



**City of Belmont  
Community Development Department**

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# Prospect Point Condominium Conversion 1000 South Road, Belmont, California

Prepared for  
City of Belmont  
Community Development Department  
One Twin Pines Lane, Suite 310  
Belmont, CA 94002

May 7, 2007

Prepared by  
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**City of Belmont  
Community Development Department  
Environmental Checklist  
Initial Study**

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- *Arborist Report, 1000 South Road, McClenahan Consulting, December 20, 2005.*
  - *Arborist Report Addendum, 1000 South Road, McClenahan Consulting, July 28, 2006.*
  - *Initial Assessment of 80 trees at and adjacent to the property known as 1000 South Road Belmont, California, Walter Levinson, March 28, 2007. (Peer review of arborist's reports)*
  - *Crestmont Apartments 1000 South Road, Belmont, CA, Hohback-Lewin Inc, Structural Engineers, October 5, 2004.*
  - *Geotechnical Investigation Proposed Building Additions 1000 South Road Belmont, California (Report # 2092-2), Lowney Associates, December 25, 2005.*
  - *Geotechnical Investigation Proposed Apartment Building 950 Holly Road Belmont, California (Report # 2092-3), Lowney Associates, April 19, 2006.*
  - *Geotechnical Peer Review Apartment Building Addition and Lot Merger 950 Holly Road and 1000 South Road, Cotton Shires Associates, March 21, 2007.*
  - *Phase I Environmental Site Assessment Crestmont Apartments 1000 South Road Belmont, CA SES Project No. 9-49010, SES Environmental, Inc., October 4, 2004.*
  - *1000 South Road Residences, Belmont, CA, Environmental Noise Assessment, Charles M. Salter, Associates, Inc., (CSA Project No. 07-0049), February 13, 2007.*
-

1. Project Title: **Pacific Point Condominium Conversion**
2. Lead Agency Name and Address: City of Belmont  
One Twin Pines Lane, Suite 310  
Belmont, CA 94002-3893
3. Contact Person(s) and Phone Number(s): Carlos de Melo, (650) 595-7440  
Community Development Director  
Allison Knapp, (415) 902-3238  
Planning Consultant and Main Contact
4. Project Location: 1000 South Road /950 Holly Road  
APN's: 045-140-400/045-140-390
5. Application Number(s): 2006-0088
6. Project Sponsor's Name and Address: Prospect Point Development  
1020 Prospect Street, Suite 314  
La Jolla, CA 92037
7. General Plan Designation: 1000 South Road: High Density Residential (Rh)  
950 Holly Road: Low Density Residential (R1)
8. Zoning: 1000 South Road: Multi-Family Residential (R-4)  
950 Holly Road: Single-Family Residential (R-1A)
9. Project Description:

Overview and Existing Conditions

Prospect Point, the "Applicant" owns both 1000 South Road and 950 Holly Road. South Road is developed with a 20 unit apartment building over a garage accommodating 28 parking spaces. An additional eight parking spaces are provided on surface and exterior to the garage. Holly Road is developed with a single family residence and separate two car garage. See Figure 1, Project Location. The Applicant is proposing to merge the two parcels, demolish the single family residence and all associated structures and substantially demolish, renovate and convert the apartment building to include 20 luxury condominiums.

The apartment building was built in 1962 and consists of a two-story wood frame building over parking on a reinforced concrete slab. One studio, eight one-bedroom, 10 two-bedroom and two three bedroom units are in the building. A swimming pool and maintenance building are on the site. The residence on South Road appears to have been constructed in the late 1940's although no building permit is on file for the original construction. Vinyl siding and brick veneer were added to the residence in the 1970's as indicated by both site inspections and building permits

that are on file at the City. The apartment building is vacant and the single-family residence is occupied by a caretaker whom is providing oversight on both parcels.

*South Road:* The 1000 South Road parcel is 36,343 square feet in area (0.834 acre). The property slopes up to the north west at an approximate 22 percent grade. The parcel is heavily wooded with a variety of native and ornamental trees. The parcel has frontage on South Road, Holly Road and Ralston Avenue. The building and the landscaping are not well maintained.

*Holly Road:* The Holly Road parcel is a flag shaped lot (flag lot) consisting of 17,836 square feet in area (0.409 acre). The property also slopes up to the north west at an approximate 25 percent grade. The flag lot has 50 feet of frontage along Holly Road and a lot depth from Holly Road to the western property line of 175 feet. It is this, the southern lot line of 950 Holly Road that would be removed as a result of the requested lot merger. The remainder of the lot wraps behind 940 and 930 Holly Road. See Figure 2, Proposed Lot Merger. Both 940 and 930 Holly Road are substandard sized lots of approximately 5,000 square feet in area where 9,600 square feet is the required minimum lot area. 950 Holly Road is also heavily wooded with both ornamental and native trees.

#### Legislative and Entitlement Requests

The Applicant is requesting an amendment to the City's land use map to designate the Holly Road parcel Medium Density Residential from Low Density Residential and the 1000 South Road Parcel Medium Density Residential from High Density Residential. A zoning designation of Planned Development is requested for both parcels thereby removing the R-1A designation on Holly Road and R-4 designation on South Road.

The request for a Planned Development zoning designation requires the submittal and approval of a Conceptual Development Plan, reviewed by both the Planning Commission and City Council and subsequently a Detailed Development Plan reviewed only by the Planning Commission (Section 12, Belmont Zoning Ordinance). The City's review process requires the Conceptual Development Plan, general plan amendment, lot merger and subdivision for the condominium conversion to be reviewed as a package. Subsequently, the Detailed Development Plan along with a conditional use permit, design review, grading plan and tree removal permit will go before the Planning Commission for action and is not required to be reviewed and acted upon by the City Council.

#### Project Details

The merged lot area for the project would be 54,179 square feet (1.25 acre). The two existing curb cuts on the South Road parcel would serve the merged site. The curb cut off Holly would be abandoned and replaced with curb, gutter and sidewalk. Additionally, curb, gutter and sidewalk would be provided the entire length of the project frontage. See Figure 3, Site Plan.

The merged site would still slope up to the north-west. The architectural drawings show the construction to substantially conform to the slope of the lot by decreasing in size and height in

areas where the slope of the lot increases. The Applicant proposes a substantial demolition of the existing apartment building and a complete demolition of the single-family residence and garage. The remodel of the apartment building would occur where the apartment building currently exists, in the central and western portions of the site. Two additions are proposed to accommodate the conversion to luxury condominiums: An expansion off the north-west elevation of the building as well as an expansion off the south east elevation.

*North West Expansion:* The north west expansion, the portion of the building closest to the 940 Holly Road single-family residence would consist of a garage level and first and second floor residential and a third unit on-grade unit. The garage is proposed to park six vehicles including one that is van accessible. The first and second floors would include one unit each. The height along the north elevation which would be adjacent to the 940 Holly Road residence varies from 16 feet to 37'-11". The third unit consisting of 2,088 square feet would be 20 feet in height along this elevation. The north west expansion consists of approximately 9,805 square feet.

*South East Expansion:* The south east expansion would be down slope of the main building and would be the portion of the project closest to Ralston Avenue. The south east expansion includes four levels of residential; two sub-levels, one ground level and a first floor. Five units are proposed in this area; one on sub-level two, two on sub-level one, two on the ground level and one on the first floor. The height in this area would range from 29'-4" to be 47'-9". The south east expansion would consist of approximately 12,465 square feet in area.

*Existing Main Area:* The main area of the building would include one ground floor parking level (37 parking spaces including one disabled access stall) with two residential floors above. The two floors would include five units on the first floor and six units on the second floor. The maximum height of the main area would be 49'-8" above finish and adjacent grade and the minimum height would be 27'-4" on the western elevation. The maximum height would be on the southern elevation facing Ralston Avenue. The existing main area would be approximately 35,872 square feet in area.

In summary, the north-west expansion is proposed to decrease in size, height and density as it approaches the single-family residences on Holly Road. The majority of the project is proposed where it currently exists. The south east expansion steps toward Ralston Avenue. The majority of the density of the project, 17 units, is in the Main and South East areas and the lowest density, height and bulk is proposed in the north west area. The height along the Holly frontage (eastern elevation) varies from 37'-11" to 47'-11".

### Condominium Types and Square Footages

The Applicant proposes to construct four different condominium unit types consisting of: one one-bedroom and one and a half baths, two two-bedroom and two and a half baths, nine two-bedroom and two baths and eight three bedroom and three baths. The units would range in size from approximately 1,000 to 2,200 net square feet in size. See Table 1 for a breakdown of the uses and square footages.

Parking would be provided both on surface and garaged. Forty three garaged (covered) parking spaces are proposed and four surface stalls are proposed. Two handicapped stalls are proposed in the garage areas. Table 1, below, provides the breakdown of use and gross square footage of the proposed project.

**TABLE 1  
USE AND UNIT TYPE /SQUARE FOOTAGE BREAKDOWN**

<b>UNIT TYPE/USE</b>	<b>QUANTITY</b>	<b>GROSS SQUARE FOOTAGE</b>
One-bedroom/ one and a half baths	1	1,066
Two-bedroom / two and a half baths	2	1,901
Two-bedroom / two baths	9	1,480 -1,846
Three bedroom / three baths	8	2,239
<b>TOTAL RESIDENTIAL</b>	20	43,115
Club House	1	362
<b>TOTAL HABITABLE</b>		43,447
Garaged Parking	43	15,027
Surface Parking	4	Square footage of surface parking is not included as it does not meet the definition of floor area.
<b>TOTAL SQUARE FOOTAGE</b>		58,504
<b>PROPOSED FLOOR AREA RATIO</b>		1.08 (merged site)
<b>EXISTING FLOOR AREA RATIO</b>		0.98 (1000 South Road only)

Grading/Impervious Surfaces

*Grading:* Approximately 1,950 cubic yards of cut and 410 cubic yards of fill would be required for building and site work. Total soil export is anticipated to be approximately 1,540 cubic yards. The export would require approximately 154 round trip truck trips (10 cubic yard capacity) for off-hauling the excavated soil. Table 2, below, provides a breakdown of the anticipated grading.

**TABLE 2  
GRADING BREAKDOWN/CUBIC YARDS**

	<b>CUT</b>	<b>FILL</b>
Building	1,660	230
Site Work	290	180
<b>TOTAL</b>	<b>1,950</b>	<b>410</b>
EXPORT	1,540	

*Impervious Surfaces:* The proposed building footprint on the merged site would be 19,651 square feet, or 6,243 square feet more than the existing 13,408 square feet that currently exists on the South and Holly Road parcels. The Holly Road parcel residence and garage footprints are approximately 1,240 square feet and the South Road apartment building and pool house are approximately 12,168 square feet. The existing hardscape on 1000 South Road is 11,691 square feet. The proposed hardscape would be 8,041 square feet or 3,650 square feet less than what currently exists on the South Road parcel. The total impervious area on the merged site would be 27,692 square feet or 51 percent of the site. The existing impervious area on the South and Holly Road parcels is approximately 40 percent of the site area.

Architecture/Landscape Architecture

*Architecture:* The proposed architectural style is Craftsman. The façade is proposed to be shingle siding with wide wood trim detailing around aluminum clad wood windows. The window glazing is proposed to be a clear, dual-glazed system with true mullions separating the panes. The shingle walls toward the public view would transition to a full-story stone base before meeting the ground. The stone base is proposed to wrap the existing garage with arched openings and rustic metal grilles and would step down with the grade toward the property boundaries to help ground the building and create a pedestrian scale and interlocking patterns. Decks projecting out from the building would consist of wood vertical pickets braced with heavy-timber diagonals below and glass balcony rails encased with wood trim. The roof would be composed of thick wood shakes and copper rounded gutters and roof-drain leaders. The eave perimeter would include projected wood dentils and a long overhang to add texture and cap the building. The flat roof is proposed to be modified to a sloped roof. The color palette proposed is sepias, creams, warm grays, and bronze with gold tones added.

*Landscape Architecture:* The site is heavily wooded. Approximately 46 trees would be removed from the merged site to construct the project and 54 of the existing trees would be retained on the site. These trees, discussed in the Biology Section of this document, include 18 non-regulated trees (trees not protected by the City’s Tree Ordinance), two dead trees, and 26 City-regulated trees of which 16 are in very poor to poor condition. Eight of the regulated trees are considered “Protected” under the City’s ordinance. Protected trees that would be removed are proposed to be replaced by

planting 25-30 15-gallon and 24"-box size native tree specimens (*Initial Assessment of 80 Trees at and adjacent to the property known as 1000 South Road Belmont, California, Walter Levinson, March 28, 2007*). The existing California Oaks, Buckeyes, Redwoods, and native shrubs along the perimeter of the property currently create a natural buffer to the surrounding properties and are proposed to be retained for the project.

The proposed landscape design uses low stone walls, terraced wood decking, and flagstone walks along the perimeter to blend the landscape with the proposed Craftsman style architecture and existing vegetation. A dry pond with a wood bridge is proposed to create visual interest at the front of the main portion of the building. Considerable renovation of the landscaping at the rear of the building is also proposed to provide a green space between the project and adjacent buildings and to maximize privacy and frame views.

### Construction Schedule

Should the project be approved by the City of Belmont, the Applicant proposes to remove dead, diseased and select trees in October 2007. Subsequently, the Applicant would apply for demolition permits to remove the Holly Road structures and portions of the apartment building. Grading permits would be applied for in the winter of 2007/08 and would not likely be issued by the City prior to April 15, 2008 ("wet weather restrictions") pursuant to City ordinance. However, an exception to the time limitation of grading for wet weather can be issued by the Director of Public Works and if such a permit were issued, grading could commence earlier provided that site stabilization measures were in place to the satisfaction of the City. Grading activities are expected to be completed within two months. Project construction is anticipated to commence in spring of 2008 and would take approximately 16 months to complete. Pile driving and blasting are not required or requested for the project.

