 395.89 | 0.00 | | 0.00 | 0.00 | 3.46 | 2.3 | 0.0 | 11.0 | 2.11 | **4.8** |
| I-LD-10-03-W | 502.60 | 498.60 | 499.34 | 499.34 | 2.70 | | 0.50 | 1.35 | 2.70 | 1.4 | 10.0 | 10.0 | 2.21 | **3.0** |

(1) Nodes are presented in Figure D-LD in Appendix D
(2) ft = feet, in/hr = inches/hour rainfall, cfs = cubic feet per second
(3) Cumlative Area = Inlet CA + Lateral Inlet CA
(4) Discharge is from the Rational Method, Q = CIA
(5) Tc = Time of Concentration is assumed to be 10-minutes roof to inlet, unless greater using the Kirpich Method.

**CITY OF BELMONT**
**STORM DRAIN MASTER PLAN**

**Table D-L2b (page 1 of 2)**

**Existing Hydraulics, 10-Year Event, Systems LD**

| Pipe # (1) | Upstream Node | Downstream Node | Total Discharge [4] (cfs) [2] | Capacity @ Constructed Slope (cfs) | Pipe Size (inches) | Length (feet) | Constructed Slope (ft/ft) | Pipe Roughness (Mannings n) | Invert Elevation Upstream | Invert Elevation Downstream | Ground/Rim Elevation Upstream | Ground/Rim Elevation Downstream | HGL Elevation Upstream | HGL Elevation Downstream | **Freeboard [3] (feet)** | Upstream Cover (feet) | Velocity (ft/s) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Laurel Creek Drainage** | | | | | | | | | | | | | | | | | |
| **Mean Annual Precipitation 24"** | | | | | | | | | | | | | | | | | |
| San Juan Court at Laurel Creek Road | | | | | | | | | | | | | | | | | |
| Ponce Avenue | | | | | | | | | | | | | | | | | |
| P-LD-22-01 | I-LD-22-01 | J-LD-22 | 3.7 | 9.6 | 12 inch | 389 | 0.073 | 0.013 | 426.5 | 398.0 | 430.0 | 403.0 | 427.3 | 400.1 | **2.7** | 2.5 | 11.5 |
| P-LD-20-02 | I-LD-20-02 | I-LD-20-01 | 22.1 | 142.0 | 36 inch | 287 | 0.045 | 0.013 | 394.0 | 381.0 | 400.0 | 387.0 | 395.5 | 384.0 | **4.5** | 3.0 | 14.6 |
| P-LD-20-01 | I-LD-20-01 | J-LD-20 | 35.0 | 62.5 | 36 inch | 114 | 0.009 | 0.013 | 381.0 | 380.0 | 387.0 | 389.0 | 383.7 | 383.4 | **3.3** | 3.0 | 9.1 |
| P-LD-18-01 | I-LD-18-01 | I-LD-18 | 1.3 | 12.9 | 18 inch | 249 | 0.051 | 0.024 | 381.9 | 369.1 | 386.9 | 373.1 | 382.3 | 371.5 | **4.6** | 3.5 | 4.7 |
| P-LD-15-04 | I-LD-15-04 | J-LD-15-03 | 4.3 | 50.0 | 24 inch | 90 | 0.167 | 0.024 | 474.0 | 459.0 | 478.0 | 464.0 | 474.7 | 460.2 | **3.3** | 2.0 | 9.8 |
| P-LD-15-03W | I-LD-15-03W | J-LD-15-03 | 3.7 | 27.2 | 15 inch | 57 | 0.105 | 0.010 | 465.0 | 459.0 | 469.0 | 464.0 | 465.8 | 460.2 | **3.2** | 2.8 | 15.5 |
| P-LD-15-03E | I-LD-15-03E | J-LD-15-03 | 0.5 | 2.6 | 15 inch | 91 | 0.005 | 0.024 | 459.5 | 459.0 | 462.0 | 464.0 | 460.2 | 460.2 | **1.8** | 1.3 | 1.6 |
| P-LD-15-03 | J-LD-15-03 | I-LD-15-02 | 8.1 | 15.2 | 18 inch | 21 | 0.071 | 0.024 | 459.0 | 457.5 | 464.0 | 464.0 | 460.1 | 458.8 | **3.9** | 3.5 | 8.7 |
| P-LD-15-02 | I-LD-15-02 | J-LD-15-01 | 8.1 | 20.7 | 18 inch | 586 | 0.132 | 0.024 | 457.5 | 380.0 | 464.0 | 385.0 | 458.6 | 381.9 | **5.4** | 5.0 | 11.0 |
| P-LD-15-01W | I-LD-15-01W | J-LD-15-01 | 2.2 | 19.8 | 15 inch | 349 | 0.321 | 0.024 | 492.1 | 380.0 | 495.1 | 385.0 | 492.7 | 381.8 | **2.4** | 1.8 | 10.7 |
| P-LD-15-01S | I-LD-15-01S | J-LD-15-01 | 2.0 | 26.4 | 15 inch | 181 | 0.568 | 0.024 | 482.9 | 380.0 | 486.1 | 385.0 | 483.4 | 381.9 | **2.7** | 2.0 | 12.7 |
| P-LD-15-01 | J-LD-15-01 | I-LD-15 | 11.6 | 23.4 | 15 inch | 179 | 0.447 | 0.024 | 380.0 | 300.0 | 385.0 | 306.0 | 381.2 | 303.3 | **3.8** | 3.8 | 19.0 |
| P-LD-12-07-01 | I-LD-12-07-01 | J-LD-12-07 | 13.4 | 5.7 | 15 inch | 56 | 0.027 | 0.024 | 471.5 | 470.0 | 476.5 | 475.0 | 483.2 | 475.0 | **ABOVE RIM** | 3.8 | 10.9 |
| P-LD-12-05-01 | I-LD-12-05-01 | J-LD-12-05 | 10.7 | 8.0 | 15 inch | 33 | 0.015 | 0.013 | 355.5 | 355.0 | 359.0 | 360.0 | 357.8 | 356.9 | **1.2** | 2.3 | 8.8 |
| P-LD-12-04-03 | I-LD-12-04-03 | I-LD-12-04-02 | 9.1 | 7.6 | 15 inch | 43 | 0.047 | 0.024 | 420.0 | 418.0 | 424.0 | 422.0 | 422.6 | 419.6 | **1.4** | 2.8 | 7.5 |
| P-LD-12-04-02 | I-LD-12-04-02 | I-LD-12-04-01 | 9.1 | 10.1 | 15 inch | 408 | 0.083 | 0.024 | 418.0 | 384.2 | 422.0 | 389.2 | 419.2 | 385.6 | **2.8** | 2.8 | 9.3 |
| P-LD-12-04-01 | I-LD-12-04-01 | J-LD-12-04 | 8.9 | 41.0 | 18 inch | 225 | 0.152 | 0.013 | 384.2 | 350.0 | 389.2 | 370.0 | 385.4 | 352.1 | **3.8** | 3.5 | 18.5 |
| P-LD-12-08 | I-LD-12-08 | J-LD-12-07 | 0.0 | 6.4 | 12 inch | 46 | 0.033 | 0.013 | 471.5 | 470.0 | 476.0 | 475.0 | 475.0 | 475.0 | **1.0** | 3.5 | 0.0 |
| P-LD-12-07 | J-LD-12-07 | I-LD-12-06 | 13.3 | 9.6 | 12 inch | 103 | 0.073 | 0.013 | 470.0 | 462.5 | 475.0 | 469.8 | 479.6 | 465.2 | **ABOVE RIM** | 4.0 | 17.0 |
| P-LD-12-06 | I-LD-12-06 | J-LD-12-05 | 13.3 | 18.4 | 15 inch | 388 | 0.277 | 0.024 | 462.5 | 355.0 | 469.8 | 360.0 | 463.7 | 357.1 | **6.1** | 6.1 | 16.3 |
| P-LD-12-05 | J-LD-12-05 | J-LD-12-04 | 23.5 | 58.4 | 24 inch | 75 | 0.067 | 0.013 | 355.0 | 350.0 | 360.0 | 370.0 | 356.7 | 352.3 | **3.3** | 3.0 | 17.6 |
| P-LD-12-04 | J-LD-12-04 | J-LD-12-03 | 31.8 | 162.4 | 30 inch | 517 | 0.157 | 0.013 | 350.0 | 269.0 | 370.0 | 275.0 | 351.9 | 271.0 | **18.1** | 17.5 | 25.7 |
| P-LD-12-03 | J-LD-12-03 | I-LD-12-02 | 31.3 | 120.4 | 30 inch | 116 | 0.086 | 0.013 | 269.0 | 259.0 | 275.0 | 266.0 | 270.9 | 261.0 | **4.1** | 3.5 | 20.6 |
| P-LD-12-02 | I-LD-12-02 | I-LD-12-01 | 31.2 | 41.4 | 30 inch | 98 | 0.010 | 0.013 | 259.0 | 258.0 | 266.0 | 265.0 | 260.9 | 260.1 | **5.1** | 4.5 | 9.3 |
| P-LD-12-01 | I-LD-12-01 | I-LD-12 | 31.0 | 167.4 | 30 inch | 30 | 0.167 | 0.013 | 258.0 | 253.0 | 265.0 | 263.0 | 259.9 | 256.8 | **5.1** | 4.5 | 26.1 |
| Marburger Avenue | | | | | | | | | | | | | | | | | |
| P-LD-10-05-01-01-01 | -LD-10-05-01-01-0 | I-LD-10-05-01-01 | 0.0 | 1.4 | 12 inch | 65 | 0.002 | 0.013 | 559.0 | 558.9 | 563.0 | 562.9 | 559.2 | 559.2 | **3.8** | 3.0 | 0.0 |
| P-LD-10-05-01-02 | I-LD-10-05-01-02 | I-LD-10-05-01-01 | 0.8 | 28.2 | 18 inch | 182 | 0.072 | 0.013 | 572.0 | 558.9 | 576.0 | 562.9 | 572.3 | 559.3 | **3.7** | 2.5 | 6.9 |
| P-LD-10-05-01-01 | I-LD-10-05-01-01 | I-LD-10-05-01 | 0.7 | 15.4 | 15 inch | 609 | 0.056 | 0.013 | 558.9 | 524.5 | 562.9 | 530.0 | 559.2 | 525.2 | **3.7** | 2.8 | 6.5 |
| P-LD-10-05-02 | I-LD-10-05-02 | I-LD-10-05-01 | 0.0 | 21.4 | 12 inch | 32 | 0.359 | 0.013 | 536.0 | 524.5 | 540.0 | 530.0 | 536.0 | 525.2 | **4.0** | 3.0 | 0.0 |
| P-LD-10-05-01 | I-LD-10-05-01 | J-LD-10-05 | 2.7 | 32.1 | 18 inch | 124 | 0.319 | 0.024 | 524.5 | 485.0 | 530.0 | 490.0 | 525.1 | 485.8 | **4.9** | 4.0 | 11.1 |
| P-LD-10-04-03 | I-LD-10-04-03 | I-LD-10-04-02 | 4.7 | 13.5 | 12 inch | 35 | 0.143 | 0.013 | 524.0 | 519.0 | 528.0 | 522.0 | 524.9 | 520.3 | **3.1** | 3.0 | 15.6 |
| P-LD-10-04-02 | I-LD-10-04-02 | J-LD-10-04-01 | 4.7 | 14.0 | 12 inch | 84 | 0.524 | 0.024 | 519.0 | 475.0 | 522.0 | 480.0 | 519.9 | 476.2 | **2.1** | 2.0 | 16.0 |
| P-LD-10-04-01 | J-LD-10-04-01 | J-LD-10-04 | 4.7 | 11.6 | 12 inch | 55 | 0.364 | 0.024 | 475.0 | 455.0 | 480.0 | 460.0 | 475.9 | 456.2 | **4.1** | 4.0 | 14.0 |
| P-LD-10-03-W | I-LD-10-03-W | J-LD-10-03 | 3.0 | 22.1 | 12 inch | 401 | 0.383 | 0.013 | 498.6 | 345.0 | 502.6 | 350.0 | 499.3 | 346.5 | **3.3** | 3.0 | 19.6 |
| P-LD-10-03-06E | I-LD-10-03-06E | I-LD-10-03-05E | 3.2 | 29.1 | 18 inch | 52 | 0.077 | 0.013 | 530.0 | 526.0 | 534.0 | 531.0 | 530.7 | 526.8 | **3.3** | 2.5 | 10.8 |
| P-LD-10-03-05E | I-LD-10-03-05E | I-LD-10-03-04E | 3.6 | 24.6 | 18 inch | 128 | 0.188 | 0.024 | 526.0 | 502.0 | 531.0 | 507.0 | 526.7 | 502.8 | **4.3** | 3.5 | 10.0 |
| P-LD-10-03-04E | I-LD-10-03-04E | I-LD-10-03-03E | 3.6 | 9.3 | 18 inch | 28 | 0.027 | 0.024 | 502.0 | 501.3 | 507.0 | 504.0 | 502.7 | 502.2 | **4.3** | 3.5 | 4.9 |
| P-LD-10-03-03E | I-LD-10-03-03E | I-LD-10-03-02E | 5.0 | 27.9 | 18 inch | 130 | 0.240 | 0.024 | 501.3 | 470.0 | 504.0 | 475.0 | 502.1 | 471.1 | **1.9** | 1.3 | 11.9 |
| P-LD-10-03-02E | I-LD-10-03-02E | J-LD-10-03-01E | 4.9 | 17.2 | 15 inch | 312 | 0.240 | 0.024 | 470.0 | 395.0 | 475.0 | 400.0 | 470.9 | 396.1 | **4.1** | 3.8 | 12.1 |
| P-LD-10-03-01E | J-LD-10-03-01E | J-LD-10-03 | 4.8 | 20.8 | 15 inch | 141 | 0.355 | 0.024 | 395.0 | 345.0 | 400.0 | 350.0 | 395.9 | 346.5 | **4.1** | 3.8 | 13.8 |

(1) Pipes are presented in Figure 2 and Figure D-LA-LC in Appendix D
(2) ft = feet, cfs = cubic feet per second, ft/s = feet per second
(3) Freeboard is HGL (Hydraulic Grade Line) below Rim of Inlet
(4) Discharge is from the Rational Method, Q = CIA

# APPENDIX C

# Channel Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Nov 17 2021

## EXISTING FLOW IN P-LD-12-04-02

**Circular**

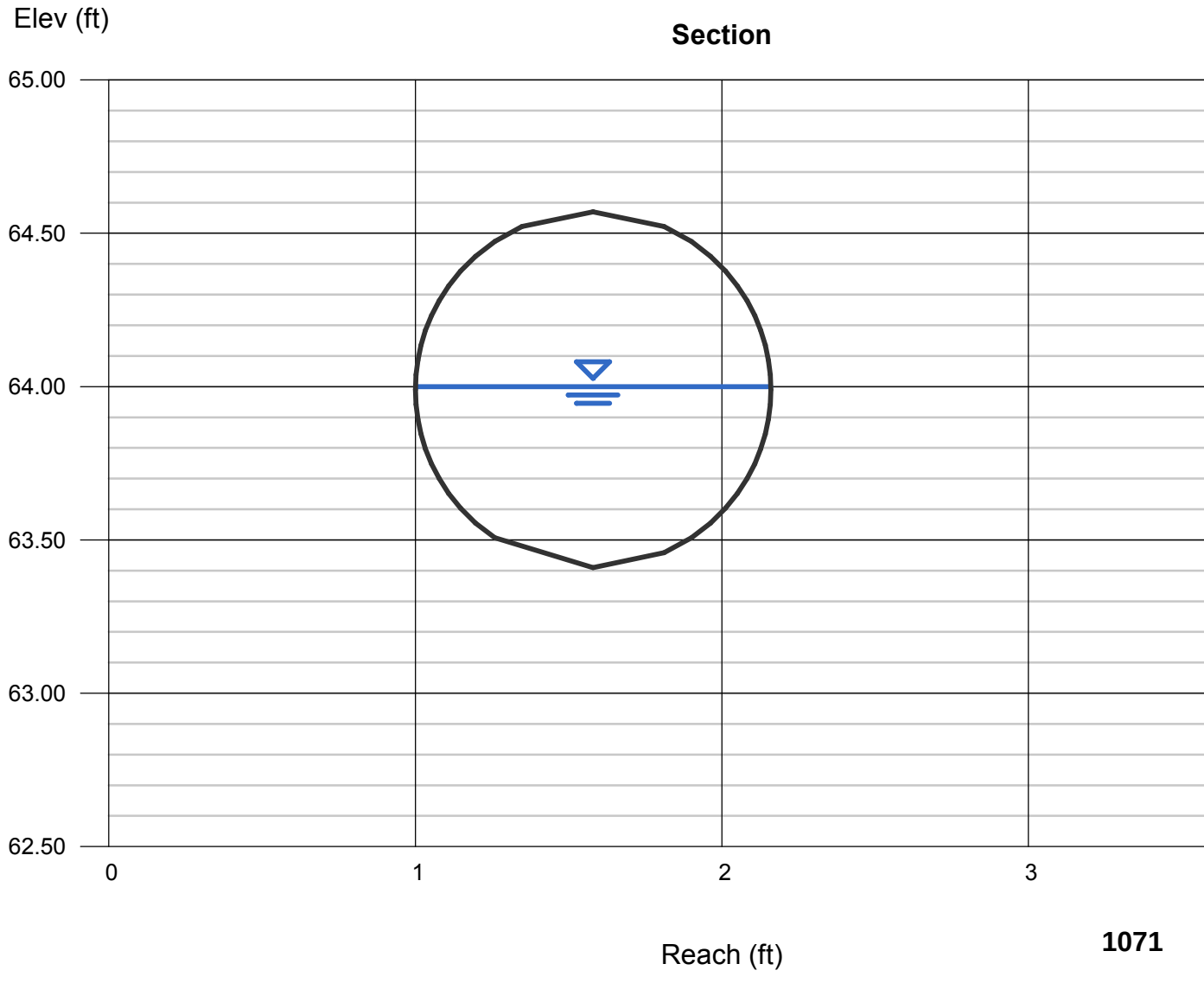
| | |
|---|---|
| Diameter (ft) | = 1.16 |
| Invert Elev (ft) | = 63.41 |
| Slope (%) | = 8.30 |
| N-Value | = 0.011 |

**Calculations**

| | |
|---|---|
| Compute by: | Known Q |
| Known Q (cfs) | = 9.10 |

**Highlighted**

| | |
|---|---|
| Depth (ft) | = 0.59 |
| Q (cfs) | = 9.100 |
| Area (sqft) | = 0.54 |
| Velocity (ft/s) | = 16.81 |
| Wetted Perim (ft) | = 1.84 |
| Crit Depth, Yc (ft) | = 1.12 |
| Top Width (ft) | = 1.16 |
| EGL (ft) | = 4.98 |



# Channel Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Nov 17 2021

## PROPOSED FLOW IN P-LD-12-04-02

**Circular**

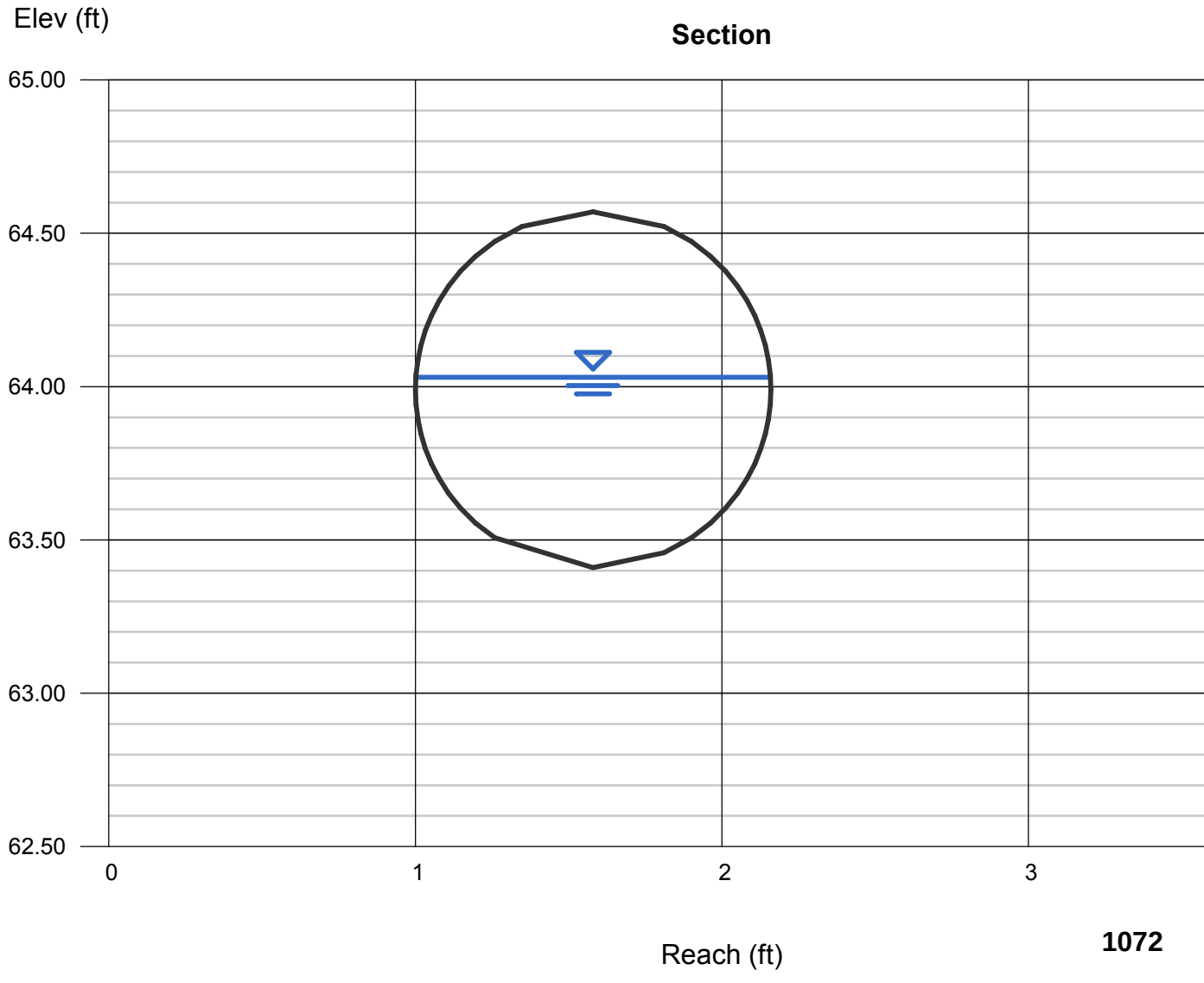
| | |
|---|---|
| Diameter (ft) | = 1.16 |
| Invert Elev (ft) | = 63.41 |
| Slope (%) | = 8.30 |
| N-Value | = 0.011 |

**Calculations**

| | |
|---|---|
| Compute by: | Known Q |
| Known Q (cfs) | = 9.99 |

**Highlighted**

| | |
|---|---|
| Depth (ft) | = 0.62 |
| Q (cfs) | = 9.990 |
| Area (sqft) | = 0.57 |
| Velocity (ft/s) | = 17.38 |
| Wetted Perim (ft) | = 1.90 |
| Crit Depth, Yc (ft) | = 1.13 |
| Top Width (ft) | = 1.16 |
| EGL (ft) | = 5.31 |



# Channel Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Nov 17 2021

## MASTER PLAN MAX FLOW P-LD-12-04-02 (15 in. RCP)

**Circular**

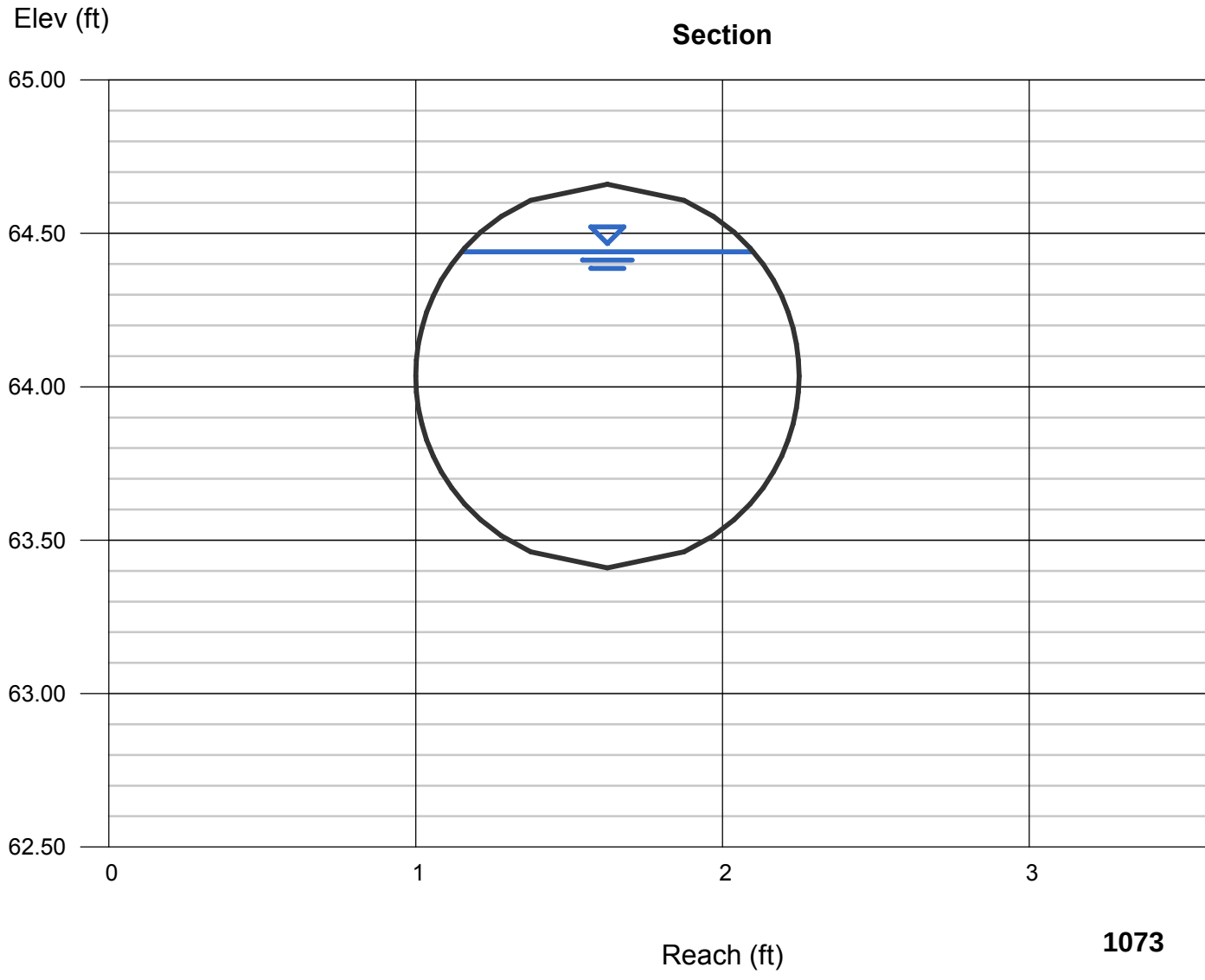
| | |
|---|---|
| Diameter (ft) | = 1.25 |
| Invert Elev (ft) | = 63.41 |
| Slope (%) | = 8.30 |
| N-Value | = 0.024 |

**Calculations**

| | |
|---|---|
| Compute by: | Known Q |
| Known Q (cfs) | = 10.10 |

**Highlighted**

| | |
|---|---|
| Depth (ft) | = 1.03 |
| Q (cfs) | = 10.10 |
| Area (sqft) | = 1.08 |
| Velocity (ft/s) | = 9.32 |
| Wetted Perim (ft) | = 2.85 |
| Crit Depth, Yc (ft) | = 1.19 |
| Top Width (ft) | = 0.95 |
| EGL (ft) | = 2.38 |



# Channel Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Nov 17 2021

## 3/4 FULL FLOW P-LD-12-04-02 (14 in. PVC)

**Circular**

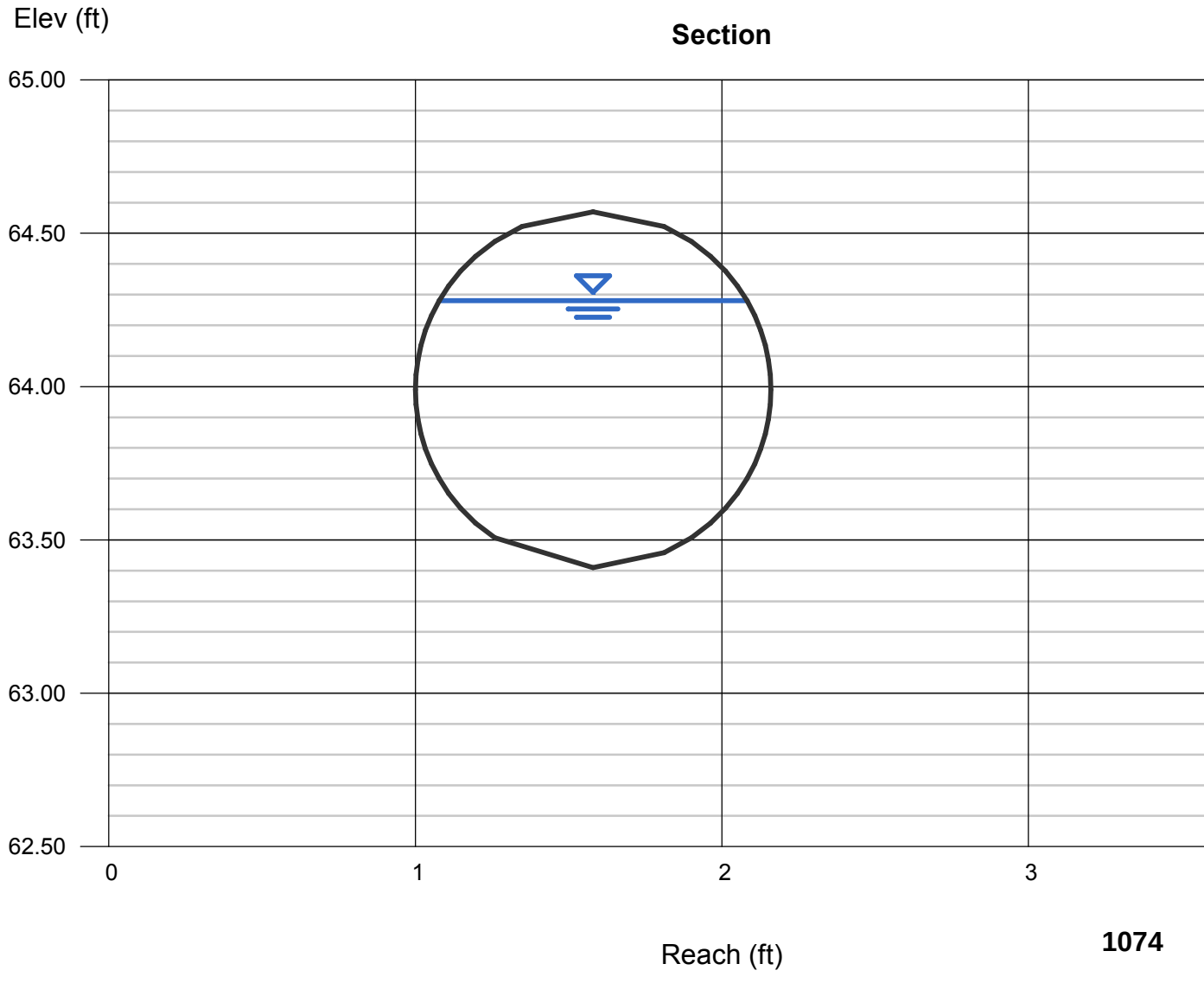
| | |
|---|---|
| Diameter (ft) | = 1.16 |
| Invert Elev (ft) | = 63.41 |
| Slope (%) | = 8.30 |
| N-Value | = 0.011 |

**Calculations**

| | |
|---|---|
| Compute by: | Known Q |
| Known Q (cfs) | = 16.30 |

**Highlighted**

| | |
|---|---|
| Depth (ft) | = 0.87 |
| Q (cfs) | = 16.30 |
| Area (sqft) | = 0.85 |
| Velocity (ft/s) | = 19.16 |
| Wetted Perim (ft) | = 2.43 |
| Crit Depth, Yc (ft) | = 1.16 |
| Top Width (ft) | = 1.00 |
| EGL (ft) | = 6.58 |



# APPENDIX D

# Kraft Residence - Gutter Analysis
# November 8, 2021

Existing cfs to DI-4373
Calculations



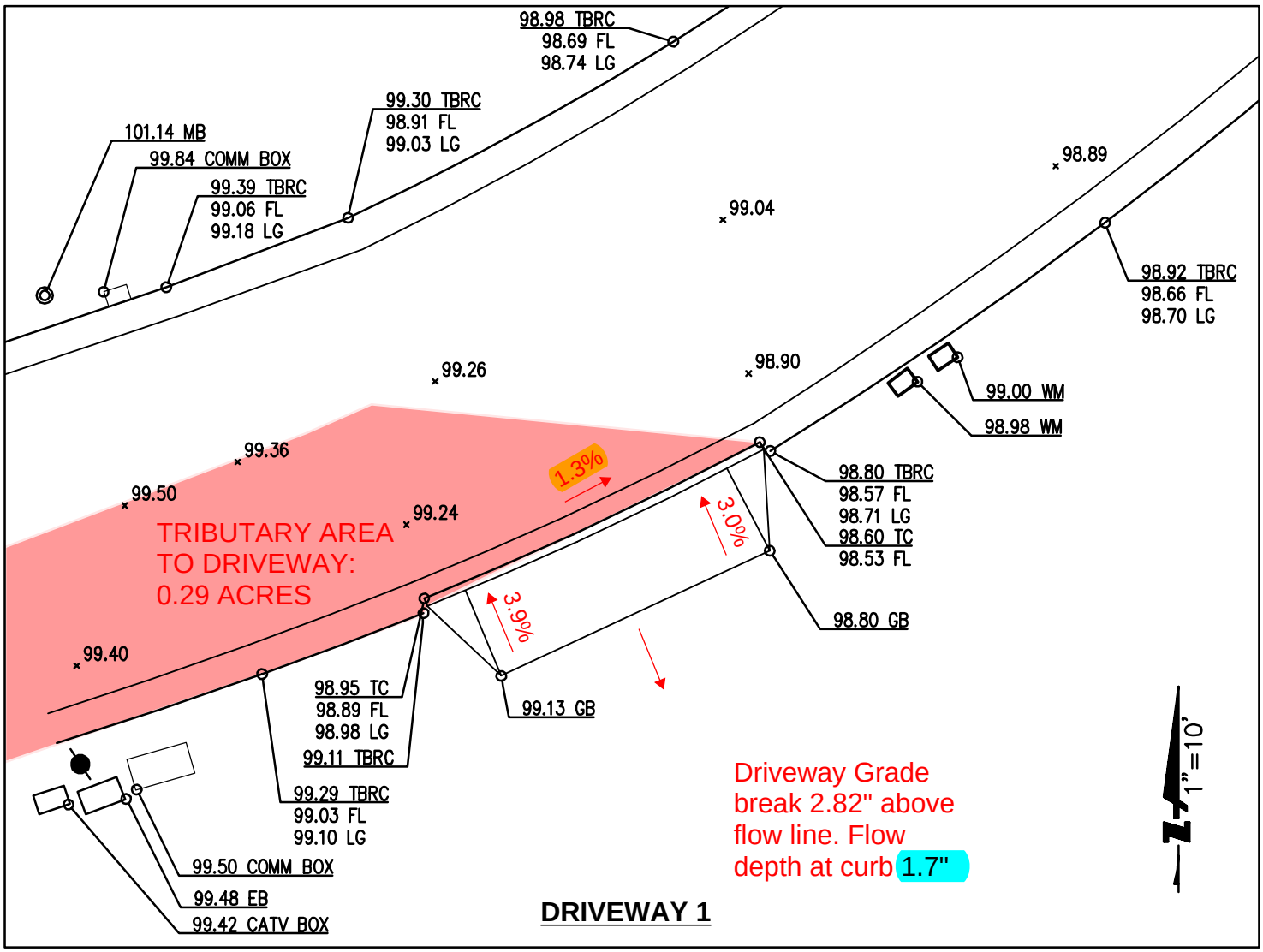

CALCULATIONS INCLUDE THE SEGMENT OF ROADWAY TRIBUTARY TO THE DRIVEWAY BEING ANALYZED.




Gutter

| | | |
|---|---|---|
| Longitudinal Slope of Road: | 0.013 | (ft/ft) |
| Cross-slope of Pavement: | 0.020 | (ft/ft) |
| Define Cross-slope of Gutter | 0.050 | (ft/ft) |
| Manning's Roughness: | 0.015 | |
| Gutter Width: | 2.000 | (ft) |
| Enter one of the following: | | |
| Design Flow: | 0.500 | (cfs) |
| Width of Spread: | 4.126 | (ft) |
| Compute unknown | | |
| Gutter Depression: | 0.720 | (in) |
| | 0.230 | (ft^2) |
| Eo (Gutter Flow to Total Flow): | 0.907 | |
| Depth at Curb: | 1.710 | (in) |

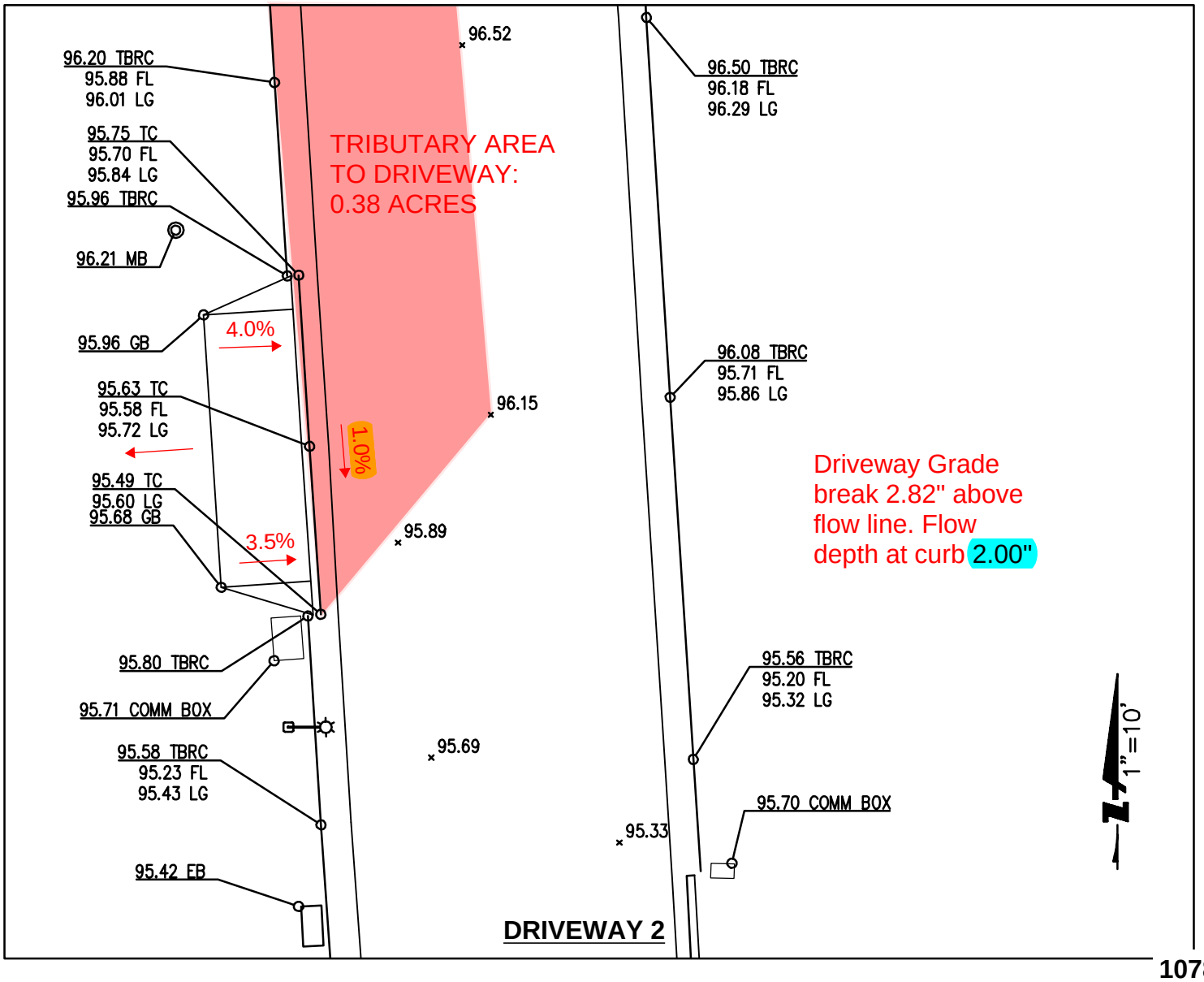
FROM OFFSITE DISCHARGE CALCS





Gutter

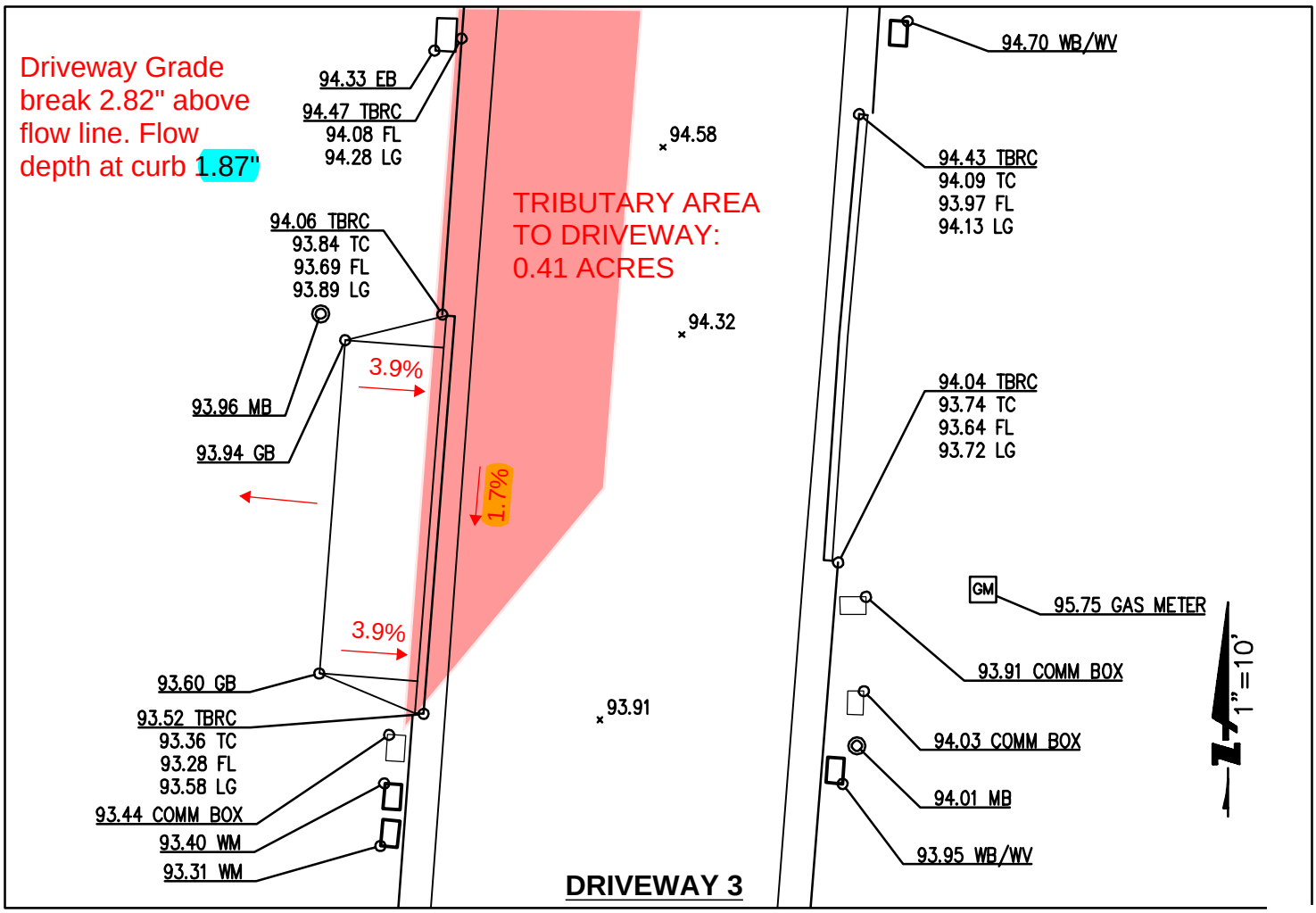
| | | |
|---|---|---|
| Longitudinal Slope of Road: | 0.010 | (ft/ft) |
| Cross-slope of Pavement: | 0.020 | (ft/ft) |
| Define Cross-slope of Gutter | 0.050 | (ft/ft) |
| Manning's Roughness: | 0.015 | |
| Gutter Width: | 2.000 | (ft) |
| Enter one of the following: | FROM OFFSITE DISCHARGE CALCS | |
| Design Flow: | 0.710 | (cfs) |
| Width of Spread: | 5.333 | (ft) |
| Compute unknown | | |
| Gutter Depression: | 0.720 | (in) |
| Area of Flow: | 0.344 | (ft^2) |
| Eo (Gutter Flow to Total Flow): | 0.808 | |
| Depth at Curb: | 2.000 | (in) |