### Surrounding Land Uses and Setting

The project site is located in a residential area and is adjacent to three roadways. Ralston Avenue is adjacent to and south of the site, South Road and Holly Road are to the east, and single-family residential uses are adjacent to and north and west of the site. Twin Pines Park is across Ralston Avenue from the site. The College of Notre Dame is within 0.25 mile west of the site along Ralston Avenue. Residential lots in the area vary in size from approximately 5,000 square feet to two acres in size.

11. Other agencies whose approval is required include the Bay Area Air Quality Management District, to review and permit demolition of buildings containing asbestos and lead based paints and Regional Water Quality Control Board, to review and permit construction activities on projects affecting 10,000 square feet or more.
12. Documents Incorporated Herein by Reference (included in Appendix A in their entirety)

*Arborist Report, 1000 South Road, McClenahan Consulting, December 20, 2005.*

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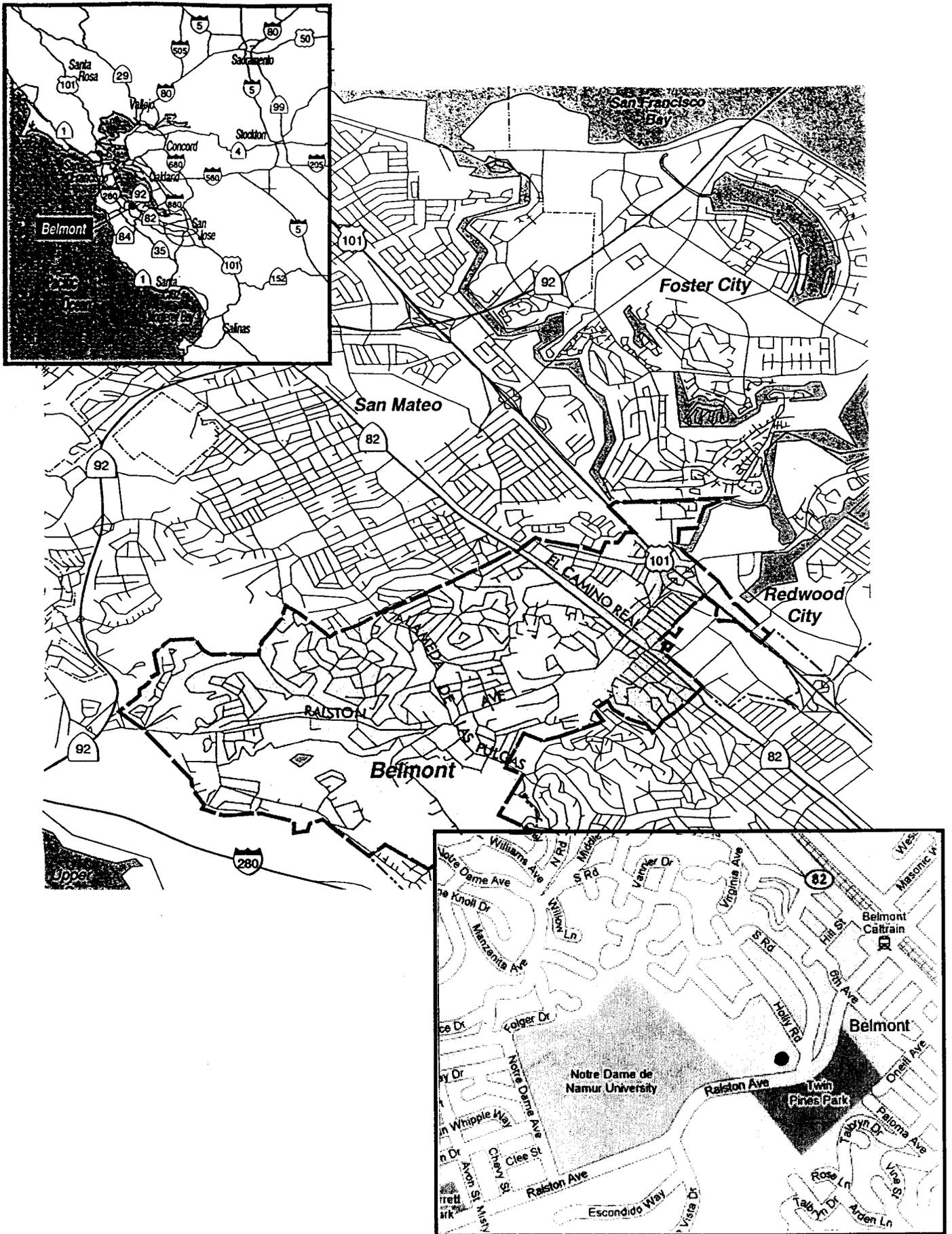
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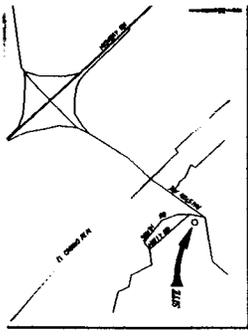
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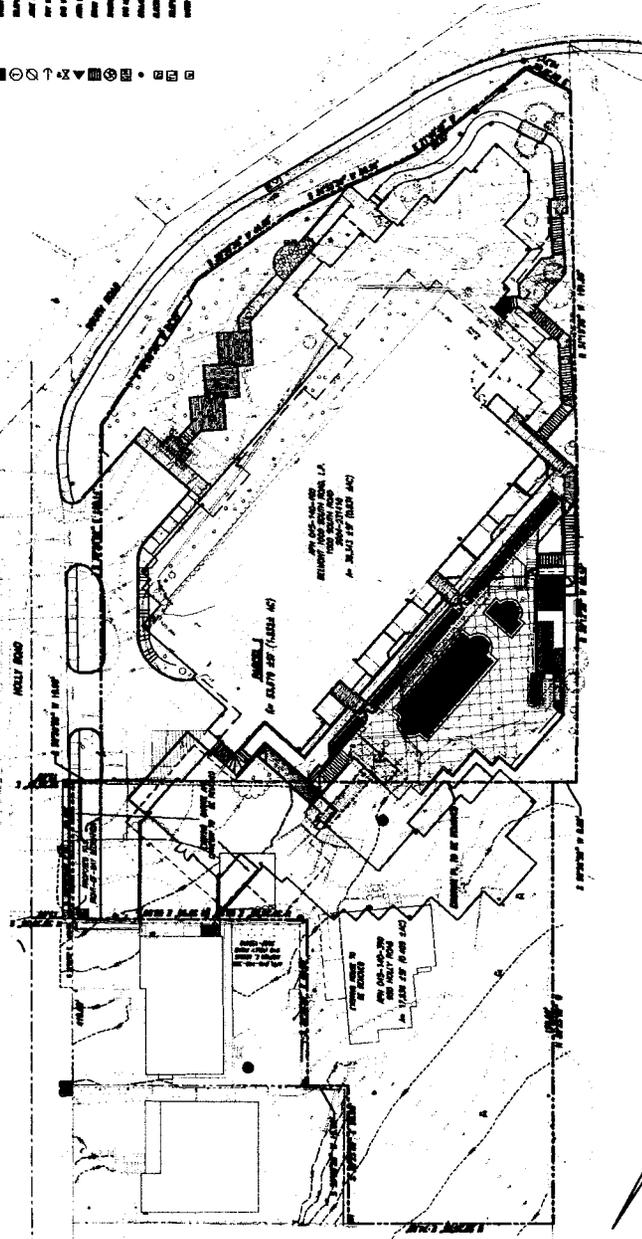
**FIGURE 1 - LOCATION MAP**

Source - City of Belmont and Google Maps 2007



**LEGEND & ABBREVIATIONS**

PROPERTY LINE - DASHED LINE  
 PROPERTY CORNER - BLACK DOT  
 PROPERTY CORNER - WHITE DOT  
 PROPERTY CORNER - OPEN SQUARE  
 PROPERTY CORNER - OPEN TRIANGLE  
 PROPERTY CORNER - OPEN CIRCLE  
 PROPERTY CORNER - OPEN DIAMOND  
 PROPERTY CORNER - OPEN STAR  
 PROPERTY CORNER - OPEN X  
 PROPERTY CORNER - OPEN PLUS  
 PROPERTY CORNER - OPEN MINUS  
 PROPERTY CORNER - OPEN ASTERISK  
 PROPERTY CORNER - OPEN HASH  
 PROPERTY CORNER - OPEN PERCENT SIGN  
 PROPERTY CORNER - OPEN AT SIGN  
 PROPERTY CORNER - OPEN AMPERSAND  
 PROPERTY CORNER - OPEN DOLLAR SIGN  
 PROPERTY CORNER - OPEN POUND SIGN  
 PROPERTY CORNER - OPEN CENTS SIGN  
 PROPERTY CORNER - OPEN EQUALS SIGN  
 PROPERTY CORNER - OPEN LESS THAN SIGN  
 PROPERTY CORNER - OPEN GREATER THAN SIGN  
 PROPERTY CORNER - OPEN QUESTION MARK  
 PROPERTY CORNER - OPEN EXCLAMATION POINT  
 PROPERTY CORNER - OPEN NUMBER ONE  
 PROPERTY CORNER - OPEN NUMBER TWO  
 PROPERTY CORNER - OPEN NUMBER THREE  
 PROPERTY CORNER - OPEN NUMBER FOUR  
 PROPERTY CORNER - OPEN NUMBER FIVE  
 PROPERTY CORNER - OPEN NUMBER SIX  
 PROPERTY CORNER - OPEN NUMBER SEVEN  
 PROPERTY CORNER - OPEN NUMBER EIGHT  
 PROPERTY CORNER - OPEN NUMBER NINE  
 PROPERTY CORNER - OPEN NUMBER TEN  
 PROPERTY CORNER - OPEN NUMBER ELEVEN  
 PROPERTY CORNER - OPEN NUMBER TWELVE  
 PROPERTY CORNER - OPEN NUMBER THIRTEEN  
 PROPERTY CORNER - OPEN NUMBER FOURTEEN  
 PROPERTY CORNER - OPEN NUMBER FIFTEEN  
 PROPERTY CORNER - OPEN NUMBER SIXTEEN  
 PROPERTY CORNER - OPEN NUMBER SEVENTEEN  
 PROPERTY CORNER - OPEN NUMBER EIGHTEEN  
 PROPERTY CORNER - OPEN NUMBER NINETEEN  
 PROPERTY CORNER - OPEN NUMBER TWENTY



**GENERAL NOTES (cont'd)**

1. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

4. ALL DIMENSIONS ARE TO SURFACE UNLESS OTHERWISE NOTED.

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**TENTATIVE MAP**  
**RESIDENTIAL CONDOMINIUM PURPOSES**  
 CALIFORNIA

**JMH WEISS, INC.**  
 1000 PLYMOUTH AVENUE, SUITE 200  
 COSTA MESA, CALIFORNIA 92626  
 TEL: (714) 440-1000 FAX: (714) 440-1001

1 OF 1 SHEET  
 11/11/03  
 4472

**FIGURE 2 - PROPOSED LOT MERGER**



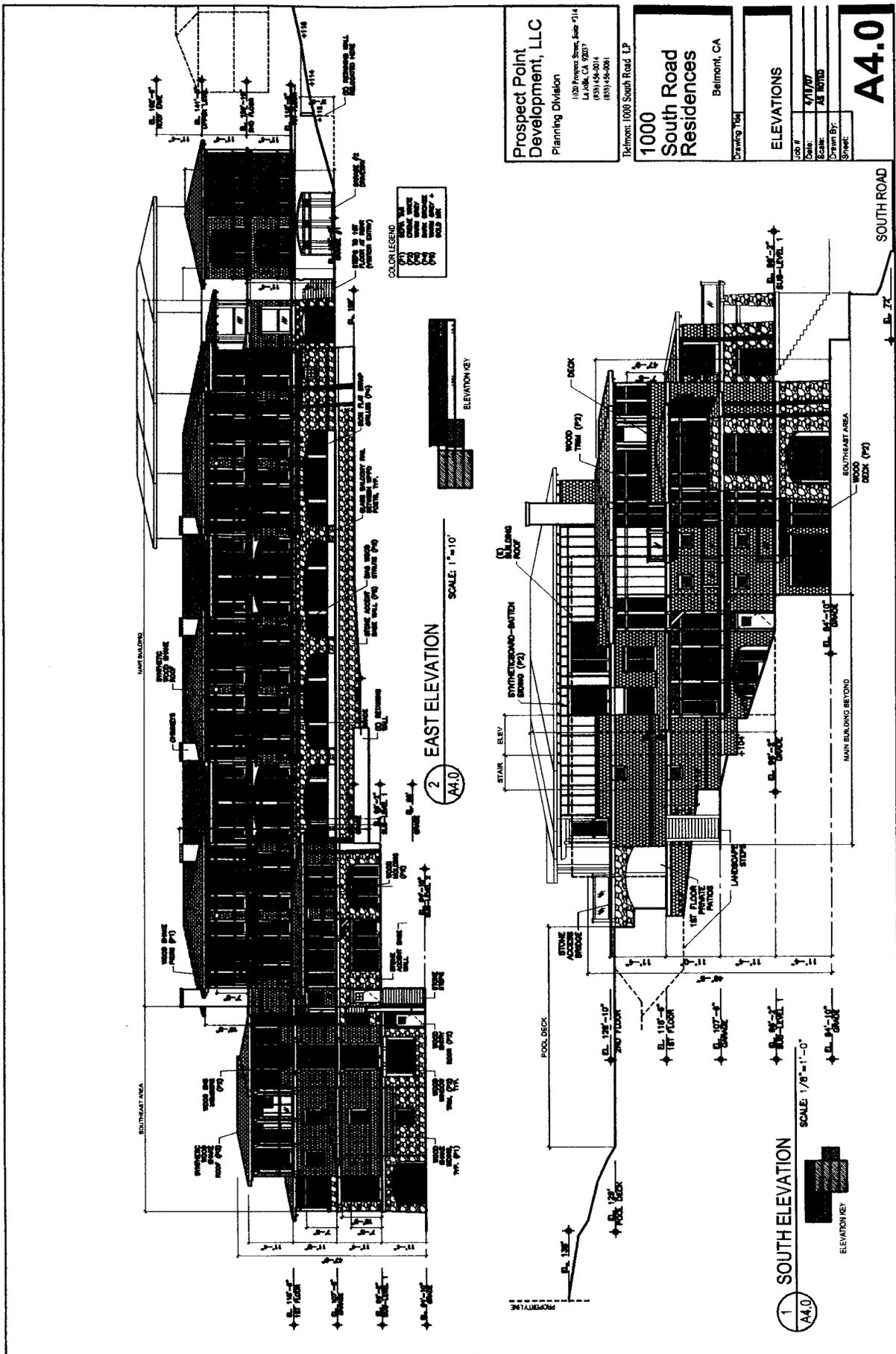


FIGURE 4 - PROPOSED ELEVATIONS

## Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

	Aesthetics		Agriculture Resources		Air Quality
<b>X</b>	Biological Resources		Cultural Resources		Geology/Soils
	Hazards & Hazardous Materials		Hydrology/Water Quality		Land Use/Planning
	Mineral Resources	<b>X</b>	Noise		Population/Housing
	Public Services		Recreation		Transportation/Traffic
	Utilities/Service Systems		Mandatory Findings of Significance		

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.
<b>X</b>	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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Carlos de Melo, Community Development Director

\_\_\_\_\_  
Date

# Evaluation of Environmental Impacts

## Issues:

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. Aesthetics</b> - Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X

### BACKGROUND

The “Project Site”, herein defined as the 1000 South Road and 950 Holly Road parcels, is within and on the edge of a residential neighborhood known as the Central Neighborhood (Belmont General Plan). The Project Site is bound by small lot single-family residential land uses to the north and larger lot single family residential uses to the west. South Road, Holly Road and Ralston Avenue abut the Project Site on its eastern and southern boundaries. Apartment buildings are directly across South Road and Twin Pines Park is south of the Project Site across Ralston Avenue. Ralston Avenue in the vicinity of the Project Site is a locally designated scenic corridor (Belmont General Plan).

The Project Site is developed with a two-story apartment building over parking and single family residence and associated buildings. The apartment building is in significant disrepair and the property itself, including the landscaping, is not well maintained. The parking area is exposed to full view to those traveling or walking along Holly and South Roads. The apartment building is void of architectural detail and its style is predominately a rectangular flat roofed box. The building itself is not maintained and is deteriorating.

The Project Site is heavily wooded. There are trees along the northern and the eastern boundaries of the Project Site that provide screening. Many trees on the Project Site are in hazardous, very poor to poor condition. (Note: An arborist’s was prepared for the project and was peer reviewed by the City’s arborist. The findings of the reports are discussed in detail in the Biology Section of this document).

### DISCUSSION

a) The proposed project would not have a substantial adverse effect on a scenic vista. The project would demolish a poorly maintained building that is essentially a three-story rectangle with exposed parking and replace it with a 20-unit condominium that is Craftsman in style. The architecture would include building elements of varying heights, recessing and projecting planes and shingle siding with wide wood trim detailing around aluminum clad wood windows and stone on the façade. The project is proposed to decrease in size, height and density as it approaches the single-family residences on Holly Road, thereby providing a transition from Ralston Avenue, a major transportation corridor, to the single family neighborhood to the north and west. Additionally, the south east portion of the project would step toward Ralston Avenue. The majority of the density of the project, 17 units would be in the central and southeastern portions of the site, towards Ralston Avenue. Therefore, the project would largely conform

to the slope of the lot and decrease in height while preserving the views and character of the single-family neighborhood it adjoins.

The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project is within a locally designated scenic corridor and not a state designated scenic corridor. The landscape plan submitted as part of the project shows that much of the rock outcroppings on the site would be maintained and removed rocks would be incorporated into the new landscape areas. The stone “grotto” that currently exists on the site would be relocated to southern area of the site where a landscape feature including a “dry pond” is proposed to be constructed. Additionally, the architecture of the site proposes the use of stone, as noted in the Project Description. The use of stone in the architecture is in keeping with Craftsman-style architecture and would serve unify the landscape of the site and the architecture of the building as well as augment the rock outcroppings on the site. The proposed architecture and landscape would improve the visual quality of this highly visible parcel along Ralston Avenue.

The landscape plan and accompanying arborist’s report indicates that 32 trees would be removed to construct the project. The screen trees that exist along Holly and South Road and Ralston Avenue would remain. The project would retain the mixed Oaks and Buckeyes around the perimeter of the site. There are approximately 100 trees on the Project Site and 46 would be removed to construct the project. The removed trees include two dead trees and 16 that are in very poor to poor condition. As noted above 25 to 30 trees would be planted to replace the trees that would be removed. Removal of some of the trees is required to promote the healthy growth of existing and proposed heritage trees.

The site does not contain any historic buildings as discussed in the Cultural Resources Section of this document.

The project would not increase light and glare in the project area. The Project Site is developed with residential uses and would continue to be lighted to accommodate the condominium conversion in a similar fashion. The project would include landscaping, parking, building and street lighting, as required by the Department of Public Works, Police and Building Departments and the Belmont-San Carlos Fire Department. Light fixtures would be down-cast beam with directional shielding orientated toward lighting the task for which it is designed. Additionally, as a standard condition of approval and prior to issuance of a building permit, the Community Development Department requires a lighting study illustrating the direction and intensity of lighting to assure the lighting is directed to the designed task and to minimize off-site light spillage.

The project would not substantially degrade the existing visual character or quality of the site and its surroundings. As discussed in a and b above, the project would improve the visual quality of the Ralston Avenue corridor by removing a three story building void of architectural detail and replacing it with a Craftsman-style building.

**Finding:** The proposed project would not have an impact on the aesthetics or scenic quality on the Project Site or in the project area. There would be no individual or cumulative impacts with respect to aesthetic or visual quality associated with the project.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. Agriculture Resources - Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

**BACKGROUND**

The Project Site, based upon available building records, has been developed since the 1940's. The Project Site is surrounded by residential development and roads.

**DISCUSSION**

a) The Project Site is not in and as such would not involve the conversion of Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

b) The Project Site is not zoned agricultural or in Williamson Act Contract.

The Project Site is not nearby or adjacent to any agricultural use. Twin Pines Park is across Ralston Avenue and is designated as Agriculture Open Space of the Belmont Zoning Map. Twin Pines Park is used as a park, senior and civic center. It is highly speculative that Twin Pines Park would ever be converted to agricultural use in light of its existing use and the fact that Twin Pines Park encases CA-SMa-150, a significant archaeological resource.

**Finding:** The project would not adversely affect any existing agricultural operations since the site is in residential use and has been for over 60 years. The project would not impact agricultural resources individually or cumulatively.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. Air Quality - Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

## **BACKGROUND**

### Regulatory Framework

The Bay Area Air Quality Management District (BAAQMD) monitors and regulates air quality pursuant to the federal 1990 Clean Air Act Amendments and the 1988 California Clean Air Act. The BAAQMD has published Guidelines for assessing air quality impacts, *CEQA Guidelines for Assessing Air Quality Impacts*, December 1999.

The BAAQMD operates a regional monitoring network for ambient concentrations of six criteria pollutants. The major pollutants of concern in the San Francisco Bay Area are ozone, carbon monoxide and particulate matter. The monitoring stations closest to the project site are in Redwood City (monitoring ozone, carbon monoxide and particulate matter PM-10 and PM-2.5) and in Mountain View (monitoring ozone). Ozone and particulate matter (both PM-10 and PM-2.5) are of particular concern as ozone exceeded the state 1-hour average three of the last five years, PM-10 exceeded the state 24-hour averaging standard four of the last five years and PM-2.5 exceeded the national 24-hour average once in the last five years. The Bay Area is currently designated as a nonattainment area for the State and national ozone standards and as a nonattainment area for the state respirable particulate matter (PM-10) standard.

California's strict motor vehicle emission laws have resulted in a decline in precursors to ozone (ROG and NOx). Carbon monoxide has continued to drop over the past 25 years also. Stationary sources of ROG have continued to drop as a result of stricter controls on fugitive emissions from oil refining and new BAAQMD rules on industrial coatings and solvents. PM-10 emissions from motor vehicles exhaust (diesel driven) have also continued to drop. The major source of particulate matter is from fugitive dust sources (i.e., emissions released through means other than through a stack or tailpipe), such as vehicle travel over roadways and construction activities.

*Sensitive Receptors:* Land uses such as schools, day care centers, hospitals and convalescent homes tend to be more sensitive than the general public to poor air quality. These types of land uses are known as sensitive receptors because the populations associated with these groups tend to be more susceptible to respiratory distress. Residential land uses are more sensitive to air quality conditions than commercial or industrial because people generally spend longer periods of time in their homes and as such have a greater exposure to ambient air quality conditions.

### **DISCUSSION:**

**a)** An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a nonattainment area. The main purpose of an air quality plan is to bring the area into compliance with the requirements of federal and State air quality standards. The BAAQMD has developed the *Bay Area 2005 Ozone Strategy* to bring the San Francisco Bay Area region into attainment.

Air quality plans use the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the plans are based on local general plans, projects that are deemed consistent with the applicable general plan are usually found to be consistent with the air quality plans. The proposed project is consistent with the City's General Plan in that residential land uses are proposed and the Project Site is used and planned for residential land use. The proposed project would not increase the development scenario identified in the City's General Plan on the Project Site, but would be less than the maximum permitted under build out conditions designated by the General Plan (see discussion c, below). As a result, the project would not conflict with the 2005 Ozone Strategy because the proposed project would not violate air quality standards or exceed emissions thresholds, and is less

than the buildout scenario envisioned in the City's General Plan and current air quality management policies.

b) Air quality impacts are associated with both construction and operation of a project. BAAQMD rules and regulations govern certain aspects of the construction phase of the project. BAAQMD regulations applicable to the construction of the project relate to portable equipment (e.g., Portland concrete batch plants and gasoline- or diesel-powered engines used for power generation, pumps, compressors and cranes), architectural coatings and paving materials (fugitive dust is discussed below).

*Construction Related Impacts:* Project-related construction activities would include demolition, site preparation, earthmoving, and general construction. Site preparation includes such activities such as general land clearing and grubbing. Earthmoving activities include cut and fill operations, trenching, soil compaction, and grading. General construction includes adding improvements such as roadway surfaces, structures, and facilities. The emissions generated from these construction activities include dust (including PM<sub>10</sub> and PM<sub>2.5</sub>) primarily from "fugitive" sources. Fugitive dust could cause or contribute to the exceedances of the state PM-10 standard during project construction.

Project grading is anticipated to span two months and would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. The *BAAQMD CEQA Guidelines* do not call for quantification of construction emissions, but considers any project's construction-related impacts to be less-than-significant with appropriate implementation of BAAQMD-recommended dust-control measures. The City of Belmont requires as conditions of project approval (levied by the Public Works Department) the implementation of the following measures:

- 1) Water all active construction sites at least twice daily.
- 2) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- 3) 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.
- 4) Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- 5) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- 6) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- 7) Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiled materials.
- 8) Limit traffic speeds on unpaved roads to 15 miles per hour.
- 9) Install sandbags or other erosion-control measures to prevent silt runoff to public roadways.
- 10) Replant vegetation in disturbed areas as quickly as possible.

The City's dust control measures are consistent with BAAQMD recommendations. Dust generation would be the issue of concern to the surrounding residential land uses (sensitive receptors) during construction. Excess dust on Ralston Avenue could also be a concern. However, implementation of the City of Belmont's standard dust control measures would reduce impacts to less than significant. No additional measures are required.

*Long-Term Operational Impacts:* Long-term impacts would primarily be associated with vehicle use, as the project is residential and would not include commercial, institutional or industrial land uses. The proposed project is estimated to generate 118 new daily trips (see c, below). Trip generation is well

below the 2,000 trips per day threshold established by the BAAQMD for the preparation of a detailed air quality analysis (BAAQMD, 1999).

*Summary:* Significant air quality impacts associated with ozone precursors and particulate matter are not anticipated as a result of project construction or operation.

c) The BAAQMD provides trip generation factors for assessing air quality impacts. The factors are: single-family 9.6 trips per unit; apartments 6.6 trips per unit; and condominiums 5.9 trips per unit (Table 8, BAAQMD Guidelines for Assessing Air Quality Impacts). The proposed project would generate 118 average daily trips (118 ADT) which are well below (i.e., 6%) the 2,000 trips per day threshold established by the BAAQMD for the preparation of a detailed air quality analysis. Table 3, below, compares the proposed project ADT's to the existing ADT's and the ADT's that could occur under the existing High Density Residential zoning of the 1000 South Road property and the Low Density Residential zoning of the Holly Road parcel.

**TABLE 3  
ADT COMPARISON**

<b>SCENARIO</b>	<b>DESCRIPTION</b>	<b>ADT</b>
EXISTING	21 apartments, one single family	148
PROPOSED	20 Condominium units	118
BUILD OUT EXISTING	25 apartments, one single-family	175

Because the project would generate fewer vehicle trips than would occur under the other scenarios listed in Table 3, above, the proposed project would result in fewer emissions over the long-term relative to those that would occur under the existing case or under buildout of the existing apartment development. Given this lower relative impact on emissions, the proposed project would not contribute to cumulative impacts on regional ozone or particulate matter levels from overall growth and development in the Bay Area. Also, the construction dust impacts from the project would be less than significant as identified in b, and because the construction phase of the proposed project is not expected to overlap with the construction phase of any other project in the immediate project vicinity, the proposed project would not contribute to a significant local cumulative air quality impact.

d) Hazardous emissions could occur if asbestos and lead are present in any structures on the project site. A Phase I Environmental Site Assessment was prepared for the 1000 South Road property (Phase I Environmental Site Assessment Crestview Apartments 1000 South Road Belmont, CA SES Project No. 9-49010, SES Environmental, Inc., October 4, 2004). A Phase I was not conducted for 950 Holly Road.