Gutter

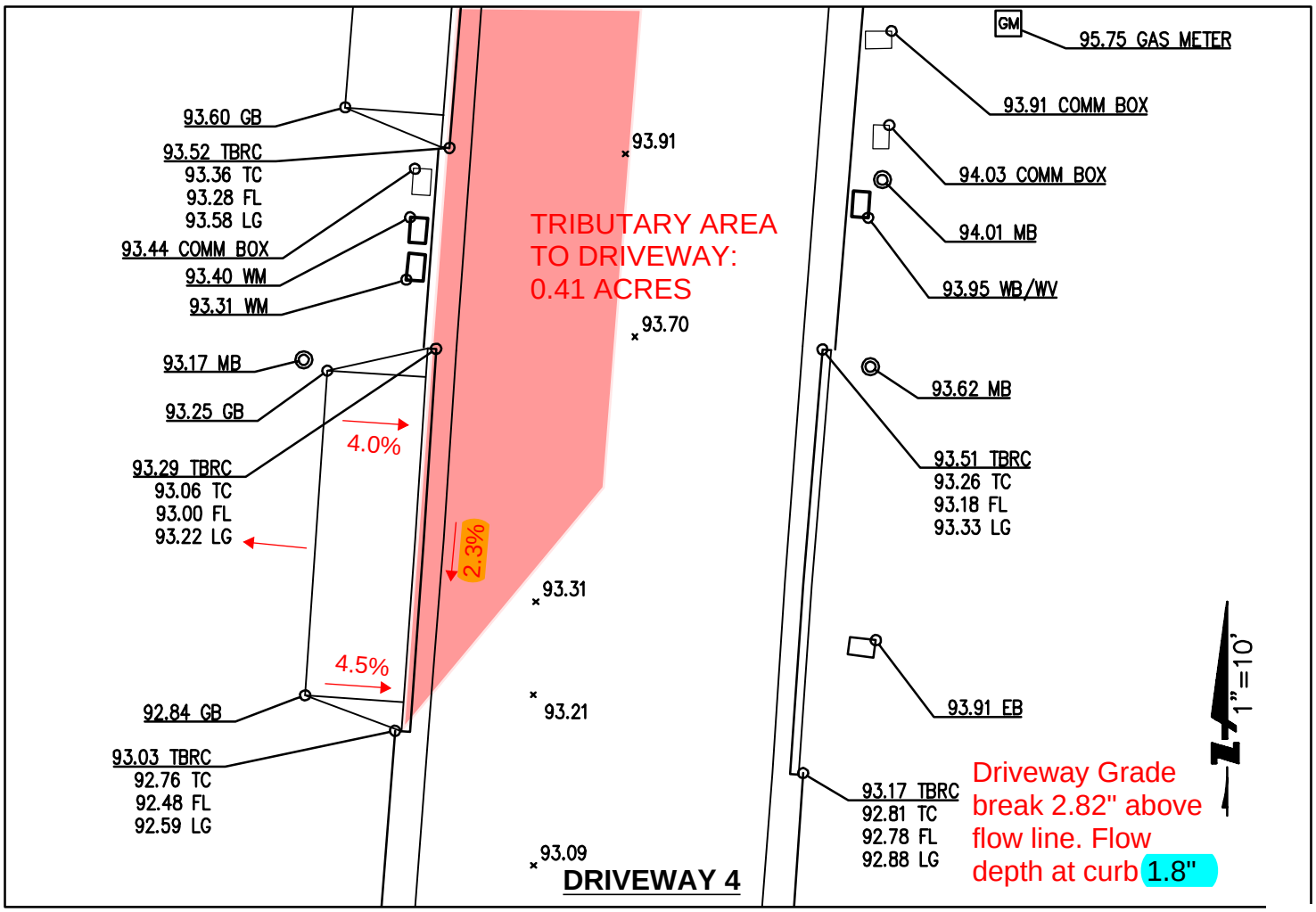
| | | |
|---|---|---|
| Longitudinal Slope of Road: | 0.017 | (ft/ft) |
| Cross-slope of Pavement: | 0.020 | (ft/ft) |
| ☑ Define Cross-slope of Gutter | 0.050 | (ft/ft) |
| Manning's Roughness: | 0.015 | |
| Gutter Width: | 2.000 | (ft) |
| Enter one of the following: | FROM OFFSITE DISCHARGE CALCS | |
| ◉ Design Flow: | 0.760 | (cfs) |
| ○ Width of Spread: | 4.821 | (ft) |
| Compute unknown | | |
| Gutter Depression: | 0.720 | (in) |
| Area of Flow: | 0.292 | (ft^2) |
| Eo (Gutter Flow to Total Flow): | 0.850 | |
| Depth at Curb: | 1.877 | (in) |





Gutter

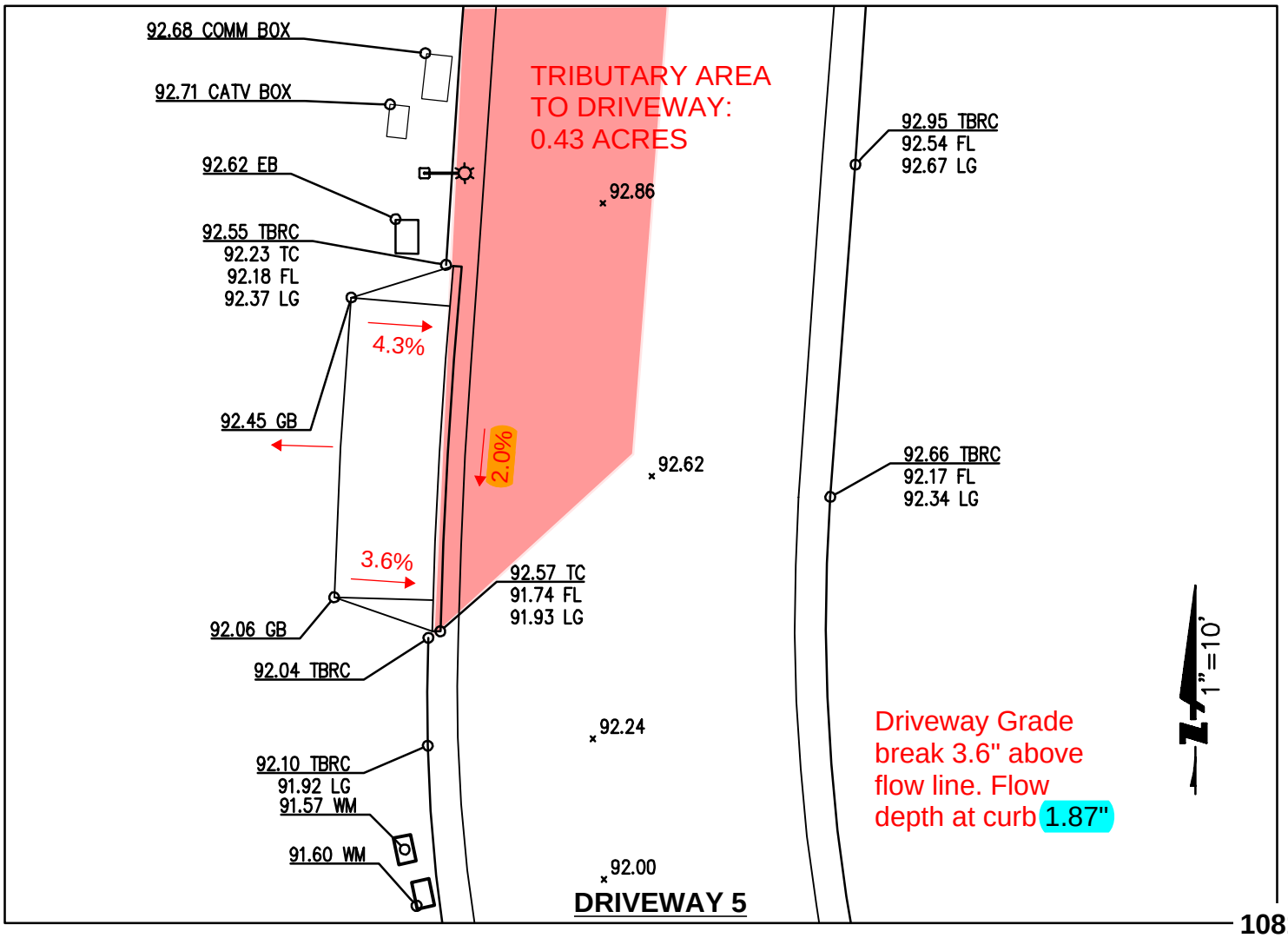
| | | |
|---|---|---|
| Longitudinal Slope of Road: | 0.023 | (ft/ft) |
| Cross-slope of Pavement: | 0.020 | (ft/ft) |
| Define Cross-slope of Gutter | 0.050 | (ft/ft) |
| Manning's Roughness: | 0.015 | |
| Gutter Width: | 2.000 | (ft) |
| Enter one of the following: | FROM OFFSITE DISCHARGE CALCS | |
| Design Flow: | 0.780 | (cfs) |
| Width of Spread: | 4.510 | (ft) |
| Compute unknown | | |
| Gutter Depression: | 0.720 | (in) |
| Area of Flow: | 0.263 | (ft^2) |
| Eo (Gutter Flow to Total Flow): | 0.876 | |
| Depth at Curb: | 1.802 | (in) |





Gutter

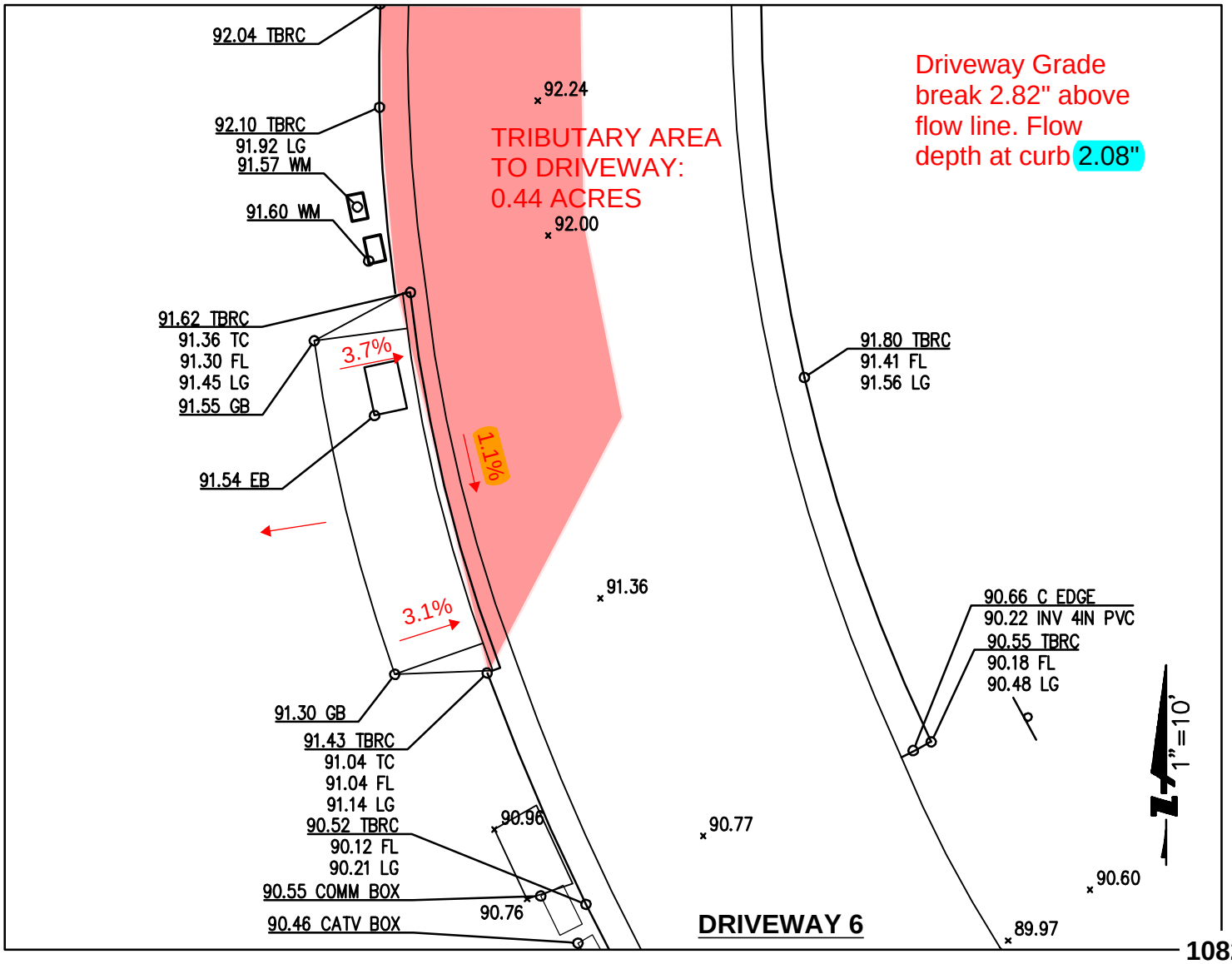
| | | |
|---|---|---|
| Longitudinal Slope of Road: | 0.020 | (ft/ft) |
| Cross-slope of Pavement: | 0.020 | (ft/ft) |
| Define Cross-slope of Gutter | 0.050 | (ft/ft) |
| Manning's Roughness: | 0.015 | |
| Gutter Width: | 2.000 | (ft) |
| Enter one of the following: | FROM OFFSITE DISCHARGE CALCS | |
| Design Flow: | 0.810 | (cfs) |
| Width of Spread: | 4.777 | (ft) |
| Compute unknown | | |
| Gutter Depression: | 0.720 | (in) |
| Area of Flow: | 0.288 | (ft^2) |
| Eo (Gutter Flow to Total Flow): | 0.854 | |
| Depth at Curb: | 1.867 | (in) |





Gutter

| | | |
|---|---|---|
| Longitudinal Slope of Road: | 0.011 | (ft/ft) |
| Cross-slope of Pavement: | 0.020 | (ft/ft) |
| ☑ Define Cross-slope of Gutter | 0.050 | (ft/ft) |
| Manning's Roughness: | 0.015 | |
| Gutter Width: | | (ft) |
| Enter one of the following: | FROM OFFSITE DISCHARGE CALCS | |
| ◉ Design Flow: | 0.840 | (cfs) |
| ○ Width of Spread: | 5.660 | (ft) |
| Compute unknown | | |
| Gutter Depression: | 0.720 | (in) |
| Area of Flow: | 0.380 | (ft^2) |
| Eo (Gutter Flow to Total Flow): | 0.782 | |
| Depth at Curb: | 2.078 | (in) |

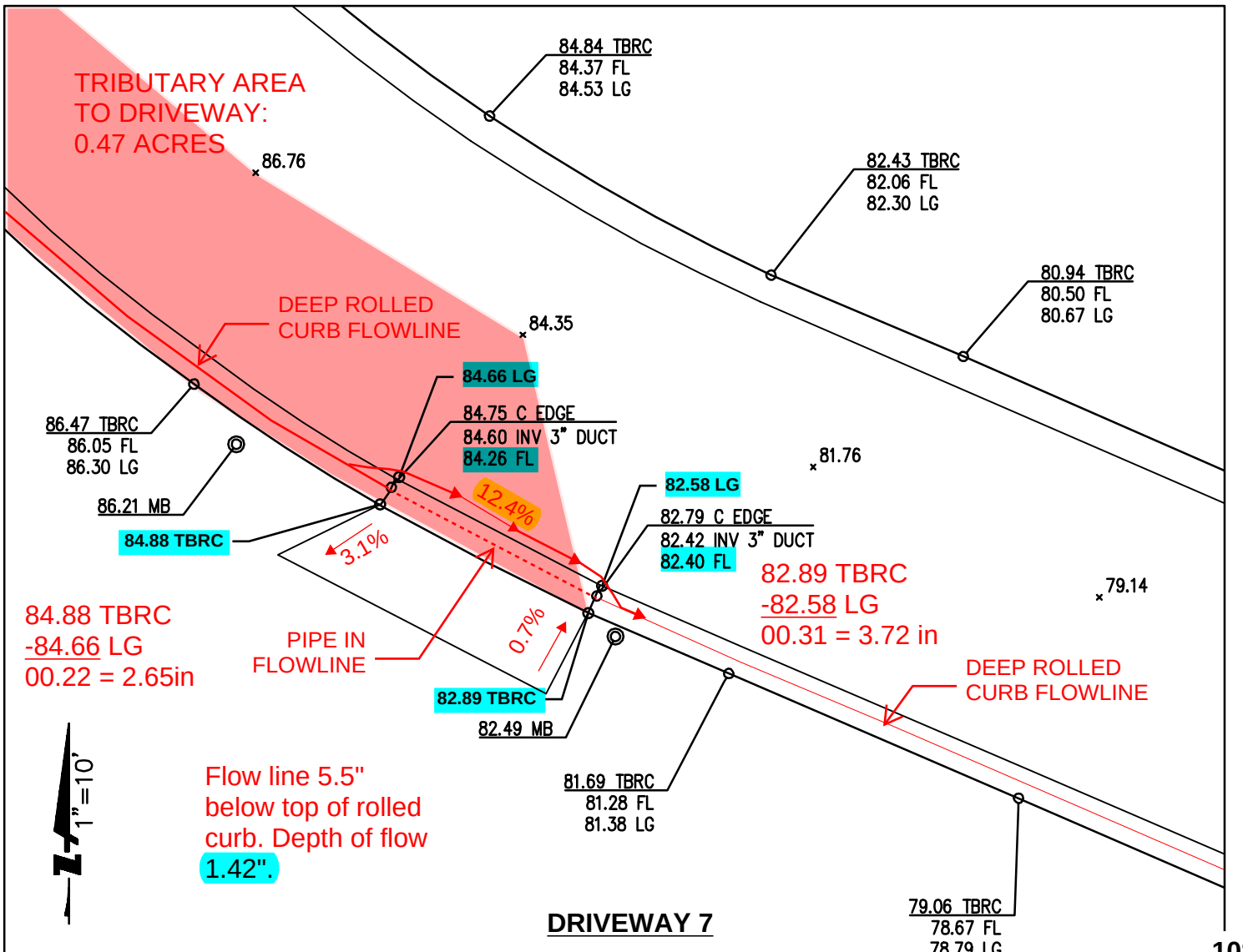





Gutter

| | | |
|---|---|---|
| Longitudinal Slope of Road: | 0.124 | (ft/ft) |
| Cross-slope of Pavement: | 0.020 | (ft/ft) |
| Define Cross-slope of Gutter | 0.050 | (ft/ft) |
| Manning's Roughness: | 0.015 | |
| Gutter Width: | 2.000 | (ft) |
| Enter one of the following: | | |
| Design Flow: | 0.890 | (cfs) |
| Width of Spread: | 2.901 | (ft) |
| Compute unknown | | |
| Gutter Depression: | 0.720 | (in) |
| Area of Flow: | 0.144 | |
| Eo (Gutter Flow to Total Flow): | 0.984 | |
| Depth at Curb: | 1.416 | (in) |

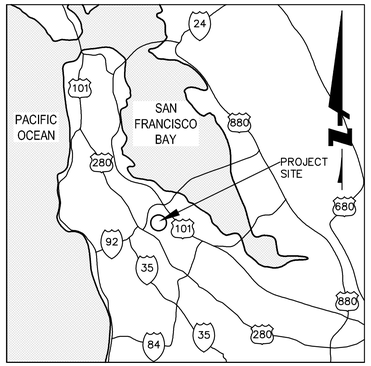
FROM OFFSITE DISCHARGE CALCS



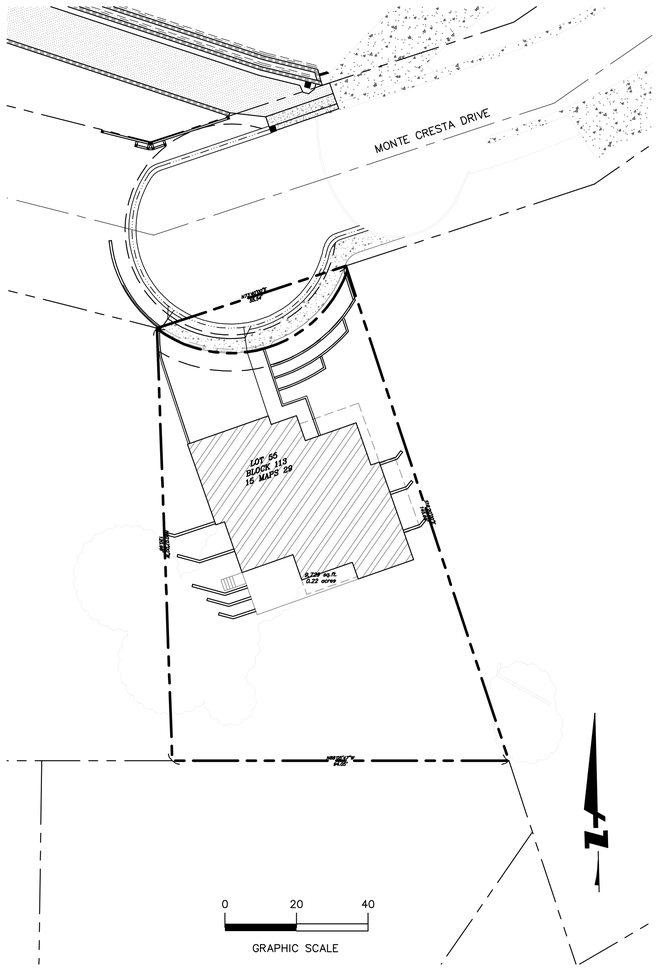

Depth of 25-yr flow does not exceed the depth of the curb or the height delta between the lip and top of curb. Flows will convey around the driveway ramp into the street.

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# KRAFT RESIDENCE
# MONTE CRESTA DRIVE
## BELMONT, CA



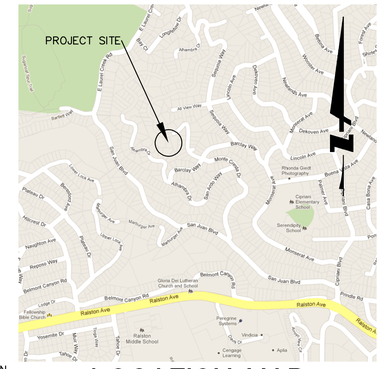

**VICINITY MAP**
N.T.S.




0 20 40
GRAPHIC SCALE

## SHEET INDEX


| SHEET NO. | DESCRIPTION |
|---|---|
| C0.0 | TITLE SHEET |
| C0.1 | NOTES |
| C1.0 | EXISTING CONDITIONS |
| C2.0 | PRELIMINARY SITE PLAN |
| C3.0 | PRELIMINARY GRADING & DRAINAGE PLAN |
| C4.0 | PRELIMINARY UTILITY PLAN |
| C5.0 | EROSION CONTROL PLAN |
| C5.1 | BEST MANAGEMENT PRACTICES |
| C6.0–C6.2 | DETAIL SHEETS |


**LOCATION MAP**
N.T.S.

## ABBREVIATIONS:

| SYMBOL | DESCRIPTION |
|---|---|
| AB | AGGREGATE BASE |
| AC | ASPHALT CONCRETE |
| AD | AREA DRAIN |
| ADTG | AREA DRAIN TO GRADE |
| AGG | AGGREGATE |
| APPROX | APPROXIMATE |
| BC | BEGINNING OF CURVE |
| BCR | BEGIN CURB RETURN |
| BLDG | BUILDING |
| BM | BENCH MARK |
| BO | BLOWOFF |
| BOV | BLOWOFF VALVE |
| BVC | BEGIN VERTICAL CURVE |
| BW | BOTTOM OF WALL |
| CB | CATCH BASIN |
| CDS | CUL–DE–SAC |
| C&G | CURB & GUTTER |
| ℄ , CL | CENTERLINE |
| CMP | CORRUGATED METAL PIPE |
| CO | CLEANOUT |
| CONC | CONCRETE |
| CR | CURB RETURN |
| CVC | CENTER OF VERTICAL CURVE |
| DEFL | DEFLECTION |
| DI | DROP INLET |
| DIP | DUCTILE IRON PIPE |
| DIA | DIAMETER |
| DS | DOWNSPOUT |
| DW | DOMESTIC WATER |
| D/W | DRIVEWAY |
| DWG | DRAWING |
| E | ELECTRIC |
| (E) | EAST |
| EC | END OF CURVE |
| ECR | END OF CURB RETURN |
| EG | EXISTING GROUND |
| EL | ELEVATION |
| EP | EDGE OF PAVEMENT |
| E.V.A.E. | EMERGENCY VEHICLE ACCESS EASEMENT |
| EVC | END VERTICAL CURVE |
| EW | EACHWAY |
| EX | EXISTING |
| (F) | FUTURE |
| F/C | FACE OF CURB |
| FF | FINISHED FLOOR ELEVATION |
| FG | FINISHED GRADE |
| FH | FIRE HYDRANT |
| FL | FLOW LINE |
| FM | FORCE MAIN |
| FOB | FACE OF BUILDING |
| FP | FINISHED PAVEMENT |
| FS | FINISHED SURFACE |
| FT | FEET |
| G | GAS |
| GB | GRADE BREAK |
| GE | GARAGE ELEVATION |
| GM | GAS METER |
| HP | HIGH POINT |
| HV | HIGH VOLTAGE |
| I.E.E. | INGRESS/EGRESS EASEMENT |
| INV | INVERT |
| IRR | IRRIGATION |
| JT | JOINT TRENCH |
| LAT | LATERAL |
| L | LENGTH |

| SYMBOL | DESCRIPTION |
|---|---|
| LF | LINEAR FEET |
| LG | LIP OF GUTTER |
| LP | LOW POINT |
| LT | LEFT |
| MAX | MAXIMUM |
| MH | MANHOLE |
| MIN | MINIMUM |
| MON | MONUMENT |
| MP | MENLO PARK |
| OR | ORIFICE |
| (N) | NORTH |
| NO., # | NUMBER |
| NTS | NOT TO SCALE |
| P.A.E. | PUBLIC ACCESS EASEMENT |
| PCC | POINT OF COMPOUND CURVE or PORTLAND CEMENT CONCRETE |
| PAD or PE | PAD ELEVATION |
| PG&E | PACIFIC GAS AND ELECTRIC |
| PL | PROPERTY LINE |
| P.O.C. | POINT OF CONNECTION |
| PRC | POINT OF REVERSE CURVE |
| PROP | PROPOSED |
| P.S.D.E. | PRIVATE STORM DRAIN EASEMENT |
| P.S.E. | PUBLIC SERVICE EASEMENT |
| PT | POINT |
| P.U.E. | PUBLIC UTILITY EASEMENT |
| PV | PAVEMENT |
| PVC | POLYVINYL CHLORIDE |
| PVI | POINT OF VERTICAL INTERSECTION |
| R | RADIUS |
| RCP | REINFORCED CONCRETE PIPE |
| RIM | RIM |
| RT | RIGHT |
| RPPA | REDUCED PRESSURE PRINCIPAL ASSEMBLY |
| R/W | RIGHT OF WAY |
| S | SLOPE |
| (S) | SOUTH |
| SD | STORM DRAIN |
| S.D.E. | STORM DRAIN EASEMENT |
| SDMH | STORM DRAIN MANHOLE |
| SDCO | STORM DRAIN CLEANOUT |
| SHT. | SHEET |
| SPP | SEE PLUMBING PLANS |
| SS | SANITARY SEWER |
| SSMH | SANITARY SEWER MANHOLE |
| SSCO | SANITARY SEWER CLEANOUT |
| ST. | STREET |
| STA | STATION |
| STD | STANDARD |
| SW | SIDEWALK |
| T OR TELE | TELEPHONE |
| T&B | TOP AND BOTTOM |
| TC | TOP OF CURB |
| TCB | TOP OF CURB, BRIDGE |
| TEMP | TEMPORARY |
| TG | TOP OF GRATE |
| TP | TOP OF PAVEMENT |
| TW | TOP OF WALL |
| TYP. | TYPICAL |
| VC | VERTICAL CURVE |
| VD | VERTICAL DROP |
| VERT. | VERTICAL |
| W | WATER |
| (W) | WEST |
| W/ | WITH |
| W | WATERLINE |
| WM | WATER METER |
| WV | WATER VALVE |
| 1/2 PT | HALF POINT OF CURB RETURN AT F/C |

## DEVELOPMENT SUMMARY TABLE

1. EXISTING BUILDING FOOTPRINT (SQ. FT): 0
   PROPOSED BUILDING FOOTPRINT (SQ. FT): 1,957
2. AVERAGE SLOPE PERCENTAGE: 48.7%

## ON–SITE ESTIMATED GROSS EARTHWORK CALCULATION:

| | |
|---|---|
| CUT: | 150 CY |
| FILL: | 650 CY |
| BALANCE: | 500 CY (FILL–IMPORT) |

## LEGEND:

| EXISTING | PROPOSED | |
|---|---|---|
| | | PROPERTY LINE |
| | | ADJACENT PROPERTY LINE |
| | | STREET CENTER LINE |
| 6" SS | SS | SANITARY SEWER |
| 10" SD | SD | SOLID STORM DRAIN |
| 4" SBD | 4" SBD | PERFORATED SUB DRAIN |
| FM | 2"FM | FORCE MAIN |
| 10" FW | 10"FW | FIRE SERVICE |
| 2" W | W | DOMESTIC WATER SERVICE |
| IRR | 2"IRR | IRRIGATION SERVICE |
| G | G | NATURAL GAS |
| T | T | TELEPHONE |
| TV | TV | TV/CABLE TV |
| E | E | ELECTRIC |
| JT | JT | JOINT TRENCH |
| O/H | O/H | OVERHEAD WIRES |
| X | X | FENCE |
| | | ROLLED CURB AND GUTTER |
| | | FOUND MONUMENT |
| | | DOUBLE DETECTOR CHECK VALVE |
| | | POST INDICATOR VALVE |
| | | VALVE |
| | | METER BOX |
| | | STREET LIGHT |
| AD | AD | AREA DRAIN |
| | | CATCH BASIN/DROP INLET |
| DS | DS | DOWNSPOUT |
| VD | VD | VERTICAL DROP |
| SDCO | SDCO | STORM DRAIN CLEANOUT |
| SSCO | SSCO | SANITARY SEWER CLEANOUT |
| | | FIRE HYDRANT |
| | | FIRE DEPARTMENT CONNECTION |
| | | BENCHMARK |
| | | SIGN |
| | | TRENCH DRAIN |
| 99.74 AC | TRC 100.74 FL 100.29 | ELEVATION |
| | [TW 103.1±] [FG 102.6±] | DESIGN CONFORM |
| | 2 / C5.1 | DETAIL NUMBER / SHEET LOCATION |

NOT FOR CONSTRUCTION


BKF ENGINEERS | SURVEYORS / PLANNERS
1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408–467–9100
408–467–9199 (FAX)


TITLE SHEET
KRAFT RESIDENCE
DESIGN REVIEW PLANS
SAN MATEO COUNTY, CALIFORNIA
BELMONT

NORMAN I. KONTOROVSKY
C 78090
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

| No. | Revisions |
|---|---|
| | |

Date: 08/01/2023
Scale: AS SHOWN
Design: ML
Drawn: ML
Approved: IK
Job No: 20166012

Drawing Number:
C0.0
1 OF 11

1–800–227–2600 CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT


DRAWING NAME: \\BKF-S\Vol1\420\166012\Civil Reference Sheets Create DWG\DWG\PLANNING\SHEETS\0 DVG C_SHT1 - TS & RTS.dwg
PLOT DATE: 8/1/2023 - 10:33 AM
PLOTTED BY: Ian Kontorovsky

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## CAUTION:

1. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT FOR LOCATION OF UNDERGROUND UTILITIES AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION– PHONE (800) 642–2444. CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES PRIOR TO BEGINNING ANY WORK ON THIS SITE.

## GENERAL SITE NOTES:

1. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING ON THIS WORK AND CONSIDER THE EXISTING CONDITIONS AND SITE CONSTRAINTS IN THE BID. CONTRACTOR SHALL BE IN THE POSSESSION OF AND FAMILIAR WITH ALL APPLICABLE GOVERNING AGENCIES STANDARD DETAILS AND SPECIFICATIONS PRIOR TO SUBMITTING OF A BID.
2. ALL WORK ON–SITE AND IN THE PUBLIC RIGHT–OF–WAY SHALL CONFORM TO ALL APPLICABLE GOVERNING AGENCIES STANDARD DETAILS & SPECIFICATIONS.
3. PRIOR TO BEGINNING WORK, AND AFTER INITIAL HORIZONTAL CONTROL STAKING, CONTRACTOR SHALL FIELD CHECK ALL ELEVATIONS MARKED WITH (E) AND REPORT ANY DISCREPANCIES GREATER THAN 0.5', AND 0.5" WITHIN THE PUBLIC RIGHT–OF–WAY, TO PROJECT MANAGER.
4. DAMAGE TO ANY EXISTING SITE IMPROVEMENTS, UTILITIES AND/OR SERVICES TO REMAIN SHALL BE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL REPAIR AND/OR REPLACE IN KIND.
5. CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS AND THAT THE CONTRACTOR SHALL DEFEND INDEMNIFY AND HOLD THE CLIENT, THE CONSULTING ENGINEER AND THE TOWN HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CLIENT OR THE CONSULTING ENGINEER.
6. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT BY ROMIG ENGINEERS, INC. DATED JANUARY 2016.
7. GEOTECHNICAL ENGINEER TO CERTIFY BACKFILL AND COMPACTION UPON COMPLETION, WHICH SHALL BE PROVIDED TO THE TOWN PRIOR TO FINAL SIGN–OFF.
8. THE APPLICANT SHALL RETAIN A CIVIL ENGINEER TO PREPARE "AS BUILT" OR "RECORD" DRAWINGS FOR ALL WORK WITHIN THE PUBLIC RIGHT–OF–WAY, PUBLIC EASEMENTS, OR CONNECTIONS TO PUBLIC OWNED FACILITIES.
9. NORMALLY SCHEDULED CONSTRUCTION ACTIVITIES SHALL ADHERE TO THE TOWN'S NOISE ORDINANCE.
10. FAILURE TO COMPLY WITH ANY PERMIT CONDITION MAY RESULT IN A "STOP WORK" ORDER OR OTHER PENALTY.

## DEMOLITION NOTES:

1. CONTRACTOR IS TO COMPLY WITH ALL GENERAL AND STATE REQUIREMENTS INVOLVING THE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL(S).
2. CONTRACTOR'S BID IS TO INCLUDE ALL VISIBLE SURFACE AND ALL SUBSURFACE FEATURES IDENTIFIED TO BE REMOVED OR ABANDONED IN THESE DOCUMENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A SITE INSPECTION TO FULLY ACKNOWLEDGE THE EXTENT OF THE DEMOLITION WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL PERMITS NECESSARY FOR ENCROACHMENT, GRADING, DEMOLITION, AND DISPOSAL OF SAID MATERIALS AS REQUIRED BY PRIVATE, LOCAL AND STATE JURISDICTIONS. THE CONTRACTOR SHALL PAY ALL FEES ASSOCIATED WITH THE DEMOLITION WORK.
5. BACKFILL ALL DEPRESSIONS AND TRENCHES FROM DEMOLITION TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER.
6. REMOVAL OF LANDSCAPING SHALL INCLUDE ROOTS AND ORGANIC MATERIALS TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER.
7. PRIOR TO BEGINNING DEMOLITION WORK ACTIVITIES, CONTRACTOR SHALL INSTALL EROSION CONTROL MEASURES OUTLINED IN THE EROSION CONTROL PLAN & DETAILS.
8. THE CONTRACTOR SHALL MAINTAIN ALL SAFETY DEVICES, AND SHALL BE RESPONSIBLE FOR CONFORMANCE TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS LAWS AND REGULATIONS.
9. THE CONTRACTOR SHALL PROTECT FROM DAMAGE ALL EXISTING IMPROVEMENTS FACILITIES AND STRUCTURES WHICH ARE TO REMAIN. ANY ITEMS DAMAGED BY THE CONTRACTOR OR HIS AGENTS OR ANY ITEMS REMOVED FOR HIS USE SHALL BE REPLACED IN EQUAL OR BETTER CONDITION AS APPROVED BY THE ARCHITECT OR OWNER'S REPRESENTATIVE.
10. COORDINATE WITH ELECTRICAL, MECHANICAL, LANDSCAPING AND ARCHITECTURAL DRAWINGS FOR UTILITY SHUT–DOWN/DISCONNECT LOCATIONS. CONTRACTOR IS TO SHUT OFF ALL UTILITIES AS NECESSARY PRIOR TO DEMOLITION. CONTRACTOR IS TO COORDINATE SERVICE INTERRUPTIONS WITH THE CLIENT. DO NOT INTERRUPT SERVICES TO ADJACENT OFF–SITE OWNERS. ALSO SEE ARCHITECTURAL PLANS FOR ADDITIONAL DEMOLITION SCOPE OF WORK.
11. THIS PLAN IS NOT INTENDED TO BE A COMPLETE CATALOGUE OF ALL EXISTING STRUCTURES AND UTILITIES. THIS PLAN INTENDS TO DISCLOSE GENERAL INFORMATION KNOWN BY THE ENGINEER AND TO SHOW THE LIMITS OF THE AREA WHERE WORK WILL BE PERFORMED. THIS PLAN SHOWS THE EXISTING FEATURES TAKEN FROM A FIELD SURVEY, FIELD INVESTIGATIONS AND AVAILABLE INFORMATION. THIS PLAN MAY OR MAY NOT ACCURATELY REFLECT THE TYPE OR EXTENT OF THE ITEMS TO BE ENCOUNTERED AS THEY ACTUALLY EXIST. WHERE EXISTING FEATURES ARE NOT SHOWN, IT IS NOT IMPLIED THAT THEY ARE NOT TO BE DEMOLISHED OR REMOVED. THE CONTRACTOR SHALL PERFORM A THOROUGH FIELD INVESTIGATION AND REVIEW OF THE SITE WITHIN THE LIMIT OF WORK SHOWN IN THIS PLAN SET TO DETERMINE THE TYPE, QUANTITY AND EXTENT OF ANY AND ALL ITEMS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THE EXTENT OF EXISTING STRUCTURES AND UTILITIES AND QUANTITY OF WORK INVOLVED IN REMOVING THESE ITEMS FROM THE SITE.

## RECORD DRAWINGS:

1. THE CONTRACTOR SHALL KEEP UP–TO–DATE AND ACCURATE A COMPLETE RECORD SET OF PRINTS OF THE CONTRACT DRAWINGS SHOWING EVERY CHANGE FROM THE ORIGINAL DRAWINGS MADE DURING THE COURSE OF CONSTRUCTION INCLUDING EXACT FINAL LOCATION, ELEVATION, SIZES, MATERIALS, AND DESCRIPTION OF ALL WORK. RECORDS SHALL BE "REDLINED" ON A SET OF CONSTRUCTION PLAN DRAWINGS. A COMPLETE SET OF CORRECTED AND COMPLETED RECORD DRAWING PRINTS SHALL BE SUBMITTED TO THE TOWN ENGINEER AND DEVELOPER'S CIVIL ENGINEER PRIOR TO FINAL ACCEPTANCE FOR REVIEW AND APPROVAL BY THE TOWN ENGINEER.

## TREE/PLANT PROTECTION NOTES:

1. PRIOR TO BEGINNING CONSTRUCTION ON SITE, CONTRACTOR SHALL IDENTIFY AND PROTECT EXISTING TREES AND PLANTS DESIGNATED AS TO REMAIN.
2. PROTECT EXISTING TREES TO REMAIN FROM SPILLED CHEMICALS, FUEL OIL, MOTOR OIL, GASOLINE AND ALL OTHER CHEMICALLY INJURIOUS MATERIAL; AS WELL AS FROM PUDDLING OR CONTINUOUSLY RUNNING WATER. SHOULD A SPILL OCCUR, STOP WORK IN THAT AREA AND CONTACT THE TOWN'S ENGINEER/INSPECTOR IMMEDIATELY. CONTRACTOR SHALL BE RESPONSIBLE TO MITIGATE DAMAGE FROM SPILLED MATERIAL AS WELL AS MATERIAL CLEAN UP.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ONGOING MAINTENANCE OF ALL TREES DESIGNATED TO REMAIN AND FOR MAINTENANCE OF RELOCATED TREES STOCKPILED DURING CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REPLACE TREES THAT DIE DUE TO LACK OF MAINTENANCE.

## HORIZONTAL CONTROL NOTES:

1. ALL DIMENSIONS ON THE PLANS ARE IN FEET OR DECIMALS THEREOF UNLESS SPECIFICALLY CALLED OUT AS FEET AND INCHES.

## PAVEMENT SECTION:

1. SEE STRUCTURAL DRAWINGS FOR BUILDING SLAB SECTIONS AND PAD PREPARATIONS.
2. SEE GEOTECHNICAL REPORT FOR ALL FLATWORK AND VEHICULAR PAVEMENT SECTIONS AND BASE REQUIREMENTS.
3. THE FINAL OR SURFACE LAYER OF ASPHALT CONCRETE SHALL NOT BE PLACED UNTIL ALL ON–SITE IMPROVEMENTS HAVE BEEN COMPLETED, INCLUDING ALL GRADING, AND ALL UNACCEPTABLE CONCRETE WORK HAS BEEN REMOVED AND REPLACED, UNLESS OTHERWISE APPROVED BY THE TOWN ENGINEER AND/OR DEVELOPER'S CIVIL ENGINEER.
4. ALL PAVING SHALL BE IN CONFORMANCE WITH SECTION 26 "AGGREGATE BASE" AND SECTION 39 "ASPHALT CONCRETE" PER LATEST EDITION OF CALTRANS STANDARD SPECIFICATIONS.

## SITE MAINTENANCE:

1. REMOVE ALL DIRT, GRAVEL, RUBBISH, REFUSE, AND GREEN WASTE FROM STREET PAVEMENT AND STORM DRAINS ADJOINING THE SITE. LIMIT CONSTRUCTION ACCESS ROUTES ONTO THE SITE AND PLACE GRAVEL PADS AT THESE LOCATIONS. DO NOT DRIVE VEHICLES AND EQUIPMENT OFF THE PAVED OR GRAVELED AREAS DURING WET WEATHER.
2. SWEEP OR VACUUM THE STREET PAVEMENT AND SIDEWALKS ADJOINING THE PROJECT SITE AND THE ON–SITE PAVED AREAS ON A DAILY BASIS. SCRAPE CAKED–ON MUD AND DIRT FROM THESE AREAS BEFORE SWEEPING. CORNERS AND HARD TO REACH AREAS SHALL BE SWEPT MANUALLY.
3. CREATE A CONTAINED AND COVERED AREA ON THE SITE FOR THE STORAGE OF BAGS, CEMENT, PAINTS, OILS, FERTILIZERS, PESTICIDES, OR OTHER MATERIALS USED ON THE SITE THAT HAVE THE POTENTIAL OF BEING DISCHARGED INTO THE STORM DRAIN SYSTEM THROUGH EITHER BEING WIND–BLOWN OR IN THE EVENT OF A MATERIAL SPILL.
4. NEVER CLEAN MACHINERY, EQUIPMENT OR TOOLS INTO A STREET, GUTTER OR STORM DRAIN.
5. ENSURE THAT CEMENT TRUCKS, PAINTERS, OR STUCCO/PLASTER FINISHING CONTRACTORS DO NOT DISCHARGE WASH WATER FROM EQUIPMENT, TOOLS OR RINSE CONTAINERS INTO GUTTERS OR DRAINS.
6. UPON PROJECT COMPLETION THE CLIENT SHALL BE SOLELY RESPONSIBLE TO ROUTINELY INSPECT AND MAINTAIN ALL ON–SITE STORM DRAIN FACILITIES. STORM DRAIN SYSTEM SHALL BE CLEANED AND/OR FLUSHED ON A BIANNUAL BASIS OR AS FOUND NECESSARY.

## GRADING NOTES

1. PROVIDE POSITIVE SURFACE DRAINAGE AWAY FROM ALL STRUCTURES BY SLOPING THE FINISHED GROUND SURFACE AT LEAST 5.0%, UNLESS OTHERWISE NOTED ON THE PLANS. SLOPE PORCHES, LANDINGS AND TERRACES 2.0% (¼" PER FOOT) AWAY FROM STRUCTURES UNLESS OTHERWISE NOTED ON PLANS.
2. CONTRACTOR TO VERIFY ALL CONTROLLING DIMENSIONS WITH ARCHITECTURAL PLANS.
3. CONTRACTOR SHALL DETERMINE EARTHWORK QUANTITIES BASED ON THE TOPOGRAPHIC SURVEY, THE GEOTECHNICAL INVESTIGATION AND THE PROPOSED SURFACE THICKNESS AND BASE THE BID ACCORDINGLY. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM IF A SEPARATE DEMOLITION CONTRACT HAS BEEN ISSUED TO TAKE THE SITE FROM THE WAY IT IS AT THE TIME OF THE BID TO THE CONDITIONS DESCRIBED IN THESE DOCUMENTS. ANY DIFFERENCES BETWEEN THE STATE IN WHICH THE SITE IS DELIVERED TO THE CONTRACTOR AND THESE DOCUMENTS SHOULD BE NOTED TO THE ENGINEER/ARCHITECT.
4. ALL FILL SHALL BE COMPACTED PER THE GEOTECHNICAL REPORT AND THE CONTRACTOR SHALL COORDINATE AND COMPLY WITH GEOTECHNICAL ENGINEER TO TAKE THE APPROPRIATE TESTS TO VERIFY COMPACTION VALUES.
5. IMPORT SOILS SHOULD MEET THE REQUIREMENTS OF THE SOILS REPORT AND SPECIFICATIONS.
6. COORDINATE THE PLACEMENT OF ALL SLEEVES FOR LANDSCAPE IRRIGATION (WATER AND CONTROL WIRING) AND SITE LIGHTING PRIOR TO THE PLACEMENT OF ANY ASPHALT, BASEROCK OR CONCRETE SURFACING. SEE LANDSCAPING AND SITE ELECTRICAL DRAWINGS.
7. DO NOT ADJUST GRADES ON THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER/ARCHITECT.
8. SITE STRIPPINGS THAT CONTAIN ONLY ORGANIC MATERIAL (NO DEBRIS TRASH, BROKEN CONC. OR ROCKS GREATER THAN 1" IN DIAMETER) MAY BE USED IN LANDSCAPE AREAS, EXCEPT FOR AREAS IDENTIFIED AS IMPORT TOP SOIL BY THE LANDSCAPE DRAWINGS. EXCESS STRIPPINGS SHALL BE REMOVED FROM SITE.
9. ROUGH GRADING TO BE WITHIN 0.1' AND FINISH GRADES ARE TO BE WITHIN 0.05', HOWEVER CONTRACTOR SHALL NOT CONSTRUCT ANY IMPROVEMENTS THAT WILL CAUSE WATER TO POND OR NOT MEET REQUIREMENTS IN GRADING NOTE #1.
10. THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO THE LINES, GRADES, SECTIONS, AND DIMENSIONS AS SET FORTH ON THESE PLANS. ALL GRADED AREAS SHALL CONFORM TO THE VERTICAL ELEVATIONS SHOWN WITH A TOLERANCE OF ONE–TENTH OF A FOOT. WHERE GRADED AREAS DO NOT CONFORM TO THESE TOLERANCES, THE CONTRACTORS SHALL BE REQUIRED TO DO CORRECTIVE GRADING, AT NO EXTRA COST TO THE CLIENT.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE GROUND ELEVATIONS AND OVERALL TOPOGRAPHY OF THE SITE PRIOR TO THE START OF CONSTRUCTION AS TO THE ACCURACY BETWEEN THE WORK SET FORTH ON THESE PLANS AND THE WORK IN THE FIELD. ANY DISCREPANCIES SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE CONSTRUCTION MANAGER AND CIVIL ENGINEER IN WRITING PRIOR TO START OF CONSTRUCTION WHICH MAY REQUIRE CHANGES IN DESIGN AND/OR AFFECT THE EARTHWORK QUANTITIES.
12. TRENCHES SHALL NOT BE LEFT OPEN OVERNIGHT IN EXISTING PUBLIC STREET AREAS. CONTRACTOR SHALL BACKFILL TRENCHES, OR PLACE STEEL PLATING WITH ADEQUATE CUTBACK TO PREVENT SHIFTING OF STEEL PLATE AND/OR HOT–MIX ASPHALT REQUIRED TO PROTECT OPEN TRENCHES AT THE END OF THE WORKING DAY.

## DUST CONTROL:

1. WATER TRUCKS SHALL BE PRESENT AND IN USE AT THE CONSTRUCTION SITE. ALL PORTIONS OF THE SITE SUBJECT TO BLOWING DUST SHALL BE WATERED AS OFTEN AS DEEMED NECESSARY BY THE CLIENT/INSPECTOR IN ORDER TO INSURE PROPER CONTROL OF BLOWING DUST FOR THE DURATION OF THE PROJECT.
2. ALL PUBLIC STREETS AND MEDIANS SOILED OR LITTERED DUE TO THIS CONSTRUCTION ACTIVITY SHALL BE CLEANED AND SWEPT ON A DAILY BASIS DURING THE WORK WEEK, OR AS OFTEN AS DEEMED NECESSARY BY THE CLIENT/INSPECTOR, OR TO THE SATISFACTION OF THE TOWN'S DEPARTMENT OF PUBLIC WORKS.
3. ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIALS SHALL BE COVERED WITH TARPAULINS OR OTHER EFFECTIVE COVERS.
4. WHEEL WASHERS SHALL BE INSTALLED AND USED TO CLEAN ALL TRUCKS AND EQUIPMENT LEAVING THE CONSTRUCTION SITE. IF WHEEL WASHERS CANNOT BE INSTALLED, TIRES OR TRACKS OF ALL TRUCKS AND EQUIPMENT SHALL BE WASHED OFF BEFORE LEAVING THE CONSTRUCTION SITE.
5. THE CONTRACTOR SHALL DEMONSTRATE DUST SUPPRESSION MEASURES, SUCH AS REGULAR WATERING, WHICH SHALL BE IMPLEMENTED TO REDUCE EMISSIONS DURING CONSTRUCTION AND GRADING IN A MANNER MEETING THE APPROVAL OF THE CONSTRUCTION MANAGER. THIS SHALL ASSIST IN REDUCING SHORT–TERM IMPACTS FROM PARTICLES WHICH COULD RESULT IN NUISANCES THAT ARE PROHIBITED BY RULE 403 (FUGITIVE DUST).
6. GRADING OR ANY OTHER OPERATIONS THAT CREATES DUST SHALL BE STOPPED IMMEDIATELY IF DUST AFFECTS ADJACENT PROPERTIES. THE CONTRACTOR SHALL PROVIDE SUFFICIENT DUST CONTROL FOR THE ENTIRE PROJECT SITE IN ACCORDANCE WITH THE PROJECT NPDES AT ALL TIMES. THE SITE SHALL BE SPRINKLERED AS NECESSARY TO PREVENT DUST NUISANCE. IN THE EVENT THAT THE CONTRACTOR NEGLECTS TO USE ADEQUATE MEASURES TO CONTROL DUST, THE CLIENT RESERVES THE RIGHT TO TAKE WHATEVER MEASURES ARE NECESSARY TO CONTROL DUST AND CHARGE THE COST TO THE CONTRACTOR.
7. THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL MEASURES AND FOR OBTAINING ALL REQUIRED PERMITS AND APPROVALS. ALL GRADING OPERATIONS SHALL BE SUSPENDED DURING SECOND (OR WORSE) STAGE SMOG ALERTS.

## SITE FENCE NOTES:

1. CONTRACTOR SHALL PROVIDE A CONSTRUCTION FENCE AROUND THE ENTIRE AREA OF DEMOLITION AND CONSTRUCTION, INCLUDING ALL STAGING, STORAGE, CONSTRUCTION OFFICE AND LAYDOWN AREAS.
2. CONSTRUCTION FENCE SHALL BE A MINIMUM OF A 6' HIGH GALVANIZED CHAIN LINK WITH GREEN WINDSCREEN FABRIC ON THE OUTSIDE OF THE FENCE.
3. CONSTRUCTION FENCE ADDRESSED IN THESE NOTES IS ONLY FOR VISUAL CONFORMANCE OF THIS CONSTRUCTION SITE TO THE TOWN STANDARDS. CONTRACTOR MAY BE REQUIRED TO PROVIDE ADDITIONAL FENCING, BARRICADES OR OTHER SAFETY DEVICES TO KEEP THE SITE SECURE AND SAFE.

## NPDES REQUIREMENTS:

1. ALL CONSTRUCTION ON OFF–SITE OR ON–SITE IMPROVEMENTS SHALL ADHERE TO NPDES (NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM) BEST MANAGEMENT PRACTICES TO PREVENT DELETERIOUS MATERIALS OR POLLUTANTS FROM ENTERING THE TOWN OR COUNTY STORM DRAIN SYSTEMS.
2. ERODED SEDIMENTS AND OTHER POLLUTANTS MUST BE RETAINED ON SITE AND MAY NOT BE TRANSPORTED FROM THE SITE VIA SHEET FLOW, SWALES, AREA DRAINS, NATURAL DRAINAGE COURSES, OR WIND.
3. STOCKPILES OF EARTH AND OTHER CONSTRUCTION RELATED MATERIALS MUST BE PROTECTED FROM BEING TRANSPORTED FROM THE SITE BY THE FORCES OF WIND OR WATER.
4. FUELS, OILS, SOLVENTS, AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MAY NOT BE WASHED INTO THE DRAINAGE SYSTEM.
5. EXCESS OR WASTE CONCRETE MAY NOT BE WASHED INTO THE PUBLIC RIGHT–OF–WAY OR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
6. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION AND DISPERSAL BY WIND.
7. SEDIMENTS AND OTHER MATERIALS MAY NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS MUST BE STABILIZED SO AS TO INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC RIGHT–OF–WAY. ACCIDENTAL DEPOSITIONS MUST BE SWEPT UP IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS.
8. ANY SLOPES WITH DISTURBED SOILS OR DENUDED OF VEGETATION MUST BE STABILIZED SO AS TO INHIBIT EROSION BY WIND AND WATER.
9. CLEAN UP ALL SPILLS USING DRY METHODS.
10. SWEEP ALL GUTTERS AT THE END OF EACH WORKING DAY. GUTTERS SHALL BE KEPT CLEAN AFTER LEAVING CONSTRUCTION SITE.
11. CALL 911 IN CASE OF A HAZARDOUS SPILL.
12. BMP'S AS OUTLINED IN, BUT NOT LIMITED TO, CALIFORNIA STORM WATER QUALITY TASK FORCE, SACRAMENTO, CALIFORNIA, JANUARY 2003, OR THE LATEST REVISED EDITION, MAY APPLY DURING THE CONSTRUCTION OF THIS PROJECT (ADDITIONAL MEASURES MAY BE REQUIRED IF DEEMED APPROPRIATE BY TOWN INSPECTORS).
13. UPON SATISFACTORY COMPLETION OF THE WORK, THE ENTIRE WORK SITE SHALL BE CLEANED BY THE CONTRACTOR AND LEFT WITH A SMOOTH AND NEATLY GRADED SURFACE FREE OF CONSTRUCTION WASTE, RUBBISH, AND DEBRIS OF ANY NATURE.
14. PLANS SHALL BE DESIGNED TO MEET THE C.3 REQUIREMENTS OF THE MUNICIPAL STORMWATER REGIONAL PERMIT ("MRP") NPDES PERMIT CAS 612008.

## EROSION AND SEDIMENTATION CONTROL NOTES:

1. CONTRACTOR SHALL ASSUME THE CONCEPTS ON THE EROSION CONTROL PLAN, IF PROVIDED, ARE SCHEMATIC MINIMUM REQUIREMENTS, THE FULL EXTENT OF WHICH ARE TO BE DETERMINED BY THE CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR THE EXACT DESIGN AND EXTENT OF THE EROSION CONTROL SYSTEM SO THAT IT WORKS WITH THE CONTRACTOR'S INTENDED USE AND MANAGEMENT OF THE CONSTRUCTION SITE.
2. ALL EROSION CONTROL FACILITIES SHALL BE INSPECTED BY THE CONTRACTOR AND REPAIRED, AS REQUIRED, AT THE CONCLUSION OF EACH WORKING DAY. THE CONTRACTOR SHALL INSPECT THE EROSION CONTROL FACILITIES AND MAKE NECESSARY REPAIRS PRIOR TO ANTICIPATED STORMS AND AT REASONABLE INTERVALS DURING STORMS OF EXTENDED DURATION. REPAIRS TO DAMAGED FACILITIES SHALL BE MADE IMMEDIATELY UPON DISCOVERY.
3. AS SOON AS PRACTICAL FOLLOWING EACH STORM, THE CONTRACTOR SHALL REMOVE ANY ACCUMULATION OF SILT OR DEBRIS FROM THE EROSION CONTROL SEDIMENT BASINS AND SHALL CLEAR THE OUTLET PIPES OF ANY BLOCKAGE.
4. STOCKPILED MATERIAL SHALL BE COVERED WITH VISQUEEN OR A TARPAULIN UNTIL THE MATERIAL IS REMOVED FROM THE SITE. ANY REMAINING BARE SOIL THAT EXISTS AFTER THE STOCKPILE HAS BEEN REMOVED SHALL BE COVERED UNTIL A NATURAL GROUND COVER IS ESTABLISHED OR IT MAY BE SEEDED OR PLANTED TO PROVIDE GROUND COVER.
5. PRIOR TO THE COMMENCEMENT OF ANY CLEARING, GRADING, OR EXCAVATION, THE CONTRACTOR SHALL VERIFY THAT THE CLIENT HAS SUBMITTED TO THE STATE WATER RESOURCES CONTROL BOARD A NOTICE OF INTENT (NOI) FOR COVERAGE UNDER THE STATE CONSTRUCTION STORM WATER GENERAL PERMIT, IF REQUIRED BY THE STATE. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE NOI ON THE CONSTRUCTION SITE.
6. NECESSARY MATERIALS SHALL BE AVAILABLE ON SITE AND STOCKPILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID CONSTRUCTION OF TEMPORARY DEVICES WHEN RAIN IS IMMINENT.
7. PROTECT ADJACENT PROPERTIES AND UNDISTURBED AREAS FROM CONSTRUCTION IMPACTS USING VEGETATIVE BUFFER STRIPS, SEDIMENT BARRIERS OR FILTERS, DIKES, MULCHING OR OTHER MEASURES AS APPROPRIATE.
8. CONTRACTOR SHALL MAINTAIN ADJACENT STREETS IN A NEAT, CLEAN, DUST FREE AND SANITARY CONDITION AT ALL TIMES AND TO THE SATISFACTION OF THE TOWN INSPECTOR. THE ADJACENT STREET SHALL BE KEPT CLEAN OF DEBRIS, WITH DUST AND OTHER NUISANCE BEING CONTROLLED AT ALL TIMES. DEVELOPER SHALL BE RESPONSIBLE FOR ANY CLEAN UP ON ADJACENT STREETS AFFECTED BY THEIR CONSTRUCTION, METHOD OF STREET CLEANING SHALL BE BY DRY SWEEPING OF ALL PAVED AREAS. NO STOCKPILING OF BUILDING MATERIALS WITHIN THE TOWN'S RIGHT–OF–WAY IS PERMITTED.
9. ALL EROSION CONTROL MATERIALS SHALL BE FURNISHED AND INSTALLED BY CONTRACTOR UNLESS OTHERWISE NOTED.
10. PROTECT DOWN SLOPE DRAINAGE COURSES, STREAMS AND STORM DRAINS WITH ROCK FILLED SAND BAGS, TEMPORARY DRAINAGE SWALES, SILT FENCES, EARTH BERMS, STORM DRAIN INLET FILTERS AND/OR STRAW BALES USED ONLY IN CONJUNCTION WITH PROPERLY INSTALLED SILT FENCES.
11. MARK ON–SITE INLETS WITH THE WORDS "NO DUMPING! FLOWS TO THE BAY" OR EQUIVALENT.

## GENERAL UTILITY SYSTEM NOTES :

1. ALL TRENCHES SHALL BE BACK FILLED PER THE SPECIFICATIONS WITH APPROPRIATE TESTS BY THE GEOTECHNICAL ENGINEER TO VERIFY COMPACTION VALUES.
2. CLEAN OUTS, CATCH BASINS AND AREA DRAINS ARE TO BE ACCURATELY LOCATED BY THEIR RELATIONSHIP TO THE BUILDING, FLATWORK, ROOF DRAINS, AND/OR CURB LAYOUT, NOT BY THE LENGTH OF PIPE SPECIFIED IN THE DRAWINGS (WHICH IS APPROXIMATE).
3. CONTRACTOR SHALL STAKE LOCATION OF ABOVE GROUND UTILITY EQUIPMENT (BACKFLOW PREVENTOR, SATELLITE DISH, TRANSFORMER, GAS METER, ETC.) AND MEET WITH CLIENT TO REVIEW LOCATION PRIOR TO INSTALLATION. PLANNING DEPARTMENT MUST SPECIFICALLY AGREE WITH LOCATION PRIOR TO PROCEEDING WITH THE INSTALLATION.
4. CONTRACTOR SHALL PREPARE AN ACCURATE COMPOSITE UTILITY PLAN THAT TAKES INTO ACCOUNT THE ACTUAL LOCATION OF EXISTING UTILITIES AS DETERMINED DURING THE DEMOLITION WORK, THE UTILITIES SHOWN ON THE CIVIL DRAWINGS, AND THE SITE POWER, CONDUITS AND LIGHTING SHOWN ON THE ELECTRICAL PLANS. THE FIRE SPRINKLER SYSTEM SHALL BE INCLUDED AS DESIGNED BY THE DESIGN/BUILD UNDERGROUND FIRE SPRINKLER CONTRACTOR.
5. CATHODIC PROTECTION MAY BE REQUIRED ON ALL METALLIC FITTINGS AND ASSEMBLIES THAT ARE IN CONTACT WITH THE SOIL, IF RECOMMENDED BY THE GEOTECHNICAL REPORT. CONTRACTOR IS RESPONSIBLE TO FULLY ENGINEER AND INSTALL THIS SYSTEM AND COORDINATE ANODE AND TEST STATION LOCATIONS WITH OWNER'S PROJECT MANAGER.
6. COMPLETE SYSTEMS: ALL UTILITY SYSTEMS ARE DELINEATED IN A SCHEMATIC MANNER ON THESE PLANS. CONTRACTOR IS TO PROVIDE ALL FITTINGS, ACCESSORIES AND WORK NECESSARY TO COMPLETE THE UTILITY SYSTEM SO THAT IT IS FULLY FUNCTIONING FOR THE PURPOSE INTENDED.
7. UNDERGROUND UTILITIES OR STRUCTURES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS AND EXTENT BASED UPON RECORD INFORMATION. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. THE CLIENT, BY ACCEPTING THESE PLANS OR PROCEEDING WITH IMPROVEMENTS PURSUANT THERETO, AGREES TO ASSUME LIABILITY AND TO HOLD UNDERSIGNED HARMLESS FOR ANY DAMAGES RESULTING FROM THE EXISTENCE OF UNDERGROUND UTILITIES OR STRUCTURES NOT REPORTED TO THE UNDERSIGNED; NOT INDICATED ON THE PUBLIC RECORDS EXAMINED, LOCATED AT VARIANCE WITH THOSE REPORTED OR SHOWN ON RECORDS EXAMINED.
8. CONTRACTOR SHALL VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO COMMENCEMENT OF ANY WORK. ALL WORK FOR STORM AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THIS WILL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UP STREAM, HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY. CONTRACTOR SHALL VERIFY LOCATION OF SANITARY SEWER LATERAL WITH OWNER PRIOR TO CONSTRUCTION.
9. EXISTING UTILITY CROSSINGS OF NEW PIPELINE ARE SHOWN ACCORDING TO THE BEST AVAILABLE INFORMATION. GAS, WATER AND SEWER SERVICE LATERALS ARE SHOWN ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE TYPE, SIZE, LOCATION AND DEPTH OF ALL THE UTILITY CROSSING (BOTH MAINS AND LATERALS) ARE CORRECT AS SHOWN. NO GUARANTEE IS MADE THAT ALL EXISTING UTILITIES (BOTH MAINS AND LATERALS) ARE SHOWN. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN EXCAVATING AND SHALL PROTECT ALL EXISTING UTILITIES (BOTH MAINS AND LATERALS) FROM DAMAGE DUE TO HIS OPERATION.
10. VERTICAL SEPARATION REQUIREMENTS:

    A MINIMUM OF SIX (6) INCHES VERTICAL CLEARANCE SHALL BE PROVIDED BETWEEN CROSSING UTILITY PIPES, EXCEPT THAT THE MINIMUM VERTICAL CLEARANCE BETWEEN WATER AND SANITARY SEWER PIPELINES SHALL BE 12 INCHES AND ALL NEW WATER PIPES SHALL BE TYPICALLY INSTALLED TO CROSS ABOVE/OVER EXISTING SANITARY SEWER PIPELINES.

    WHERE NEW WATER PIPELINES ARE REQUIRED TO CROSS UNDER EXISTING AND/OR NEW SANITARY SEWER PIPELINES, THE MINIMUM VERTICAL SEPARATION SHALL BE 12 INCHES. WATER LINE PIPE ENDS SHALL BE INSTALLED NO CLOSER THAN 10' MINIMUM HORIZONTAL DISTANCE FROM CENTERLINE OF UTILITY CROSSINGS, WHERE FEASIBLE.
11. HORIZONTAL SEPARATION REQUIREMENTS:

    A MINIMUM HORIZONTAL SEPARATION BETWEEN NEW PIPELINES AND ANY EXISTING UTILITIES SHALL BE 5' FEET, EXCEPT THAT THE MINIMUM HORIZONTAL SEPARATION FOR WATER AND SANITARY SEWER PIPELINES SHALL BE 10' MINIMUM, UNLESS OTHERWISE NOTED.

    A MINIMUM HORIZONTAL SEPARATION BETWEEN NEW PIPELINES AND JOINT TRENCH SHALL BE 5 FEET.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING APPROPRIATE UTILITIES AND REQUESTING VERIFICATION OF SERVICE POINTS, FIELD VERIFICATION OF LOCATION, SIZE, DEPTH, ETC. FOR ALL THEIR FACILITIES AND TO COORDINATE WORK SCHEDULES.
13. ANY EXISTING UNDERGROUND UTILITY LINES TO BE ABANDONED, SHOULD BE REMOVED FROM WITHIN THE PROPOSED BUILDING ENVELOPE AND THEIR ENDS CAPPED OUTSIDE OF THE BUILDING ENVELOPE.

## FIRE PROTECTION NOTES:

1. CONTRACTOR SHALL INSTALL THE DESIGN BUILD FIRE SERVICE LINE, BACKFLOW PREVENTOR, SPRINKLERS AND EQUIPMENT IN ACCORDANCE WITH THE FIRE PROTECTION CONSULTANT'S PLANS, SPECIFICATIONS, LATEST EDITION OF THE UNIFORM/CALIFORNIA FIRE CODE AND CITY/TOWN STANDARDS.
2. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL PREPARE SHOP DRAWINGS SHOWING ALL INFORMATION REQUIRED BY THE LOCAL FIRE MARSHAL, INCLUDING ANGLES, THRUST BLOCKS, VALVES, FIRE HYDRANTS, PIV's, FDC's, BACKFLOW ASSEMBLIES, FLEXIBLE CONNECTIONS, VAULTS, ETC.
3. SHOP DRAWINGS SHALL BE SUBMITTED TO THE LOCAL FIRE MARSHAL, THE RATING AGENCY AND THE PROJECT MANAGER, ALLOWING TIME FOR REVIEW AND ACCEPTANCE, PRIOR TO START OF WORK.
4. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL OBTAIN ALL APPROVALS AND PERMITS PRIOR TO ORDERING MATERIALS, FABRICATING SYSTEMS OR ANY INSTALLATION.
5. GENERAL CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL DIMENSIONS AND EQUIPMENT LOCATIONS. RISER LOCATIONS ARE SHOWN ON ARCHITECTURAL AND PLUMBING DRAWINGS AND ARE TO BE COORDINATED WITH ACTUAL FIELD CONDITIONS.

**NOT FOR CONSTRUCTION**

1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408–467–9100
408–467–9199 (FAX)

BKF
ENGINEERS / SURVEYORS / PLANNERS

**NOTES**
**KRAFT RESIDENCE**
**DESIGN REVIEW PLANS**

BELMONT
SAN MATEO
CALIFORNIA

NORMAN I. KONTOROVSKY
C 78090
CIVIL

| No. | Revisions |
|---|---|
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Date: 08/01/2023
Scale: AS SHOWN
Design: ML
Drawn: ML
Approved: IK
Job No: 20166012

Drawing Number:
**C0.1**
**2** OF **11**

DRAWING NAME: \\BKF-SJ\vol4\2016\166012_Kraft Residence-Monte Cresta Dr\ENG\PLANNING\SHEETS\0.0-0.1_KRAFT - TS & NTS.dwg
PLOT TIME: 04-05-22
PLOTTED BY: lavm

© BKF ENGINEERS




## TREE DISPOSITION LEGEND:

- ✕ TREE TO BE REMOVED INCLUDING ALL ROOT MASSES. COORDINATE WITH LANDSCAPE ARCHITECT, ARBORIST, AND CITY PRIOR TO REMOVAL OF TREES.
- ○ TREE TO REMAIN ON SITE AND BE PROTECTED IN PLACE.

## BASIS OF ELEVATIONS:

ELEVATIONS ARE BASED UPON AN ASSUMED DATUM.

TBM: MAG NAIL & WASHER
ELEVATION = 100.0

## UTILITY NOTE:

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

## EXISTING CONDITIONS:

1. EXISTING TOPOGRAPHIC SURVEY PERFORMED BY TRIAD/HOLMES ASSOCIATES ON NOVEMBER 2015 (JOB #2-1715). SURVEYOR OF RECORD IS ANDREW K. HOLMES, PLS# 4428. GRADES ENCOUNTERED ON SITE MAY VARY FROM THOSE SHOWN. CONTRACTOR SHALL REVIEW THE PLANS AND CONDUCT FIELD INVESTIGATIONS AS REQUIRED TO VERIFY EXISTING CONDITIONS AT THE PROJECT SITE.
2. CLIENT SHALL HOLD HARMLESS BKF FROM ANY AND ALL OCCURENCES RESULTING FROM THE INACCURACY OF THE CLIENT SUPPLIED TOPOGRAPHIC AND BOUNDARY SURVEY (AS PREPARED BY OTHERS).
3. BOUNDARY IS SHOWN AS PROVIDED TO BKF. THIS PLAN IS NOT A BOUNDARY SURVEY, BUT INSTEAD AN EXHIBIT OF THE EXISTING CONDITIONS AND THE TREE DISPOSITION.

**SEE SHEETS C0.0 AND C0.1 FOR NOTES AND LEGENDS**

NOT FOR CONSTRUCTION

GRAPHIC SCALE
10 0 10 20

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ENGINEERS | SURVEYORS | PLANNERS

# EXISTING CONDITIONS
# KRAFT RESIDENCE
# DESIGN REVIEW PLANS

CALIFORNIA
SAN MATEO
BELMONT

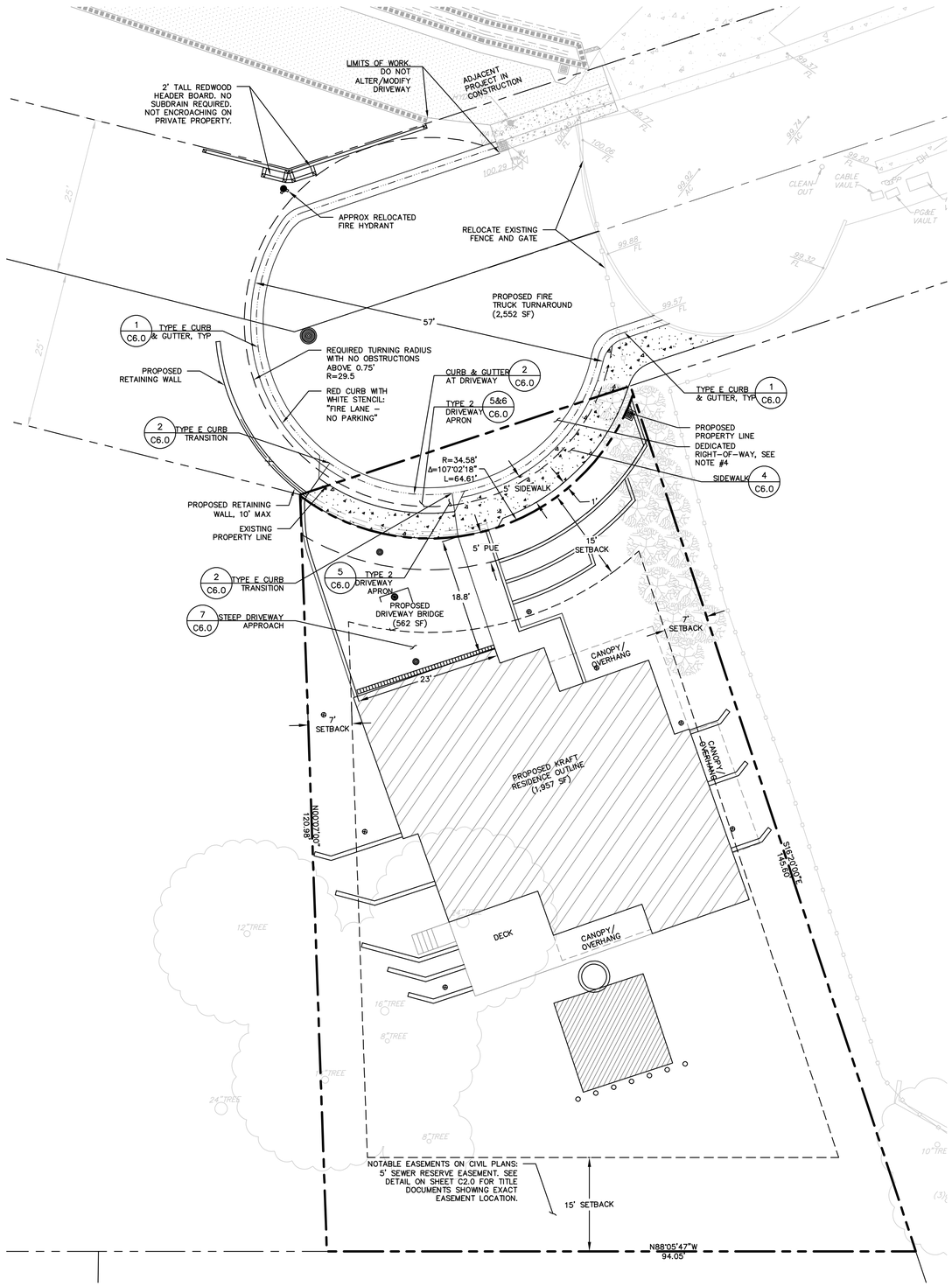
REGISTERED PROFESSIONAL ENGINEER
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C 78090
CIVIL
STATE OF CALIFORNIA

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Date: 08/01/2023
Scale: AS SHOWN
Design: ML
Drawn: ML
Approved: IK
Job No: 20160012

Drawing Number:
C1.0
3 OF 11

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PLOT DATE: 8/1/2023 - 11:46:32 AM
PLOT BY: Mark Lee




## ADDITIONAL NOTES

1. CUL-DE-SAC TURNAROUND PAVEMENT COMPOSED OF ASPHALT CONCRETE OVER CLASS II AGGREGATE BASE DESIGNED FOR A TRAFFIC INDEX OF 5.5. FINAL SECTION TO BE APPROVED BY GEOTECHNICAL ENGINEER.
2. COLOR AND FINISH OF CONCRETE TO BE SPECIFIED BY THE LANDSCAPE ARCHITECT.
3. SEE LANDSCAPE PLANS FOR ALL WALKWAY FINISHES AND MATERIALS.
4. TOTAL SITE AREA (PRE-DEDICATION): 9,729± SF
   TOTAL SITE AREA (POST-DEDICATION): 9,137± SF

**SEE SHEETS C0.0 AND C0.1 FOR NOTES AND LEGENDS**

GRAPHIC SCALE
10 0 10 20

**NOT FOR CONSTRUCTION**

BKF ENGINEERS | SURVEYORS | PLANNERS
1730 N. FIRST STREET
SUITE 600
SAN JOSE, CA 95112
408-467-9100
408-467-9199 (FAX)

# PRELIMINARY SITE PLAN
# KRAFT RESIDENCE
# DESIGN REVIEW PLANS

BELMONT
SAN MATEO
CALIFORNIA

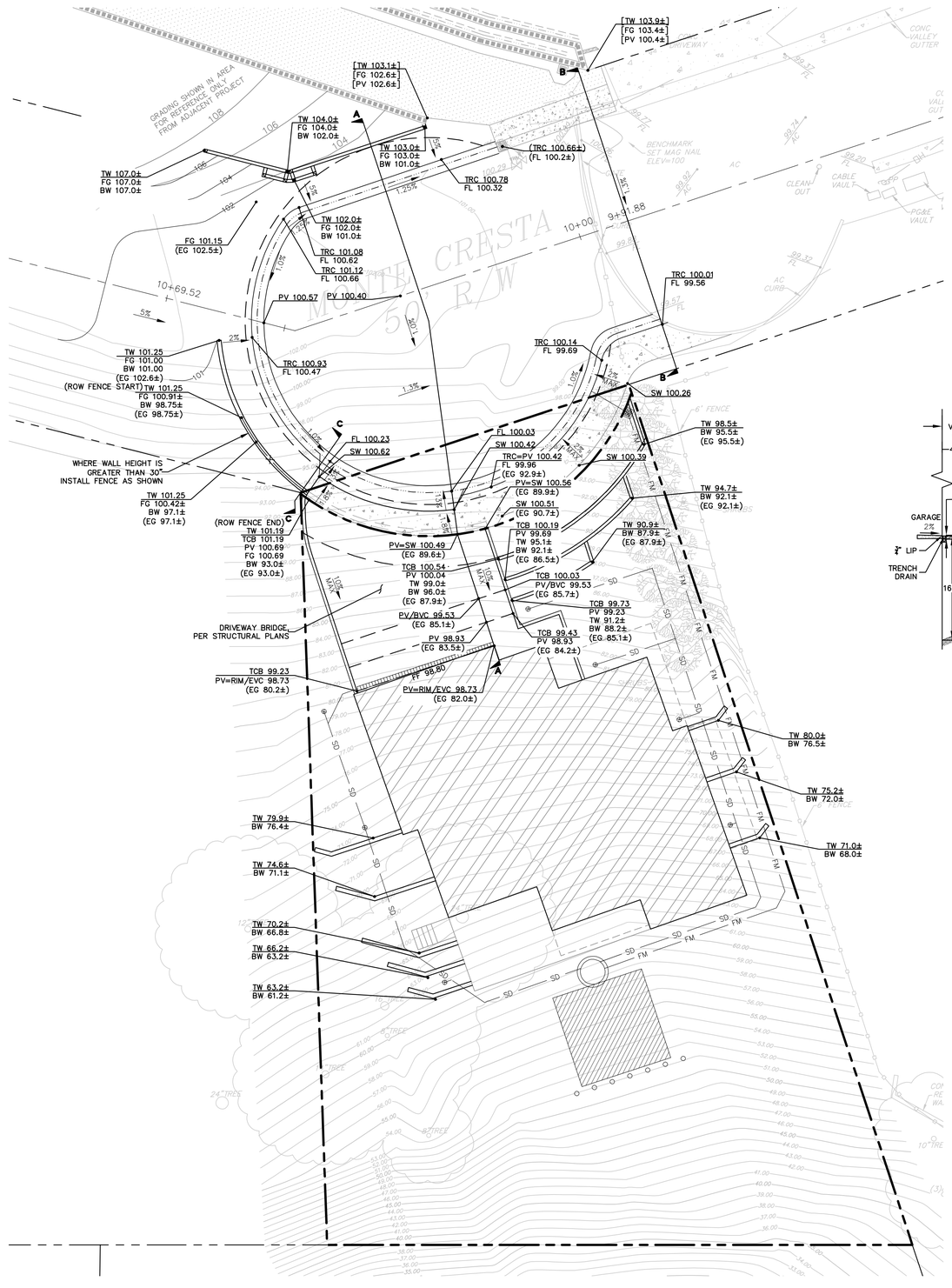
REGISTERED PROFESSIONAL ENGINEER
NORMAN I. KONTOROVSKY
C 78090
CIVIL
STATE OF CALIFORNIA

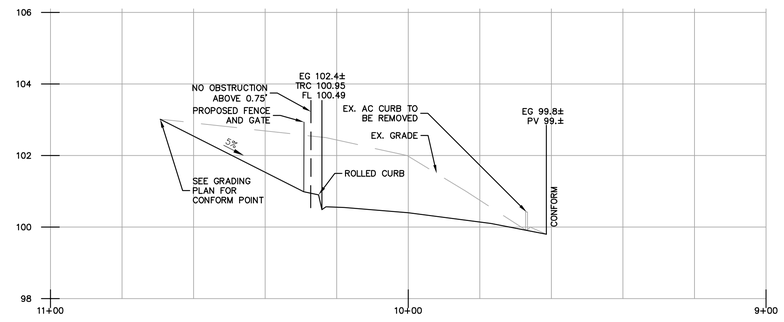
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Job No: 20166012

Drawing Number:
C2.0
4 OF 11

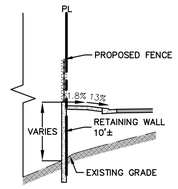
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PLOT DATE: 08/01/23
PLOT BY: Mark Lee



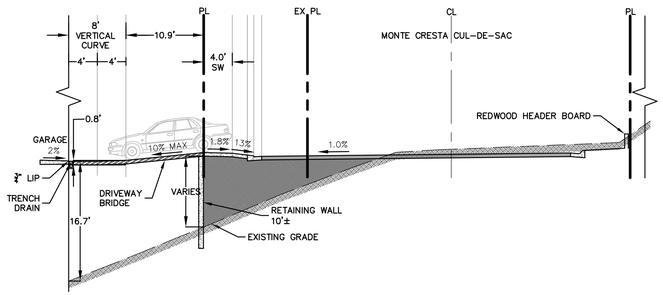

## MONTE CRESTA CUL-DE-SAC CENTERLINE PROFILE:

HORIZ: 1"=10'
VERT: 1"=4'



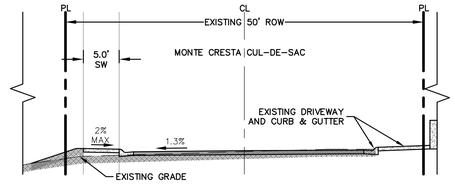

## SECTION C-C

SCALE: 1"=10'




## SECTION A-A

SCALE: 1"=10'




## SECTION B-B

SCALE: 1"=10'

## GRADING NOTES

1. PROVIDE POSITIVE SURFACE DRAINAGE AWAY FROM ALL STRUCTURES BY SLOPING THE FINISHED GROUND SURFACE AT LEAST 5.0%, UNLESS OTHERWISE NOTED ON THE PLANS. SLOPE PORCHES, LANDINGS AND TERRACES 2.0% AWAY FROM STRUCTURES UNLESS OTHERWISE NOTED ON PLANS.
2. CONTRACTOR TO VERIFY ALL CONTROLLING DIMENSIONS WITH ARCHITECTURAL PLANS.
3. CONTRACTOR SHALL DETERMINE EARTHWORK QUANTITIES BASED ON THE TOPOGRAPHIC SURVEY, THE GEOTECHNICAL INVESTIGATION AND THE PROPOSED SURFACE THICKNESS AND BASE THE BID ACCORDINGLY. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM IF A SEPARATE DEMOLITION CONTRACT HAS BEEN ISSUED TO TAKE THE SITE FROM THE WAY IT IS AT THE TIME OF THE BID TO THE CONDITIONS DESCRIBED IN THESE DOCUMENTS. ANY DIFFERENCES BETWEEN THE STATE IN WHICH THE SITE IS DELIVERED TO THE CONTRACTOR AND THESE DOCUMENTS SHOULD BE NOTED TO THE ENGINEER/ARCHITECT.
4. ALL FILL SHALL BE COMPACTED PER THE GEOTECHNICAL REPORT AND THE CONTRACTOR SHALL COORDINATE AND COMPLY WITH GEOTECHNICAL ENGINEER TO TAKE THE APPROPRIATE TESTS TO VERIFY COMPACTION VALUES.
5. IMPORT SOILS SHOULD MEET THE REQUIREMENTS OF THE SOILS REPORT AND SPECIFICATIONS.
6. COORDINATE THE PLACEMENT OF ALL SLEEVES FOR LANDSCAPE IRRIGATION (WATER AND CONTROL WIRING) AND SITE LIGHTING PRIOR TO THE PLACEMENT OF ANY ASPHALT, BASEROCK OR CONCRETE SURFACING. SEE LANDSCAPING AND SITE ELECTRICAL DRAWINGS.
7. DO NOT ADJUST GRADES ON THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER/ARCHITECT.
8. SITE STRIPPINGS THAT CONTAIN ONLY ORGANIC MATERIAL (NO DEBRIS TRASH, BROKEN CONC. OR ROCKS GREATER THAN 1" IN DIAMETER) MAY BE USED IN LANDSCAPE AREAS, EXCEPT FOR AREAS IDENTIFIED AS IMPORT TOP SOIL BY THE LANDSCAPE DRAWINGS. EXCESS STRIPPINGS SHALL BE REMOVED FROM SITE.
9. ROUGH GRADING TO BE WITHIN 0.1' AND FINISH GRADES ARE TO BE WITHIN 0.05', HOWEVER CONTRACTOR SHALL NOT CONSTRUCT ANY IMPROVEMENTS THAT WILL CAUSE WATER TO POND OR NOT MEET REQUIREMENTS IN GRADING NOTE #1.
10. THE CONTRACTOR SHALL EXERCISE EXTREME CARE TO CONFORM TO THE LINES, GRADES, SECTIONS, AND DIMENSIONS AS SET FORTH ON THESE PLANS. ALL GRADED AREAS SHALL CONFORM TO THE VERTICAL ELEVATIONS SHOWN WITH A TOLERANCE OF ONE-TENTH OF A FOOT. WHERE GRADED AREAS DO NOT CONFORM TO THESE TOLERANCES, THE CONTRACTORS SHALL BE REQUIRED TO DO CORRECTIVE GRADING, AT NO EXTRA COST TO THE CLIENT.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE GROUND ELEVATIONS AND OVERALL TOPOGRAPHY OF THE SITE PRIOR TO THE START OF CONSTRUCTION AS TO THE ACCURACY BETWEEN THE WORK SET FORTH ON THESE PLANS AND THE WORK IN THE FIELD. ANY DISCREPANCIES SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE CONSTRUCTION MANAGER AND CIVIL ENGINEER IN WRITING PRIOR TO START OF CONSTRUCTION WHICH MAY REQUIRE CHANGES IN DESIGN AND/OR AFFECT THE EARTHWORK QUANTITIES.
12. TRENCHES SHALL NOT BE LEFT OPEN OVERNIGHT IN EXISTING PUBLIC STREET AREAS. CONTRACTOR SHALL BACKFILL TRENCHES, OR PLACE STEEL PLATING WITH ADEQUATE CUTBACK TO PREVENT SHIFTING OF STEEL PLATE AND/OR HOT-MIX ASPHALT REQUIRED TO PROTECT OPEN TRENCHES AT THE END OF THE WORKING DAY.
13. CONTRACTOR TO PROVIDE DRAINAGE SWALE ON UPHILL SIDE OF RETAINING WALLS TO PROVIDE FLOW TO DRAINAGE STRUCTURES TO STOP PONDING BEHIND RETAINING WALL. DRAINAGE SWALES SHALL BE 1' WIDE AND A 0.5' PONDING DEPTH.