The 1000 South Road investigation found that asbestos is present in the fireproofing, interior heater door panels, vinyl sheet flooring and mastics. The fireproofing and door panels are considered friable and the remaining materials non-friable. Additional materials containing asbestos could be uncovered during demolition. The report recommends that a comprehensive asbestos survey should be conducted to identify building materials that may contain asbestos. Any activities that will cause disturbance to identified materials containing asbestos must be removed in accordance with local, state and federal guidelines. Additionally, any materials containing 1/10 of one percent or greater asbestos by weight as determined by the PLM method of analysis mandates that the material be treated as asbestos-containing and are subject to regulation under CCR Title 8, Section 1529 (pursuant to Cal-OSHA regulations).

The BAAQMD regulates removal of materials containing asbestos. BAAQMD requirements are enforced in concert with the Belmont Permit Center which is a coalition of the Building, Planning, Public Works and Fire Authority (Belmont - San Carlos Fire Department). The Building Division requires notification

to BAAQMD by the project applicant for demolition of buildings suspected of containing asbestos or lead based paints. Therefore, as a matter of law, the Building Division will require that the project sponsor obtain a “J” number from the BAAQMD demonstrating compliance with their regulations for demolition of structures containing or suspected of containing asbestos. The J number shall be provided to the City of Belmont Permit Center prior to the City Building Division issuing a demolition permit for structures on the 1000 South Road and/or 950 Holly Road parcels. All buildings known or suspected of containing asbestos are required to conform to this process. Based upon the age of the 950 Holly Road structures (approximately 1940’s) it is also suspected that the building will contain asbestos. (Mark A. Nolfi, Chief Building Official and Allison Knapp, meeting March 8, 2007). Therefore, as a matter of law, demolition of structures on both parcels will be required to be reviewed and permitted through the BAAQMD. Therefore, no mitigation is identified as required by this Initial Study as the regulations are captured by the City’s permitting process as a standard requirement of issuance of a demolition permit.

e) Industrial or commercial land uses might be expected to emit odors that could be objectionable or hazardous. The major concern with respect to odors in a residential area is their annoyance to people residing in the area. The project is a residential land use and is not expected to generate odors. Therefore, no significant impacts related to objectionable odors would result from the proposed project.

**Finding:** The project would not result in a significant impact to air quality and would not result in a cumulatively considerable net increase of criteria non-attainment pollutants (ozone precursors and PM-10). The City’s building permit procedure captures the BAAQMD permitting regulations, as well as dust control measures. No mitigation measures, above those required by the City as a matter of law, are identified in this Initial Study. The project would not result in an impact or contribute to a cumulative impact to air quality.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. Biological Resources - Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG or USFWS?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

**BACKGROUND**

The Project Site is within the City of Belmont and within an area that is built-out and based upon the building permit records and Phase I Environmental Site Assessment has been built out for 60 plus years.

There are three pieces of legislation that are applicable to the site: The City's Heritage Tree Ordinance; The Federal Migratory Bird Treaty Act (MBTA: 16 U.S.C., sec. 703, Supp. I, 1989); and, Section 3503 of the California Department of Fish and Game Code.

### Regulatory Framework

*Belmont Heritage Tree Ordinance (Chapter 25 Belmont Municipal Code):* Protected trees (Protected Trees) are defined as Oaks, Redwoods, Sequoias, Madrones, Bays, Buckeyes, and Monterey Cypress having at least one trunk 10 inches in diameter measured at 4.5 feet above grade or greater. Non-native tree species are considered Protected if they measure 18 inches in diameter, or greater at breast height (DBH), except for Acacia species, Eucalyptus Globulus (blue gum), and Monterey Pine, which are considered non-regulated. All tree specimens measuring greater than six inches in diameter at 4.5-feet above grade other than the species noted above are considered "Regulated Trees". Removal of most tree specimens with at least one stem measuring greater than or equal to six-inches in diameter also requires a removal fee based on the City's 2006 Master Fee Schedule. In addition, Protected Trees may require a mitigation replacement up to a 3:1 ratio using 24-inch box size native Oaks or other approved species, or an in-lieu fee of per Protected Tree removed, at the discretion of the Planning Commission. The in-lieu fee is typically assessed at \$400.00 per tree multiplied by the replacement ratio of three per tree for a total fee of \$1,200 mitigation per removed Protected Tree. The funds are used by the City to re-plant trees within its jurisdiction. The contract city arborist usually requests that native species removals be replaced with native species mitigation plantings.

The applicant prepared two tree surveys and a landscape plan and submitted this information as part of the project (*Arborist Report, 1000 South Road, McClenahan Consulting, December 20, 2005, Arborist Report Addendum, 1000 South Road, McClenahan Consulting, July 28, 2006 and Landscape Plan, Randall Planning and Design, October 2006*). The City's consulting arborist peer reviewed the reports and the plans (*Initial Assessment of 80 trees at and adjacent to the property known as 1000 South Road Belmont, California, Walter Levinson, March 28, 2007*). The findings and recommendations of the City's arborist (which are requirements of the project pursuant to the City's Heritage Tree Ordinance) are summarized under the following "Discussion" section. The City Arborist's tree survey identifies individual protected trees, their size, physical characteristics, condition, protection status, and project status. The arborist's report also provides detailed notes and requirements for each tree. The project applicant, in response to the recommendations of Mr. Levinson, incorporated revisions into the project design to address the City's concerns for the preservation of protected trees.

*California Department of Fish and Game:* Nesting birds are protected by the California Department of Fish and Game Code Section 3503, which reads, "It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto."

*Federal Migratory Bird Treaty Act (MBTA: 16 U.S.C., Section 703-712):* There are over 900 species of birds protected by the MBTA. The MBTA prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This Act encompasses whole birds, parts of birds, and bird nests and eggs. Construction activities during the breeding season could result in the incidental loss of fertile eggs or nestlings or nest abandonment. The MBTA is typically enforced by the California Department Fish and Game. A standard requirement is to either conduct tree and building removal during the non-nesting season which in San Mateo County is September 1- January 31 or conduct a nesting survey within five days prior to tree removal and should nests be found they are required to be protected in place until the birds have fledged. Protection of the nests would require leaving the tree in place and based upon the type of bird species identified by the

biological study, various setbacks during project construction (including grading and tree removal) would be required until the birds have fledged.

## **DISCUSSION**

**a, d and e) Protected Trees:** Approximately 46 trees would be removed from the Project Site to construct the project and 54 of the existing trees would be retained on the site. These trees include 18 non-regulated trees (trees not protected by the City's Tree Ordinance), two dead trees, and 26 City-regulated trees of which 16 are in very poor to poor condition. Eight of the Regulated trees are considered Protected under the City's ordinance. The Protected trees are: three Canary Island Pines, one Siberian Elm, two Canary Island Date Palms, one Coast Redwood and one Auracaria. Protected trees that would be removed are proposed to be replaced by planting 25-30 15-gallon and 24"-box size native tree specimens (*Initial Assessment of 80 Trees at and adjacent to the property known as 1000 South Road Belmont, California*, Walter Levinson, March 28, 2007). The existing California Oaks, Buckeyes, Redwoods, and native shrubs along the perimeter of the property currently create a natural buffer to the surrounding properties and are proposed to be retained for the project.

Fifteen Oaks and four Buckeyes would be preserved on the Project Site. The City's arborist, the project landscape architect and architect jointly reviewed the proposed development plans and determined that by relocating proposed storm drain lines the trees could be successfully maintained. Impacts to existing trees would also be minimized as shown on the landscape plans through use of floating beam and pier walkways and decks to minimize ground disturbance, on-grade non-structural "gravity walls" of hand lain stones which allow existing root systems to remain as-is with no grading, and through rerouting of potentially damaging storm drain routes to farther away from existing trees being retained. Radial trenching techniques would further promote the health of the trees to be retained.

The City Arborist's recommendations for tree preservation and planting will become a condition of approval should the project be approved. The arborists' recommendations are required of the project as a matter of law, more specifically, the City's Tree Preservation Ordinance; therefore no additional mitigation measures are identified or required as a result of this Initial Study, as the City's Tree Preservation Ordinance adequately mitigates tree loss. The Arborist's requirements include radial trenching for subgrade irrigation pipes between 10 and 20 feet from the trunk of the tree, relocation of utility trenching, pruning specifications, City Arborist review and approval of grading and construction plans, City Arborist inspection of project grading, trenching and construction, fertilization and watering specifications, trunk buffer specifications, use of wood chips, tree protection fencing, silt fencing, bonding, tree staking specifications and types of nursery stock to be planted on the site (*Initial Assessment of 80 Trees at and adjacent to the property known as 1000 South Road Belmont, California*, Walter Levinson, March 28, 2007).

**Nesting Birds:** Nesting birds protected under the MBTA, if present on the site could be impacted if tree, shrub and/or building removal were to occur during the nesting season which is from February 1-August 31. The applicant proposes to conduct tree removal from September 2007 – January 2008, and as such would not have the potential to disturb any protected nests. Some species, including raptors, have been known to nest in building eaves and other portions of buildings and could be impacted by building demolition if the demolition activities were to occur during nesting season and if nesting birds were present in the buildings during demolition activities. This impact is remote, given the number and quality of trees that would remain on the northeastern portion of the site suitable for nesting, the lack of riparian habitat on the site thereby resulting in a more limited food and water supply and the close location of Twin Pines Park and Belmont Creek which does contain habitat and available food sources.

**Biology Impact 1:** Although a remote possibility, building demolition could impact nesting birds if such birds were present during building demolition (i.e., if demolition activities occurred from February 1- August 31).

**Biology Mitigation 1:** Outside of Nesting Season: Vegetation, tree, and building removal activities (Construction Activities) shall be scheduled to take place outside of the nesting season (February 1 to August 31) to avoid impacts to nesting birds. Every attempt shall be made to protect trees and nests that contain raptor nests.

During Nesting Season: A qualified biologist (Biologist) shall conduct a survey for nesting raptors and other birds within five days prior to the start of Construction Activities if tree or building removal is unavoidable during the nesting season. Construction Activities may take place as scheduled if active nests are not present. Another nest survey shall be conducted if more than five days elapse between the initial nest search and the beginning of Construction Activities. A Biologist shall determine the appropriate buffer to be established around the nest if any active nests are detected. CDFG generally accepts a 50-foot radius buffer around passerine and non-passerine land bird nests, and up to a 250-foot radius for raptors, however the Biologist shall have flexibility to reduce or expand the buffer depending on the specific circumstances.

b) The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG or USFWS as there is no riparian habitat present on the site.

c) The project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal waters) through direct removal, filling, hydrological interruption, or other means as there are no wetlands, marshes, vernal pools or other waters present on the project site.

**Finding:** The project would not result in a significant impact, or significant unavoidable impact with the implementation of Biological Mitigation Measure 1. The project would not result in any cumulative or project specific impacts with implementation of Biological Mitigation Measure 1.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. Cultural Resources – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

**BACKGROUND**

*Archaeological Review:* Twin Pines Park, Senior Center and Civic Center, across Ralston Avenue from the Project Site contain CA-SMa-150 (Holman & Associates, Miley Holman, conversation and e-mail March 26, 2007). The area contained a large village and a “shell mound” spread over many acres on either side of Belmont Creek from a point west of El Camino Real and Ralston Avenue (site of the old

Twin Pines Sanitarium), the vicinity of the Safeway within the Village Center and Twin Pines Park. Carbon dates removed from the sanitarium demolition project suggested that occupation of the site began over 4,000 years ago and probably continued up to the arrival of the Spanish in the Bay Area during the late 1700's. This site was the subject of unpublished archaeological excavation and data retrieval by Holman & Associates during the demolition of the sanitarium and construction of the Belmont Civic Center. The project site has not been the subject of any previous archaeological field inspection. The closest archaeological field inspection to the site was done at the City Park located east of the site. Detailed surface and subsurface testing by Holman & Associates in 1984 and 1986 determined that the archaeological site known as SMA-150 appears to have not continued up Belmont Creek upstream of the existing Twin Pines Park.

Holman & Associates completed a field inspection of the Project Site on March 26, 2007. Mr. Holman performed a visual inspection including the removal of grass covering at a number of locations on the Project Site. Mr. Holman did not find evidence of prehistoric soils (midden). Midden consists of dark brown to black friable soil containing large amounts of shellfish remains. Holman & Associates concluded that the 25 to 40 percent slope of the Project Site distance from Belmont Creek and the lack of midden soil that no prehistoric archaeological resources are present on the Project Site. (Please note: The Project Description identifies the slope of the Project Site as 22-25 percent. This definition is based upon the slope definition contained in the Belmont Zoning Ordinance for developed lots which is the highest and lowest points within the boundary of the side divided by the distance between the two points. The percent slope for the Archaeology discussion relies on the slope of the lot identified by Cotton Shires Associates in the Geology and Soils discussion of this document; thereby giving a more historic and geologic perspective without the more recent "built environment" intervention.)

*Historic Review:* The apartment building was built in 1962 and consists of a two-story wood frame building over parking on a reinforced concrete slab. The stone archway (grotto) appears to have been constructed earlier than 1962 although no date is certain. The residence on Holly Road appears to have been constructed in the late 1940's although no building permit is on file for the original construction; however aerial photographs show the structure in existence as early as 1943. Vinyl siding and brick veneer were added to the residence in the 1970's as indicated by both site inspections and building permits that are on file at the City. None of the structures on the Project Site are identified on the City's *Master List of Classified Historic Buildings in Belmont* (Amended 1993). As noted in the project description the grotto is proposed to be dis-assembled and re-assembled the southern portion of the site within the landscape feature entitled the "dry pond" area.

## **DISCUSSION**

**a)** The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in 15064.5. None of the structures on the Project Site are on the City's Historic Resources Inventory as noted above. Although the single-family house is over 50 years in age, it has been substantially altered with vinyl siding and brick veneer. The apartment building, constructed in 1962, is of no architectural consequence it is not yet 50 years of age (a threshold identified by the *CEQA Guidelines* as posing potential relevance for consideration of historic significance) and the stone grotto although not identified as an historic resource is proposed to be retained on the site.

**b, c and d)** The Project Site does not contain archaeological, palentological, historic geologic formations or human remains (Holman Associates, March 26, 2007). The stone grotto (construction date unknown) is proposed to be retained on the Project Site.