**SEE SHEETS C0.0 AND C0.1 FOR NOTES AND LEGENDS**

GRAPHIC SCALE
10 0 10 20

**NOT FOR CONSTRUCTION**

BKF ENGINEERS | SURVEYORS | PLANNERS
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408-467-9100
408-467-9199 (FAX)

# PRELIMINARY GRADING AND DRAINAGE PLAN
# KRAFT RESIDENCE
# DESIGN REVIEW PLANS

BELMONT, SAN MATEO, CALIFORNIA

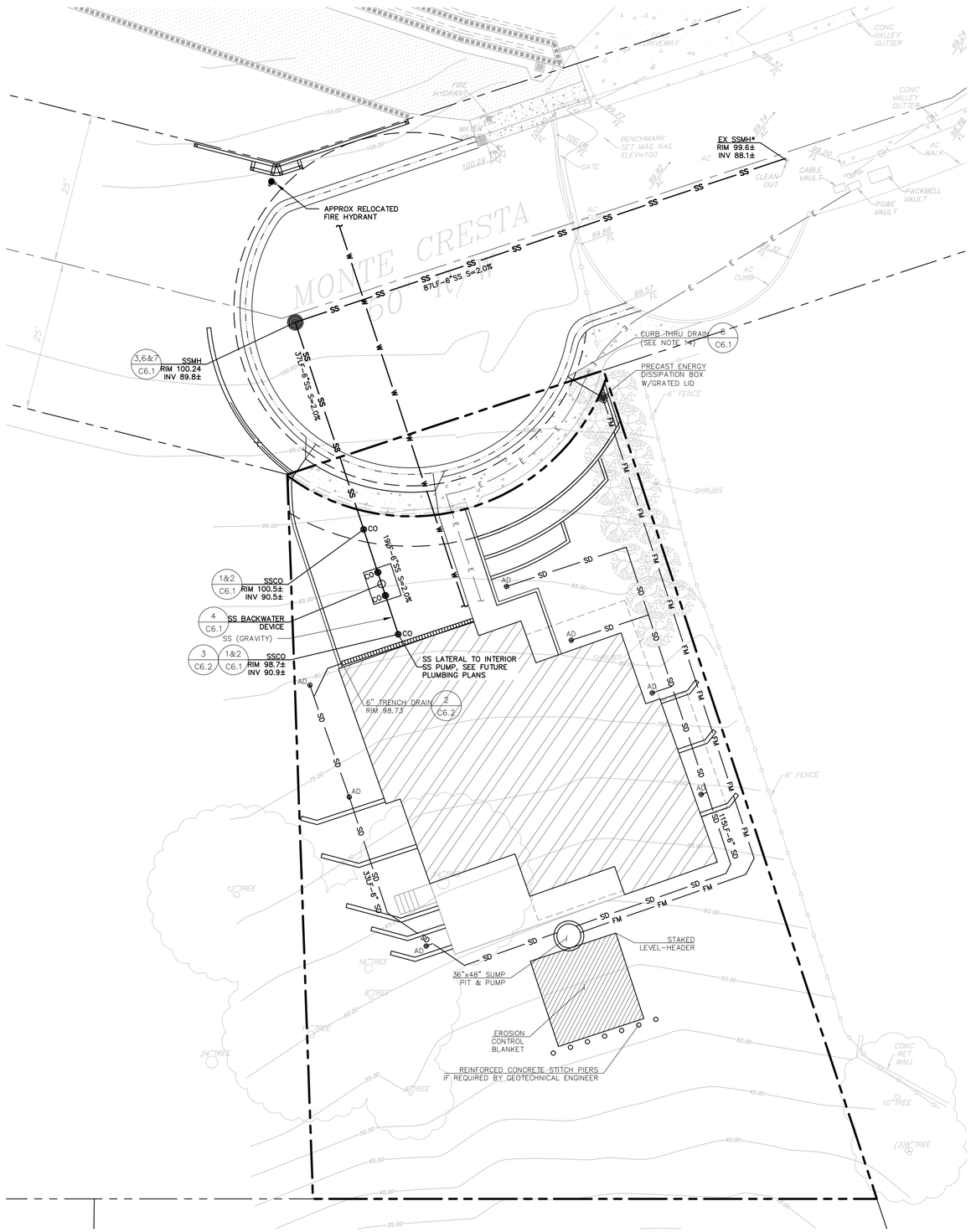
NORMAN L. KONTOROVSKY
C 78090
CIVIL
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA

| No. | Revisions |
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Date: 08/01/2023
Scale: AS SHOWN
Design: ML
Drawn: ML
Approved: IK
Job No: 20166012

Drawing Number:
C3.0
5 OF 11

DRAWING NAME: \\BKF-S\Vol1\Work\20166012\Civil Reference Sheets Create By\DWG\PLANS\BOUNDARY\SHEETS\3_SURVEY - GRD.dwg
PLOT DATE: 08-01-23
PLOTTED BY: Mike Lee




## STORM DRAIN NOTES

1. PRIVATE STORM DRAIN LINE 4-INCH THROUGH 12-INCH WITH A MINIMUM OF TWO (2) FEET OF COVER IN NON-TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35 WHITE PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH GLUED JOINTS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS, 45° ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE'S ARE PROHIBITED.
2. PRIVATE STORM DRAIN LINE 6-INCH THROUGH 12-INCH WITH LESS THAN THREE (3) FEET OF COVER IN VEHICULAR TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) C900, RATED FOR 150 PSI CLASS PIPE. PROVIDE AND INSTALL "STORM DRAIN" MARKER TAPE FOR THE ENTIRE LENGTH OF PIPE TRENCH IN ACCORDANCE WITH CITY STANDARDS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, OBTUSE ELBOWS OR LONG SWEEP ELBOWS, 90° ELBOWS AND TEE's ARE PROHIBITED.
3. ALL AREA DRAINS AND CATCH BASINS GRATES WITHIN PEDESTRIAN ACCESSIBLE AREAS SHALL MEET ADA REQUIREMENTS.
4. ALL TRENCHES SHALL BE BACK FILLED PER THE SPECIFICATIONS WITH APPROPRIATE TESTS BY THE GEOTECHNICAL ENGINEER TO VERIFY COMPACTION VALUES.
5. FOR GRAVITY FLOW SYSTEMS CONTRACTOR SHALL VERIFY (POTHOLE IF NECESSARY) SIZE, MATERIAL, LOCATION AND DEPTH OF ALL SYSTEMS THAT ARE TO BE CONNECTED TO OR CROSSED PRIOR TO THE TRENCHING OR INSTALLATION OF ANY GRAVITY FLOW SYSTEM.
6. DRAINS SHOWN ON CIVIL PLANS ARE NOT INTENDED TO BE THE FINAL NUMBER AND LOCATION OF ALL DRAINS. PLACEMENT AND NUMBER OF LANDSCAPING DRAINS ARE HIGHLY DEPENDENT ON GROUND COVER TYPE AND PLANT MATERIAL. CONTRACTOR SHALL ADD ADDITIONAL AREA DRAINS AS NEEDED AND AS DIRECTED BY THE LANDSCAPE ARCHITECT OR CIVIL ENGINEER.
10. INSTALL SEPARATE SUB-DRAIN SYSTEM BEHIND RETAINING WALLS PER GEOTECHNICAL REPORT. AS FEASIBLE, BACKDRAINS FOR THE RETAINING WALLS LOCATED IN THE UPPER PORTION OF THE SITE ARE TO DISCHARGE INTO THE PUBLIC STORM DRAIN SYSTEM IN MONTE CRESTA ROAD. THE LOW SITE RETAINING WALLS ALONG THE SIDES OF THE RESIDENCE ARE TO DRAIN THROUGH WEEP HOLES AND/OR GAPS IN WOOD LAGGING. ALL WALL DRAINAGE TO BE SHOWN DURING CONSTRUCTION DOCUMENTS.
11. ALL DOWN SPOUTS SHALL BE HARD CONNECTED TO THE STORM DRAINAGE SYSTEM. SEE ARCHITECTURE PLANS FOR EXACT LOCATION OF THE DOWN SPOUTS.
12. FOR ALL RETAINING WALLS, SEE STRUCTURAL PLANS FOR DETAILED SUBDRAINAGE INFORMATION.
13. STORM DRAIN PIPES WITHIN THE PUBLIC RIGHT OF WAY SHALL BE HDPE OR RCP AND SHALL CONFORM TO CITY STANDARDS.
14. FORCE MAIN TO BE DISCHARGED INTO AN ENERGY DISSIPATER INSTALLED AT THE BACK OF WALK. STORM WATER WILL THEN CONVEY THROUGH A CURB-THRU DRAIN INSTALLED PER CITY DETAIL.

## SANITARY SEWER NOTES

1. ALL SEWER WORK SHALL BE IN CONFORMANCE WITH THE CITY OR APPROPRIATE SANITARY SEWER DISTRICT.
2. PRIVATE SANITARY SEWER SERVICE LINE 4-INCH THROUGH 8-INCH SHALL BE POLYVINYL CHLORIDE (PVC) SDR 26 GREEN SEWER PIPE AND SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 3034-73 WITH GLUED JOINTS. ALL DIRECTION CHANGES SHALL BE MADE WITH WYE CONNECTIONS, 22.5° ELBOWS or 45° ELBOWS, 90° ELBOWS AND TEE's ARE PROHIBITED. PUBLIC SANITARY SEWER LINES AND MAINS SHALL BE PER CITY STANDARDS.
3. ALL LATERALS SHALL HAVE A CLEANOUT AT FACE OF BUILDING AND AS SHOWN ON PLANS PER THE CITY STANDARD OR APPROPRIATE SANITARY SEWER DISTRICT.
4. IF (E) SEWER LATERAL IS TO BE USED, SEE UTILITY NOTE #1 ON SHEET C3.1 FOR CITY OF BELMONT SEWER LATERAL RE-USE REQUIREMENTS. A PRESSURE TEST SHALL NOT BE ADEQUATE. EXTEND (N) OR (E) SEWER LINE AS SHOWN ON THE PLANS SLOPED AT 2% MINIMUM. INSTALL CLEANOUT AT FACE OF BUILDING AND AT PROPERTY LINE.
5. WITH PUBLIC WORKS' APPROVAL, BKF WOULD ADVISE TO MINIMIZE THE NUMBER OF SS CLEANOUTS AT THE DRIVEWAY. CURRENTLY SHOWN PER CITY STANDARDS.

* INVERT AT (E) SSMH, TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

## WATER SYSTEM NOTES

1. MAINTAIN WATER LINES 10' AWAY FROM SANITARY SEWER LINES.
2. WHERE WATER LINES HAVE TO CROSS SANITARY SEWER LINES, DO SO AT A 90 DEGREE ANGLE AND WATER LINES SHALL BE MINIMUM OF 12" ABOVE TOP OF SANITARY SEWER LINES.
3. WATER LINES ARE SHOWN SCHEMATICALLY, CONTRACTOR SHALL IDENTIFY EACH ANGLE AND/OR BEND THAT MAY BE REQUIRED TO ACCOMPLISH THE INTENDED DESIGN.
4. ALL WATER SERVICE CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OR APPLICABLE WATER DISTRICT STANDARDS.
5. ALL DOMESTIC WATER SERVICES IN THE RIGHT-OF-WAY (PARKING STRIP/STREET) ARE REQUIRED TO BE INSTALLED WITH APPROVED COPPER MATERIAL. ALL OTHER APPLICATIONS OUTSIDE THE ROW COULD BE OF ANY MATERIAL APPROVED BY THE 2007 CALIFORNIA PLUMBING CODE.
6. CONNECTIONS TO THE EXISTING WATER MAIN SHALL BE APPROVED BY THE CITY. THE CONTRACTOR SHALL PAY THE ACTUAL COSTS OF CONSTRUCTION. THE CONTRACTOR SHALL PERFORM ALL EXCAVATION, PREPARE THE SITE, FURNISH ALL MATERIALS, INSTALL TAPPING TEE, VALVE AND ALL THRUST BLOCKS, BACKFILL, RESTORE THE SURFACE, AND CLEAN UP. THE CITY WILL PROVIDE THE CLIENT WITH A LIST OF APPROVED CONTRACTORS FOR MAKING WET TAPS. NONMETALLIC WATER LINES SHALL HAVE TRACER WIRES INSTALLED.
7. ALL WATER LINES SHALL BE INSTALLED WITH 36" MINIMUM COVER.
8. CONTRACTOR SHALL SIZE AND INSTALL ALL NEW DESIGN BUILD DOMESTIC IRRIGATION AND FIRE WATER LINE(S) IN ACCORDANCE WITH THE LATEST EDITION OF THE UNIFORM/CALIFORNIA PLUMBING AND FIRE CODES. (ALL FIXTURE UNIT COUNTS SHALL BE REVIEWED AND APPROVED BY THE CITY'S BUILDING AND/OR WATER DEPARTMENT PRIOR TO CONSTRUCTION.)
9. CONCRETE THRUST BLOCKS SHALL BE INSTALLED AT ALL TEES, CROSSES, BENDS (HORIZONTAL AND VERTICAL), AT SIZE CHANGES AND AT FIRE HYDRANTS PER CITY STANDARD, AWWA C600, SECTION 3.8 UNLESS NOTED OTHERWISE.
10. ALL ON AND OFF-SITE LANDSCAPE IRRIGATION SYSTEMS SHALL BE IN ACCORDANCE WITH THE LANDSCAPE ARCHITECTURAL PLANS AND SPECIFICATIONS AND SHALL BE CONNECTED TO THE EXISTING AND/OR NEW WATER SYSTEM AND METERED ACCORDINGLY.
11. INSTALL CITY APPROVED PRESSURE REGULATOR AND REDUCED BACKFLOW PREVENTOR ON WATER LINE AT ENTRANCE TO BUILDING. REFERENCE PLUMBING PLANS FOR MORE DETAIL.

## CITY OF BELMONT NOTES

1. ENCROACHMENT PERMIT: ALL CONNECTIONS TO CITY WATER/SEWER/STORM DRAIN FACILITIES AND ON-SITE DETENTION FACILITIES SHALL BE INSPECTED BY THE CITY PRIOR TO TRENCH BACKFILL. CONTRACTOR SHALL COORDINATE WITH THE CITY PUBLIC WORKS DEPARTMENT AT 650-595-7425 FOR INSPECTION.

**SEE SHEETS C0.0 AND C0.1 FOR NOTES AND LEGENDS**

**NOT FOR CONSTRUCTION**

GRAPHIC SCALE
10 0 10 20

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ENGINEERS | SURVEYORS | PLANNERS

# PRELIMINARY UTILITY PLAN
# KRAFT RESIDENCE
# DESIGN REVIEW PLANS

BELMONT SAN MATEO CALIFORNIA

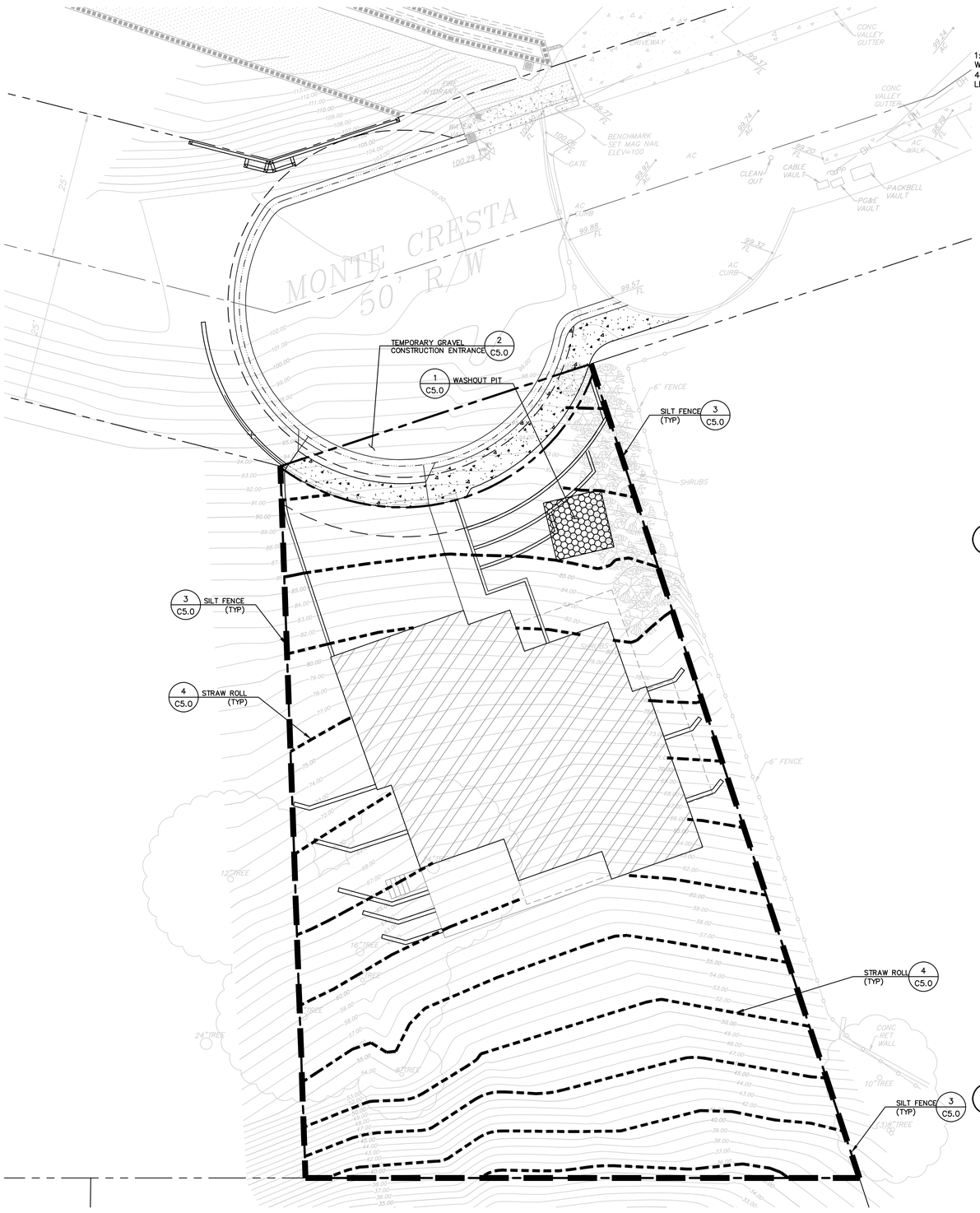
NORMAN I. KONTOROVSKY
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STATE OF CALIFORNIA

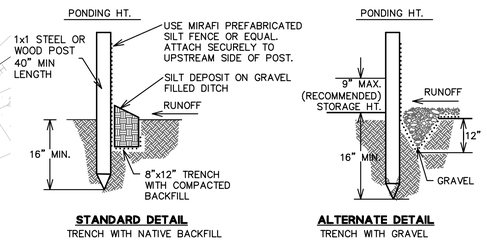
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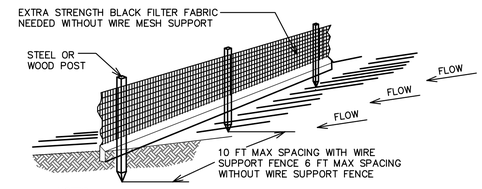
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Approved: IK
Job No: 20166012

Drawing Number:
C4.0
6 OF 11

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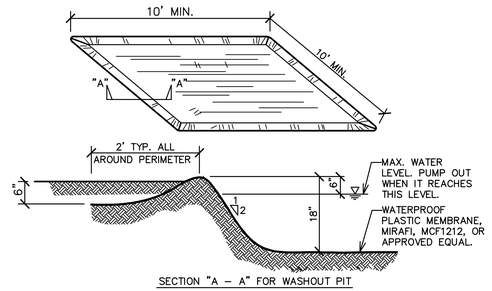




NOTES:

1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

## 3 SILT FENCE

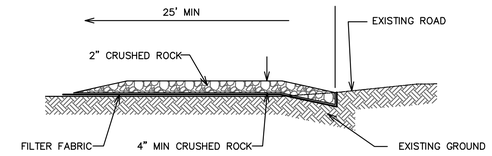
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SECTION "A – A" FOR WASHOUT PIT

## 1 TEMPORARY WASHOUT PIT

SCALE : NO SCALE

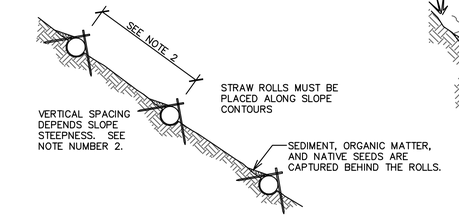


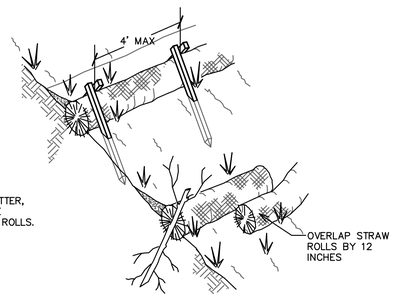

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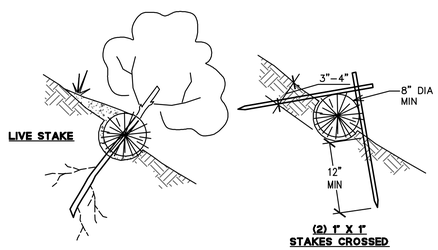
1. PROVIDE A FANNED STABILIZED CONSTRUCTION ENTRANCE TO ACCOMMODATE THE TURNING RADIUS OF CONSTRUCTION EQUIPMENT ON AND OFF THE PUBLIC STREET.
2. INSTALL ALONG NEW DWY CORRIDOR FOR THE FULL PROPOSED WIDTH.

## 2 TEMPORARY GRAVEL CONSTRUCTION ENTRANCE

SCALE: NO SCALE




**NOTES:**

1. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3" TO 4" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.
2. VERTICAL SPACING FOR SLOPE INSTALLATIONS:

   SLOPE OF 2:1 OR GREATER = 10 FEET APART
   SLOPE BETWEEN 4:1 AND 2:1 = 15 FEET APART
   SLOPE OF 4:1 OR FLATTER = 20 FEET APART

3. INSPECT AND REPAIR STRAW ROLLS AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
4. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.

## 4 FIBER ROLL

SCALE: NO SCALE

**SEE SHEETS C0.0 AND C1.1 FOR NOTES AND LEGENDS**

GRAPHIC SCALE
10 0 10 20

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408-467-9100 (FAX)
408-467-9199

# EROSION CONTROL PLAN
# KRAFT RESIDENCE
# DESIGN REVIEW PLANS

BELMONT, SAN MATEO, CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER
NORMAN I. KONTOROVSKY
C 78090
CIVIL
STATE OF CALIFORNIA

| No. | Revisions |
|---|---|

Date: 08/01/2023
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Design: ML
Drawn: ML
Approved: IK
Job No: 20165012

Drawing Number:
C5.0
7 OF 11

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PLOT DATE: 08/01/23
PLOT BY: Mark

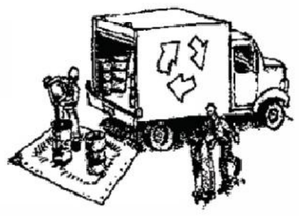
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SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

# Construction Best Management Practices (BMPs)

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

## Materials & Waste Management



**Non-Hazardous Materials**

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

**Hazardous Materials**

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

**Waste Management**

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

**Construction Entrances and Perimeter**

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

## Equipment Management & Spill Control



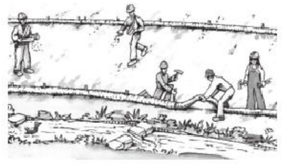
**Maintenance and Parking**

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

**Spill Prevention and Control**

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

## Earthmoving



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

**Contaminated Soils**

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

## Paving/Asphalt Work



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

**Sawcutting & Asphalt/Concrete Removal**

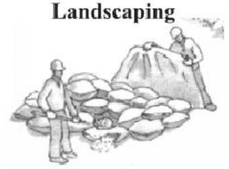
- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work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

## Concrete, Grout & Mortar Application



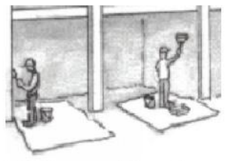
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that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

## Landscaping



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

## Painting & Paint Removal



**Painting Cleanup and Removal**

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

## Dewatering



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

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

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BEST MANAGEMENT PRACTICES
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BELMONT

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C 78090
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STATE OF CALIFORNIA

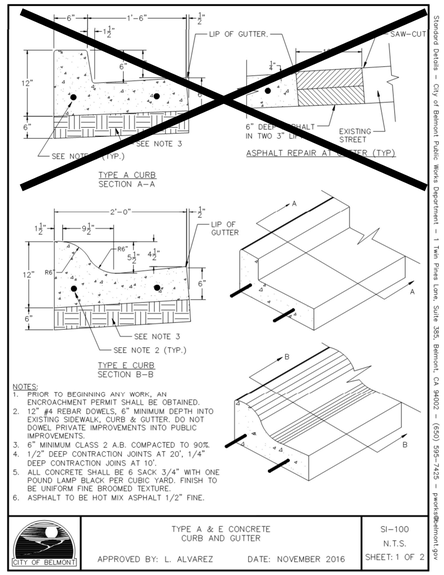
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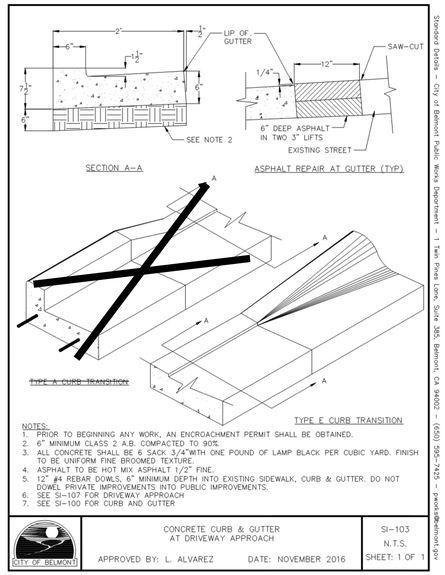
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C5.1
8 OF 11

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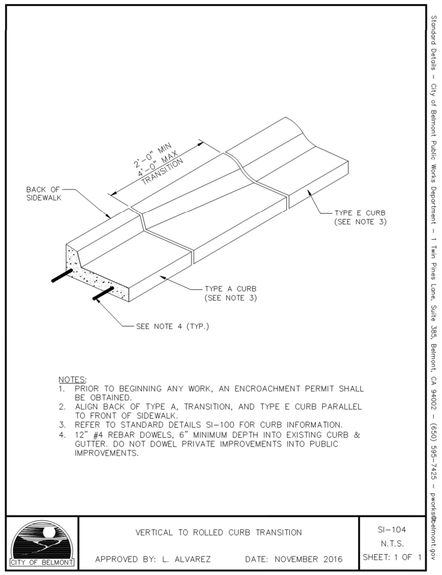
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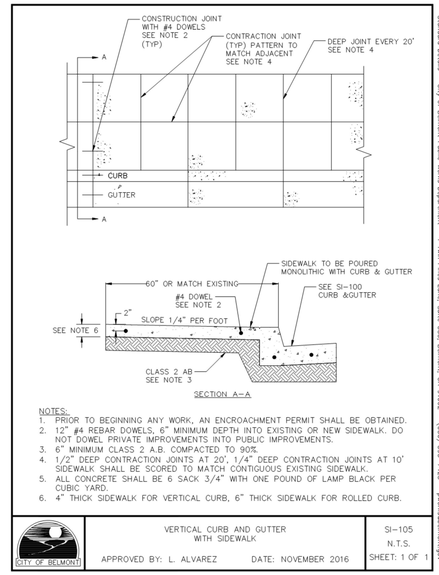

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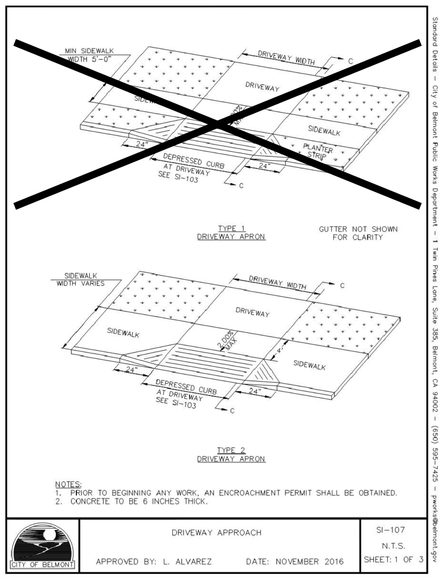

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## CURB AND GUTTER AT DRIVEWAY



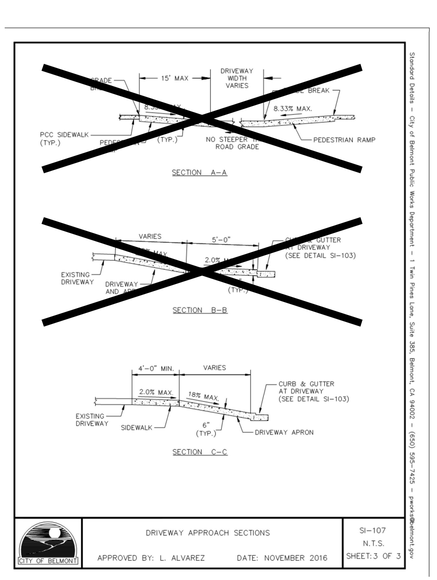

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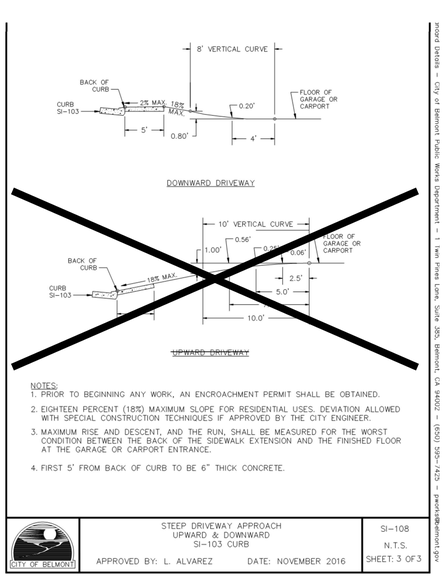

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## CURB & GUTTER AND SIDEWALK



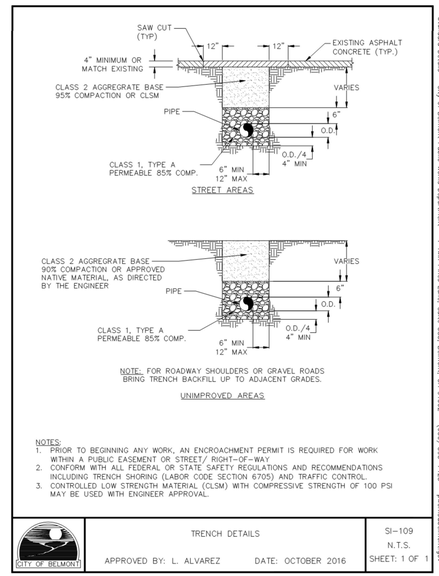

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## DRIVEWAY APRON




## 6 CITY OF BELMONT
## DRIVEWAY APPROACH SECTION




## 7 CITY OF BELMONT
## STEEP DRIVEWAY APPROACH




## 8 CITY OF BELMONT
## TRENCH DETAILS

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# DETAIL SHEET
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# DESIGN REVIEW PLANS
BELMONT
CALIFORNIA

NORMAN I. KONTOROVSKY
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| No. | Revisions |
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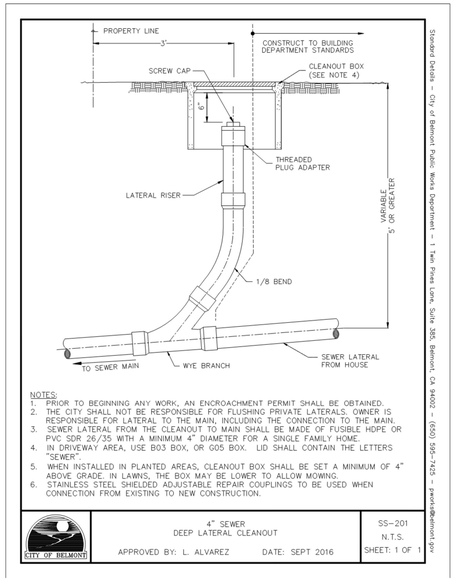
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9 OF 11

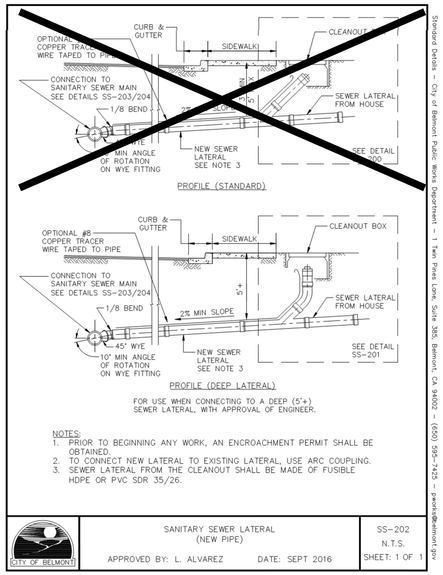
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PLOT TIME: 08:46:00
PLOTTED BY: Ian Hall

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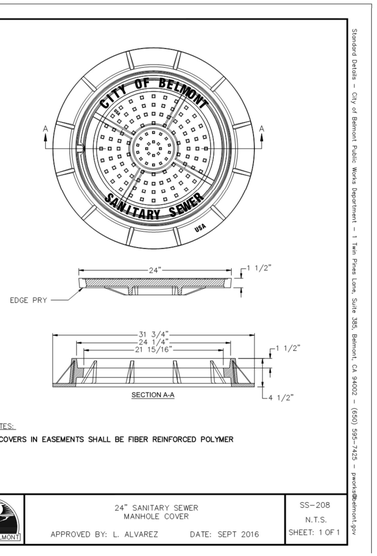
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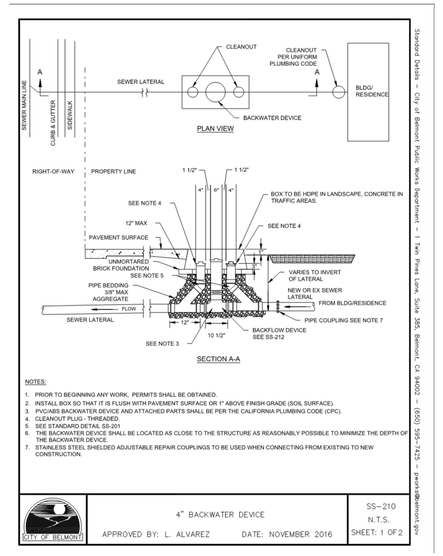

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## SANITARY SEWER CLEANOUT



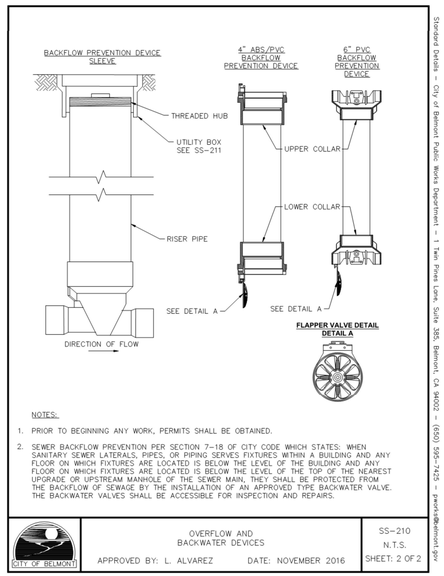

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## SANITARY SEWER LATERAL



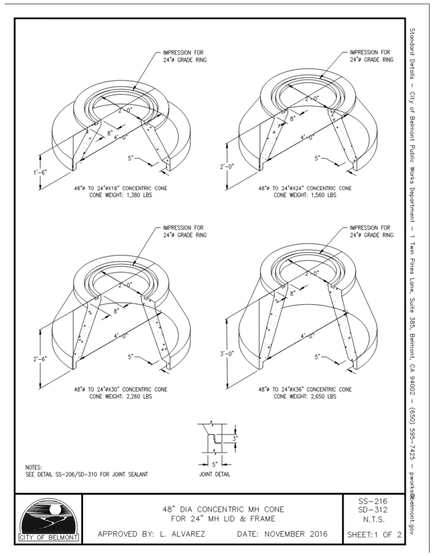

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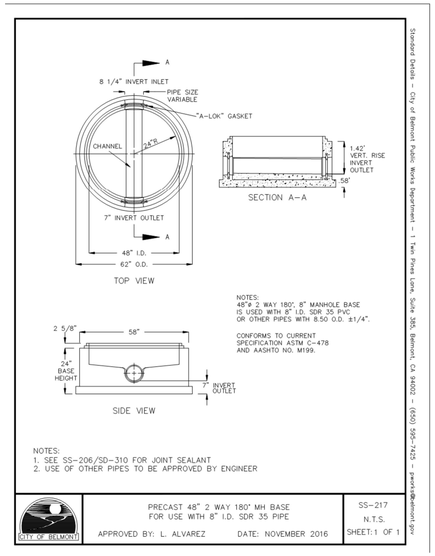

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## SANITARY SEWER BACKWATER



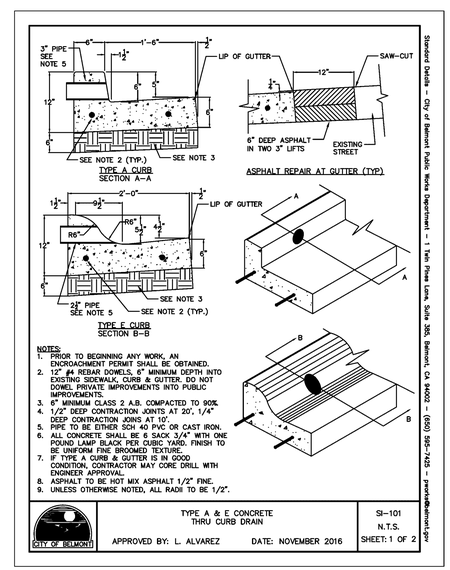

## 5 CITY OF BELMONT
## SANITARY SEWER OVERFLOW & BACKWATER




## 6 CITY OF BELMONT
## CONCENTRIC MH CONE




## 7 CITY OF BELMONT
## SANITARY SEWER MANHOLE BASE




## 8 CITY OF BELMONT
## THRU CURB DRAIN

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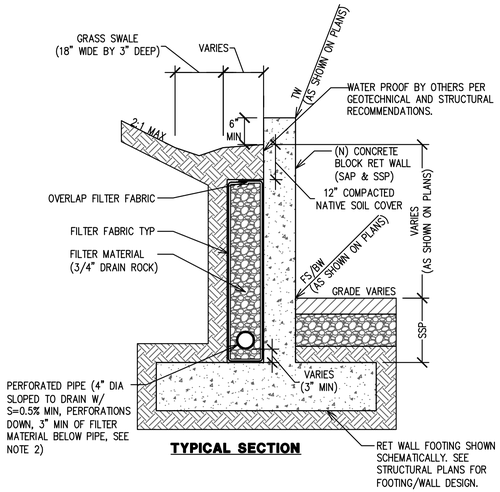
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Job No: 20160012

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10 OF 11

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PLOTTED BY: Ian Hall

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**TYPICAL SECTION**

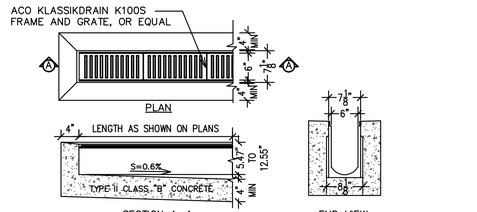
**NOTES:**

1. REFER TO PROJECT GEOTECHNICAL REPORT REGARDING SPECIFIC MATERIALS AND INSTALLATION REQUIREMENTS FOR RETAINING WALL SUB-DRAINAGE SYSTEM.
2. SLOPE SUB-DRAIN PIPE IN SAME DIRECTION/DOWNHILL AS WALL FOOTING. (IF A STEPPED FOOTING IS CONSTRUCTED INSTALL SUB-DRAIN PIPE ON THE SIDE/END OF THE FOOTING WITH APPROPRIATE DRAIN ROCK WRAPPED IN FILTER FABRIC AS DIRECTED IN THE FIELD BY THE PROJECT GEOTECHNICAL ENGINEER.)

## 1 RETAINING WALL SUBDRAIN

SCALE: NO SCALE

SUBDRAIN RETAINING WALL-016-*MSTR

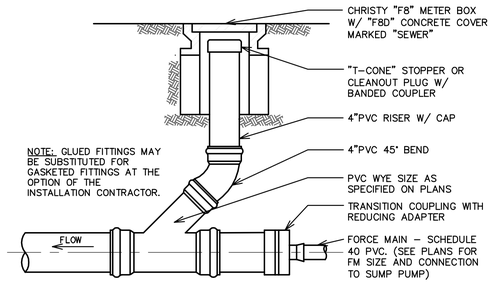



NOTE:
ACO KLASSIKDRAIN 0.6% SLOPED CHANNELS IN METER LENGTHS AND 30 DEPTHS WHICH CONNECT TO CREATE CONTINUOUSLY SLOPING RUN. HALF METER CHANNELS AND NEUTRAL SLOPING CHANNELS ARE ALSO AVAILABLE. INSTALL PER MANUFACTURERS RECOMMENDATIONS.

## 2 6" WIDE TRENCH DRAIN

SCALE : NO SCALE

TRENCH 4-016-*MSTR




## 3 FORCE MAIN CONNECTION AND CLEANOUT

SCALE : NO SCALE

SS FM CONNECTION-001-*MSTR

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# DETAIL SHEET
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| No. | Revisions |
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Drawn: ML
Approved: IK
Job No: 20166012

Drawing Number:

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PLOTTED BY: mlee

# 16-754 KRAFT RESIDENCE

## PERMIT PLANS

ARCHITECTURAL PLANS


| | |
|---|---|
| **A. 000** | **Title Page & Sheet List** |
| **A. 001** | **3D Views** |
| **A. 100** | **Site plan** |
| **A. 102** | **Basement plan** |
| **A. 103** | **Main Floor Plan** |
| **A. 104** | **Upper Floor Plan** |
| **A. 105** | **Roof plan** |
| **A. 200** | **South Elevation** |
| **A. 201** | **North Elevation** |
| **A. 202** | **East Elevation** |
| **A. 203** | **West Elevation** |
| **A. 204** | **Prescribed Articulation** |
| **A. 300** | **Cross Sections** |
| **A. 301** | **Longitudinal section** |


NOTE: THE ENTIRE DWELLING WILL BE FITTED WITH A FIRE SPRINKLER SYSTEM AND THE PLAN WILL BE A DEFERRED SUBMITTAL.

PROJECT INFORMATION

| | |
|---|---|
| SCOPE OF WORK: | NEW 2 STORY FAMILY DWELLING (3 299.38 sq.ft.)<br>ATTACHED GARAGE (561.59 sq.ft.)<br><br>A RESIDENTIAL FIRE SPRINKLER SYSTEM IS REQUIRED IN ACCORDANCE WITH THE NFPA 13D AND STATE AND LOCAL REQUIREMENTS. |
| CONSTRUCTION TYPE: | V-B |
| CONDITIONED SPACE AREA: | 2737.43 sq.ft |
| OCCUPANCY: | R-3U |
| ADDRESS: | 0 Monte Cresta, Belmont, CA 94002 |
| APN NUMBER: | APN-043-165-180 |



3D VIEW - SOUTH-WEST

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DATE : 2018/05/29

* THESE PLANS ARE NOT FOR CONSTRUCTION.


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3D VIEW - SOUTH



3D VIEW - SOUTH-EAST



3D VIEW - WEST



3D VIEW - NORTH-WEST



3D VIEW - NORTH-EAST



3D VIEW - EAST

* THESE PLANS ARE NOT FOR CONSTRUCTION.

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| DATE | REVISION | BY | NO. |
|---|---|---|---|

PROJECT

KRAFT RESIDENCE

16-754

0 Monte Cresta,
Belmont, CA 94002

| | |
|---|---|
| DRAWING TITLE: 3D Views | DRAWN BY: IB |
| | CHECK BY: F.S. |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: |
| | REVISION: |
| | PAGE: A. 001 |

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1096




**Zoning and Site Restrictions Notes**

| Municipality and Project Information | |
|---|---|
| • Project type and description | New single Family Dwelling |
| • Municipality | Belmont, California |
| • Occupancy group | R-3U |

| Lot area | |
|---|---|
| • Total lot area | 9729 sq.ft |

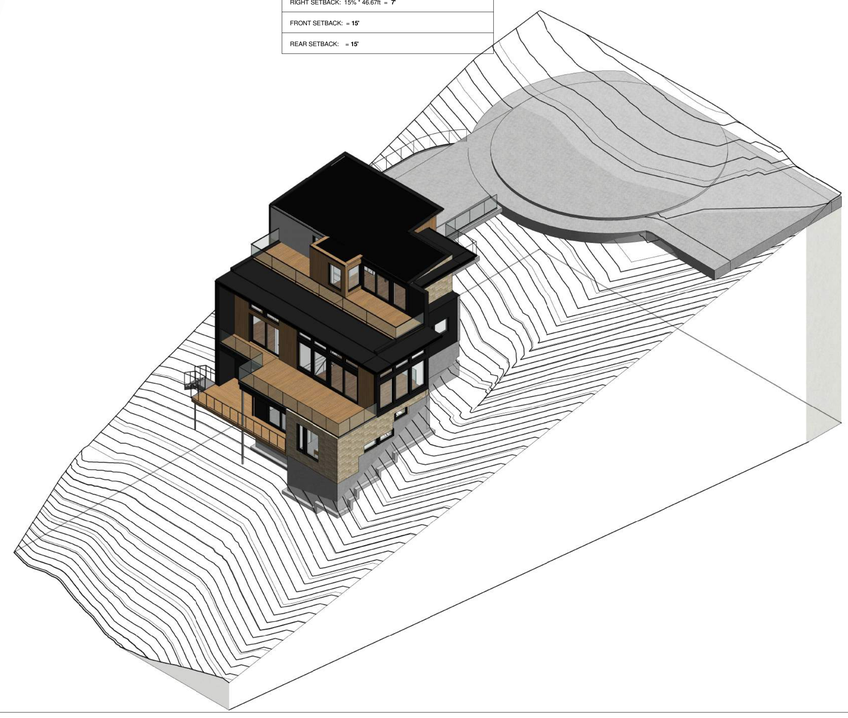
| | Permitted (ft/m) | Proposed (ft/m) |
|---|---|---|
| • Lot coverage | NA | (20.11%) 1956.74sq.ft |

| Setbacks | | |
|---|---|---|
| • Front yard setback | 15'-0" | 18'-3 7/8" |
| • Side yard setback | 7'-0" | 7'-2 5/8" |
| • Side yard setback | 7'-0" | 7'-8 3/4" |
| • Rear yard setback | 15'-0" | 50'-9 1/4" |

| | | |
|---|---|---|
| • Building depth | NA | - |
| • Building height | 28'-0" | 28'-0" |
| • Floor Area Ratio (F.A.R.) | NA | 1.69 |
| • Gross floor area | 3 300.00 sq.ft | 3 299.38 sq.ft |
| | Basement | 1031.79 sq.ft |
| | Main floor | 1445.00 sq.ft |
| | Upper floor | 822.59 sq.ft |
| | Conditioned floor area | 2737.43 sq.ft |
| | Garage | 561.59 sq.ft |
| | Excluded | 370.94 sq.ft |
| | Total | 3299.38 sq.ft |

**SETBACK AVERAGING ANALYSIS**

| |
|---|
| LEFT SETBACK: 15% * 46.67ft = 7' |
| RIGHT SETBACK: 15% * 46.67ft = 7' |
| FRONT SETBACK: = 15' |
| REAR SETBACK: = 15' |



* THESE PLANS ARE NOT FOR CONSTRUCTION.

BONE STRUCTURE®

* The proposed building is located within a High or Very High Fire Hazard Severity Zone, requiring design compliance with the California Building Code Chapter 7-A.


**Simple** Concept

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| DATE | REVISION | BY | NO. |
|---|---|---|---|
| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

# KRAFT RESIDENCE

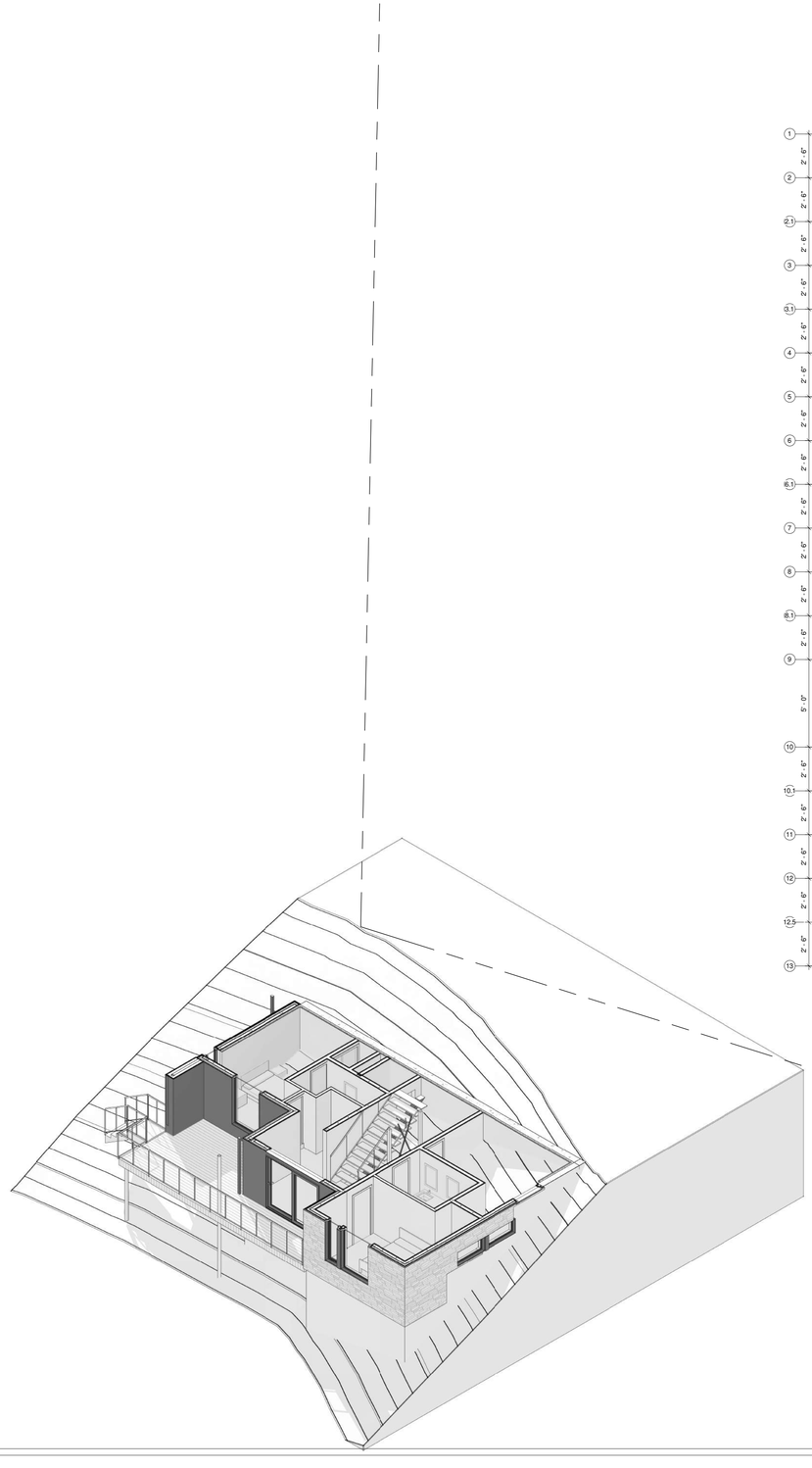
16-754

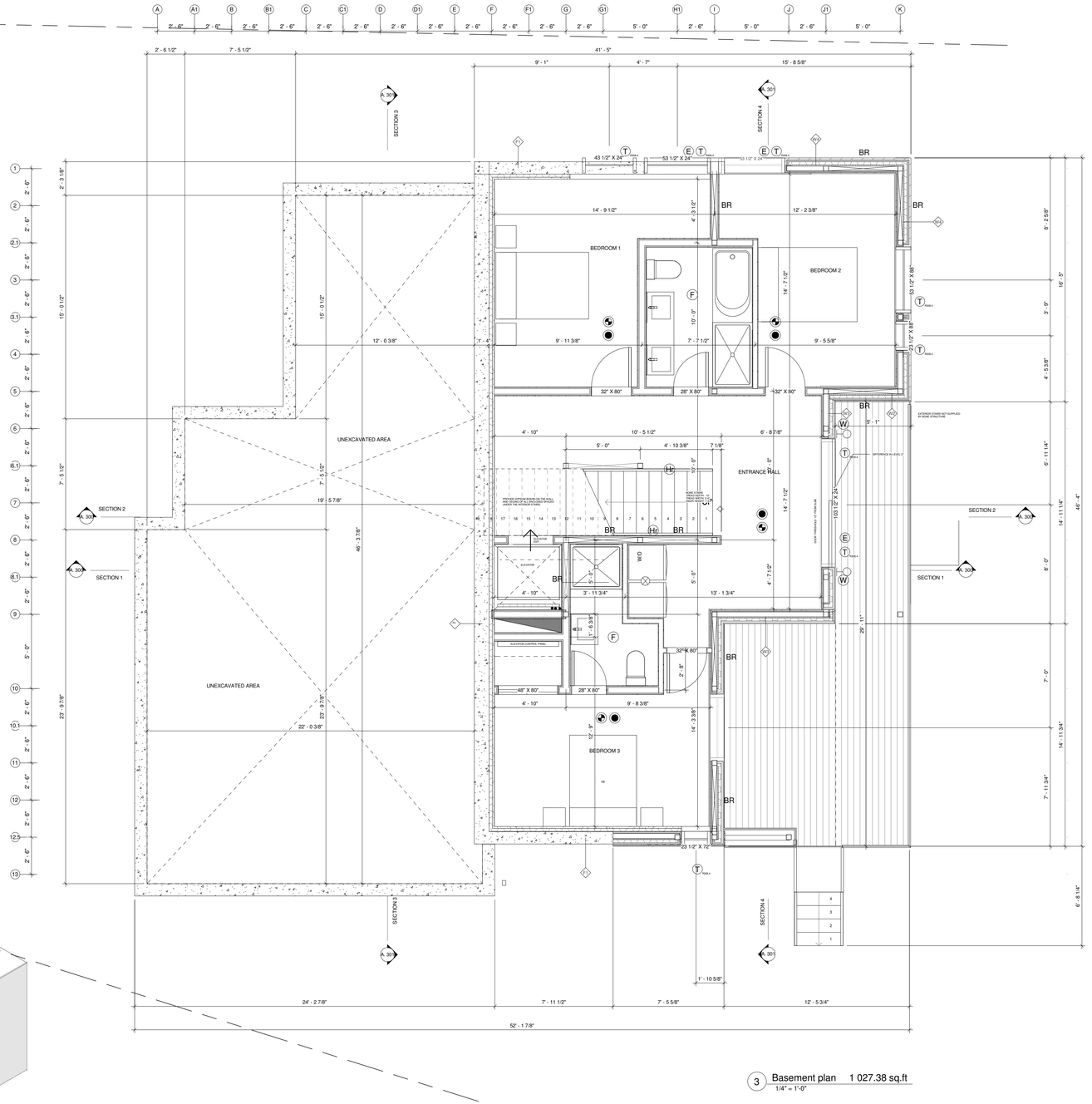
0 Monte Cresta,
Belmont, CA 94002

| | |
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| DRAWING TITLE: Site plan | DRAWN BY: C.K. |
| | CHECK BY: F.S. |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: As indicated |
| | REVISION: 1 |
| | PAGE: A. 100 |


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1097






3 Basement plan 1 027.38 sq.ft
1/4" = 1'-0"

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BONE STRUCTURE®

**LEGEND:**

- BR — BRACING
- $ — WALL SWITCH R303.7.1
- LIGHT FIXTURE ABOVE STAIR LANDING R303.7
- FLOOR DRAIN
- (W) — WALL MOUNTED FIXTURE
- SMOKE ALARM PER R314.3
  Interconnected and equipped with a battery backup per R314.4 and R314.5
  Dual sensor photoelectric/ionization smoke alarms are required in all areas/rooms used for sleeping, in the immediate vicinity outside these areas/rooms and at both the top and bottom landing of the interior staircase.
  Smoke alarms installed within 20 ft. of a kitchen, bathroom, or room containing a fireplace or wood burning stove shall be of the photoelectric type.
- CARBON MONOXIDE PER R315.1
  Interconnected and equipped with a battery backup per R315.1.2 and R315.1.3
  Carbon monoxide alarms shall receive their primary power from the building wiring, be equipped with battery back-up and be interconnected in such a manner that the activation of one alarm will activate all smoke and carbon monoxide alarms.
  For placement of smoke alarms and carbon monoxide alarms in rooms with variations in ceiling height (sloped, pitched, etc.), refer to the manufacturers guidelines for proper placement.
- (F) EXHAUST FAN PER CAL4.506.1
  Energy star compliant, humidity control may be a seperate component to the exhaust fan. Not functioning as a component of a whole house ventilation system.
- (T) Fully tempered glass that can withstand a human impact load.
  Complying with test CPSC 16 CFR 1201 (R308.4)
  Considered as hazardous location.
- (4) Opening-control device. Restricted to 100mm
  Conforming with ASTM F2090
- (Hr) Handrails
  Min. 34", max. 38" high per R312.1.2. Continuous glazing in guards must be tempered per R308.4
- (G) Guardrails
  42" high guard per R312.1.2
- (E) Means of Egress

**NOTE:**

The whole house has to be mechanically ventilated with a system installed in accordance with the California Mechanical Code.

* The proposed building is located within a High or Very High Fire Hazard Severity Zone, requiring design compliance with the California Building Code Chapter 7-A.

* Glazing of all exterior doors and windows to be tempered glass. Interior doors to be solid core min. 1-3/8" thick or 20 minute rated.


**Simple** Concept

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|---|---|---|---|
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PROJECT

# KRAFT RESIDENCE

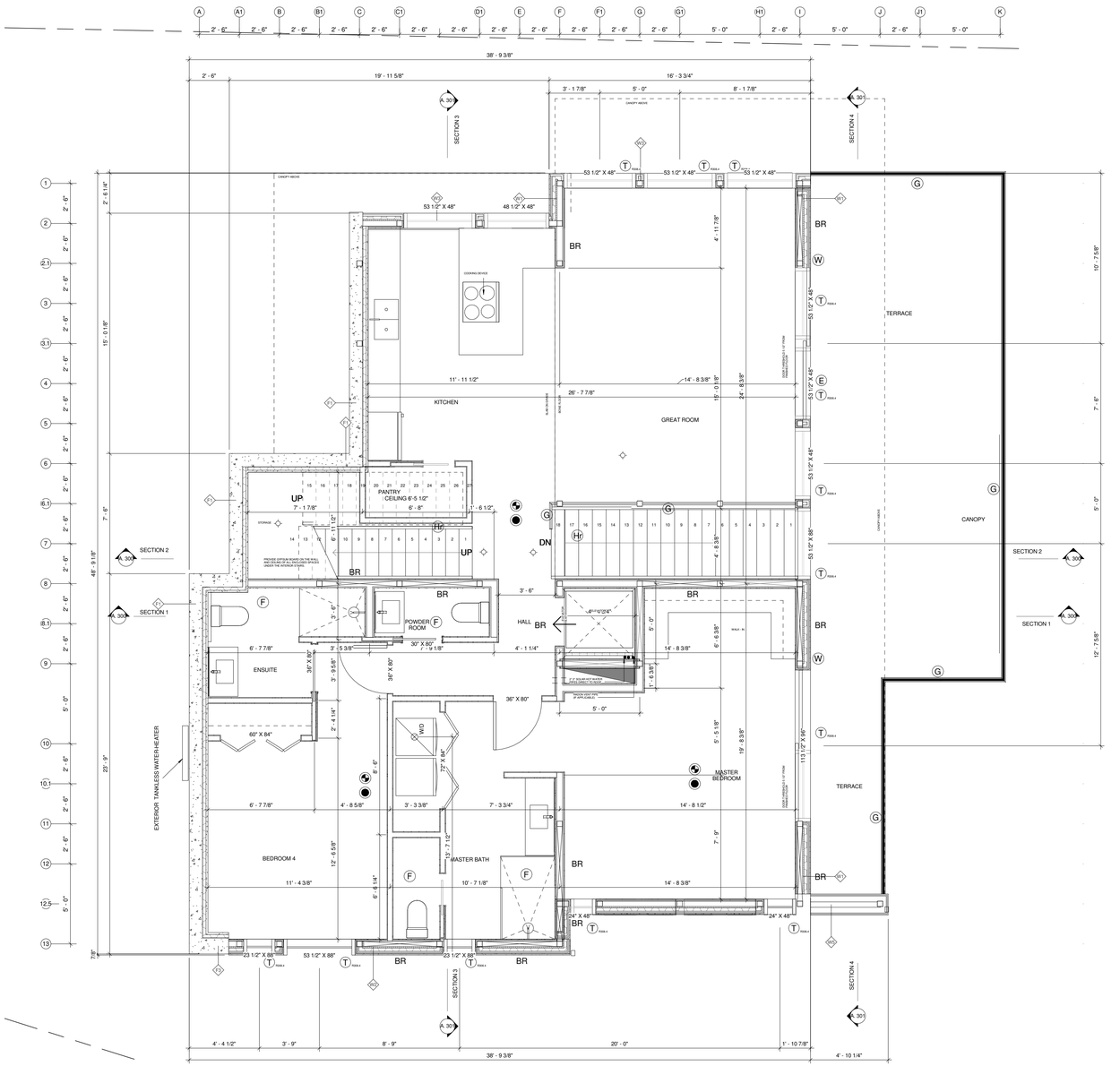
16-754

0 Monte Cresta,
Belmont, CA 94002

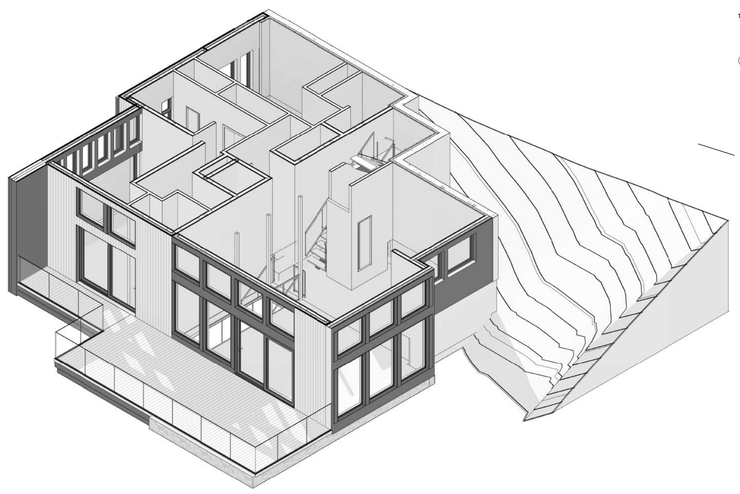
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| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: As indicated |
| | REVISION: 1 |
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1068




1 Main Floor Plan 1 673.35 sq.ft
1/4" = 1'-0"



* THESE PLANS ARE NOT FOR CONSTRUCTION.

BONE STRUCTURE®

**LEGEND:**

- BR — BRACING
- $ — WALL SWITCH R303.7.1
- LIGHT FIXTURE ABOVE STAIR LANDING R303.7
- FLOOR DRAIN
- W — WALL MOUNTED FIXTURE
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  Smoke alarms installed within 20 ft. of a kitchen, bathroom, or room containing a fireplace or wood burning stove shall be of the photoelectric type.
- CARBON MONOXIDE PER R315.1
  Interconnected and equipped with a battery backup per R315.1.2 and R315.1.3
  Carbon monoxide alarms shall receive their primary power from the building wiring, be equipped with battery back-up and be interconnected in such a manner that the activation of one alarm will activate all smoke and carbon monoxide alarms.
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- (F) EXHAUST FAN PER CAL4.506.1
  Energy star compliant, humidity control may be a seperate component to the exhaust fan. Not functioning as a component of a whole house ventilation system.
- (T) Fully tempered glass that can withstand a human impact load.
  Complying with test CPSC 16 CFR 1201 (R308.4)
  Considered as hazardous location.
- (4) Opening-control device. Restricted to 100mm
  Conforming with ASTM F2090
- (Hr) Handrails
  Min. 34", max. 38" high per R312.1.2. Continuous glazing in guards must be tempered per R308.4
- (G) Guardrails
  42" high guard per R312.1.2
- (E) Means of Egress

**NOTE:**

The whole house has to be mechanically ventilated with a system installed in accordance with the California Mechanical Code.

* The proposed building is located within a High or Very High Fire Hazard Severity Zone, requiring design compliance with the California Building Code Chapter 7-A.

* Glazing of all exterior doors and windows to be tempered glass. Interior doors to be solid core min. 1-3/8" thick or 20 minute rated.


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|---|---|---|---|
| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

# KRAFT RESIDENCE

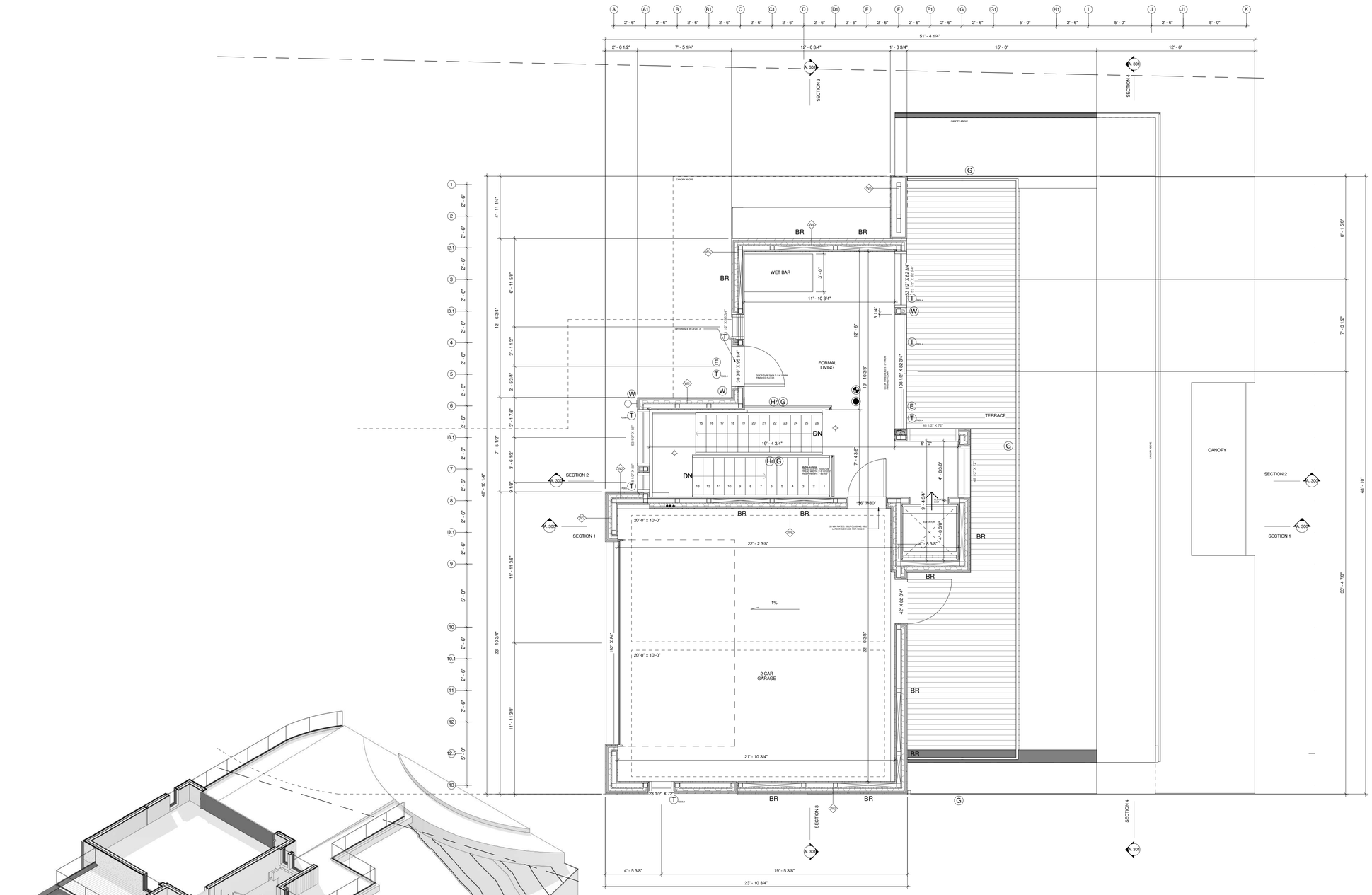
16-754

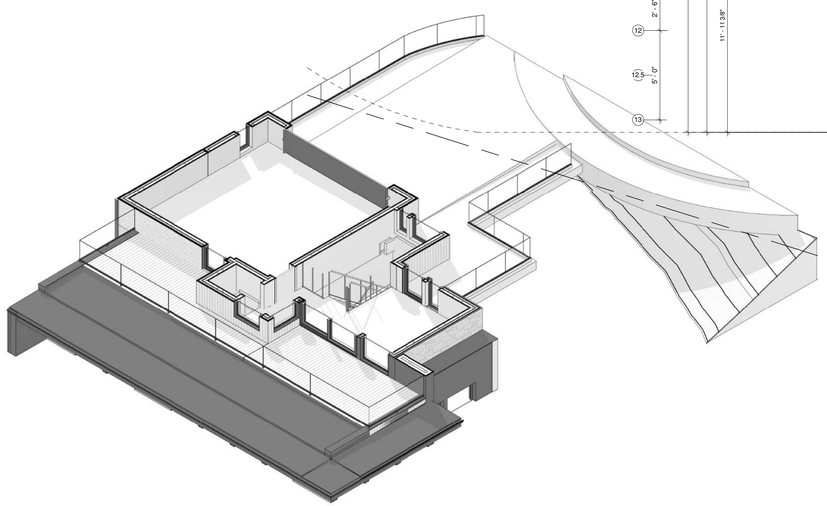
0 Monte Cresta,
Belmont, CA 94002

| | |
|---|---|
| DRAWING TITLE: Main Floor Plan | DRAWN BY: JZ |
| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: As indicated |
| | REVISION: 1 |
| | PAGE: A. 103 |


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1609



1 Upper floor plan 942.73 sq.ft.
1/4" = 1'-0"

* THESE PLANS ARE NOT FOR CONSTRUCTION.

BONE STRUCTURE®

**LEGEND:**

- BR — BRACING
- $ — WALL SWITCH R303.7.1
- LIGHT FIXTURE ABOVE STAIR LANDING R303.7
- FLOOR DRAIN
- (W) — WALL MOUNTED FIXTURE
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  Interconnected and equipped with a battery backup per R314.4 and R314.5
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  Complying with test CPSC 16 CFR 1201 (R308.4)
  Considered as hazardous location.
- (4) Opening-control device. Restricted to 100mm
  Conforming with ASTM F2090
- (Hr) Handrails
  Min. 34", max. 38" high per R312.1.2. Continuous glazing in guards must be tempered per R308.4
- (G) Guardrails
  42" high guard per R312.1.2
- (E) Means of Egress

**NOTE:**

The whole house has to be mechanically ventilated with a system installed in accordance with the California Mechanical Code.

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| DATE | REVISION | BY | NO. |
|---|---|---|---|
| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

# KRAFT RESIDENCE

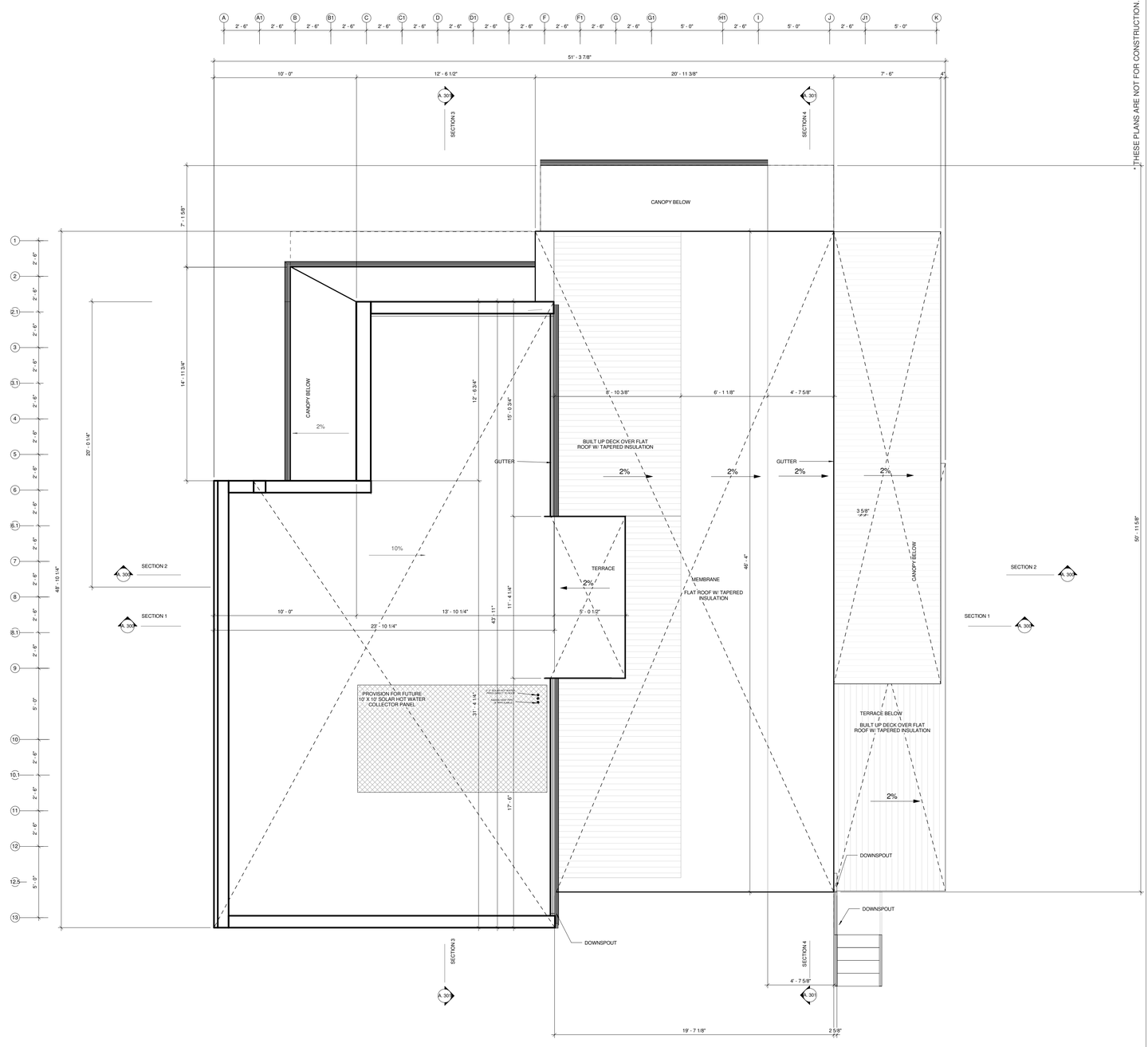
16-754

0 Monte Cresta,
Belmont, CA 94002

| | |
|---|---|
| DRAWING TITLE: Upper Floor Plan | DRAWN BY: JZ |
| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: As indicated |
| | REVISION: 1 |
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1 Roof Plan
1/4" = 1'-0"

* THESE PLANS ARE NOT FOR CONSTRUCTION.

* PARAPETS NOT SUPPLIED BY BONE STRUCTURE.


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|---|---|---|---|
| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

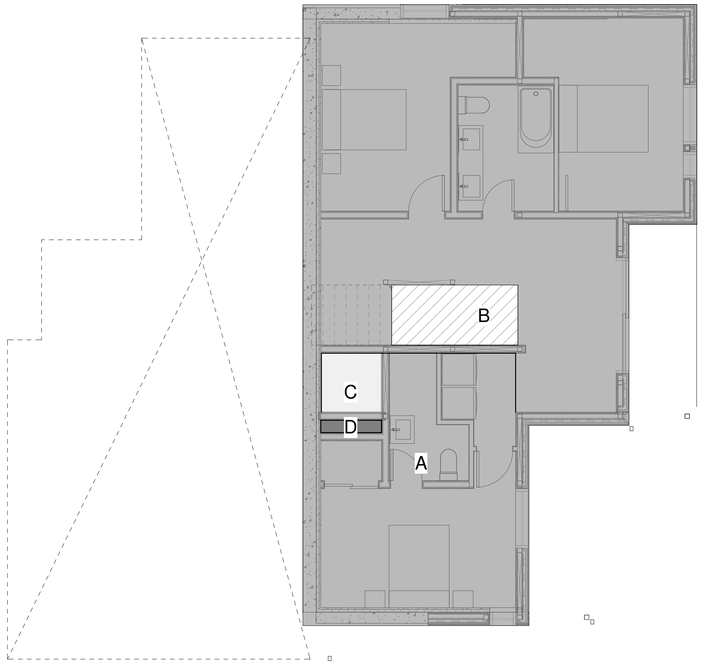
# KRAFT RESIDENCE

16-754

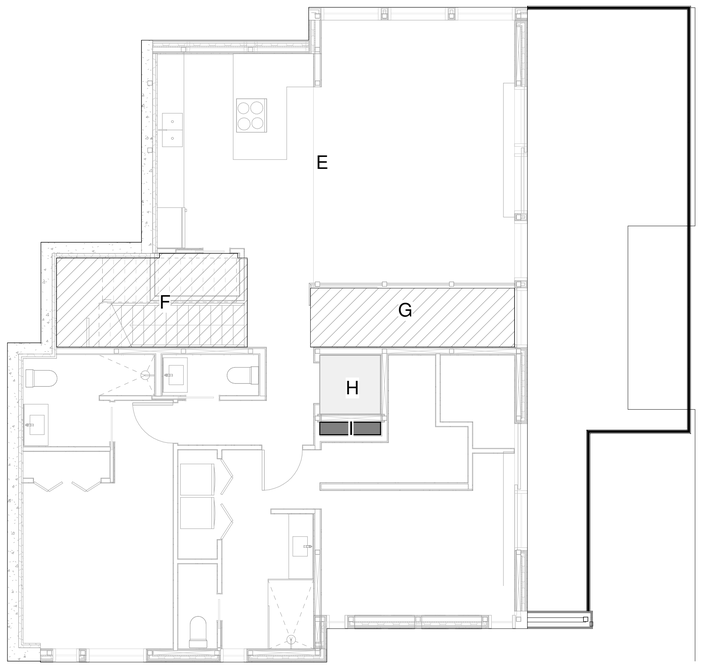
0 Monte Cresta,
Belmont, CA 94002

| | |
|---|---|
| DRAWING TITLE: Roof plan | DRAWN BY: JZ |
| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: 1/4" = 1'-0" |
| | REVISION: 1 |
| | PAGE: A. 105 |

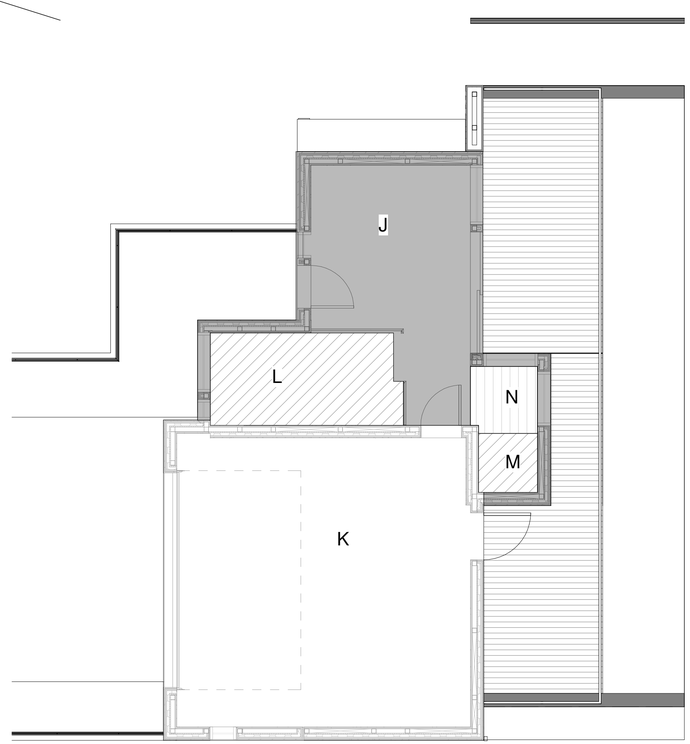

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1 GFA - Basement plan
3/16" = 1'-0"




2 GFA - Main floor plan
3/16" = 1'-0"




3 GFA - First floor plan
3/16" = 1'-0"

**FLOOR AREA CALCULATION**

| LABEL | BASEMENT | AREA |
|---|---|---|
| A | INCLUDED | 1031.79 sq.ft. |
| B | *EXCLUDED, STAIR PART BELOW 6'-6" *OR CEILING LESS THAN 6'-6" | 42.22 sq.ft. |
| C | EXCLUDED, ELEVATOR, OPEN TO BELOW | 19.92 sq.ft. |
| D | EXCLUDED, MECH. SHAFT OPEN TO BELOW | 4.20 sq.ft. |
| | | **1031.79 sq.ft.** |
| | MAIN FLOOR | |
| E | INCLUDED | 1445.00 sq.ft. |
| F | *EXCLUDED, STAIR | 96.57 sq.ft. |
| G | EXCLUDED, STAIR OPEN TO BELOW | 66.92 sq.ft. |
| H | EXCLUDED, ELEVATOR OPEN TO BELOW | 19.92 sq.ft. |
| I | EXCLUDED, MECH. SHAFT OPEN TO BELOW | 4.20 sq.ft. |
| | | **1445.00 sq.ft.** |
| | UPPER FLOOR | |
| J | INCLUDED | 260.64 sq.ft. |
| K | INCLUDED - GARAGE | 561.95 sq.ft. |
| L | EXCLUDED, STAIR OPEN TO BELOW | 96.60 sq.ft. |
| M | EXCLUDED, ELEVATOR OPEN TO BELOW | 19.92 sq.ft. |
| N | EXCLUDED, ELEVATOR ACCESS HALL | 24.63 sq.ft. |
| | | **822.59 sq.ft.** |
| **TOTAL** | | **3299.38 sq.ft.** |
| CONDITIONED FLOOR SPACE *ALL, excluding garage area only | | 2737.43 sq.ft. |

* THESE PLANS ARE NOT FOR CONSTRUCTION.