**Finding:** The project would not individually or cumulatively contribute to historic or cultural losses. The structures on the site are not historic based upon their date of construction and/or modifications to the

building and based upon field investigations there are no archaeological or paleontological resources present on the Project Site. The site does not contain midden which is where historic remains are typically found and as such the site does not contain human remains. The project would not result in an impact or contribute to a cumulative impact with respect to cultural or historic resources.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Geology and Soils - Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

**BACKGROUND**

Site Geomorphology

The Project Site is generally characterized by moderately steep to steep hillside topography. The natural slopes in the western portion of the property are in the range of 25 to 40 percent inclinations. The lower (eastern) portion of the property is characterized by terraced landscaped areas with small wedges of artificial fill supported by stacked rock retaining walls leading down to a gently sloped driveway. The driveways are underlain by artificial fill which likely extends partially under Holly Road. Natural drainage is generally characterized by sheet flow toward the east into the City storm drain system on the street.

The subject property is apparently underlain, at shallow depth, by folded and severely weathered chert bedrock of the Franciscan Complex. Bedrock is exposed in a near-vertical cut slope behind the existing residence, and in a few scattered places around the upper portion of the site. Bedrock was observed dipping steeply in a similar orientation to the overall slope. In the sloped upper portion of the site, bedrock is overlain by up to three feet of colluvium. The colluvium increases in thickness in the lower portion of the site. Total thickness of colluvium and fill materials reaches approximately 15 feet in the vicinity of the existing driveway on the 950 Holly Road portion of the site. According to laboratory testing performed by the Project Geotechnical Consultant, the existing sandy clay colluvium and fill materials are of a low to moderate expansion potential. Groundwater was encountered at a depth of five feet near the driveway at the time of the subsurface exploration program. The active San Andreas fault zone is located approximately 3.2 miles southwest of the property. The Belmont Hill fault (classified as inactive) is mapped approximately 200 feet east of the site.

## Regulatory Framework

*Belmont General Plan Seismic Safety Element:* The City of Belmont addresses seismic and geologic safety through its General Plan policies, conditions of project approval, the environmental review process and building permit issuance. The Seismic Safety Element of the General Plan states the goals are to:

1. To minimize the risk of loss of life, injury and property damage from earthquakes, floods and other natural hazards affecting the community.
2. To continue to obtain and incorporate into City decision-making information delineating geologic, hydrologic and seismic hazards.

Policy 1 states that the City require investigations by both registered soils engineers and engineering geologists prior to issuing building permits for any new construction. The City implements this policy in conjunction with their Subdivision Ordinance requirements.

*Belmont Municipal Code Section 530, Chapter 9.3 (b):* The City, as a requirement of the subdivision application (Municipal Code Section 530, Chapter 9.3 (b)) and the Director of Public Works under the authority of the Municipal Code Chapter 9-26 (a) and (b) requires the preparation and peer review of a project specific geotechnical report (*Conditions of Approval*, page 3, number 24, Gilbert Yau, November 11, 2006 required the preparation of a project specific geotechnical report and City peer review of the report prior to certifying the application as complete). As a matter of law, the geotechnical report and the City's peer review and any requirements resulting from the peer review are required of the project as a condition of project approval and building permit issuance. The applicant, in response to City requirements, prepared the following geotechnical investigations for the project: 1) *Geotechnical Investigation Proposed Building Additions 1000 South Road, Belmont, California*, Report No. 2092-2, TRC Lowney, April 19, 2006; and *Geotechnical Investigation Proposed Apartment Building 950 Holly Road, Belmont, California*, Report No. 2092-3, TRC Lowney, April 19, 2006. The City's geotechnical consultant conducted a peer review of the reports (*Geotechnical Peer Review Apartment Building Addition and Lot Merger 950 Holly Road and 1000 South Road*, Cotton Shires Associates, March 21, 2007).

*Site Geotechnical Investigation:* TRC Lowney (Project Geotechnical Consultant) conducted eight borings on the Project Site from one to 19 feet in depth. The borings were conducted to characterize the site conditions and to identify development requirements with respect to earthwork including site clearing and preparation, dewatering, excavations, below grade parking and excavation support, abandoned utilities, subgrade preparation, over-excavation, material appropriate for fill, compaction, trench backfill, wet weather conditions, surface drainage and construction operation. Development requirements for foundations, structures and retaining walls, lateral loads and moisture protection, retaining wall design, lateral earth pressures, drainage, backfill, "V" ditches, foundations and exterior sidewalks and driveways are also included in the reports.

*Cotton Shires Associates Peer Review:* Cotton Shires found that the proposed development is constrained by undocumented fill materials, shallow groundwater, and strong seismic ground shaking. In addition, proposed excavations are in close proximity to property lines resulting in the need for special construction measures and/or shoring of excavations to avoid adverse offsite impacts. Cotton Shires concludes that the Project Geotechnical Consultant (TRC Lowney) has performed an investigation of the property and provided geotechnical design requirements for the proposed development, which appear generally adequate for identified site constraints. Cotton Shires peer review concludes that:

Prior to issuance of building or grading permits for initiation of project construction, specific supplemental evaluations shall be completed by the Project Geotechnical Consultant. Evaluations include a standard requirement that construction plans be checked for conformance with presented design recommendations, plus preparation of responses to specific comments regarding foundation design criteria. Cotton Shires recommends project geotechnical approval with the following conditions and with the understanding that the recommended foundation design criteria reflect consideration of compatibility issues with existing building foundations; and that Cotton Shires does not have geotechnical objections to the basic design or layout of proposed improvements. Additionally, Cotton Shires states that changes that may potentially result from the following comments are not anticipated to result in visual changes to project design.

1. **Supplemental Evaluations and Geotechnical Plan Review** – The Project 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 foundations, retaining walls and driveway) to ensure that their recommendations have been properly incorporated. In addition, the Project Geotechnical Consultant shall address the following items:
  - a) Footing width and embedment criteria shall be checked for acceptability from a geotechnical perspective and for conformance with minimum Uniform Building Code criteria.
  - b) Where native soils are encountered in foundation excavations, the Project Geotechnical Consultant shall consider over-excavation of this native material and replacement as engineered fill in order to provide a layer of engineered fill (of uniform thickness) beneath the entire proposed structure. This is stated with the understanding that bedrock materials encountered in foundation excavations will be over-excavated a minimum of three feet and be replaced with engineered fill.

The results of the plan review shall be summarized by the Project Geotechnical Consultant in a letter and submitted to the City Engineer prior to issuance of permits for project construction.

2. **Pre-Construction Shoring Plan Review** – Shoring and underpinning plans prepared for the contractor shall be evaluated both by the Project Geotechnical Consultant and Project Structural Engineer for conformance with professional standards. Shoring and underpinning should be designed with the intent of preventing adverse offsite impacts to neighboring properties and structures including City streets and utilities. Appropriate documentation to address this shall be submitted to the City prior to issuance of permits for project construction.

3. **Pre-Construction Survey** – As recommended by the Project Geotechnical Consultant, the contractor shall complete a pre-construction survey (with benchmarks, photographs, etc.) to document the condition of adjacent properties and improvements prior to initiation of project construction. Documentation of the completed pre-construction survey shall be submitted to the City prior to issuance of permits for initiation of project construction.
  
4. **Geologic and Geotechnical Field Inspection** – The Project Geotechnical Consultant shall inspect, test (as needed), and approve all geotechnical aspects of the project construction. The inspections shall include, but not necessarily be limited to: site preparation and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the placement of steel and concrete. A Certified Engineering Geologist shall inspect all significant site excavations and provide supplemental recommendations (as necessary) to address potentially unstable slopes for temporary excavations. The results of these inspections and the as-built conditions of the project shall be described by the Project Geotechnical Consultant in a letter and submitted to the City Engineer for review prior to final (as-built) project approval.

## **DISCUSSION**

**a and c) Alquist Priolo:** The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving a rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. The Project Site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone (known formerly as a special studies zone). Additionally, no surface expression of active faulting was seen in the field by TRC Lowney (*Geotechnical Investigation Proposed Building Additions 1000 South Road, Belmont, California*, Report No. 2092-2 and TRC Lowney, April 19, 2006; and *Geotechnical Investigation Proposed Apartment Building 950 Holly Road, Belmont, California*, Report No. 2092-3, TRC Lowney, April 19, 2006). The closest active fault is the San Andreas which is 3.3 miles to the southwest of the Project Site. The San Gregorio Fault is 11.3 miles south of the Project Site and the Hayward Fault is 14.9 miles east of the Project Site. The Belmont Hill Fault, considered inactive, passes approximately 200 feet east of the Project Site within the proximity of South Road and although inactive does have the potential for sympathetic movement triggered by a distant earthquake. However, TRC Lowney and Cotton Shires indicate that neither primary nor coseismic fault rupture is anticipated on the Project Site.

*Seismic Shaking:* The project would experience strong seismic ground shaking as noted in the TRC Lowney Report. The San Francisco Bay area is recognized by geologists and seismologists as one of the most active regions in the United States. Estimates of earthquake probabilities in the San Francisco Bay area for the period of 2002-2030 were developed by a Working Group on California Earthquake Probabilities (*Earthquake Probabilities in the San Francisco Bay Region, California: 2000 to 2030-A Summary of Findings*, U.S.G.S. Circular Open File Report 99-517, Working Group on California Earthquake Probabilities, 1999). Their findings suggest the probability is 62 percent of a magnitude 6.7 or greater earthquake occurring during this time period in the San Francisco Bay region. The probability of a magnitude 6.7 or greater earthquake on the San Francisco Peninsula segment of the San Andreas Fault, which is closest to the project site, is believed to be 11 percent during that time period.

The Project Site is predominately underlain by soft bedrock within the upper 100 feet of the surface (*Geotechnical Investigation Proposed Building Additions 1000 South Road, Belmont, California*, Report No. 2092-2 and TRC Lowney, April 19, 2006; and *Geotechnical Investigation Proposed Apartment*

*Building 950 Holly Road, Belmont, California*, Report No. 2092-3, TRC Lowney, April 19, 2006). The site is therefore characterized as soil profile  $S_c$  which is generally described as a stiff soil profile with average Standard Penetration Test values greater than 50 blows per foot. Chapter 16 of the 1997 UBC identifies design categorization and coefficients for development which are required to be incorporated into the project design as a matter of building permit issuance. More specifically, Table 3 of Chapter 16 applies to the project. The UBC requirements, by which the project shall be designed as a matter of law, and reviewed through the building permit process, would reduce seismic shaking impacts to less than significant.

*Seismic Related Ground Failure and Liquefaction:* Soil liquefaction results from loss of strength during cyclic loading, such as that imposed by an earthquake. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded and fine grained sands. The Project Site consists of dense bedrock. Alluvial soil encountered on the site below the ground water consists of stiff sandy clays. The potential for liquefaction is low during seismic shaking based upon the site conditions.

*Landsliding:* Landslides are not visible on the site based upon aerial photographs (1943 and 1973), site visits and historic mapping (*Geotechnical Investigation Proposed Building Additions 1000 South Road, Belmont, California*, Report No. 2092-2 and TRC Lowney, April 19, 2006; and *Geotechnical Investigation Proposed Apartment Building 950 Holly Road, Belmont, California*, Report No. 2092-3, TRC Lowney, April 19, 2006). Landslide susceptibility includes some conflicting data for the project area. One landslide has been mapped in the area west of the site (*Preliminary map of landslide deposits in San Mateo County, California: U.S. Geological Survey Basic Data Contribution 41*, scale 1:62,500, Brabb and Pampeyan, 1972). Brabb shows the site to have a low susceptibility to landsliding. In 1985, mapping was conducted by Wieczorek and others (*Map showing slope stability during earthquakes in San Mateo County, California*, U.S. Geological Survey Miscellaneous Investigations Series Map I-1257-E, scale 1:62,500, 1985) and their findings concluded that the site has a moderate to high susceptibility to landsliding. The Wieczorek study was based upon lithologic, hydraulic, slope and seismic data. The probability of a debris flow on the site is 0-2 percent based upon the 70-100 year event (i.e., the 1982 storm). The findings of TRC Lowney and as supported by Cotton Shires is that the site has a low probability of landsliding provided that structures are founded in intact bedrock and over steepened or unsupported cuts are not made. The requirements of the geologic reports contain specifications, as noted above, for cut and fill as well as subgrade preparation and foundations.

*Lateral Spreading:* Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying alluvium material toward an open area, such as a body of water, channel or excavation. The movement in soils is generally caused by a failure along a weak plane. The earth materials that underlie the Project Site are very dense bedrock. The probability of lateral spreading during a seismic event is low (*Geotechnical Investigation Proposed Building Additions 1000 South Road, Belmont, California*, Report No. 2092-2 and TRC Lowney, April 19, 2006; and *Geotechnical Investigation Proposed Apartment Building 950 Holly Road, Belmont, California*, Report No. 2092-3, TRC Lowney, April 19, 2006).

*Differential Compaction:* Artificial and surficial deposits of colluvium vary in thickness on the Project Site. Therefore, there is a moderate probability of differential compaction affecting the proposed project. TRC Lowney and Cotton Shires concur that the requirements of the project geotechnical studies would reduce the differential compaction risk to low.

**b)** The project would not result in substantial soil erosion or the loss of topsoil. 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 off site 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. Controls such as waddles and storm water filtration prior to water entering the storm drain system prevents sedimentation of the storm drain system and watercourses. Grading is limited to the drier season (April 15- November 14) which also serves to prevent erosion.

c) After construction, site and roof drainage would be directed in downspouts and through filtration to storm drain systems. Landscaping, in addition to the requirements of the geotechnical reports for project grading would stabilize soil of the site. Approximately 49 percent of the site is proposed to remain porous which would result in water percolating on site and recharging groundwater.

d) The project site is located on soils with a medium expansive index (51-90) as defined in Table 18-1-B of the Uniform Building Code. This index occurs in the area of the site where the driveway to the house on 950 Holly Road is located. The requirements of the TRC Lowney report include grading and recompacting soils, including stipulating the size of the material to be used for fill. More specifically, fill materials used from the Project Site shall have an organic content of less than three percent. Material shall not include rocks or lumps greater than six inches in the greatest dimension, with no more than 15 percent larger than 2.5 inches. Imported fill shall be inorganic and have a Plasticity Index of 15. TRC Lowney staff shall inspect the fill material. These requirements of the geotechnical reports reduce this impact to less than significant.