BONE STRUCTURE®

**Simple** Concept
2812 JOSEPH-A. BOMBARDIER, LAVAL, QC, CA H7P 6E2
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|---|---|---|---|

PROJECT

KRAFT RESIDENCE

16-754

0 Monte Cresta,
Belmont, CA 94002

DRAWING TITLE: GFA Calculation

DRAWN BY: JZ

CHECK BY: BONE Structure

SCEAU

DATE: 2018/05/29

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

REVISION

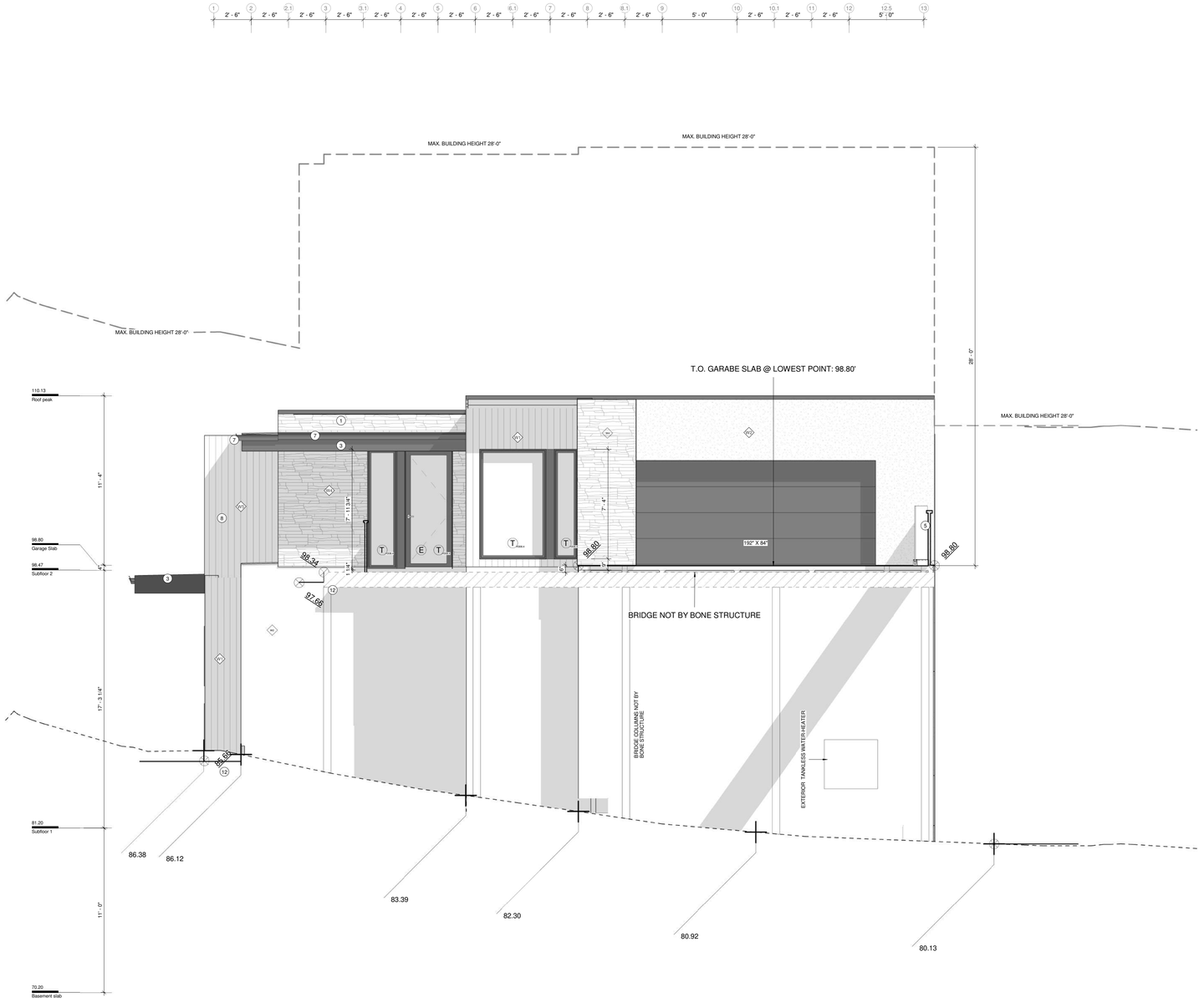
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EXISTING GRADE XX.xx'

PROPOSED GRADE XX.xx'

HEIGHT LIMIT 28'-0"




1 South Elevation
1/4" = 1'-0"

| LEGEND | |
|---|---|
| 1 | PARAPET (NOT SUPPLIED BY BONE STRUCTURE) |
| 2 | DOWNSPOUT |
| 3 | CANOPY |
| 4 | EXPOSED HSS COLUMN |
| 5 | GUARDRAILS |
| 6 | ROOFING MEMBRANE |
| 7 | GUTTER |
| 8 | ARCHIECTURAL FEATURE: WALL EXTENSION |
| 9 | DECK |
| 10 | RETAINING WALL |
| 11 | STEEL SUPPORT CABLE |
| 12 | PLANTER |
| W1 | WALL TYPE 1: VERTICAL WOOD SIDING |
| W2 | WALL TYPE 2: STUCCO FINISH |
| W3 | WALL TYPE 3: METALLIC CLADDING |
| W4 | WALL TYPE 4: STONE CLADDING |
| W5 | WALL TYPE 4: 2 SIDED WALL (METALLIC CLADDING / HORIZONTAL WOOD) |
| W6 | WALL TYPE 4: INSULATED WALL (BETWEEN HOUSE AND GARAGE) |

* THESE PLANS ARE NOT FOR CONSTRUCTION.

BONE STRUCTURE®

**LEGEND:**

(F) EXHAUST FAN PER CAL4.506.1
Energy star compliant, humidity control may be a seperate component to the exhaust fan. Not functioning as a component of a whole house ventilation system.

(T) Fully tempered glass that can withstand a human impact load.
Complying with test CPSC 16 CFR 1201 (R308.4)
Considered as hazardous location.

(E) Means of egress.

(4) Opening-control device. Restricted to 100mm
Conforming with ASTM F2090

**NOTE:**

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|---|---|---|---|
| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

KRAFT RESIDENCE

16-754

0 Monte Cresta,
Belmont, CA 94002

| | |
|---|---|
| DRAWING TITLE: South Elevation | DRAWN BY: JZ |
| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: As indicated |
| | REVISION: 1 |
| | PAGE: A. 200 |


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EXISTING GRADE XX.xx'- - - - - - - - - - - - - - -

PROPOSED GRADE XX.xx'————————————

HEIGHT LIMIT 28'-0" — — — — — —




1 North Elevation
1/4" = 1'-0"

| LEGEND | |
|---|---|
| 1 | PARAPET (NOT SUPPLIED BY BONE STRUCTURE) |
| 2 | DOWNSPOUT |
| 3 | CANOPY |
| 4 | EXPOSED HSS COLUMN |
| 5 | GUARDRAILS |
| 6 | ROOFING MEMBRANE |
| 7 | GUTTER |
| 8 | ARCHIECTURAL FEATURE: WALL EXTENSION |
| 9 | DECK |
| 10 | RETAINING WALL |
| 11 | STEEL SUPPORT CABLE |
| 12 | PLANTER |
| W1 | WALL TYPE 1: VERTICAL WOOD SIDING |
| W2 | WALL TYPE 2: STUCCO FINISH |
| W3 | WALL TYPE 3: METALLIC CLADDING |
| W4 | WALL TYPE 4: STONE CLADDING |
| W5 | WALL TYPE 4: 2 SIDED WALL (METALLIC CLADDING / HORIZONTAL WOOD) |
| W6 | WALL TYPE 4: INSULATED WALL (BETWEEN HOUSE AND GARAGE) |

* THESE PLANS ARE NOT FOR CONSTRUCTION.

BONE STRUCTURE®

**LEGEND:**

(F) EXHAUST FAN PER CAL4.506.1
Energy star compliant, humidity control may be a seperate component to the exhaust fan. Not functioning as a component of a whole house ventilation system.

(T) Fully tempered glass that can withstand a human impact load.
Complying with test CPSC 16 CFR 1201 (R308.4)
Considered as hazardous location.

(E) Means of egress.

(4) Opening-control device. Restricted to 100mm
Conforming with ASTM F2090

**NOTE:**

The whole house has to be mechanically ventilated with a system installed in accordance with the California Mechanical Code.

* The proposed building is located within a High or Very High Fire Hazard Severity Zone, requiring design compliance with the California Building Code Chapter 7-A.


**Simple** Concept
2812 JOSEPH-A. BOMBARDIER, LAVAL, QC, CA H7P 6E2
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| DATE | REVISION | BY | NO. |
|---|---|---|---|
| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

# KRAFT RESIDENCE

16-754

0 Monte Cresta,
Belmont, CA 94002

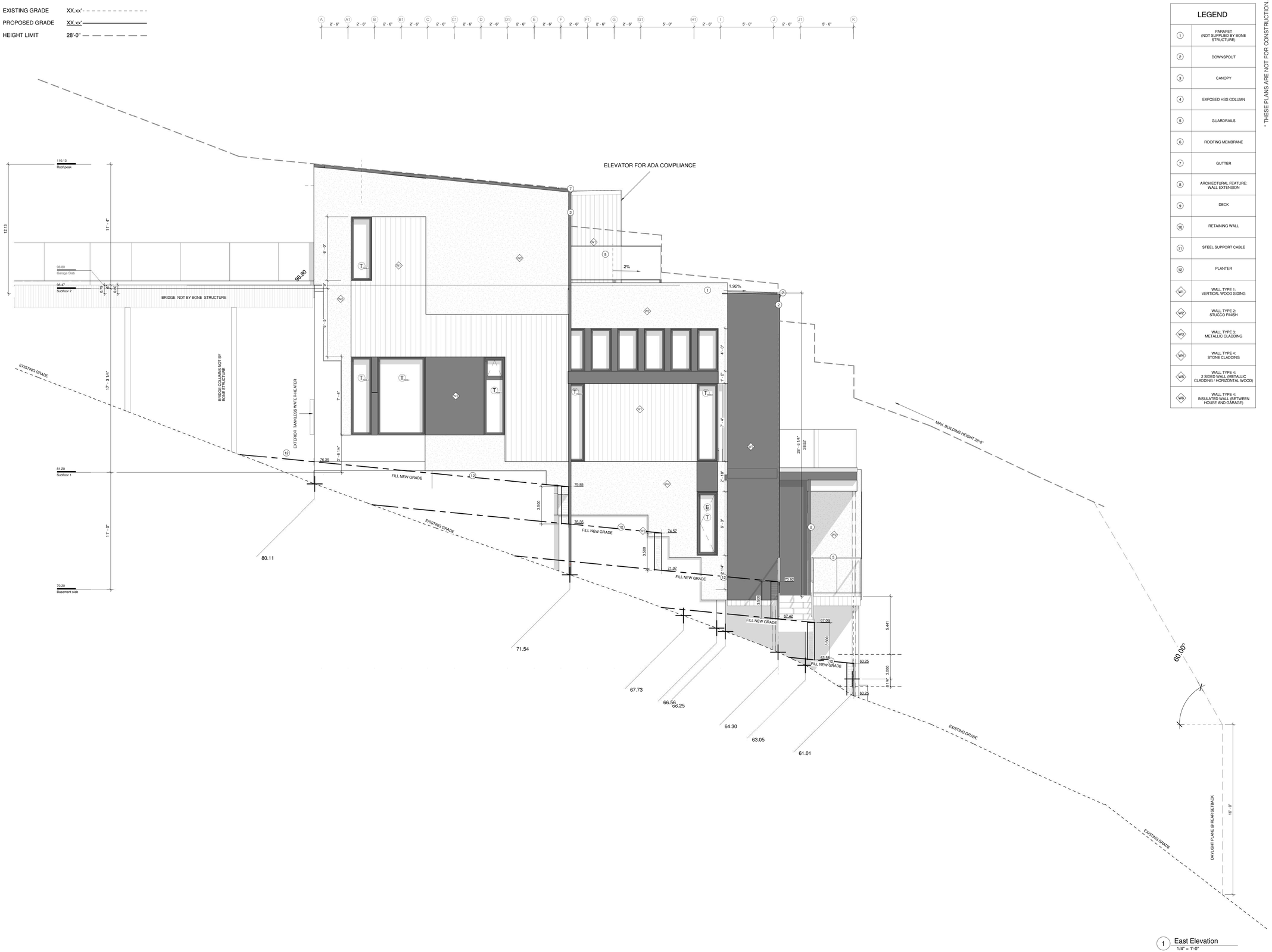
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| DRAWING TITLE: North Elevation | DRAWN BY: JZ |
| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: As indicated |
| | REVISION: 1 |
| | PAGE: A. 201 |


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EXISTING GRADE XX.xx'

PROPOSED GRADE XX.xx'

HEIGHT LIMIT 28'-0"




1 East Elevation
1/4" = 1'-0"

## LEGEND

| | |
|---|---|
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| 2 | DOWNSPOUT |
| 3 | CANOPY |
| 4 | EXPOSED HSS COLUMN |
| 5 | GUARDRAILS |
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| W5 | WALL TYPE 4: 2 SIDED WALL (METALLIC CLADDING / HORIZONTAL WOOD) |
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**LEGEND:**

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Energy star compliant, humidity control may be a seperate component to the exhaust fan. Not functioning as a component of a whole house ventilation system.

(T) Fully tempered glass that can withstand a human impact load.
Complying with test CPSC 16 CFR 1201 (R308.4)
Considered as hazardous location.

(E) Means of egress.

(4) Opening-control device. Restricted to 100mm
Conforming with ASTM F2090

**NOTE:**

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|---|---|---|---|
| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

# KRAFT RESIDENCE

16-754

0 Monte Cresta,
Belmont, CA 94002

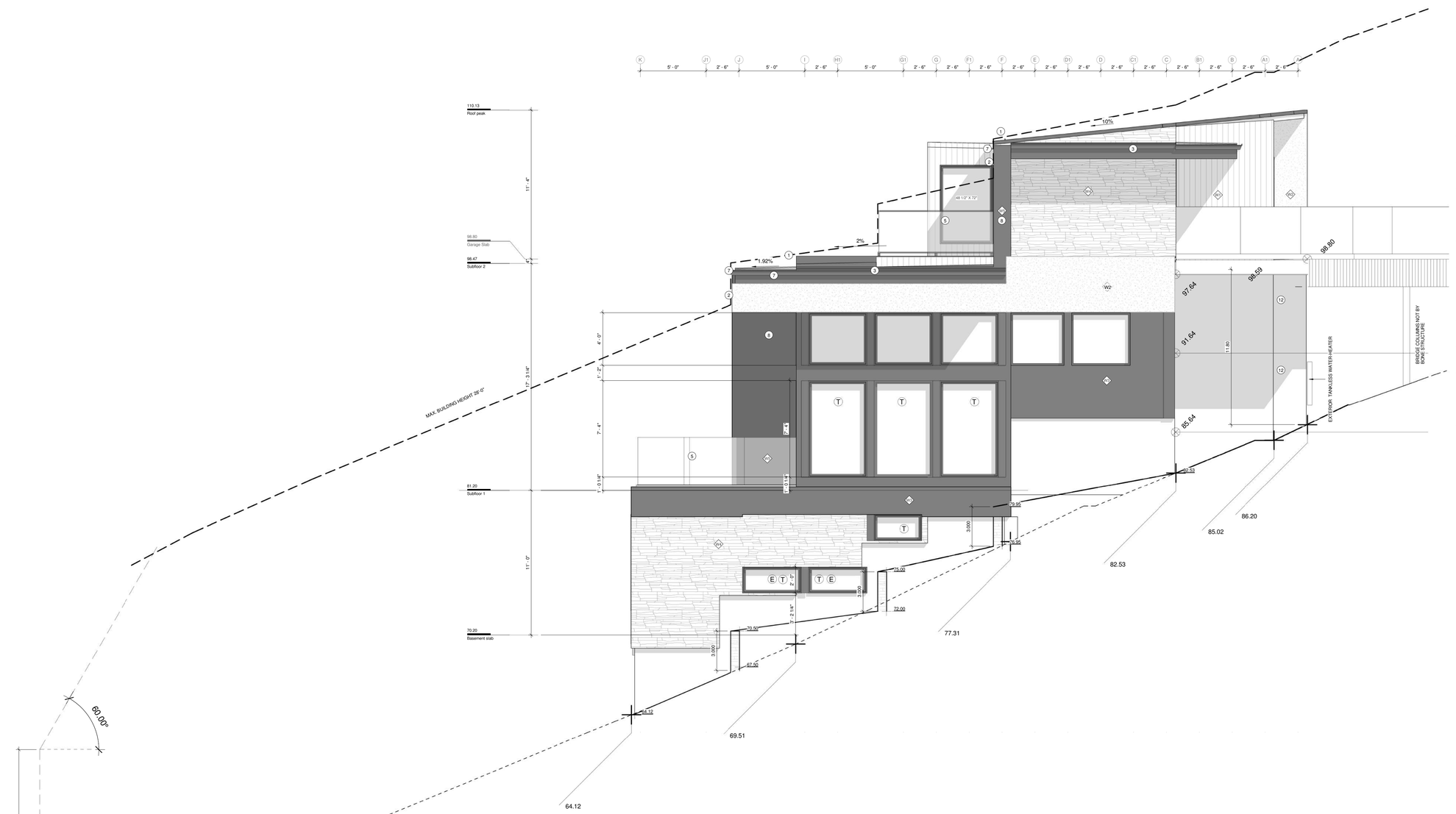
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| DRAWING TITLE: East Elevation | DRAWN BY: JZ |
| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: As indicated |
| | REVISION: 1 |
| | PAGE: A. 202 |


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EXISTING GRADE XX.xx'

PROPOSED GRADE XX.xx'

HEIGHT LIMIT 28'-0"




1 West Elevation
1/4" = 1'-0"

## LEGEND

| | |
|---|---|
| 1 | PARAPET (NOT SUPPLIED BY BONE STRUCTURE) |
| 2 | DOWNSPOUT |
| 3 | CANOPY |
| 4 | EXPOSED HSS COLUMN |
| 5 | GUARDRAILS |
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Considered as hazardous location.

E Means of egress.

4 Opening-control device. Restricted to 100mm
Conforming with ASTM F2090

**NOTE:**

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**Simple** Concept

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|---|---|---|---|
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PROJECT

# KRAFT RESIDENCE

16-754

0 Monte Cresta,
Belmont, CA 94002

| | |
|---|---|
| DRAWING TITLE: West Elevation | DRAWN BY: JZ |
| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: As indicated |
| | REVISION: 1 |
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3 Elevation - South
3/16" = 1'-0"

South Elevation - Prescribed Articulation

| | |
|---|---|
| Area of elevation: | 100% - 616.69 sq.ft. |
| Recessed windows (min. 2") & window trims (min. 1"): | 15.14% - 93.36 sq.ft. |
| Balconies and decks (min. 4'-0" depth): | 4.7% - 28.83 sq.ft. |
| Building wall projections (min. 2'-0"): | 35.38% - 218.17 sq.ft. |

TOTAL:
**Required: 50.0% (308.35 sq.ft.)**
**Proposed: 55.19% (340.36 sq.ft.)**

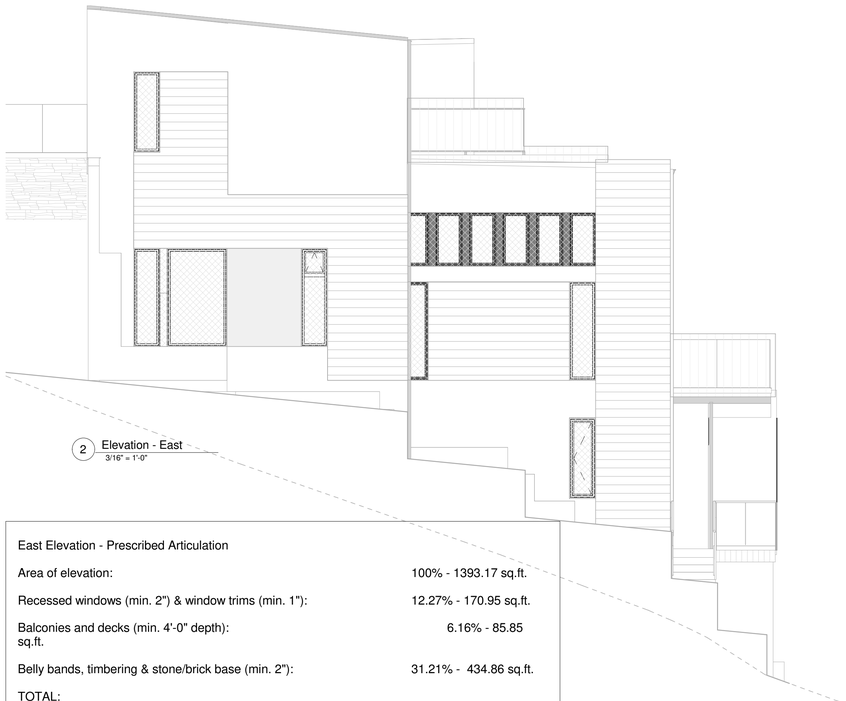


4 Elevation North
3/16" = 1'-0"

North Elevation - Prescribed Articulation

| | |
|---|---|
| Area of elevation: | 100% - 2261.95 sq.ft. |
| Recessed windows (min. 2") & window trims (min. 1"): | 17.60% - 418.03 sq.ft. |
| Balconies and decks (min. 4'-0" depth): | 27.01% - 602.70 sq.ft. |
| Building wall projections (min. 2'-0"): | 7.18% - 162.48 sq.ft. |

TOTAL:
**Required: 30.0% (678.59 sq.ft.)**
**Proposed: 52.31% (1183.21 sq.ft.)**



2 Elevation - East
3/16" = 1'-0"

East Elevation - Prescribed Articulation

| | |
|---|---|
| Area of elevation: | 100% - 1393.17 sq.ft. |
| Recessed windows (min. 2") & window trims (min. 1"): | 12.27% - 170.95 sq.ft. |
| Balconies and decks (min. 4'-0" depth): sq.ft. | 6.16% - 85.85 |
| Belly bands, timbering & stone/brick base (min. 2"): | 31.21% - 434.86 sq.ft. |

TOTAL:
**Required: 30.0% (491.22 sq.ft.)**
**Proposed: 49.65% (691.66 sq.ft.)**



1 Elevation - West
3/16" = 1'-0"

West Elevation - Prescribed Articulation

| | |
|---|---|
| Area of elevation: | 100% - 1208.22 sq.ft. |
| Recessed windows (min. 2") & window trims (min. 1"): | 19.67% - 237.69 sq.ft. |
| Balconies and decks (min. 4'-0" depth): sq.ft. | 14.47% - 174.88 |
| Building wall projections (min. 2'-0"): | 13.09% - 158.15 sq.ft. |

TOTAL:
**Required: 30.0% (362.25 sq.ft.)**
**Proposed: 47.24% (570.72 sq.ft.)**

* THESE PLANS ARE NOT FOR CONSTRUCTION.

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PRESCRIBED ARTICULATION LEGEND

- Recessed windows (min. 2") & window trims (min. 1")
- Balconies and decks (min. 4'-0" depth)
- Building wall projections (min. 2'-0")


**Simple** Concept

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| DATE | REVISION | BY | NO. |
|---|---|---|---|
| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

KRAFT RESIDENCE

16-754

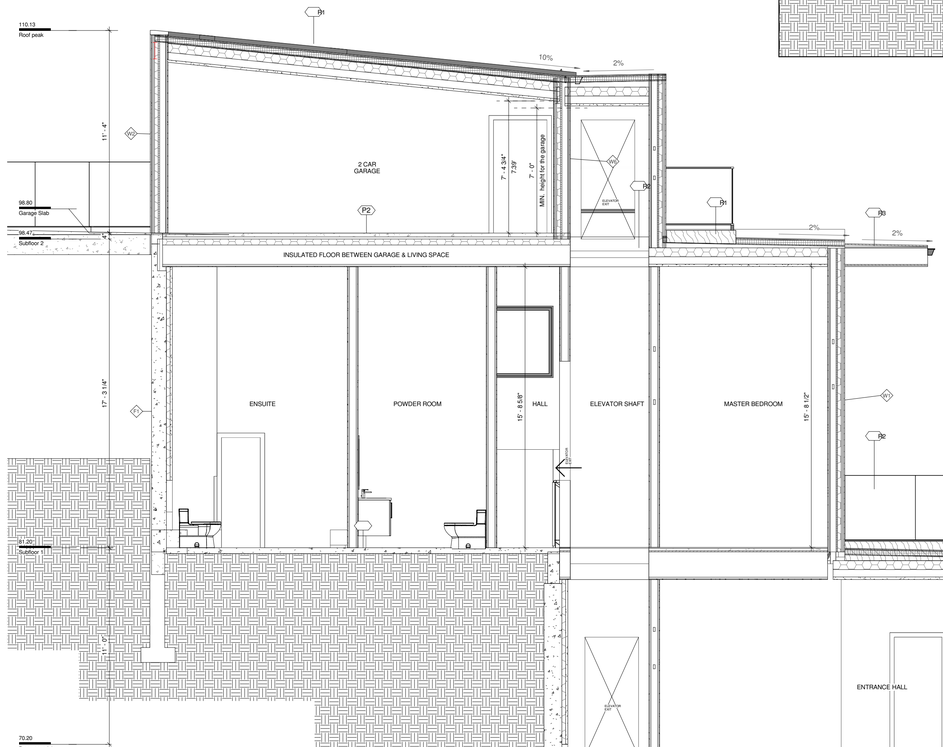
0 Monte Cresta,
Belmont, CA 94002

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| SCEAU | DATE: 2018/05/29 |
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| | REVISION: 1 |
| | PAGE: A. 204 |

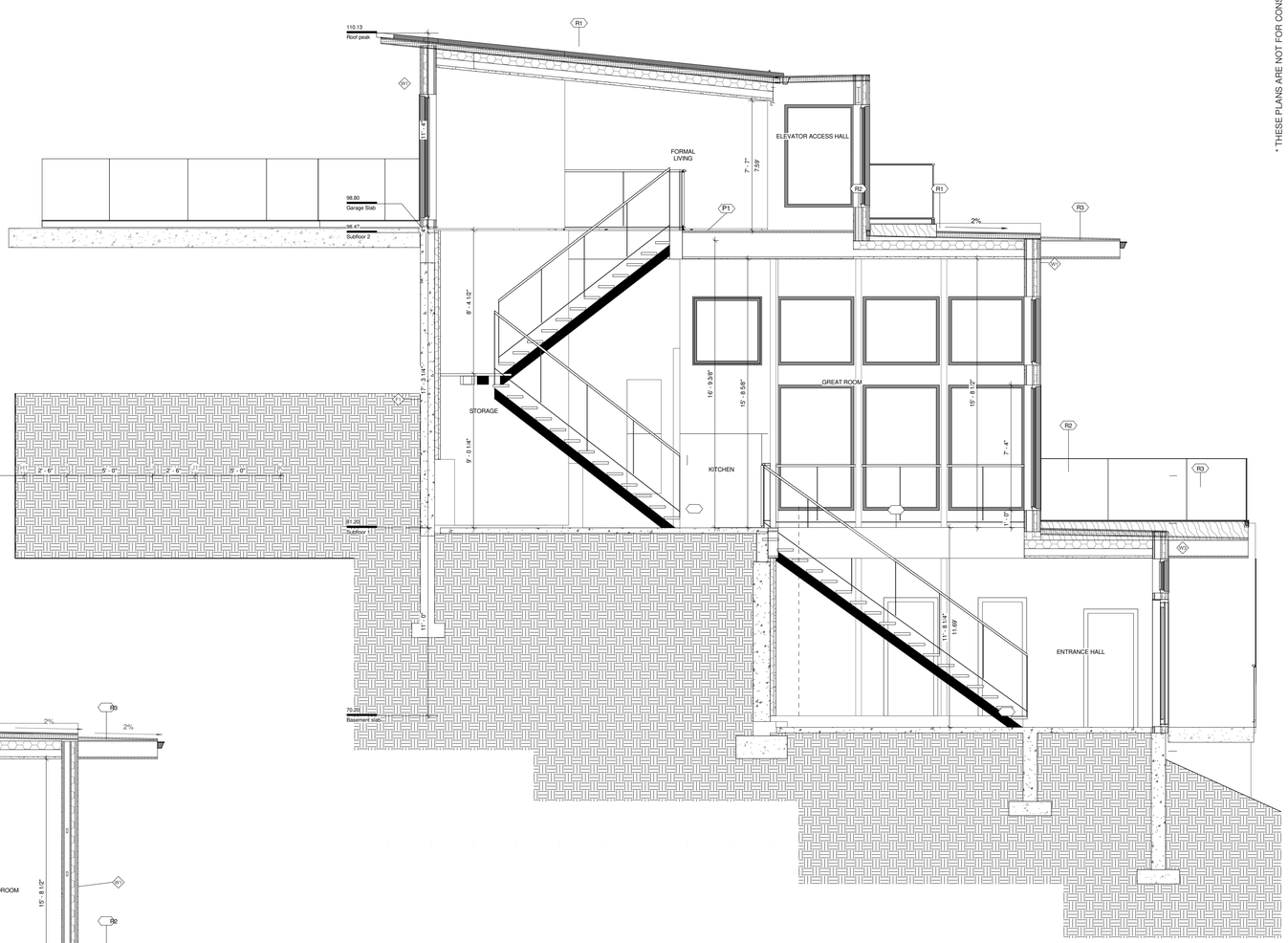

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EXISTING GRADE

PROPOSED GRADE




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




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| 2018-05-29 | Submitted for planning review | MK | 1 |

PROJECT

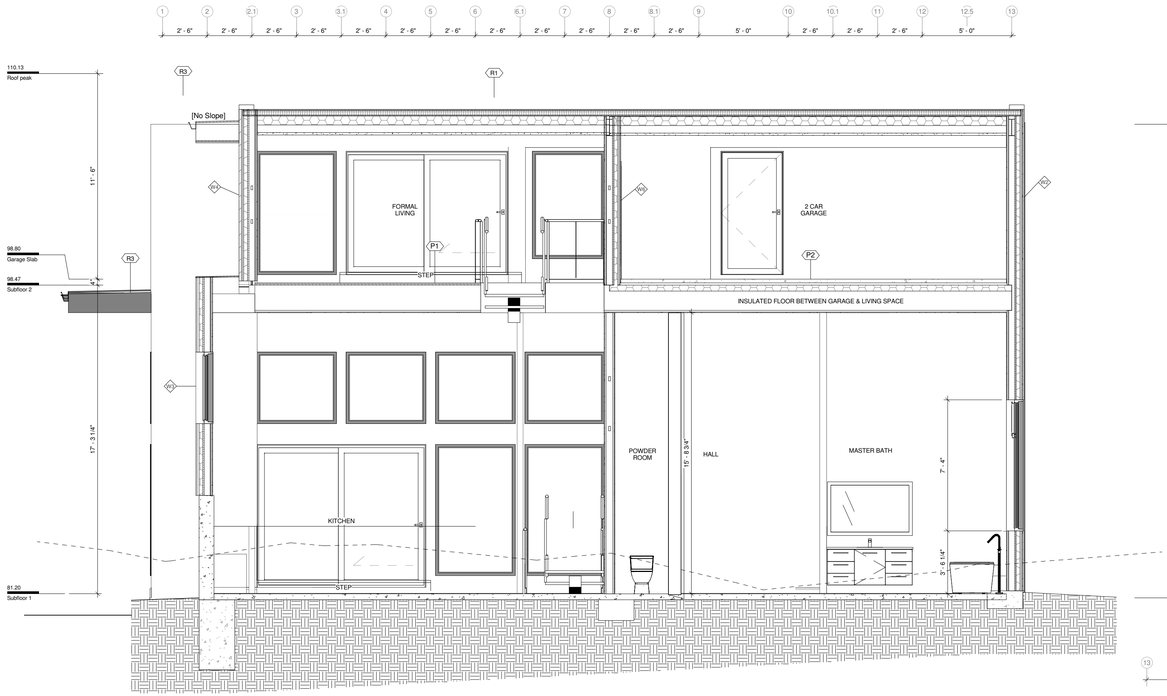
# KRAFT RESIDENCE

16-754

0 Monte Cresta,
Belmont, CA 94002

| | |
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| DRAWING TITLE: Cross Sections | DRAWN BY: JZ |
| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: 1/4" = 1'-0" |
| | REVISION: 1 |
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1 Section 3
1/4" = 1'-0"




2 Section 4
1/4" = 1'-0"

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|---|---|---|---|

PROJECT

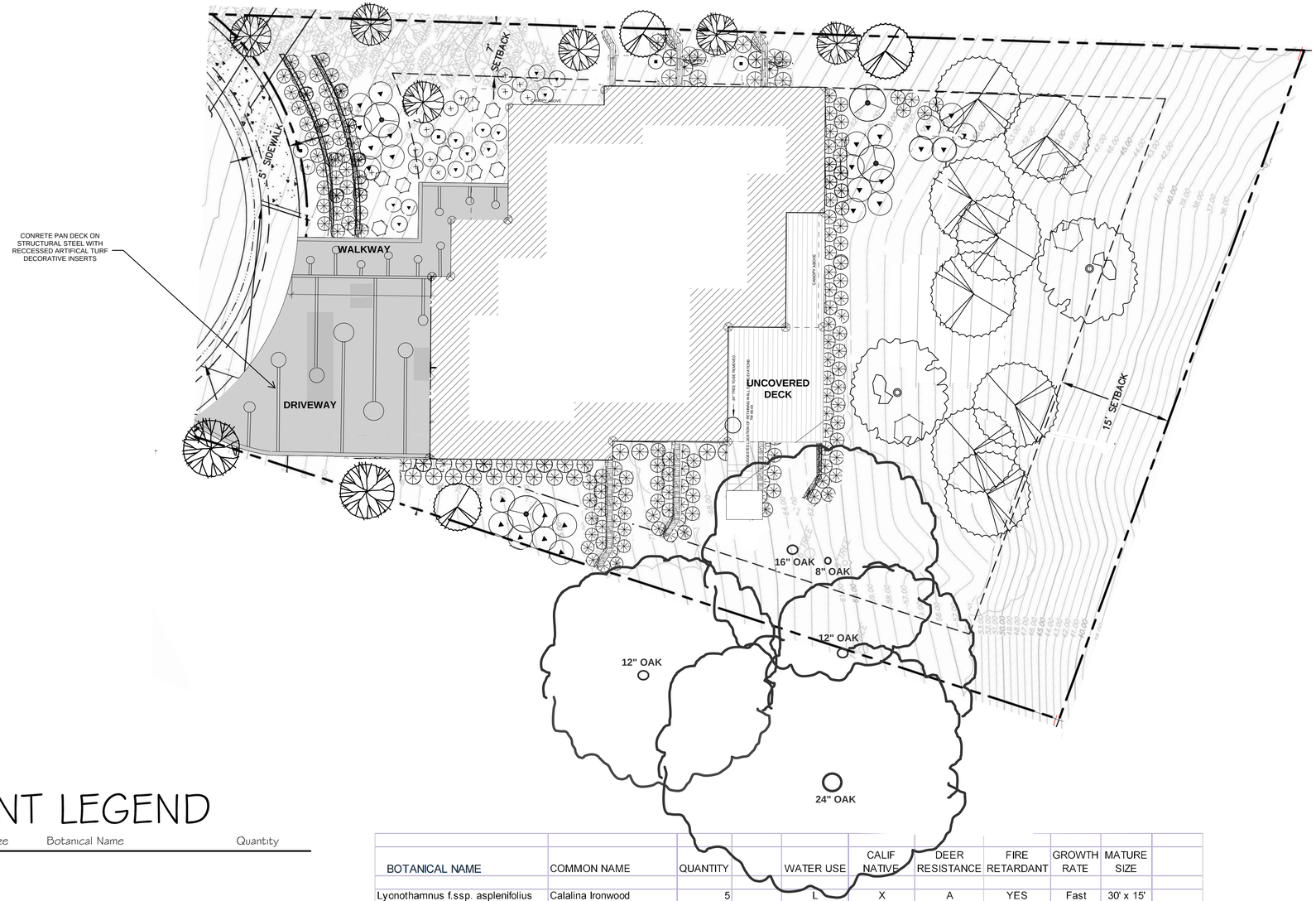
# KRAFT RESIDENCE

16-754

0 Monte Cresta,
Belmont, CA 94002

| | |
|---|---|
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| | CHECK BY: BONE Structure |
| SCEAU | DATE: 2018/05/29 |
| | SCALE: 1/4" = 1'-0" |
| | REVISION |
| | PAGE: A. 301 |


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# PLANT LEGEND

| Symbol | Size | Botanical Name | Quantity |
|---|---|---|---|
| TREES | | | |
| | 24" box | Lyonothamnus f.ssp. asplenifolius | 24" box |
| | 36" Box | Quercus agrifolia | 36" Box |
| | 24" Box | Fraxinus trifoliata | 24" Box |
| | 24" Box | Lithocarpus densiflora | 24" Box |
| SHRUBS | | | |
| FC | 5 Gal | Fremontodendron californicum | 5 Gal |
| CS | 5 gal. | Cistus Sunset | 5 gal. |
| CC | 5 gal. | Ceanothus g. horizontalis | 5 gal. |
| RE | 5 gal. | Rhamnus c. Eve Case | 5 gal. |
| RC | 5 gal. | Romneya coulteri | 5 gal. |
| M | 1 gal. | Muhlenbergia rigens | 1 gal. |
| S | 1 gal. | Salvia clevelandii | 1 gal. |
| Z | 1 gal. | Zauschneria californica | 1 gal. |

| BOTANICAL NAME | COMMON NAME | QUANTITY | WATER USE | CALIF NATIVE | DEER RESISTANCE | FIRE RETARDANT | GROWTH RATE | MATURE SIZE |
|---|---|---|---|---|---|---|---|---|
| Lyonothamnus f.ssp. asplenifolius | Calalina Ironwood | 5 | L | X | A | YES | Fast | 30' x 15' |
| Quercus agrifolia | Coast Live Oak | 6 | L | X | A | YES | Slow | 40'x40' |
| Fraxinus trifoliata | Chaparell Ash | 11 | L | X | A | YES | Fast | 40'x40' |
| Lithocarpus densiflora | Tanbark Oak | 7 | L | X | A | YES | Slow | 60'x25' |
| Fremontodendron californicum | Flannel Bush | 2 | L | X | B | YES | Moderate | 20'x20' |
| Cistus Sunset | Rockrose | 12 | L | | YES | YES | Fast | 3'x4' |
| Ceanothus h. Yankee Pointe | Trailing Ceanothus | 11 | L | X | B | YES | fast | 2'x8' |
| Rhamnus a. Eve Case | Coffee Berry | 15 | L | | YES | | Moderate | 4'x6' |
| Romneya Coulteri | Matilija Poppy | 4 | L | X | NO | | Moderate | 4'x5' |
| Erigeron karvinskianus | Santa Barbara daisy | | L | X | YES | YES | fast | 2'x3' |
| Erogonum grande v rubescens | Red Buckwheat | | L | X | YES | YES | fast | 2'x2' |
| Mulhenberia rigens | Deer Grass | 30 | L | | YES | | fast | 3'x3' |
| Salvia sp Clevelandi | Cleveland Sage | 9 | L | | YES | | fast | 4'x4' |
| Zauschneria californica | California Fuchsia | 10 | L | X | YES | | moderate | 2'x2' |

Notes:
Deer Resistance may vary from year to year or site to site. A - Trees to be branched at 6' height to be deer resistant
B. May or may not be deer resistant in BELMONT, CA depending on population of deer

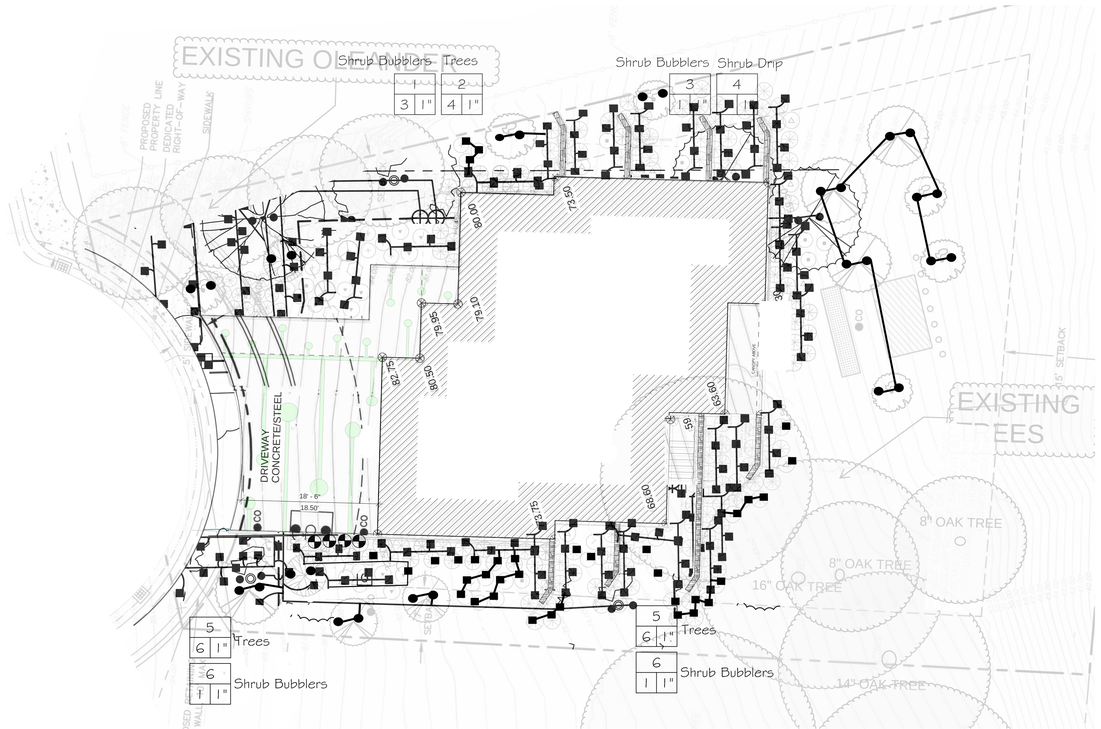
JANSCAPES
LANDSCAPE DESIGN AND CONSULTATION
P.O. BOX 692551 – STOCKTON, CA 95269–2551
(209) 952–7338 Email janscape@pacbell.net
RLA #5867

PLANTING PLAN

JEFF KRAFT PROPOSED RESIDENCE
0 MONTE CRESTA
BELMONT, CA
503-575-5320

| DESIGNED BY: | JOB NO. |
|---|---|
| JKB | 0116 |
| DATE: | SCALE: |
| 4/15/18 | 1"=10–0" |

SHEET NO.
L-1
OF 5 SHEETS




# IRRIGATION LEGEND

- RAINBIRD OR EQ, 1" REMOTE CONTROL VALVE WITH DRIP ZONE KIT
- RAINBIRD 3RC, QUICK COUPLER VALVE INSTALL IN ROUND BOX
- NIBCO T-113 SHUT OFF VALVE, MAINLINE SIZE
- FEBCO 825Y-1", REDUCED PRESSURE BACKFLOW PREVENTION DEVICE W/INSULATED ENCLOSURE
- RAINBIRD PCT - 07 LOW FLOW EMISSION BUBBLERS, 7 GAL PER HOUR
- RAINBIRD PCT - 05 LOW FLOW EMISSION BUBBLERS, 5 GAL PER HOUR
- [C] HUNTER I-CORE CONTROLLER INDOOR MOUNT WITH SOLAR SYNC WIRELESS WEATHER SENSOR
- [W] WATER METER BY OTHERS.
- CLASS 315 PVC MAINLINE, 1 1/2" ( W/ 18" COVER )
- CLASS 200 PVC LATERAL LINE, 3/4" ( 12" DEPTH)
  CLASS 200 PVC LATERAL LINE, 1"
  CLASS 200 PVC LATERAL LINE, 1 1/4"
  SCH. 40 PVC LATERAL LINE, 1 1/2"
- 12 | 1" — REMOTE CONTROL VALVE IDENTIFICATION NUMBER
  REMOTE CONTROL VALVE SIZE
  REMOTE CONTROL VALVE GPM

SEE SHEET L-3 FOR IRRIGATION NOTES

NOT FOR CONSTRUCTION

JANSCAPES
LANDSCAPE DESIGN AND CONSULTATION
P.O. BOX 692551 – STOCKTON, CA 95269-2551
(209) 952-7338 Email janscape@pacbell.net
RLA #5867

IRRIGATION PLAN

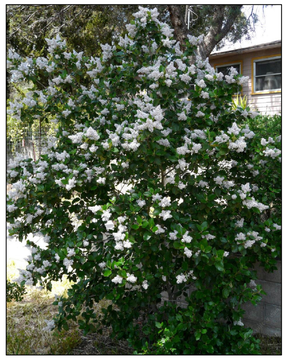
JEFF KRAFT PROPOSED RESIDENCE
0 MONTE CRESTA
BELMONT, CA
503-575-5320

| DESIGNED BY: | JOB NO. |
|---|---|
| JKB | 0116 |
| DATE: | SCALE: |
| 4/15/18 | 1"=10'-0" |

SHEET NO.
L-2
OF 5 SHEETS



Lyonothamus - Ironwood Tree



Ceanothus arboreus



Heteromeles Arbuitifolia

# PROPOSED PLANT LEGEND

| Symbol | Size | Botanical Name | Common Name | QuantityWater |
|---|---|---|---|---|
| TREES | | | | |
| | 24" box | Lyonothamnus floribundus ssp. asplenifolius | Fernleaf Caltalina Ironwood | |
| | 24" Box | Quercus agrifolia | Coast Live Oak | |
| | 24" Box | Fraxinus trifoliata | Chaparel Ash | |
| | 24" Box | Lithocarpus densiflora | Tanbark Oak | |

# PLANTING NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE LOCAL CODES, ORDINANCES, STANDARD DRAWINGS & SPECIFICATIONS WHICH APPLY TO THE CITY OF SAN LUIS OBISPO.
2. THE LANDSCAPE CONTRACTOR SHALL INSPECT THE SITE AND BE FAMILIAR WITH ALL EXISTING SITE CONDITIONS PRIOR TO SUBMITTING A BID. THE LANDSCAPE CONTRACTOR SHALL REVIEW RELATED DRAWINGS AND SHALL ENSURE COORDINATION WITH ALL APPLICABLE TRADES PRIOR TO SUBMITTING A BID.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND/OR ENSURE AVAILABILITY OF ALL PLANT MATERIAL SPECIFIED ON THE PLANS BEFORE ANY INSTALLATION IS BEGUN. IF ARRANGEMENTS NEED TO BE MADE TO TIE UP PLANT MATERIAL THIS MUST BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE OWNER OR LANDSCAPE ARCHITECT, SO THAT ANY ISSUES POTENTIALLY AFFECTING CONTINUITY AND DESIGN INTENT MAY BE RESOLVED IN A TIMELY MANNER.
4. THE LANDSCAPE CONTRACTOR IS TO NOTIFY THE CITY REPRESENTATIVE 48 HOURS PRIOR TO A REQUIRED SITE OBSERVATION.
5. CONTRACTOR SHALL RECEIVE SITE GRADED TO +/- .1 FT. THE CONTRACTOR IS RESPONSIBLE FOR SURFACE DRAINAGE OF ALL PLANTING AREAS. NO LOW SPOTS WHICH HOLD STANDING WATER WILL BE ACCEPTED.
6. SOIL AMENDMENTS SHALL BE USED IN PLANTING HOLES ONLY. FOR BID PURPOSES, TYPICAL SPECIFICATIONS ARE;
6 CUBIC YARDS COMPOST
20 LBS 6-20-20 FERTILIZER
10 LBS IRON SULPHATE
PRE-MIX ABOVE AMENDMENTS AND INCORPORATE 1/3 PART AMENDMENTS WITH 2/3 PART SOIL FOR BACKFILL MIX
7. DIG PLANTING PITS TWO TIMES THE HEIGHT AND WIDTH OF THE ROOT BALL. SCARIFY SIDES OF PLANTING PITS AND INSURE ADEQUATE DRAINAGE PRIOR TO PLANTING.
8. SUPPLY 21G AGRIFORM TABLETS AS FOLLOWS; 1-1G, 2-5G 4-15G.
9. AFTER INSTALLATION OF THE IRRIGATION SYSTEM, PLANTING AREAS SHALL BE RAKED SMOOTH AND ALL ROCKS AND PEBBLES OVER 2" IN DIAMETER REMOVED.
10. STAKE ALL 15G TREES WITH (2) 2"x8' STAKES AND (4) RUBBER TIES PER TREE. SEE PLANTING DETAIL FOR ADDITIONAL INFORMATION.
KEEP ALL BARK MULCH 2" CLEAR FROM TREE TRUNKS.
11. PRE-EMERGENT HERBICIDE MAY BE USED ON LIMITED BASIS AND TO BE USED WHERE ORNAMENTAL LANDSCAPE PLANTING OCCURS. HILLSIDE BELOW HOME SHALL REMAIN NATURAL.
12. PLANT TREES A MINIMUM OF 3' FROM THE EDGE OF CURBS AND WALKS.
13. WHERE TREES ARE RELOCATED DUE TO UTILITIES OR OUTCROPPINGS OF ROCK, MAINTAIN A MINIIMUM OF 10 FEET FROM HOUSE.
19. ALL PLANTS AND PLANTINGS SHALL BE GUARANTEED TO BE IN A HEALTHY, THRIVING CONDITION UNTIL THE END OF THE MAINTENANCE PERIOD. ALL TREES SHALL BE GUARANTEED FOR ONE (1) YEAR FROM THE DATE OF ACCEPTANCE.

# IRRIGATION NOTES

1. Installation of the irrigation system shall be in accordance with applicable codes and installed by a licensed andscape contractor.
2. For purposes of clarity and legibility, drawings are essentially diagrammatic to the extent that many offsets, bends, unions, special fitting and exact locations of items are not indicated, unless specifically dimensioned. Check and verify all site dimensions prior to proceeding with work.
3. Exact routing of piping shall be governed by structural conditions or obstructions. Landscape contractor shall not willfully install the irrigation system as shown on the drawings when it is obvious in the field that unknown obstructions, grade difference or discrepancies in area dimensions exist. These may not have been considered in engineering. Such obstructions or differences shall be brought to the attention of the owner or owner's representative. . It is the responsibility of the irrigation contractor to familiarize himself with all grade differences, location of walls, retaining walls, etc. He shall coordinate his work with the general contractor and other subcontractors for the location of all utilities or underground work. Install piping in sleeves through walls, under roadways, paving structures, etc.
4. Irrigation contractor shall notify all local jurisdictions for inspection and testing of installed backflow prevention device.
5. Exercise extreme care in excavating and working near existing utilities. Contractor shall be responsible for damages to utilities caused by his operations or neglect. Coordinate installation of irrigation materials, including pipe, so there is no interference with new or existing utilities. Adjust positions of trees or plants should such obstacles exist.
6. All mainline piping and control wires under paving shall be installed in separate schedule 40 PVC sleeves. All lateral piping shall be installed in sleeves twice the diameter of the pipe under paving. Control wire sleeves shall be of sufficient size for the required number of wires. Provide (2) sleeves at each location. Piping and wiring to be in separate sleeves. The contractor shall install schedule 40 PVC below all paving at a minimum depth of 18".
7. Prior to installation, verify water pressure and available gallonage prior to construction. The contractor shall be responsible for making corrections and adding heads or removing bublers should plant quantities change.
8. A 1" water service is provided at street. The contractor shall verify water pressures and mainline P.O.C. size before proceeding.
9. The contractor shall provide record drawings to the owner. The contractor shall maintain in good order in the field one complete set of prints of all sprinkler drawings. In the event any work is not installed as indicated on the drawings, such work shall be indicated and dimensioned accurately on record drawings as changes occur. Turn over corrected set of prints to the owner or owner's representative.
10. Others shall provide a 120 VAC electrical power source at the controller location. Locate controller in general location outdoors as shown on plan (location provided by owner or owner's representative). Coordinate with building contractor that an outlet for power will exist.
11. When the irrigation system is completed perform a coverage test to determine if the water coverage for planting areas is complete and adequate. Correct any inadequacies of coverage due to deviation of drawings or discrepancies in measurements. Make adjustments so that no run off takes place. All irrigation equipment not detailed or specified shall be installed per the manufacturer's recommendations and specifications.
12. All materials and workmanship will be guaranteed for a period of one (1) year against factory defects in materials or faulty installation.

NOT FOR CONSTRUCTION

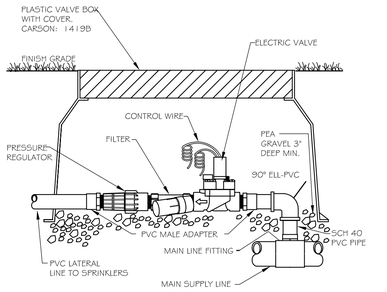
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RLA #5867

NOTES

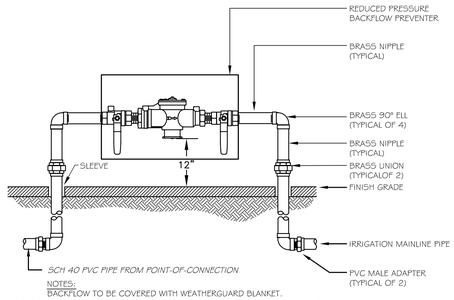
JEFF KRAFT PROPOSED RESIDENCE
0 MONTE CRESTA
BELMONT, CA
503-575-5320

| DESIGNED BY: | JOB NO. |
|---|---|
| JKB | 0116 |
| DATE: 4/15/18 | SCALE: |

SHEET NO.
L-3
OF 5 SHEETS

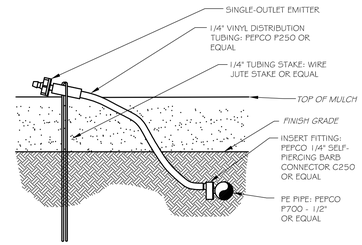



1 REMOTE CONTROL VALVE DRIP ZONE KIT
INSTALLATION DETAIL — NO SCALE

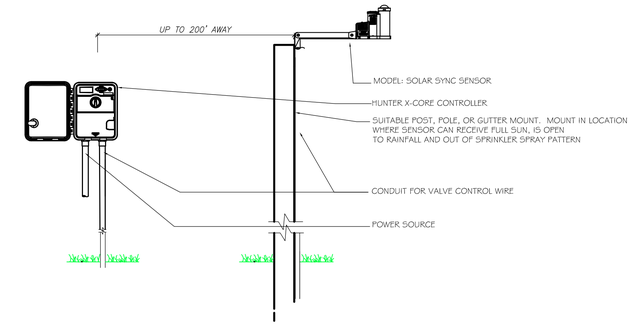



NOTES:
BACKFLOW TO BE COVERED WITH WEATHERGUARD BLANKET.

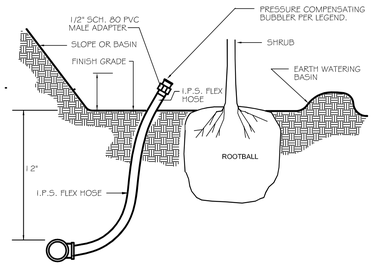
2 REDUCED PRESSURE BACKFLOW
INSTALLATION DETAIL — NO SCALE




3 DRIP EMITTER AND TUBING
INSTALLATION DETAIL — NO SCALE

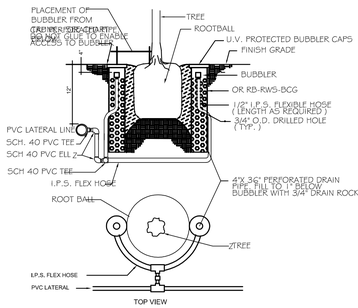



4 SOLAR SYNC CONTROLLER SYSTEM
INSTALLATION DETAIL — NO SCALE



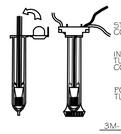

NOTES
1. FOR BUBBLER TO SHRUBS WHERE APPLICABLE.
2. INSTALL ONE BUBBLER AS PER IRRIGATION DESIGN, INSTALLING THEM ON UPHILL SIDE OF PLANT.
3. INSTALL NOZZLE AT DRIP LINE WITHIN BASIN.
4. USE CEMENT APPROVED FOR I.P.S. FLEX HOSE.

5 LOW EMISSION BUBBLERS
INSTALLATION DETAIL — NO SCALE

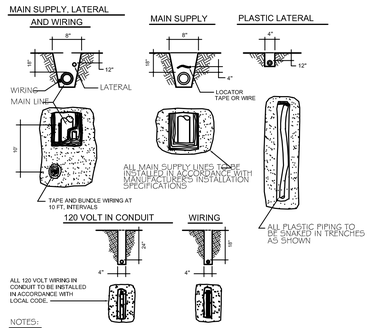



NOTES:
1. BUBBLERS ARE TO BE PLACED ON OPPOSITE SIDES OF ROOTBALL. ORIENT BUBBLERS 180° FROM EACH OTHER.
2. USE PROPER RATED GLUE FOR I.P.S. FLEX HOSE.
3. RAINBIRD RB-RWS-BCG 4"X36" ROOT WATERING SYSTEM ACCEPTIBLE SUBSTITUTE

6 TWO BUBBLERS AT EACH TREE
INSTALLATION DETAIL — NO SCALE

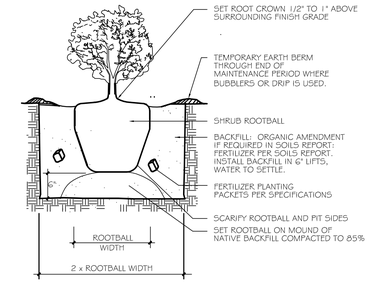



7 WIRE CONNECTORS
NO SCALE — INSTALLATION DETAIL

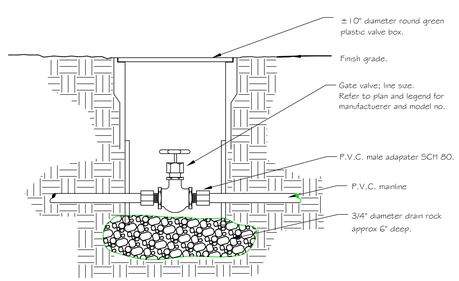



NOTES:
1. COMMON TRENCHING OF IRRIGATION PIPE LINE AND/OR REMOTE CONTROL VALVE WIRING TO BE DONE WHEREVER POSSIBLE.
2. MAINTAIN MIMIMUM 4" SPACE BETWEEN PARALLEL PIPE LINES AND 6" BETWEEN VERTICAL MAIN LINE AND LATERAL LINES.
3. WIRING AND MAIN LINE TO BE AT SAME MINIMUM DEPTH OF 18". WHEN NO CONTROL WIRE USED, INSTALL LOCATOR WIRE ALONG LENGTH OF MAIN.

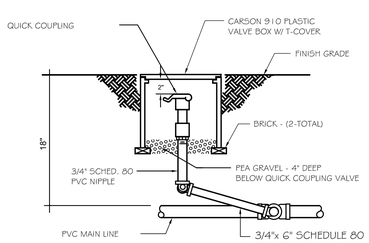
8 TRENCHING
INSTALLATION DETAIL — NO SCALE




9 SHRUB PLANTING
INSTALLATION DETAIL




10 GATE/ SHUT OFF VALVE
INSTALLATION DETAIL — NO SCALE




11 QUICK COUPLING VALVE
INSTALLATION DETAIL — NO SCALE

NOT FOR CONSTRUCTION

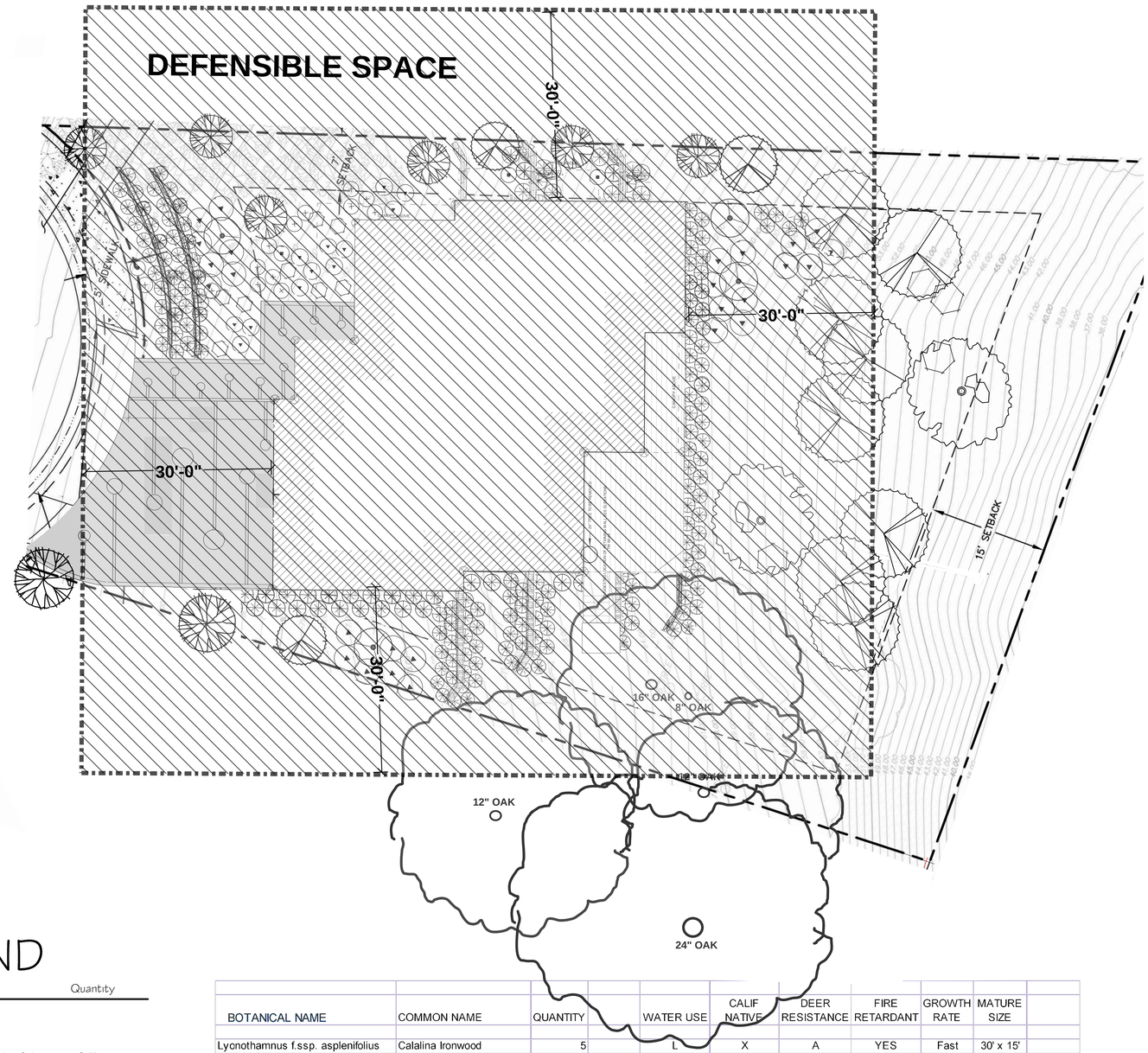
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RLA #5867

LANDSCAPE DETAILS

JEFF KRAFT PROPOSED RESIDENCE
0 MONTE CRESTA
BELMONT, CA
503-575-5320

| DESIGNED BY: | JOB NO. |
|---|---|
| JKB | 0116 |
| DATE: 4/15/18 | SCALE: |

SHEET NO.
L-4
OF 5 SHEETS




## VEGETATION MANAGEMENT PLAN NARRATIVE

THERE ARE CURRENTLY MATURE COAST LIVE OAKS AND OLEANDER ON THE PROPERTY. THE INTENT IS TO PROPERLY MAINTAIN THE MATURE LIVE OAKS REMOVING DEADWOOD AND TRIMING THEM TO 8' ABOVE GRADE AND CLEANING OUT THE OLEANDER OF ANY DEAD WOOD.

PROPOSED PLANTINGS THOUGHOUT THE SITE WILL INCLUDE FIRE RESITANT (1) IRRAGATED (2) SHRUBS, PERINNIALS AND GROUND COVERS (SEE PLAN)

**LONG TERM MAINTENANCE SCHEDULE/GOALS**

ALL FLAMMABLE FUELS WILL BE REMOVED FOR A SPACE 50'-100' AROUND THE HOME.

TREES SHALL BE LIMBED 8 -10 FEET FROM THE GROUND.

NEEDLES AND LEAVES AND OTHER COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM ROOFS AND GUTTERS TWICE YEARLY MINIMUM.

ALL WEEDS AND GRASSES SHALL BE CUT REGULARLY.

MOWERS, SAWS AND YARD MAINTENANCE EQUIPMENT SHALL BE EQUIPPED WITH SPARK ARRESTORS. AREAS TO BE MOWED SHALL BE CHECKED FOR ROCKS OR METAL TO AVOID SPARKING OF MOWER BLADES.

VEGETATION SHALL BE TRIMMED TO WITHIN 10'-0" OF ROADWAYS AS REQUIRED FOR DEFENSIBLE AREAS. TREES SHALL BE TRIMMED SO AS TO NOT HANG LOWER THAN 13'-6" ABOVE THE ROADWAY.

DEAD AND DYING VEGETATION SHALL BE SEASONALLY REMOVED TO REDUCE VEGETATION AND LADDER FUELS.

**NOTES**

NO NATIVE GRASSES WILL BE PLANTED WITHIN THE DEFENSIBLE ZONE.

ALL PLANTED AREAS INSIDE THE DEFENSIBLE ZONES SHALL BE IRRIGATED.

ALL PLANTINGS HAVE BEEN SELECTED IN COORDINATION WITH THE, "FIRESCAPE PLANT SELECTION LIST" ON THE LIST OF THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION, "PYROPHYTIC VS. FIRE RESISTANT PLANT BROCHURE.

## PLANT LEGEND

- EXISTING TREES TO REMAIN
- PROPOSED TREES
- EXISTING TREES TO REMOVE
- PYROPHYTIC **(1)** VEGETATION TO BE REMOVED.
- PROPOSED GROUNDCOVER
- EXISTING SHRUBS / PERENNIALS TO REMAIN
- PROPOSED SHRUBS / PERENNIALS

**NOTE**:

## PLANT LEGEND

| Symbol | Size | Botanical Name | Quantity |
|---|---|---|---|
| TREES | | | |
| | 24" box | Lyonothamnus f.ssp. asplenifolius | 24" box |
| | 36" Box | Quercus agnfolia | 36" Box |
| | 24" Box | Fraxinus trifoliata | 24" Box |
| | 24" Box | Lithocarpus densiflora | 24" Box |
| SHRUBS | | | |
| FC | 5 Gal | Fremontodendron californicum | 5 Gal |
| CS | 5 gal. | Cistus Sunset | 5 gal. |
| CC | 5 gal. | Ceanothus g. horizontalis | 5 gal. |
| RE | 5 gal. | Rhamnus c. Eve Case | 5 gal. |
| RC | 5 gal. | Romneya coulteri | 5 gal. |
| M | 1 gal. | Muhlenbergia rigens | 1 gal. |
| S | 1 gal. | Salvia clevelandii | 1 gal. |
| Z | 1 gal. | Zauschneria californica | 1 gal. |

| BOTANICAL NAME | COMMON NAME | QUANTITY | | WATER USE | CALIF NATIVE | DEER RESISTANCE | FIRE RETARDANT | GROWTH RATE | MATURE SIZE |
|---|---|---|---|---|---|---|---|---|---|
| Lyonothamnus f.ssp. asplenifolius | Calalina Ironwood | 5 | | L | X | A | YES | Fast | 30' x 15' |
| Quercus agrifolia | Coast Live Oak | 6 | | L | X | A | YES | Slow | 40'x40' |
| Fraxinus trifoliata | Chaparell Ash | 11 | | L | X | A | YES | Fast | 40'x40' |
| Lithocarpus densiflora | Tanbark Oak | 7 | | L | X | A | YES | Slow | 60'x25' |
| Fremontodendron californicum | Flannel Bush | 2 | | L | X | B | YES | Moderate | 20'x20' |
| Cistus Sunset | Rockrose | 12 | | L | | YES | YES | Fast | 3'x4' |
| Ceanothus h. Yankee Pointe | Trailing Ceanothus | 11 | | L | X | B | YES | fast | 2'x8' |
| Rhamnus a. Eve Case | Coffee Berry | 15 | | L | | YES | | Moderate | 4'x6' |
| Romneya Coulteri | Matilija Poppy | 4 | | L | X | NO | | Moderate | 4'x5' |
| Erigeron karvinskianus | Santa Barbara daisy | | | L | X | YES | YES | fast | 2'x3' |
| Erogonum grande v rubescens | Red Buckwheat | | | L | X | YES | YES | fast | 2'x2' |
| Mulhenberia rigens | Deer Grass | 30 | | L | | YES | | fast | 3'x3' |
| Salvia sp Clevelandi | Cleveland Sage | 9 | | L | | YES | | fast | 4'x4' |
| Zauschneria californica | California Fuchsia | 10 | | L | X | YES | | moderate | 2'x2' |

Notes:
Deer Resistance may vary from year to year or site to site. A - Trees to be branched at 6' height to be deer resistant
B. May or may not be deer resistant in BELMONT, CA depending on population of deer

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(209) 952–7338 Email janscape@pacbell.net
RLA #5867

VEGETATION MANAGEMENT PLAN

JEFF KRAFT PROPOSED RESIDENCE
0 MONTE CRESTA
BELMONT, CA
503-575-5320

| DESIGNED BY: | JOB NO. |
|---|---|
| JKB | 0116 |
| DATE: | SCALE: |
| 4/15/18 | 1"=10'-0" |

SHEET NO.
L-5
OF 5 SHEETS

1114

BKF 100+ YEARS
ENGINEERS . SURVEYORS . PLANNERS

BKF No. 20122004
May 30, 2017

CITY OF BELMONT
COMMUNITY DEVELOPMENT DEPARTMENT
Attn: Rob D. Gill
One Twin Pines Lane
Belmont, CA 94002
*Transmitted Via Email*

**Subject:** **Planning Application No. 2015-0057**
**(Complex Project - APN 043-165-180)**

Mr. Gill:

Thank you for your time in reviewing the above-mentioned project and for providing comments related to the previous submittal package. Upon reviewing your comments for the project (Incomplete Letter - April 21, 2017) we noticed two outstanding items that we intend to address as follows:

Condition #1:
We reviewed the civil engineering plans prepared by LTI Engineers, Inc. for the proposed road improvements at Monte Cresta Drive. For reference, BKF Engineering acquired selected assets of LTI Engineers, Inc. that include all related engineering plan and calculations for such road improvements. On May 1st, 2017 I visited the scope of work area in question and compared the conditions to the road improvement plans previously submitted. As best ascertained from visual observations, it is our professional opinion that the conditions within the proposed road improvement area are generally similar to those conditions shown on plans by LTI Engineers, Inc. dated September 26, 2003.

Condition #4:
As requested, we are hereby officially requesting an exception from BBC Section 7-13 for the proposed fire truck turnaround. It is our opinion that the fire truck turnaround would create a positive impact for the neighborhood and we also understand that the Fire Department has reviewed and they are satisfied with the proposed improvements.

Please feel free to contact me if you need any additional information or clarification.

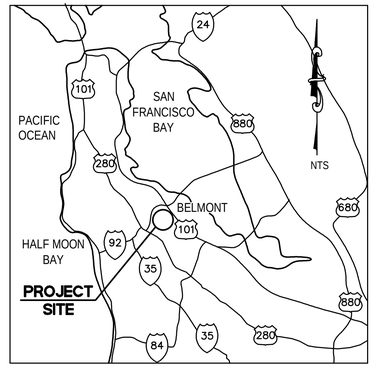
Respectfully,
**BKF Engineers**




Isaac Kontorovsky, P.E., QSD/QSP
Associate

# FEASIBILITY FOR ROAD IMPROVEMENTS ALONG MONTE CRESTA DRIVE

## BELMONT COUNTRY CLUB PROPERTIES SUBDIVISION NUMBER 9 & 10 BELMONT, CALIFORNIA




VICINITY MAP

N.T.S.

ABBREVIATIONS:

| | |
|---|---|
| AD | AREA DRAIN |
| BW | BOTTOM OF WALL ELEVATION |
| BVCS | BEGIN VERTICAL CURVE STATION |
| BVCE | BEGIN VERTICAL CURVE ELEVATION |
| CB | CATCH BASIN |
| DD | DECK DRAIN |
| DS | ROOF DOWN SPOUT |
| DWY | DRIVEWAY |
| (E) | EXISTING |
| EG | EXISTING GRADE |
| EM | ELECTRICAL METER |
| EP | EDGE OF PAVEMENT |
| EVCS | END VERTICAL CURVE STATION |
| EVCE | END VERTICAL CURVE ELEVATION |
| FF | FINISH FLOOR ELEVATION |
| FL | FLOW LINE ELEVATION |
| FM | FORCE MAIN LINE |
| FS | FINISH SURFACE ELEVATION |
| GM | GAS METER |
| GR | GRATE ELEVATION |
| HP | HIGH POINT |
| INV | INVERT ELEVATION |
| JT | JOINT TRENCH |
| JP | JOINT POLE |
| LD | LANDSCAPE DRAIN |
| LF | LINEAR FEET |
| PC | POINT OF CURVE |
| PCC | POINT OF COMPOUND CURVE |
| PRC | POINT OF REVERSE CURVE |
| PVI | POINT OF VERTICAL INTERSECTION |
| R/W | RIGHT-OF-WAY |
| RIM | RIM ELEVATION |
| SD | STORM DRAIN LINE |
| SDCO | STORM DRAIN CLEANOUT |
| SS | SANITARY SEWER |
| SSCO | SANITARY SEWER CLEANOUT |
| STA | STATION |
| TW | TOP OF WALL ELEVATION |
| TYP | TYPICAL |
| W | DOMESTIC WATER LINE |
| WM | WATER METER |

LEGEND:

| EXISTING | | PROPOSED |
|---|---|---|
| | RIGHT OF WAY | |
| | LOT LINE | |
| | EASEMENT | |
| | CONSTRUCTION C/L | 17+00 |
| 550 | CONTOUR | |
| | ROAD | |
| | PATH | |
| W | FIRE HYDRANT | |
| W | WATER VALVE | |
| | HOUSE | |
| + 12.34 | SPOT ELEVATION | |
| | MANHOLE | |
| 043-160-350 | APN NUMBER | |
| | GEOLOGIC Pdf AREA LOCATION | |




TITLE SHEET/INDEX MAP

SCALE: 1"=100'

SHEET INDEX


| SHEET NO. | DESCRIPTION |
|---|---|
| C-1 | TITLE SHEET/INDEX MAP |
| C-2 | PLAN & PROFILE – STA 11+42 TO 14+50 |
| C-3 | PLAN & PROFILE – STA 14+50 TO 20+50 |
| C-4 | PLAN & PROFILE – STA 20+50 TO 25+00 |
| C-5 | PLAN & PROFILE – STA 25+00 TO 27+77.84/ TYPICAL STREET SECTION |


NOTE:
ALL EASEMENTS ARE IDENTIFIED AS "SEWER RESERVE 5 FOOT" AND ARE SPECIFIED AS EASEMENTS FOR SEWER AND STORM DRAINAGE PURPOSES.

Pdf GEOLOGICAL LOCATION TAKEN FROM GEOLOGIC HAZARD ANALYSIS OF THE SAN JUAN CANYON AREA, BELMON, CALIFORNIA BY WILLIAM COTTON AND ASSOCIATES, APRIL, 1985

NOTE:
BOUNDARY RESOLUTION AND TREE LOCATION PERFORMED BY BGT LAND SURVEYING.

**BASIS OF ELEVATIONS:**

TOPOGRAPHIC INFORMATION SHOWN HEREON WAS PERFORMED BY TOWILL, INC., FOR A MAPPING PROJECT FOR THE CITIES OF SAN CARLOS AND BELMONT IN OCTOBER, 1994.

0 100 200

GRAPHIC SCALE


1860 El Camino Real, Suite 500
Burlingame, California 94010
Tel 650.652.9590
Fax 650.652.9596

LUZURIAGA TAYLOR, INC.
Civil Engineers • Land Surveyors


| No. | Revisions | Date |
|---|---|---|
| | | |

**IMPROVEMENT PLANS–EXHIBIT**
**TITLE SHEET/ INDEX MAP**
**MONTE CRESTA DRIVE**
**BELMONT, CA**

| | |
|---|---|
| Date: | 09/26/03 |
| Scale: | 1" = 100' |
| Design: | MBK |
| Drawn: | TP |

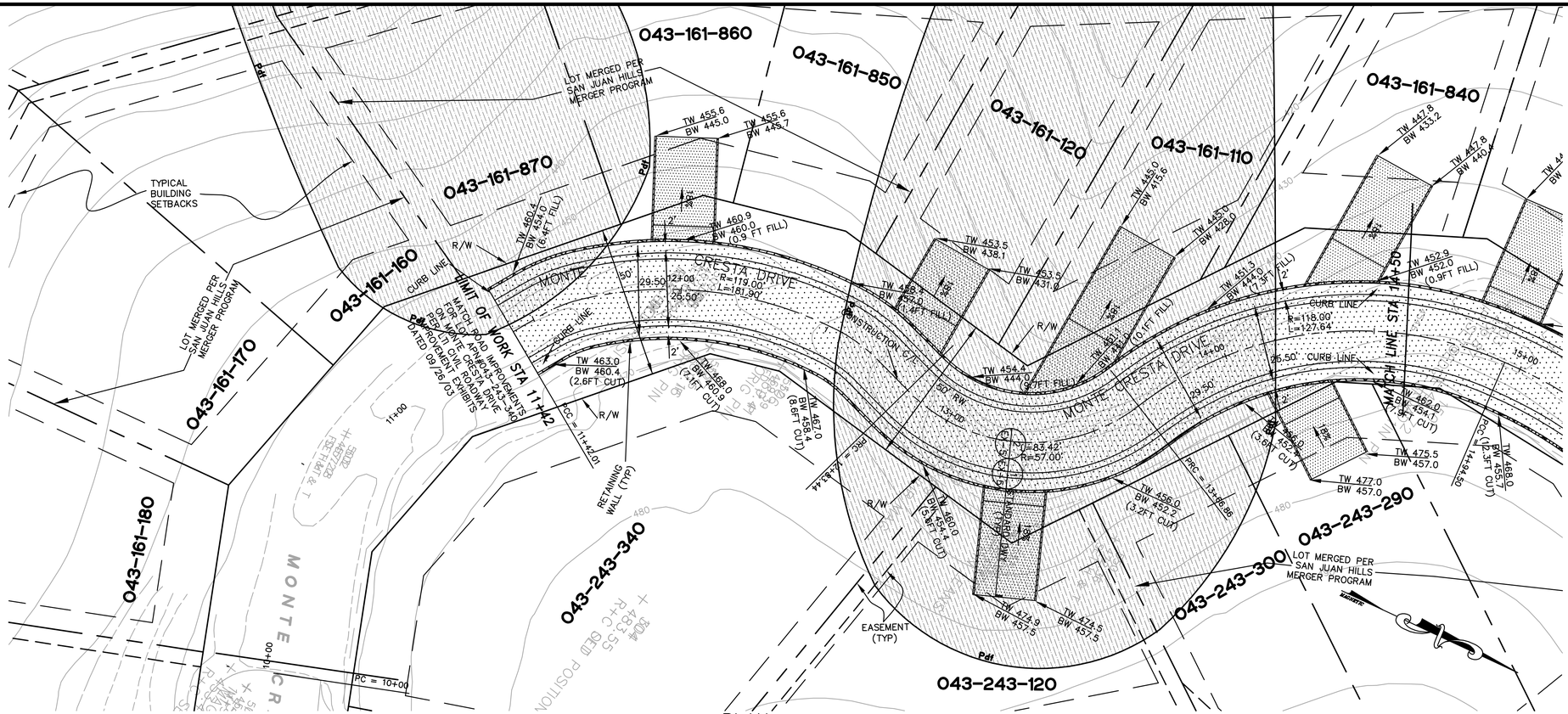
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EX-1

1 OF 5

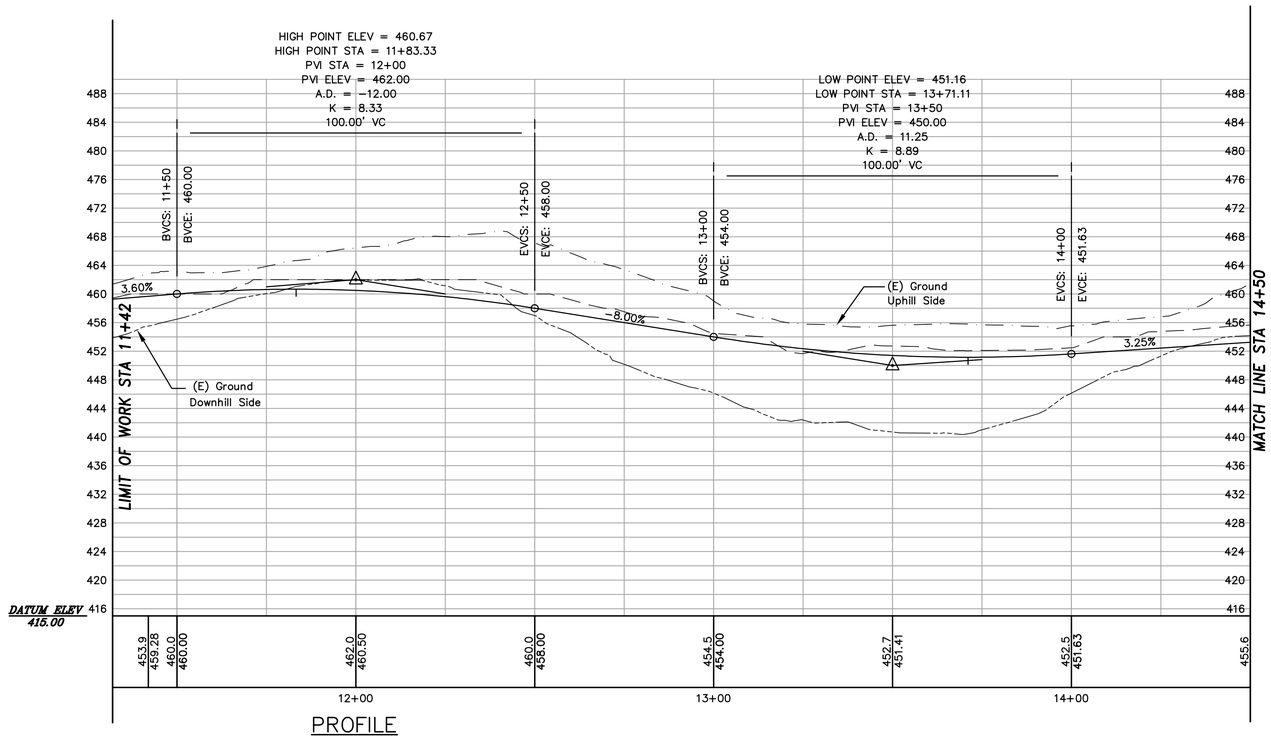
LTI No. 00-9848

1117




PLAN

SCALE: 1"=20'




PROFILE

SCALE: 1"=20'(H);1"=10'(V)

0 20 40

GRAPHIC SCALE


LTI

1860 El Camino Real, Suite 500
Burlingame, California 94010
Tel 650.652.9590
Fax 650.652.9596

LUZURIAGA TAYLOR, INC.
Civil Engineers • Land Surveyors


| No. | Revisions | Date |
|---|---|---|

# IMPROVEMENT PLANS–EXHIBIT
## PLAN AND PROFILE – STA 11+42 TO STA 14+50
## MONTE CRESTA DRIVE
## BELMONT, CA

| | |
|---|---|
| Date: | 09/26/03 |
| Scale: | 1" = 20' |
| Design: | MBK |
| Drawn: | TP |