**Finding:** The City's standard requirements of a subdivision and grading application require the preparation of a site specific geotechnical investigation, independent peer review of the investigation and incorporation of the findings of the independent peer review into project design. Cotton Shires 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. Cotton Shires 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 City subdivision, grading and building permit procedures, be required of the project. No mitigation measures, above those required by the City as a matter of law, are identified in this Initial Study. Soils and geology impacts would be less than significant with the implementation of the City's standard requirements. The project would not result in an impact or contribute to a cumulative to seismic safety, soils or geologic concerns.

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<b>VII. Hazards and Hazardous Materials - Would the project:</b>	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

**BACKGROUND**

A Phase I Environmental Site Assessment was prepared for the 1000 South Road portion of the project (*Phase I Environmental Site Assessment, Crestmont Apartments, 1000 South Road Belmont, California, SES Project No. 9-49010, SES Environmental, INC, October 4, 2004*); one was not prepared for the 950 Holly Road portion. The findings of the report were that materials containing asbestos are present in structures on the site. A lead based paint survey was conducted and lead based paints were not found. Given the age of the residence on Holly Road it is assumed that lead based paints and asbestos are also present in the structure. The Air Quality section of this document identifies the City’s standard procedure with respect to the survey and removal of structures known or suspected of containing asbestos and lead based paints.

*Project Setting and Conditions:* The Project Site is located within the San Mateo Plain Groundwater Basin that is located along the southeastern edge of San Mateo County, bordering San Francisco Bay. The basin covers approximately 40 square miles with a depth ranging from 20 to 1,250 plus feet. The basin includes flatlands between the Santa Cruz Mountains and San Francisco Bay, underlying the cities of Belmont, Hillsborough, San Mateo, Foster City, San Carlos, Redwood City, Atherton, Menlo Park and East Palo Alto.

The South Road portion of the site was developed in the 1960's and the Holly Road portion in the 1940's based upon aerial photographs and building permit records.

Chemicals observed on the South Road portion of the site include consumer-sized quantities of spray lubricants and general cleaners, pool chemicals and elevator oil. The chemicals appeared to be properly stored and handled (*Phase I Environmental Site Assessment, Crestmont Apartments, 1000 South Road Belmont, California*, SES Project No. 9-49010, SES Environmental, INC, October 4, 2004). There is no evidence of above- or below-ground storage tanks on the property. No underground storage tanks are recorded as being located on the property based upon data review from the San Mateo County Department of Environmental Health. There is no evidence of transformers on the site. There is a potential that polychlorinated biphenyls (PCB's) may be present in the hydraulic oil for the elevator motor. The elevator motor is located on a concrete pad and there was no evidence of significant spillage. SES Environmental indicates that the potential for subsurface contamination is low given the good condition of the concrete pad and records at the San Mateo County Department of Environmental Health. There is no indication of unauthorized dumping on the Project Site (SES and Knapp 2007). Floor drains connecting the pool area and laundry room to the sanitary sewer system were noted. There are no septic systems, pits, ponds or lagoons on the site.

A review of data bases and files from federal, state and local environmental regulatory agencies was conducted as a part of the Phase I to identify use, generation, storage, treatment and/or disposal of hazardous substances and/or wastes or release incidents of such materials. The data review was conducted in accordance with American Society for Testing Materials (ASTM) standards.

The U.S. Environmental Protection Agency's (U.S. EPA) National Priorities List review found that no hazardous waste Superfund facilities are located within a one-mile radius of the Project Site. The California Environmental Protection Agency's (Cal EPA), Department of Toxic Substance Control "Work Plan" site identifies four facilities within a mile of the Project Site. Two of the sites, Western Grading at 601 Harbor Road and Delta Starr at 1777 Industrial Way, are certified as closed. Purex Corporation at 511 O'Neill Avenue and Engineering Chemical Processes at 641 Quarry Road are cross gradient and down gradient from the site. Both cases have been referred to San Mateo County. Due to the distance from the Project Site, 0.47 north east and 0.64 south east, respectively, these two facilities do not pose a significant environmental risk to the Project Site (*Phase I Environmental Site Assessment, Crestmont Apartments, 1000 South Road Belmont, California*, SES Project No. 9-49010, SES Environmental, INC, October 4, 2004). Cal EPA's Resource Conservation and Recovery Act (RCRA) facilities list and U.S. EPA's Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) list were searched and no sites within 1.0 mile radius (RCRA) and no sites within 0.5 mile radius (CERCLIS) of the Project Site were reported. State, County and regional list searches for landfill sites found no sites for solid waste and/or transfer stations within 0.25 mile of the Project Site. There are no facilities reported on the U.S. EPA RCRA list of large and small quantity generators of hazardous wastes adjacent to or contiguous to the Project Site. The State Water Resources Control Board's (SWRCB) list of registered underground and above ground storage tanks was searched and no facilities are reported contiguous to the Project Site. The site is not listed on U.S. EPA's Emergency Response Notification System of Spills. Eighteen leaking under storage tanks are within a 0.5 mile radius of the Project Site based upon the Regional Water Quality Control Board's Leaking Underground Storage Tank (LUST) list. All identified facilities are more than 0.25 miles of the Project Site and all are hydraulically down gradient or cross gradient from the Project Site. Essentially, the site is suitable for continued residential use.

## **DISCUSSION**

**a, b and c)** The site is currently and would continue to be used as for residential use. Hazardous materials would be limited to fuels in vehicles and landscaping equipment, herbicides, pesticides and general household and pool and spa cleaning products. These types of uses do not lend themselves to environmental hazards associated with transport, upset or emissions of hazardous wastes. Typically these types of impacts are associated with commercial and industrial land uses.

**d)** The site, as noted above in the Background section, is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

**e and f)** The Project site is not located within an airport land use plan or, within two miles of a public airport or public use airport. The Project Site is not located within the vicinity of a private airstrip and as such would not result in a safety hazard for people residing or working in the project area.

**g)** The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The site plans were reviewed by the Police and Fire Departments (November 17, 2006 Sgt. Daley and November 21, 2006 Fire Marshal Jim Palisi) and found to provide adequate emergency access and would be required as a condition of approval to install a fire hydrant.

**h)** The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands as the project site is not within an urban/suburban/wildland interface zone. The project would be required to conform to the latest UBC and safety codes, install sprinklers in the building and install a fire hydrant within 25 feet of the building as a condition of project approval (November 21, 2006 Fire Marshal Jim Palisi, requirements 1, 2 and 4).

**Finding:** The Project Site is appropriate for continued residential use. The project would not introduce a fire, safety or hazardous materials risk into the area beyond that normally anticipated with residential land use. The project would not result in an impact or contribute to a cumulative impact hazardous materials exposure or impede emergency response.

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<b>VIII. Hydrology and Water Quality - Would the project:</b>	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

**BACKGROUND**

Regulatory Framework

*National Pollutant Discharge Elimination System Storm Water Discharge Permit:* The City of Belmont is a member of the San Mateo Countywide Storm Water Pollution Prevention Program (STOPPP), an organization of the City/County Association of Governments (C/CAG) of San Mateo County holding a National Pollutant Discharge Elimination System (NPDES) Storm Water Discharge permit. STOPPP's goal is to prevent polluted storm water from entering creeks, wetlands, and the San Francisco Bay. As with most communities, Belmont does not treat storm water. Consequently, 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 (Public Works Department, condition of approval # 11, Gilbert Yau, December 7, 2006).

The City requires the implementation of the following measure to ensure compliance with its NPDES Storm Water Discharge permit:

1. 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 presented in the BMP handbook 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. The handbook also provides 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 BMP guidelines are available at Belmont City Hall. 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). Refer to the Bay Area Storm Water Management Agencies Association (BASMAA) Start at the Source Design Guidance Manual for Storm Water Quality Protection (available from BASMAA @ 510-622-2465 for a comprehensive listing of required measures. Typical storm water quality protection measures include:
  - a) Walking and light traffic areas shall use permeable pavements where feasible. Typical pervious pavements include pervious concrete, porous asphalt, turf block, brick pavers, natural stone pavers, concrete unit pavers, crushed aggregate (gravel), cobbles and wood mulch.
  - b) Parking lots shall include hybrid surfaces (pervious material for stalls only), concave medians with biofilters (grassy swales), and landscaped infiltration/detention basins as feasible.
  - c) Landscape design shall incorporate biofilters, infiltration and retention/detention basins into the site plan as feasible.
  - d) Outdoor work areas including garbage, recycling, maintenance, storage, and loading, applicable storm water controls include siting or set back from drainage paths and water ways, provision of roofing and curbs or berms to prevent run on and run off. If the area has the potential to generate contaminated run off, structural treatment controls for contaminant removal (such as debris screens or filters) shall be incorporated into the design.

*State Water Quality Control Board's General Permitting Requirements:* The City of Belmont requires through conditions of project approval, project compliance with the State Water Quality Control Board's general permitting requirements which requires the applicant to secure a Construction Activities Storm Water General Permit, complete a Notice of Intent (NOI) and prepare and obtain approval of a Storm Water Pollution Prevention Plan (SWPPP). The state issues a Waste Discharge Identification number within 10 days of receipt of a complete NOI and SWPPP. The applicant is then required to submit copies of the NOI and SWPPP to the City of Belmont, Public Works Department, prior to issuance of building and/or grading permits. (Public Works Department, condition of approval # 11, Gilbert Yau, December 7, 2006). The City may require additional measures to be implemented.

*Other Standard City Conditions of Approval:* Public Works Department condition of approval #24, (Gilbert Yau, December 7, 2006) requires that all soils are stockpiled on site and protected from wind and water erosion. Public Works Department, conditions of approval #'s 2, 48, 49, 58, 59 60, 61 and 62 (Gilbert Yau, December 7, 2006), requires all roof leaders and site drainage to be directed to the City storm drain system and to drain through effective infiltration areas or structures. Drainage from paved surfaces, to control concentrated flow shall be through vegetated swales, buffer strips, or sand filters prior to discharge into the City's storm drain system. Pool, fountain and spa water drains are not permitted to be connected directly to the storm drain system. Any water being discharged into the storm drain system shall be dechlorinated, contain no copper-based algae control and be within ambient temperature before being discharged into the storm drain system. The treatment and discharge of water will be reviewed and may be subject to the State Water Resources Control Board's Statewide General Waste Discharge Requirements for Discharges to Land with a Low Treat to Water Quality if on site treatment and

discharge of such waters is proposed. Covenants, Conditions and Restrictions shall require biannual inspection and cleaning of the water treatment systems.

## **DISCUSSION**

**a)** The City's standard conditions of approval, required by law, are adequate to address any potential water quality impacts as a result of project construction or occupation. As noted above, the City is a member of the San Mateo Countywide Storm Water Pollution Prevention Program (STOPPP), an organization of the City/County Association of Governments (C/CAG) of San Mateo County holding a National Pollutant Discharge Elimination System (NPDES) Storm Water Discharge permit. STOPPP's goal is to prevent polluted storm water from entering creeks, wetlands, and the San Francisco Bay. The City requires project compliance with the State Water Quality Control Board's general permitting requirements which requires the applicant to secure a Construction Activities Storm Water General Permit, complete a Notice of Intent (NOI) and prepare and obtain approval of a Storm Water Pollution Prevention Plan (SWPPP). The City, as discussed above, levies conditions of approval to protect water quality. Therefore, the project would not violate any water quality standards or waste discharge requirements levied by the federal, state and local governments because of the permitting requirements and conditions of approval identified in the Discussion section, above.

**b)** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. The project proposes approximately 49 percent of the site area to remain pervious allowing water to percolate and recharge the groundwater. Additionally, all roof drainage from building is proposed to be directed to finished landscape areas (JMHWeiss Engineers, letter undated, March 2007).

**c, d, e and f)** The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. The existing development footprint on the Project Site would largely be maintained as a result of the project. As noted in both the Geology section and above in the Discussion section of Hydrology and Water Quality, erosion control measures are required as a matter of the City's standard permitting processes which filter water entering the City's storm drain system and avoids on and off site soil and water erosion. There are no streams or rivers on the Project Site.

**g, h and i)** The Flood Insurance Rate Map (FIRM Panel Number 0650160005B) for the City of Belmont shows the Project Site within an area designated as Flood Hazard Zone C by the Federal Emergency Management Agency which is not within a 100 year flood zone. Therefore, the project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. The project would not place structures within a 100-year flood hazard area and therefore would not impede or redirect flood flows.

There are no dams or levees within the project area and therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. There are no dams or levees within the City of Belmont.

**j)** The project would not result in exposing people or property improvements to inundation by seiche, tsunami, or mudflow. The site is over a mile from the bay and the likelihood of a tsunami at the site is low. There are no enclosed water bodies in the project vicinity thereby rendering the possibility of a seichenon existant. The Geology and Soils section of this initial study discusses debris flow (mud flow) probabilities as being low.

**Finding:** The City’s standard conditions of approval, required by law, are adequate to address any potential water quality impacts as a result of project construction or occupation. No mitigation measures, above those required by the City as a matter of law, are identified in this Initial Study. The project would not result in an impact or contribute to a cumulative impact to hydrology or water quality resources.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. Land Use and Planning - Would the project:</b>				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

**BACKGROUND**

City Process

Rezoning to a Planned Development (PD) requires the submittal and approval of a Conceptual and Detailed Development Plan pursuant to Chapter 12 of the Belmont Zoning Ordinance. A Conceptual Development Plan, if approved becomes a part of the Zoning Map of the City of Belmont (Section 12.3 Belmont Zoning Ordinance). Amendments to the Belmont Zoning Ordinance are governed by Chapter 16 (Zoning). Section 16.1 stipulates that the Zoning Ordinance may be amended when a change in the Ordinance is required “to achieve the objectives of the Zoning Plan and the General Plan for the City.” In this manner, the Zoning Ordinance and its amendments specifically support the goals and objectives of the General Plan.