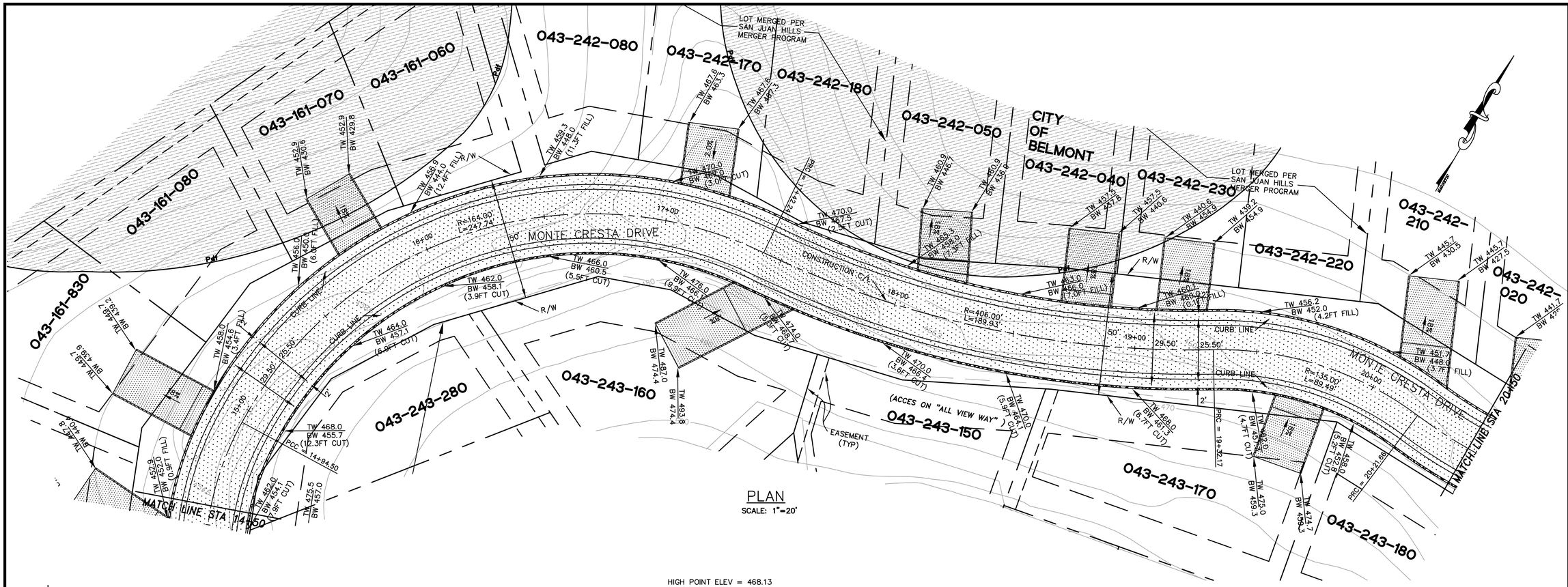
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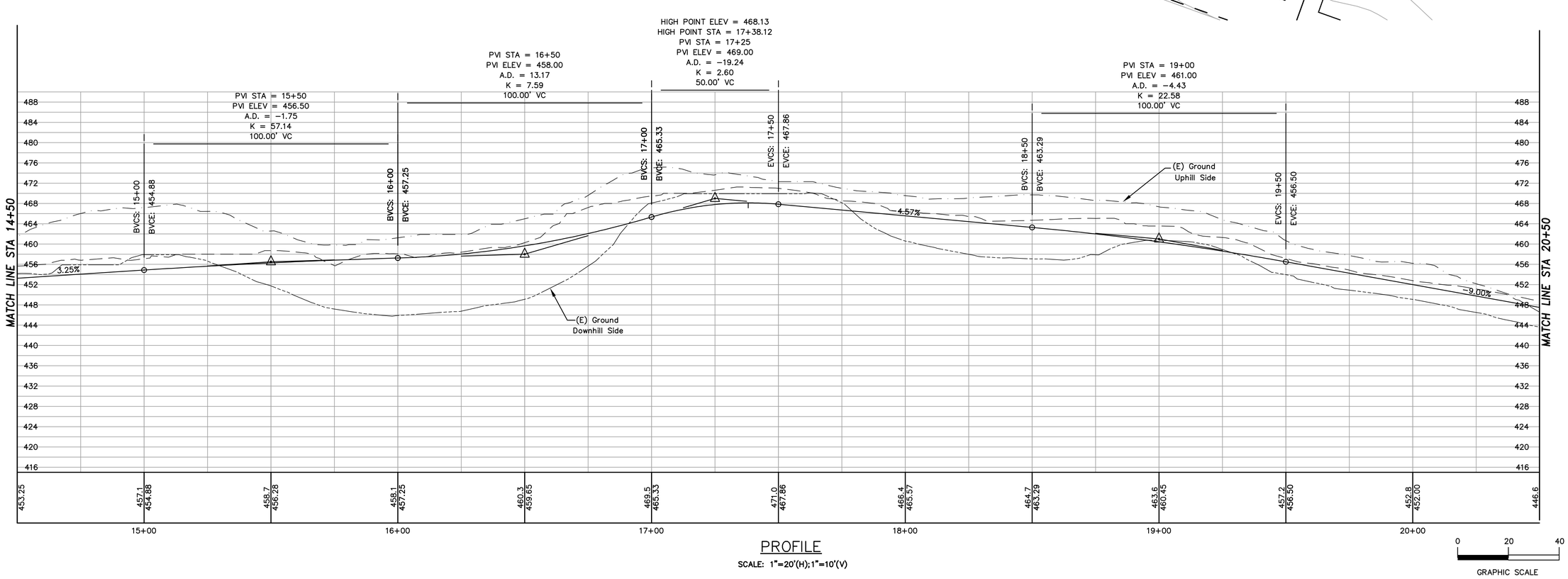
2 OF 5

LTI No. 00-9848

1118




PLAN
SCALE: 1"=20'




PROFILE
SCALE: 1"=20'(H);1"=10'(V)

0 20 40
GRAPHIC SCALE

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Burlingame, California 94010
Tel 650.652.9590
Fax 650.652.9596

LUZURIAGA TAYLOR, INC.
Civil Engineers • Land Surveyors

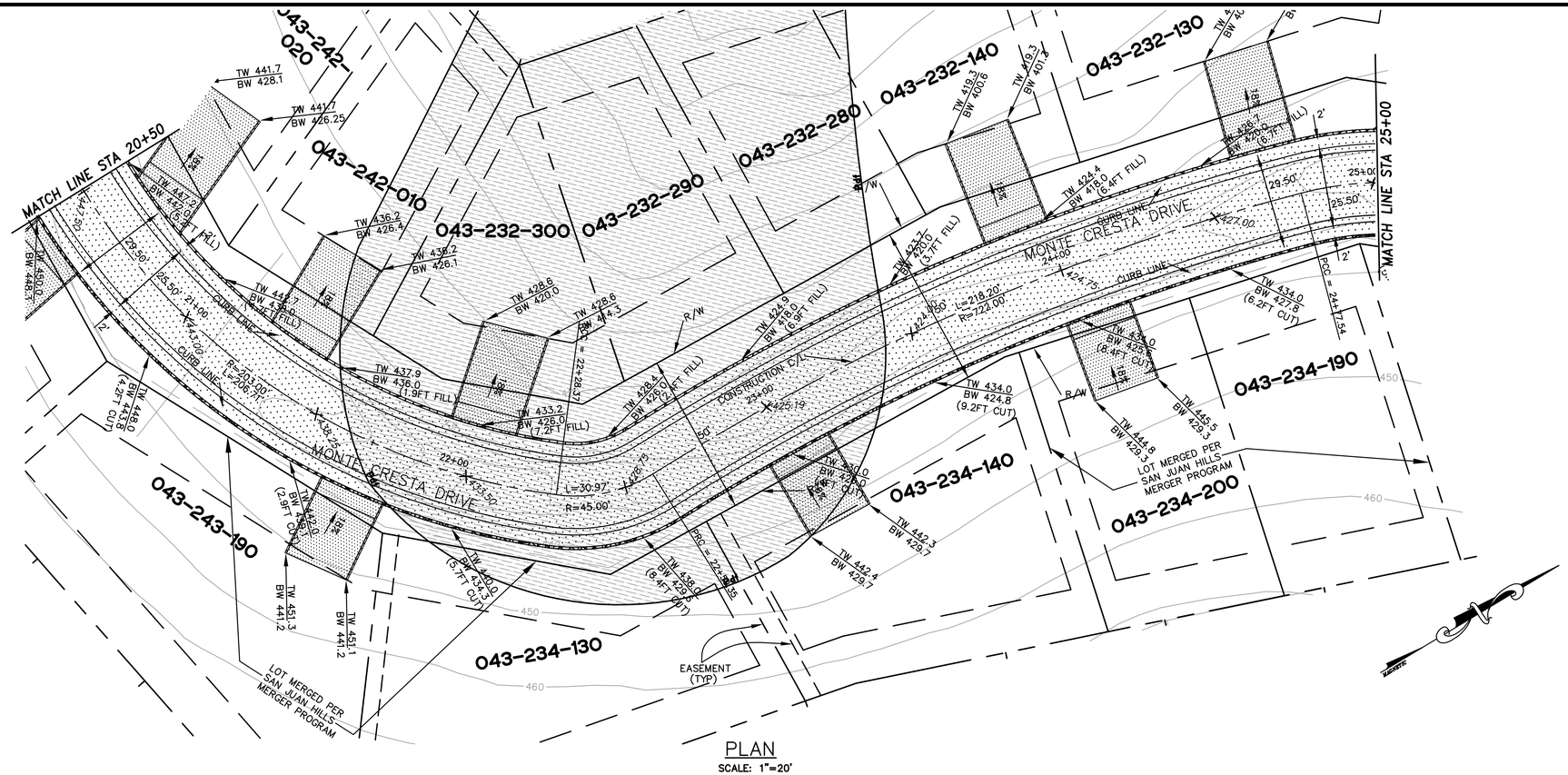
| No. | Revisions | Date |
|---|---|---|
| | | |

# IMPROVEMENT PLANS–EXHIBIT
## PLAN AND PROFILE – STA 14+50 TO 20+50
## MONTE CRESTA DRIVE
## BELMONT, CA

| | |
|---|---|
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| Drawn: | TP |

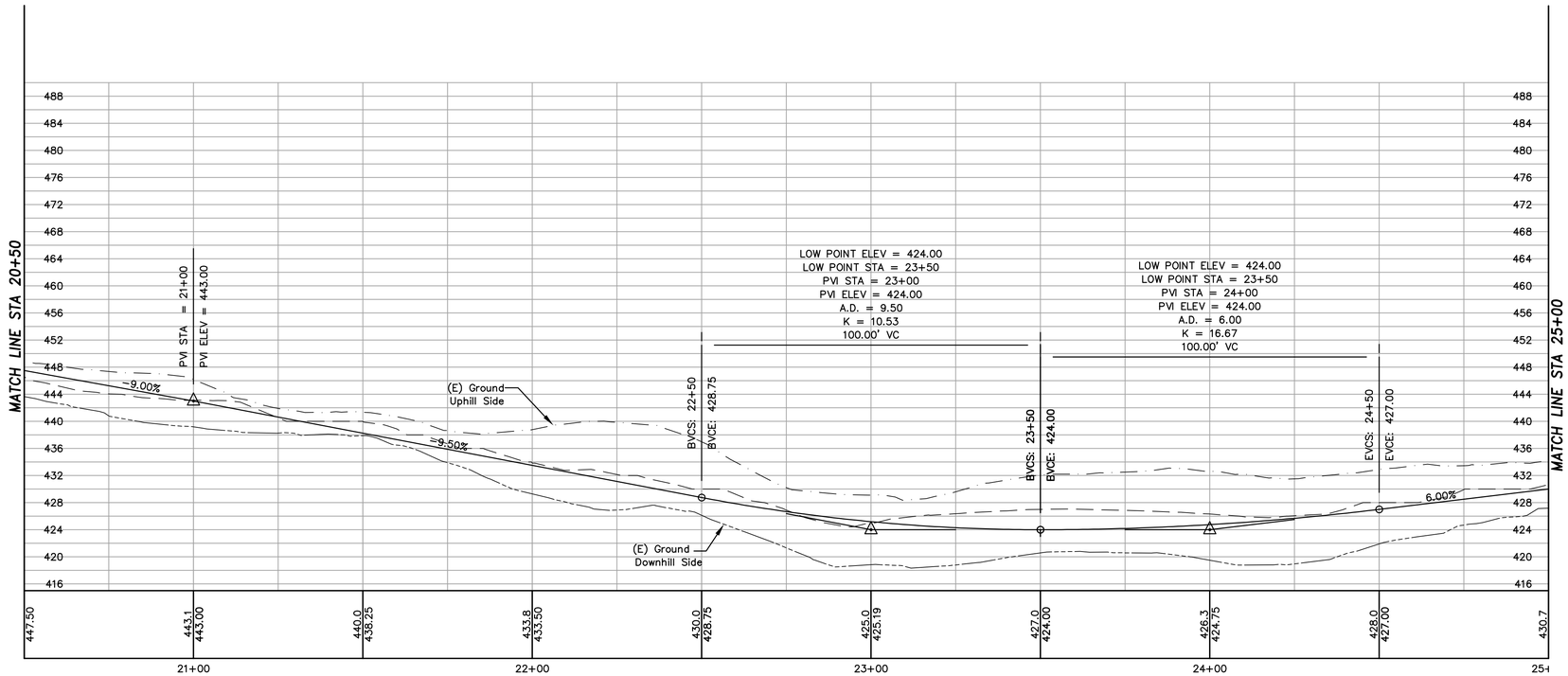
Drawing Number:
**EX–3**
3 OF 5

LTI No. 00-9848




PLAN

SCALE: 1"=20'




PROFILE

SCALE: 1"=20'(H);1"=10'(V)

0 20 40

GRAPHIC SCALE


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Fax 650.652.9596

LTI

LUZURIAGA TAYLOR, INC.
Civil Engineers • Land Surveyors


| No. | Revisions | Date |
|---|---|---|
| | | |

# IMPROVEMENT PLANS–EXHIBIT
## PLAN AND PROFILE – STA 20+50 TO 25+00
## MONTE CRESTA DRIVE
## BELMONT, CA

| | |
|---|---|
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| Design: | MBK |
| Drawn: | TP |

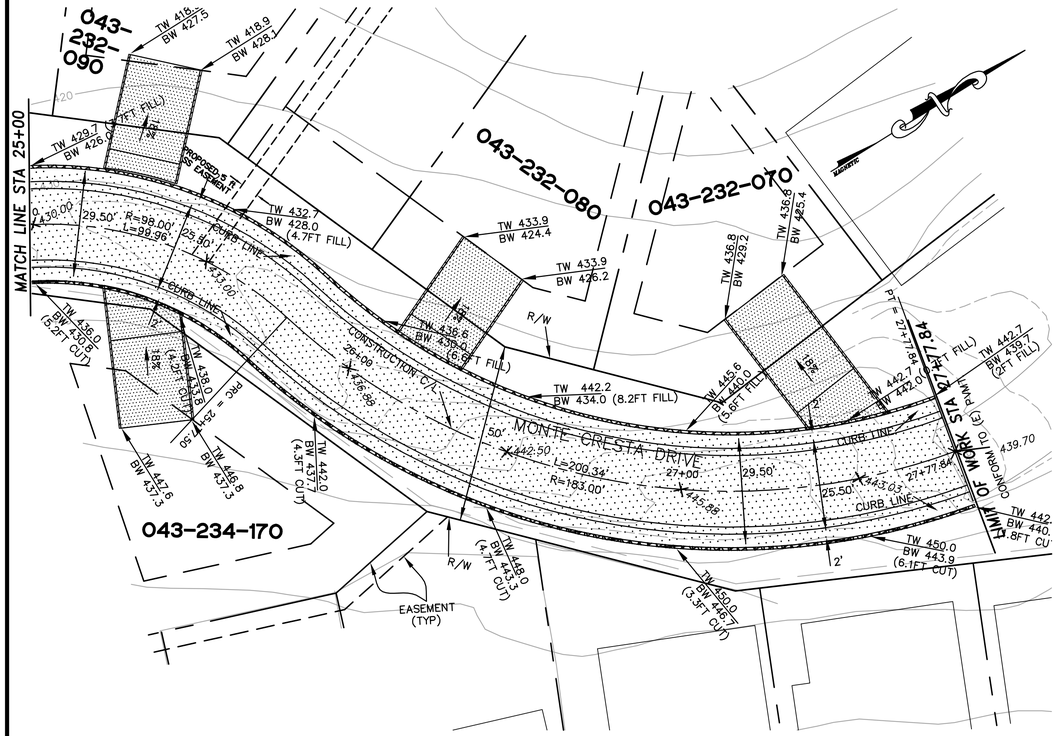
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**EX–4**

4 OF 5

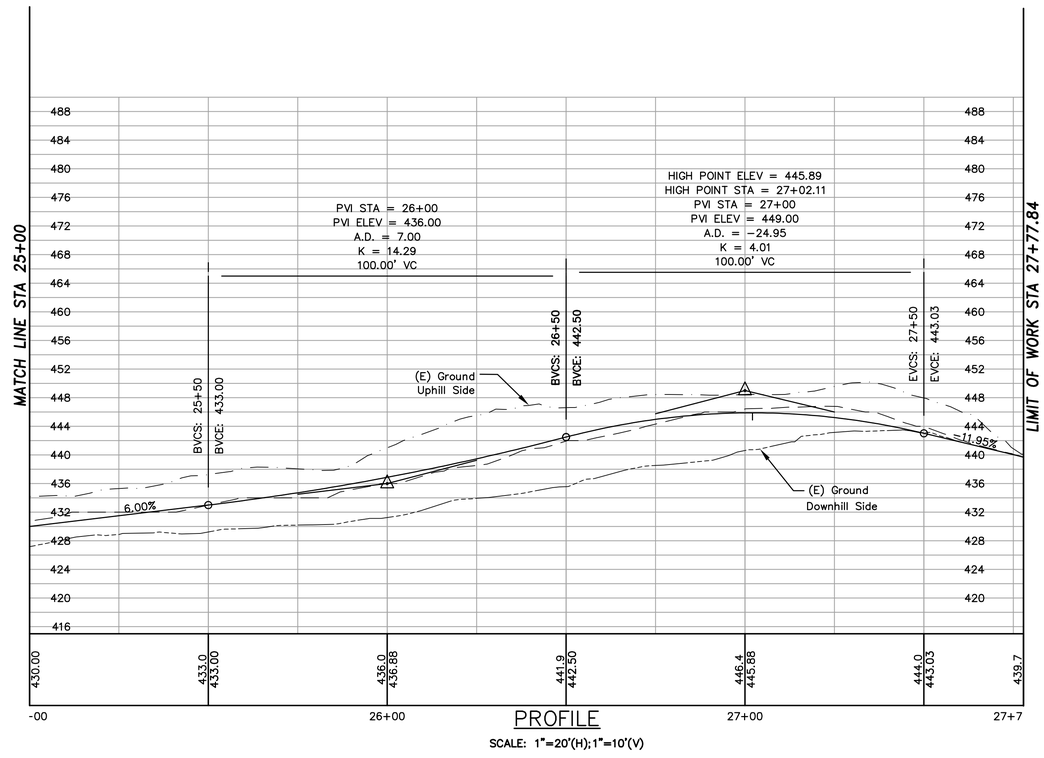
LTI No. 00-9848

1120



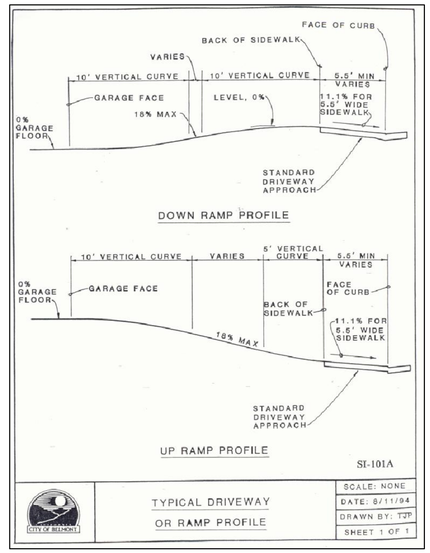

PLAN

SCALE: 1"=20'




PROFILE

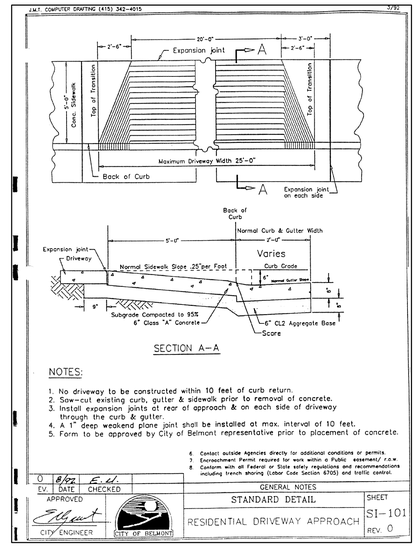
SCALE: 1"=20'(H);1"=10'(V)




1 EX-5

## STANDARD DRIVEWAY PROFILE

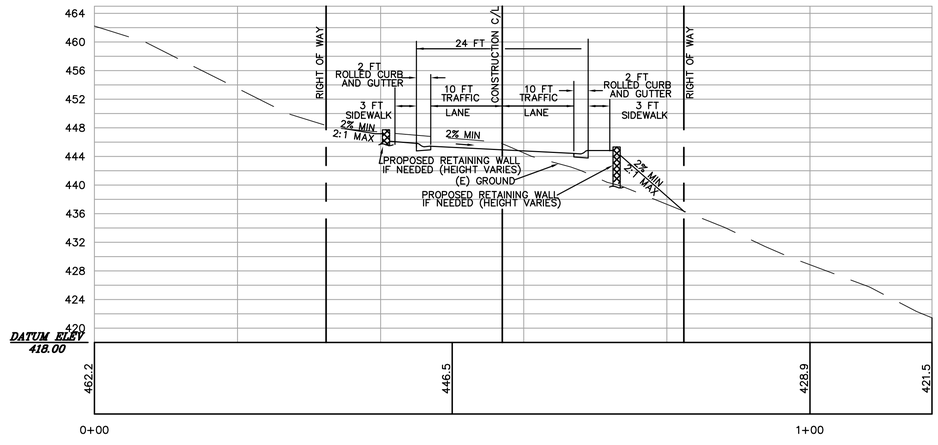
NOT TO SCALE




2 EX-5

## STANDARD DRIVEWAY APPROACH

NOT TO SCALE




TYPICAL SECTION

SCALE: 1"=10'(H);1"=10'(V)

0 20 40

GRAPHIC SCALE


1860 El Camino Real, Suite 500
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Tel 650.652.9590
Fax 650.652.9596

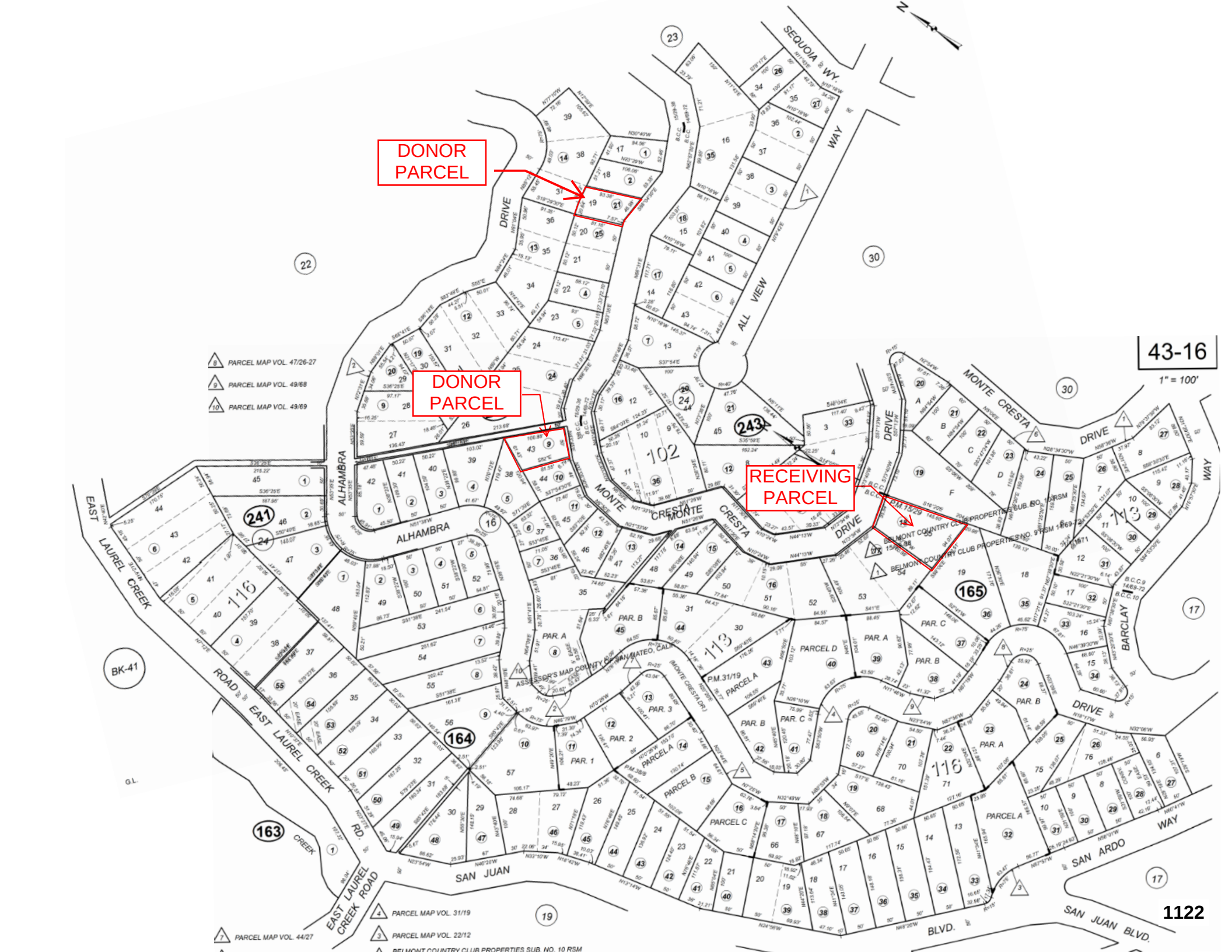
LUZURIAGA TAYLOR, INC.
Civil Engineers • Land Surveyors


| No. | Revisions | Date |
|---|---|---|
| | | |

# IMPROVEMENT PLANS–EXHIBIT
## PLAN AND PROFILE – STA 25+00 TO 27+77.84
## MONTE CRESTA DRIVE
## BELMONT, CA

| | |
|---|---|
| Date: | 09/26/03 |
| Scale: | 1" = 20' |
| Design: | MBK |
| Drawn: | TP |
| Drawing Number: | EX-5 |
| | 5 OF 5 |
| LTI No. | 00-9848 |

1121


DONOR PARCEL
DONOR PARCEL
RECEIVING PARCEL
43-16
1" = 100'
1122
SEQUOIA WY.
ALL VIEW WAY
MONTE CRESTA DRIVE
ALHAMBRA
EAST LAUREL CREEK ROAD
SAN JUAN
SAN JUAN BLVD.
SAN ARDO WAY
BARCLAY DRIVE
BELMONT COUNTRY CLUB PROPERTIES SUB. NO. 9 RSM
BELMONT COUNTRY CLUB PROPERTIES SUB. NO. 10 RSM
PARCEL MAP VOL. 47/26-27
PARCEL MAP VOL. 49/68
PARCEL MAP VOL. 49/69
PARCEL MAP VOL. 31/19
PARCEL MAP VOL. 22/12
PARCEL MAP VOL. 44/27
ASSESSOR'S MAP COUNTY OF SAN MATEO, CALIF.
BK-41

# STAFF REPORT

| | |
|---|---|
| **Meeting Date:** | February 13, 2024 |
| **Agency:** | City of Belmont |
| **Staff Contact:** | Elizabeth Wada, Associate Civil Engineer, ewada@belmont.gov; Tracy Scramaglia, Asst. PW Director/City Engineer, tscramaglia@belmont.gov |
| **Agenda Title:** | Annual Mobility Update |
| **Agenda Action:** | For Information Only |

## Recommendation
This is an informational item only; no action is required.

## Strategic Focus Area
Infrastructure and Mobility

## Background
As a part of the City's Strategic Plan, *Infrastructure & Mobility* continues to be a *Strategic Focus Area*. An objective for this *Strategic Focus Area* is to *Enhance Multi-Modal Transportation*, with one of the initiative projects being the creation of the Parking and Traffic Safety Committee (PTSC). This committee identifies and addresses trends to inform traffic management and develop Mobility/Capital Plans. The City receives direct requests on the needs within the community to further develop improvements.

Belmont's hilly and narrow residential roads create unique challenges from both a maintenance and accessibility standpoint. Maintenance and emergency vehicle access is an issue, and often results in more red curb and loss of street parking in residential areas. For example, roads with widths of less than 20 feet become difficult for emergency vehicle maneuvering due to the width of engines and trucks. Trucks present a unique challenge as they need to deploy outriggers to stabilize the vehicle when the ladder is deployed. These outriggers extend out from the vehicle, enlarging its width up to 26 feet. With these types of constraints in mind, the Committee does what is best for the community's a safety as whole.

This report intends to provide Council and the community an update of the major activities that were performed as part of the Committee, as well as highlight Public Works projects that have been completed, are in progress, or scheduled for the future.

## Analysis
The Parking and Traffic Safety Committee (PTSC) is made up of members from Belmont Public Works, Belmont Police Department and the San Mateo Consolidated Fire Department. The Committee continues to improve traffic and mobility safety via the policy focus founded on the three "E's": Engineering, Education and Enforcement. Each component is vital to having a successful system in place to improve traffic and mobility safety.

Our Public Works Department continues to resolve safety issues throughout the City, of which, many improvement opportunities are requested by the public through the Committee. The Public Works Department reviews on average 22 requests every year. Most requests are quick Public Works fixes and others warrant full Committee review to address the issue. This is done through various improvements from simple signage to painting curb to incorporating improvements into a larger Capital Improvement Project. For the implemented requests up to Fall 2023, please see Attachment B. The remaining 2023 requests are currently under review by the Committee.

*Engineering*

While Committee requests receive attention throughout the year, most of our work happens in the background. Our Public Works Department's Streets and Traffic field operations divisions made the following improvements to maintain city streets so they are usable and safe:

- Refreshed:
  - 4,354 feet of red curb
  - 7 crosswalks located in School Zones
  - 1,400 feet of lane/parking stall striping
  - 20 pavement marking legends (arrows, STOP, KEEP CLEAR)
- Replaced:
  - 13 regulatory signs
  - 8 warning signs
  - 6 guide signs/street signs
- Repaired 352 potholes
- Crack Sealed 47,156 linear feet of pavement
- Installed:
  - 235.12 tons of asphalt
  - 11.75 yards of concrete for sidewalk, curb, and gutter
  - Flashing LED signage (4 signs and 2 push buttons, solar powered, push button activated)
  - 1 additional solar panel power source for Rectangular Rapid Flashing Beacon







Other major transportation and mobility accomplishments that occurred in 2023 include:

1. Completion of the Ralston Corridor Phase 3 CIPR Project.

2. Ralston Avenue Adaptive Signal Project Cabinet Relocation has a contractor on board. Project completion is expected by Spring 2025.

3. Design advancement of:
   - Alameda de Las Pulgas Corridor Project
   - Belmont Village Bike and Pedestrian Project
   - 2023 Pavement Project
   - 2024 Slurry Project

4. Policy Updates (part of this *Strategic Focus Area* to *Enhance Multi-Model Transportation)*:
   - Traffic Calming Policy (completion expected by December 2024)
   - Revisions to the Sidewalk Installation Policy (completion expected by Summer 2024)
   - Residential On-Street Parking Space for the Disabled (Completed in 2023)
   - ADA Transition Plan (ongoing)

5. Advancing Firehouse Square, Artisan Crossing and 815 Old County Road (just to name a few) private developments through design or construction which will install new pedestrian crossing and sidewalk safety and mobility improvements in conjunction with new development and in compliance with General Plan Policy 3.1-5, which requires new development to contribute their fair share towards improvements for all travel modes.

6. Coordinating smaller private developments and private construction projects replacing and installing sections of sidewalk throughout the City supporting the City's recognized Sidewalk Installation Policy.

The remaining objective per this *Strategic Focus Area* to *Enhance Multi-Model Transportation* is to develop a Transportation Master Plan that addresses how significant development, mobility, traffic congestion, and infrastructure can be managed for all modes of transportation. Currently, the City is seeking grant funding.

Other projects fall under the remaining four objectives:
1. Advance pavement and street improvements (see projects above)
2. Advance sewer and storm system improvements
3. Advance improvements at parks, athletic fields, and buildings and
4. Advance climate actions and adaption goals

Construction projects will continue to focus on gaps in mobility such as bike lane improvements/connectivity or non-standard sidewalks.

Public Works continues to work with City Council's mobility priorities throughout the City while also addressing projects identified in the Pedestrian and Bicycle Master Plan, the Ralston Avenue Corridor Improvements and the Alameda de las Pulgas Transportation Safety Plan. We look to keep improving policies and strive for more complete streets.

*Education*

Public Works updates the City's social media most weeks to inform residents of street improvements. With traffic projects or policies that have more impact, such as the Traffic Calming Policy, Public Works will present to BPAC and City Council, plus at PTSC Meetings, which has a more intimate setting for discussion. The residents in attendance include those who have made requests and those interested in what the Committee discusses. These meetings are also advertised through social media and post cards, and residents can voice their opinions and give input.

On the Police Department side, a dedicated traffic team continues to be committed to education and enforcement of traffic laws such as speeding, texting while driving, distracted driving, seat belt usage, and impaired driving (DUI). During all events and stops, officers use the time to educate motorists about traffic safety and the impact to the public they have. Education does not end with the Police Department, but also includes public outreach through social media, events, and word of mouth. An engaged community leads to a safer, more aware community.

San Mateo Consolidated Fire also hosts education efforts throughout the year, including the Youth Fire Setter intervention and education, Wildland-Urban Interface campaigns and assorted Public Safety Issue trainings. These efforts hope to reduce residential fires and lessen the need for emergency vehicles up in the hills of Belmont.

*Enforcement*

The Belmont Police Department does an excellent job with community education and enforcing traffic laws. Along with the traffic team, all patrol officers are responsible for enforcing traffic laws during their normal patrol duties. Along with their own knowledge of the City, the department looks to the community to identify problem areas. Community involvement is a crucial piece leading to directed traffic enforcement and traffic hotspots. Directed traffic enforcement is a tool the Police Department uses to enforce and educate motorists in a designated area throughout the City over an extended period, whereas a traffic hotspot is typically a day event where heavy enforcement is performed in a particular location to address a safety issue. Additionally, in late 2023 the Belmont Police Department received a grant from the California Office of Traffic Safety to reduce the number of DUI involved crashes as well as bicycle involved crashes. Over the course of 2023, the Police Department has performed the following:

- 4,033 traffic stops
- 754 directed traffic enforcements
- Issued:
    - 1,903 moving citations
    - 233 written warnings
    - 1,707 unclassified citations*

- 303 criminal citations

*Administrative, code enforcement, misdemeanor and warning citations

**Alternatives**

1. None.

**Attachments**

A. "Annual Mobility Update" PowerPoint
B. Parking and Traffic Safety Committee Improvements Table

**Fiscal Impact**

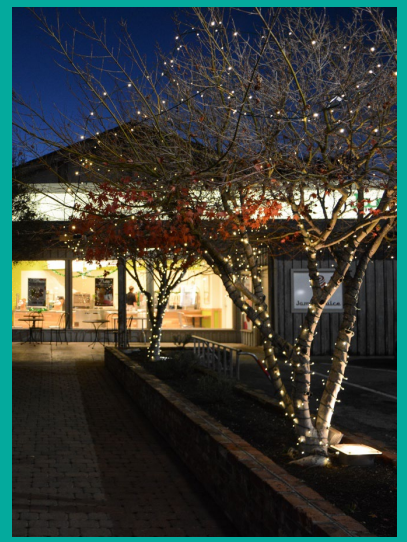
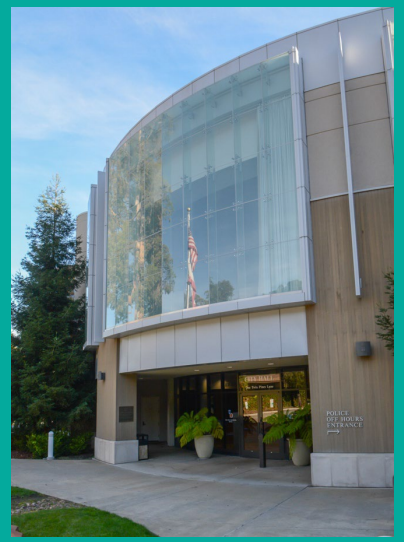
☐ No Fiscal Impact

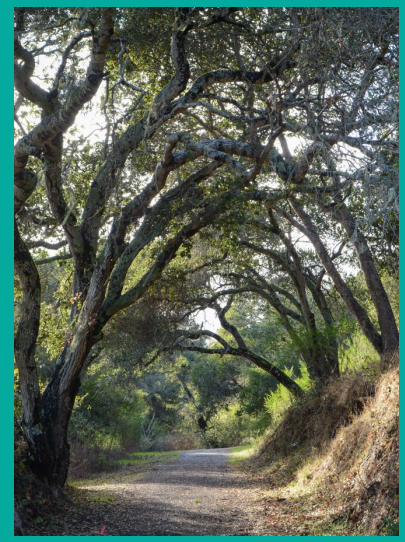
☒ Funding Source Confirmed: Receiving the annual mobility update has no direct fiscal impact. Capital improvement projects (CIP) related to transportation and mobility are incorporated as part of the five-year CIP plan.

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

## Parking and Traffic Safety Committee Improvements Table

| LOCATION | IMPROVEMENT |
|---|---|
| **Maywood Drive at Ralston Ave** | Painted approximately 20 feet of "no parking zone" red curb along southbound Maywood Drive |
| **Hallmark Drive, various intersections** | Painted curb returns red at Hallmark Drive intersections at Soho Circle, Paddington Court, Wakefield Drive, Somerset Drive (south side only), Leigh Way and the intersection of Somerset drive and Leigh Way |
| **Monserat Ave at Cipriani Blvd** | Painted approximately 30 feet of "no parking zone" red curb along eastbound Monserat Avenue |
| **Manzanita Avenue** | Installed 4-hour parking signs (6 AM to 10 AM MONDAYS) and painted green curb |



# ANNUAL TRANSPORTATION & MOBILITY UPDATE FOR PARKING, TRAFFIC AND PEDESTRIAN SAFETY IMPROVEMENTS

February 13, 2024

CITY OF BELMONT

CALIFORNIA BELMONT

# THREE “E’s”

Engineering

Education

Enforcement

# PARKING & TRAFFIC SAFETY COMMITTEE (PTSC)

- Belmont Police Department
- San Mateo Consolidated Fire Department
- Belmont Public Works Department

# ENGINEERING



Parking and Traffic Safety Committee



City Staff Maintenance



Capital Improvement Projects

# PARKING & TRAFFIC SAFETY COMMITTEE

- Receives requests from internal staff or the public
- Requests are reviewed and taken to public meetings if necessary
- City Council approval is requested when necessary for certain improvements

# PARKING & TRAFFIC SAFETY COMMITTEE



**Striping and Markings**

Crosswalks
Stop Bars
Sharrows
etc.



**Signage**

Installation
Replacement



**Maintenance**

Tree Trimming
Painting Curbs

# 2023 PTSC IMPROVEMENTS

| LOCATION | IMPROVEMENT |
|---|---|
| **Maywood Drive at Ralston Ave** | Painted approximately 20 feet of “no parking zone” red curb along southbound Maywood Drive |
| **Hallmark Drive, various intersections** | Painted curb returns red at Hallmark Drive intersections at Soho Circle, Paddington Court, Wakefield Drive, Somerset Drive (south side only), Leigh Way and the intersection of Somerset drive and Leigh Way |
| **Monserat Ave at Cipriani Blvd** | Painted approximately 30 feet of “no parking zone” red curb along eastbound Monserat Avenue |
| **Manzanita Avenue** | Installed 4-hour parking signs (6 AM to 10 AM MONDAYS) and painted green curb |

# MAINTENANCE

- Refreshed:
  - 4,354 feet of red curb
  - 7 crosswalks located in School Zones
  - 1,400 feet of lane/parking stall striping
  - 20 pavement marking legends (arrows, STOP, KEEP CLEAR)
- Replaced:
  - 13 regulatory signs
  - 8 warning signs
  - 6 guide signs/street signs
- Repaired: 352 potholes
- Crack Sealed: 47,156 linear feet of pavement
- Installed:
  - 235.12 tons of asphalt
  - 11.75 yards of concrete
  - Flashing LED signage
  - Solar panel power source for RRFB

# MAINTENANCE



Finishing curb & gutter




Sign installation



Pavement striping

# MAJOR ACCOMPLISHMENTS

- Completion of the **Ralston Corridor Phase 3 CIPR Project**

- **Policy Updates**:
  - Traffic Calming Policy
  - Sidewalk Installation Policy (revision)
  - Residential On-Street Parking Space for the Disabled
  - ADA Transition Plan (ongoing)

# MAJOR ACCOMPLISHMENTS (cont'd)

- **Ralston Avenue, Cabinet Relocation Project** (relocated of electrical cabinets at Ralston Ave/Cipriani Blvd and Ralston Ave/Belmont Canyon Road)

# CURRENT PROJECTS

## DEVELOPMENT PROJECTS

- Fire House Square
- Artisan Crossing
- 815 Old County Road
- Single Family Homes
  - New builds
  - Additions
  - Accessory Dwelling Units (ADUs)

## CAPITAL IMPROVEMENT PROJECTS

- Ralston Ave cabinet relocations
- 2023 Pavement Project
- Alameda de Las Pulgas Corridor Improvement Project
- Belmont Village Bike and Pedestrian Project
- 2024 Slurry Project

# EDUCATION



Outreach and Events



Police Department



Media

# ENFORCEMENT

Traffic Hotspots

Directed Traffic Enforcement

Parking Hotline

# BELMONT POLICE STATISTICS FROM 2023

- Performed:
  - 4,033 Traffic Stops
  - 754 Directed Traffic Enforcements
- Issued:
  - 1,903 Moving Citations
  - 233 Written Warnings
  - 1,707 Unclassified Citations*
  - 303 Criminal Citations

*Administrative, code enforcement, misdemeanor and warning citations

# Questions