As stated in Section 12.3.2 of the Belmont Zoning Ordinance a Conceptual Development Plan is a part of the Belmont Zoning Ordinance and any proposal for the establishment, or amendment thereof, of a Conceptual Development Plan extends beyond the request for development (entitlement) approval and includes a proposal to amend a City ordinance; a legislative action. The proposed amendment, by City and state law, will be thoroughly reviewed by the City’s decision-makers to ensure consistency with all other provisions of the zoning ordinance and its compliance with the appropriate process for Zoning Ordinance amendment (Section 16).

Application for a Conceptual Development Plan requires identification of all the proposed land uses, location of all buildings and structures, tabulation of the proposed density of development, floor area ratio and maximum heights, proposed circulation systems, proposed recreational and opens space areas, location and type of existing and proposed landscaping, a construction schedule, a statement as to the relationship of the project and surrounding land uses and proposed off-street parking. The Conceptual Development Plan is the land use that is evaluated in this Initial Study.

Rezoning to PD also requires review and approval of a Conditional Use Permit, Design Review and Detailed Development Plan in conformance with the requirements of Section 12 of the Zoning Ordinance. The Planning Commission shall not grant a Use Permit for any uses in a PD District, unless it finds:

- Such use or uses substantially conform to the adopted General Plan of the City of Belmont; and,
- Such use or uses are as shown on the approved Conceptual Development Plan for the particular PD District.

The project also requires grading plan approval and tree removal entitlements from the Planning Commission. The project also requires review and approval of a major subdivision for condominium conversion.

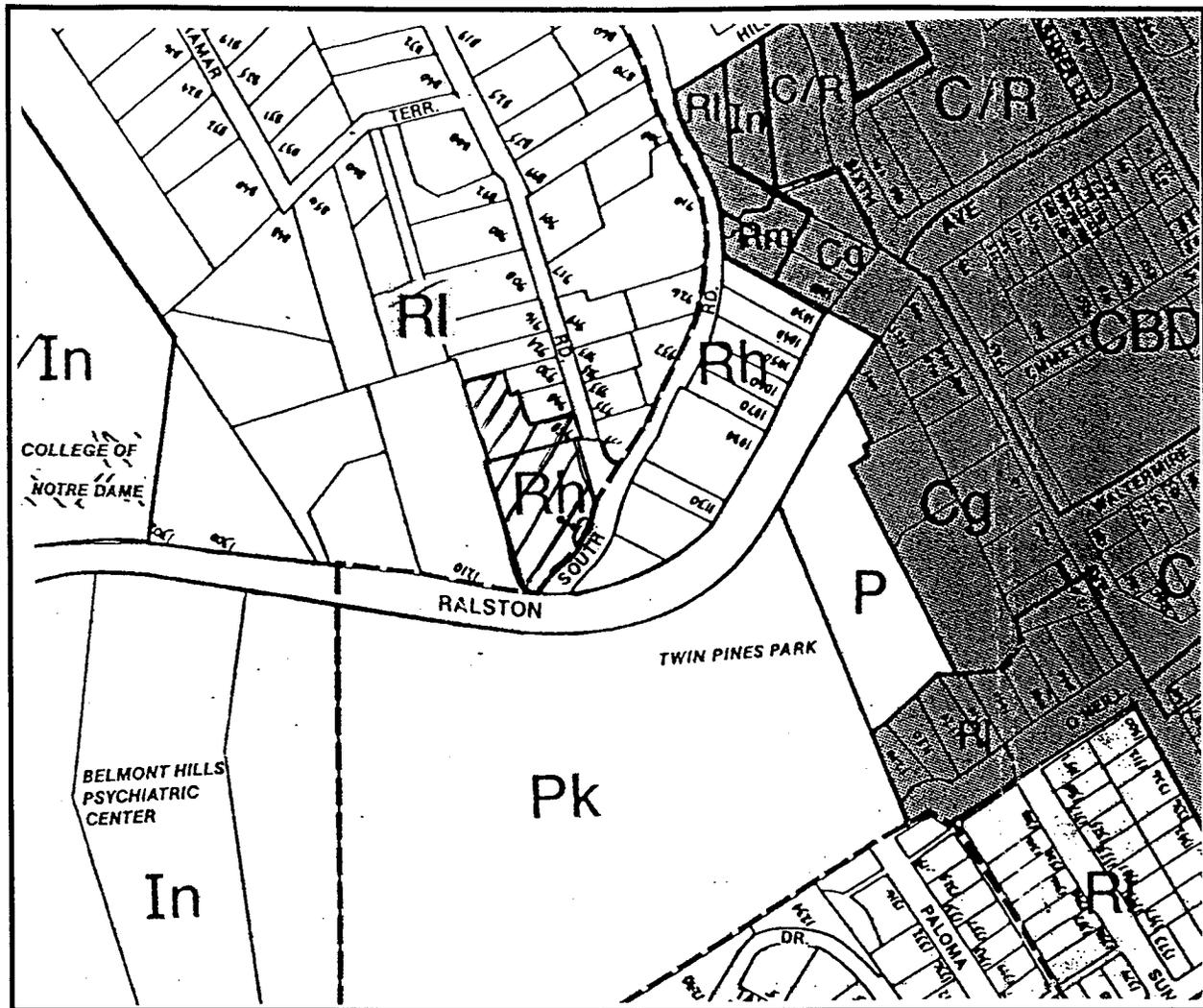
### Existing Conditions

*Project Site:* The 1000 South Road portion of the Project Site General Plan Land Use Density Designation is High Density Residential (Rh) (21-30 dwelling units per acre). The Zoning Designation is Multi Family Residential (R-4) which is consistent with the general plan land use designation. The 950 Holly Road portion of the Project Site General Plan Land Use Density Designation is Low Density Residential (R1) (1-7dwelling units per acre). The Zoning Designation is Single Family Residential (R-1A) with a 9,600 square foot lot minimum which is consistent with the general plan land use designation. Existing development on the Project Site conforms to the City's land use and zoning designations. See Figures 5, 6 and 7 and which identify the Project Site and surrounding Belmont General Plan Land Use and Zoning Designations for the following discussion as well as radius maps around the Project Site.

*Surrounding Areas:* The Project Site is bounded on the west by larger lot single-family residential development. The land use designation west of the Project Site is Residential Low Density (R1) and the accompanying zoning designation is Residential R-1E which stipulates single-family development on parcels of a one acre minimum. Land use north and north east of the Project Site is residential with the R1 designation and an accompanying zoning designation of R-1A. Land use south east of the Project Site is High Density Residential (Rh) with the R-4 zoning classification stipulating multi-family residential. Development in the south east area is multi-family apartment buildings. Holly and South Road wrap around the Project Site's eastern and south eastern boundaries. Ralston Avenue adjoins the Project Site's southern boundary and Twin Pines Park with a Park (Pk) land use designation and Agricultural and Open Space (A) zoning designation is directly across Ralston Avenue from the site.

The College of Notre Dame is west of the Project Site; Ralston Village/Sunrise Assisted Living is south west; and the Down Town Specific Plan Area is north east and east of the Project Site. The College of Notre Dame and Belmont Hills Psychiatric Center are zoned Planned Development (PD) and both have an Institutions (In) land use designation. Development in the project area is consistent with the zoning and general plan land use designations.

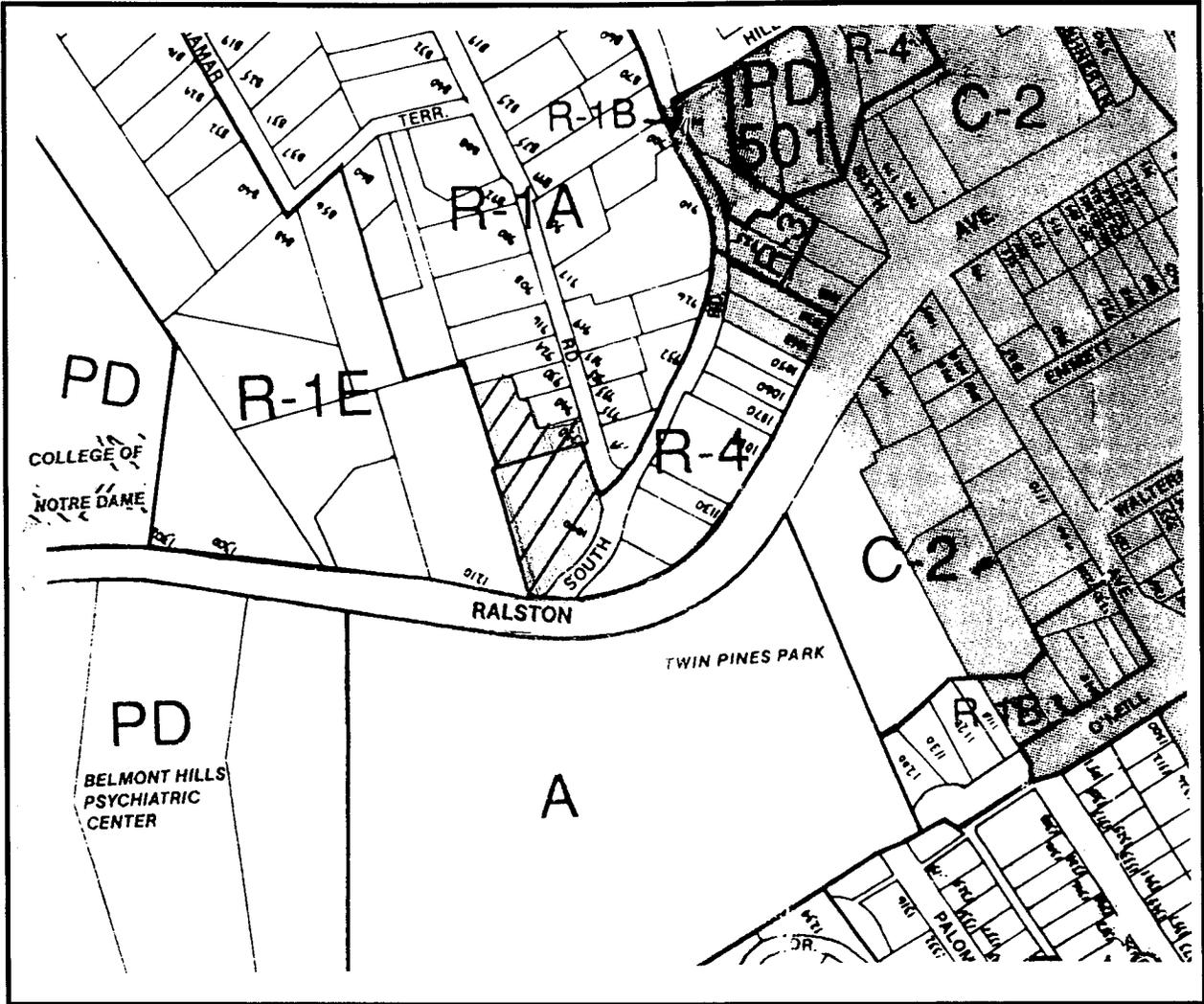
*Summary:* The Project Site is on the edge of the Central Neighborhood District. The Project Site is somewhat of a transitional site and considerably more transitional in nature than the other multi-family designated and developed sites in the project area. For example, the R-4 designated and developed property south east of the Project Site fronts entirely on Ralston Avenue and is separated from the adjacent R-1 land uses by South Road. The Project Site is bordered by three roads; Holly and South Roads and Ralston Avenue, and is adjacent to the R-1 designated and developed property to the north; thereby void of



	Project Site	In	Institutions
RI	Residential Low Density	Pk	Park
Rh	Residential High Density	Cg	Commercial General
	Central Business District	C/R	Commercial/Residential

**FIGURE 5  
EXISTING PROJECT SITE AND SURROUNDING AREA  
GENERAL PLAN LAND USE DESIGNATIONS**

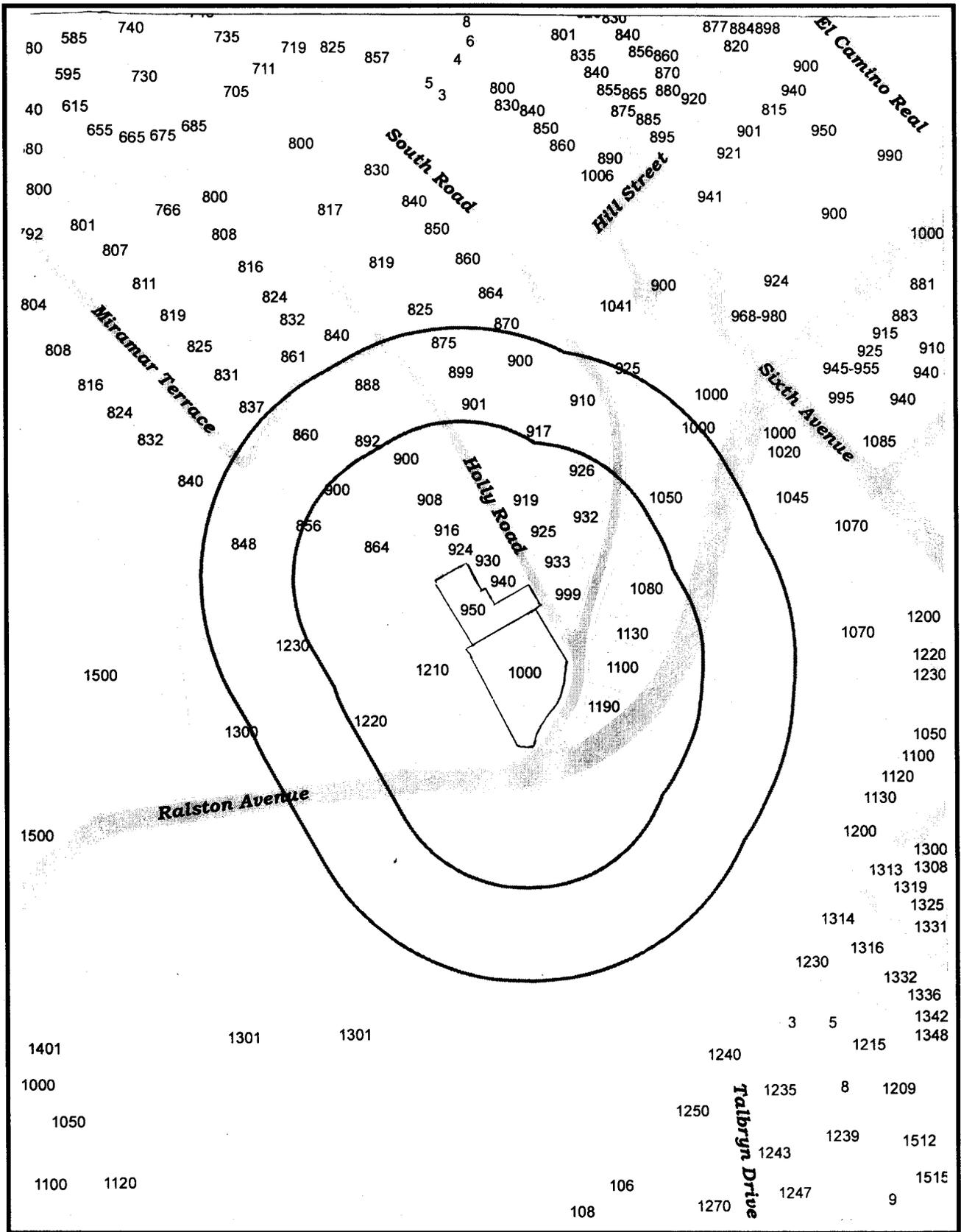
Source: City of Belmont



	Project Site	R-1E	Single Family Residential (1A)
PD	Planned Development	R-1A	Single Family Residential
A	Agricultural Open Space	R-4	Multifamily Residential
C-2	General Commercial		

**FIGURE 6**  
**EXISTING PROJECT SITE AND SURROUNDING AREA ZONING DESIGNATIONS**

Source: City of Belmont



**FIGURE 7**  
**RADIUS MAP**  
**1" = 300'**

Source: City of Belmont

any transitional space. Additionally, pursuant to the definition of front lot line contained in the Zoning Ordinance, Ralston Avenue is the front of the lot. Section 2.81 of the Belmont Zoning Ordinance defines the front setback of a corner lot as "...the lot frontage is that line that is the narrowest which abuts a street and the side the longest abutting a street notwithstanding the direction of the structure". The lot frontage defines the front of the lot notwithstanding the address or location of the driveways on a property. The Project Site abuts Ralston Avenue for approximately 20 feet; South Road for approximately 154 feet; and Holly Road for approximately 180 feet.

Request for Land Use and Zoning Change

The applicant is requesting a general plan and zoning amendment to develop the Project Site within the Medium Density Residential Land Use designation (Rm) density range which is 8-20 dwelling units per acre. The project proposes 16 dwelling units per acre which corresponds to the requested density range. The applicant is also requesting a PD Zoning Designation. The PD designation is established to allow flexibility of design that is in accordance with the objectives and spirit of the General Plan. Section 12 of the Belmont Zoning Ordinance, as noted above, provides extensive and detailed guidance for the designation of a PD zone and development within such zone. Table 4 compares the existing and proposed land use and zoning for the site.

**TABLE 4  
EXISTING AND PROPOSED LAND USE AND ZONING DESIGNATIONS**

Parcel	Existing		Proposed	
	General Plan	Zoning	General Plan	Zoning
1000 South	Residential High Density (Rh) 24 dwelling units/acre	R-4	Residential Medium Density (Rm) 16 dwelling units/acre	PD
950 Holly	RI	R1-A	Rm	PD

PD Zoning is often used for properties that have an unusual configuration or established development that renders strict adherence to mandates of the Zoning Ordinance difficult, if not impossible. In the case of the South Road parcel, the 20 feet of frontage along Ralston Avenue results in the front setback of the property as defined by ordinance, being Ralston Avenue. The property was developed with access off of Holly and South Roads, both which are the east side property lines. Site access off these two roads is preferable as a curb cut on Ralston Avenue to access the site would be dangerously close to the Ralston Avenue three way stop sign; would be within two to three feet of the Ralston Avenue and South Road intersection; would be within two to three feet of the existing curb cut to the single-family residence to the west; and finally, the 20 feet of Ralston Avenue frontage would not provide adequate width for a curb cut onto Ralston Avenue in light of surrounding conditions.

Table 5 compares the existing and proposed development standards for the site and also includes the R-4 standards as a reference point. PD Zoning establishes its own development standards, which become a part of the City's Zoning Ordinance, as noted above. The R-4 comparison is given only to provide a baseline for the project standards in relation to other R-4 zoned sites in the project area.

The project would not exceed the maximum height and FAR of the R-4 District. The proposed front setback would exceed that required by the R-4 and be less than the existing setback, thus providing a presence on Ralston Avenue similar to the other multi-family development east of the Project Site. The

minimum rear setback would be similar to the existing conditions while providing a substantially increased setback up to 110 feet for a large portion of the rear of the lot. The west side setback would remain the same and the east side setback would be similar to the existing and the R-4 standard. The FAR would increase over existing conditions but be less than the maximum permitted in the R-4 District. The parking would be more than required by Ordinance and eliminate the sub-standard parking conditions that currently exist on the site. The open space would exceed that required by Ordinance. The project would be larger than the existing apartment building, but be within the R-4 zoning standards.

**TABLE 5  
EXISTING/PROPOSED/R-4 DEVELOPMENT STANDARDS**

	<b>EXISTING</b>	<b>PROPOSED</b>	<b>R- 4</b>
Height			
Minimum	Approx. 35'	<b>27'-4"</b>	NA
Maximum	Approx. 35'	<b>49'-8"</b>	50'
FAR	0.98	<b>1.08</b>	1.4
Lot Area	NA	<b>54,179 sq. ft.</b>	6,000 sq. ft.
Setbacks			
Front	85'	<b>30'</b>	15'
Rear	10'	<b>9'-110'</b>	15'
Side west	4'-9"	<b>4'-9"</b>	15'
Side east	16'-55'	<b>15'-49'</b>	10'
Parking	36	<b>47</b>	40
Open Space	36,343 sq. ft. South Road only)	<b>31,754 sq. ft.</b>	33,750 sq. ft.

*Summary:* The proposed land use and zoning designations would conform to the proposed development of the site. The land use and zoning designations would not be a departure from the development pattern in the area, but would be more consistent with the development pattern. The proposed development of the site would remain residential which is consistent with the historic use of the site and the planning and zoning designations for the site.

Select General Plan Policy Analysis

The task of this Initial Study is to assess the project's impact on or lack of conformance with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, or any potential conflict with a habitat conservation plan or community conservation plan. This analysis is conducted in the Discussion section, below; and as noted no project, i.e., entitlement, legislative or construction related impact would result. However, a general discussion of select land use policies is contained in this section of the Initial Study because the project does include a request for legislative actions. However, the City Staff Report to the Planning Commission and City Council will contain the majority of the analysis.

The project is a continuation of residential land use at a slightly lower density. The PD zoning eliminates the inconsistencies between the proposed development standards and the prescriptive dictates of the R-4 Zoning. Therefore, the proposed zone change would eliminate, or mitigate, this inconsistency. Worthy of note, existing development on the Project Site is not in strict conformance with the R-4 development standards.

## General Plan Analysis

### *General Community Goals and Policies*

#### Goals

1015.1. Assure that Belmont will be a balanced community with residences, schools, businesses, industry and space and facilities for social, recreational and cultural activities in keeping with the present character of the City.

Analysis: The project consists of redevelopment of an apartment building in significant disrepair. The project would provide for a newly emerging housing need, not envisioned in the 1980's when the General Plan was drafted, which is higher-end condominium housing. This type of housing product addresses the needs of "empty nesters" those whose families have grown and left home leaving households whom desire to downsize their homes surrounded by many amenities as well as style. The high end condominium product also responds to the needs of dual earning and high-earning single person households.

1015.2. Preserve and enhance the attractive, family-oriented and tranquil quality of Belmont's residential neighborhoods.

Analysis: The project would provide a medium density transition to the immediately adjacent single-family development. The project would improve the safety and visual character of the site. The project would also retain and enhance buffer landscaping along South and Holly Roads and the single-family uses to the west and north of the site.

1015.3. Preserve significant open spaces, trees, views, waterways, wildlife habitats, and other features of the natural environment.

Analysis: The project would preserve views by reducing the proposed density, and height toward the adjacent single-family uses. Rock outcroppings and trees are proposed to be retained on the site, thereby retaining potential habitat for birds and mammals. As noted in the Biology section of this document, tree removal on the Project Site would be required to occur during the non nesting season for migratory birds (February to September). Holman & Associates, Archaeological Consultants have determined that no archaeological or paleontological resources are present on the site. The project would relocate and retain the stone grotto on the site. The project proposes to retain many heritage trees and plant new trees in conformance with the City's Tree Ordinance. The project complies with this General Community goal.

1015.4. Maintain and enhance the appearance of the City through controlling the location, timing, design and landscaping of new development and encouraging renovation of older areas.

Analysis: The project is the renovation of an older residential structure. The project proposes to replace a non-descript architectural style in substantial disrepair with a Craftsman-style structure. The project proposes to remove dead and diseased trees and replace them with natives in compliance with the City's Tree Ordinance and as reviewed and supervised by the City's consulting arborist, the tree removal plan is in compliance with the City's ordinance.

1015.7. Guide the timing and location of growth and development to ensure the availability of services and protection of sensitive natural environments.

Analysis: The Project Site is currently supplied with water, sanitary sewer, storm drain, and telephone and cable services. The site is within the central Neighborhood which a built-out residential neighborhood in Belmont. The project proposes to slightly reduce density on the site, avoid development on the steeper north eastern slopes of the site and to preserve native woodland vegetation.

1015.8. Protect persons and property from unreasonable exposure to natural hazards such as floods, fire, unstable ground, erosion and earthquakes.

Analysis: The project would be required to conform to the latest Uniform Building Code construction requirements. Therefore, the construction on the site would be an upgrade from existing conditions which conform to the 1960 Uniform Building Code, and the 1940's building standards of the Holly Road structure. The project would also comply with the latest geotechnical construction standards as required by the Uniform Building Code and the geotechnical studies prepared for the project and peer reviewed by the City geologist for the project, as noted in the project Description and Geology and Soils sections of this document.

1015.9. Protect and conserve significant community resources such as energy, clean air and water and historic or architecturally interesting buildings.

Analysis: None of the structures on the Project Site are identified on the *City's Historic Building Survey* as amended in 1993. The single-family residence, indicated by building permit records to be constructed in the 1940's, was modified in the 1970's to include brick veneer and vinyl siding thereby degrading any historic significance it may have possessed. The apartment building was build in the 1960's and is essentially a rectangular structure void of architectural detail or interest. The stone grotto, date of construction unknown, is proposed to be relocated on the site.

1015.10. Provide for safe and efficient movement of people and goods within the community and between the community and other areas of the region with a minimum of disruption and adverse environmental effects.

Analysis: The proposed project would reduce the curb cuts along the Holly and South Road boundaries from three to two. The project would not add a curb cut on Ralston Avenue. The project would reduce traffic to the site and in the area by approximately 30 daily trips as noted in the Air Quality and Transportation and Circulation sections of this document. The project would add street lighting along its frontage where none currently exists. The project as such would improve movement of people and goods and not result in additional environmental effects.

## Policies

1016.2. Intensity of use of land as measured by such factors as parcel size, population density, building coverage, extent of impervious surfaces, public service requirement parking requirements, and traffic movements should be based on the following general principles:

- a) Intensity of land use should decrease as steepness of terrain and distance from major thoroughfares increase.
- b) 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.
- c) Intensity of use of individual parcels and buildings 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 aesthetics.

- d) Intensity of land use should be regulated according to the availability of community facilities and services.

Analysis: As noted in the Project Description, the intensity of use proposed on the site decreases as it approaches the single family development. The North West Expansion is proposed to decrease in size, height and density as it approaches the single-family residences on Holly Road. This area of the Project Site is also the steepest as noted in the Project description the site increases in elevation to the north west. The majority of the project is proposed where it currently exists. The South East Expansion steps toward Ralston Avenue. The majority of the density of the project, 17 units, is in the Main and South East areas and the lowest density, height and bulk is proposed in the north west area. The Main and South East Expansions is the portion of the project that is closest to Ralston Avenue, a major thoroughfare and furthest from the small lot single-family development to the north east.

The lowest intensity of the project would occur on the steeper portion of the site while leaving steeper portions of the site (further to the north west) in open space. Existing vegetation would be largely preserved throughout the entire site and would be completely preserved in the north west open space areas, save for trimming and scrub removal recommended by the City's Arborist. The City's Arborist recommends removing dead, unstable and trees that are in poor condition throughout the site. Storm drain and erosion control measures are proposed by the project and required as standard City conditions of approval as discussed in the Hydrology and Water Quality section of this Initial Study. The aesthetics of the site would be improved by the project, as noted in the Aesthetics section, the poorly maintained and architecturally vague building would be removed and replaced with a Craftsman-style structure. Views from adjacent sites would largely be preserved due to the reduction of development intensity as the slopes of the site increases to the north west.

The project would be required to meet regional water and air quality requirements as noted in the Air Quality and Hydrology sections of this document. The project would be required to meet current Uniform Building Code and Fire codes which regulate new construction to address protection from natural hazards. The project would generally improve the aesthetics of existing buildings and would not diminish resource conservation, as noted in the above paragraphs. The project, a slight reduction from the existing density on the site, would not impact community facilities and all utility providers have been and can continue to adequately serve the site. Although the project would generate (temporary) construction noise impacts to adjacent west and north western residences, the Noise section of this document provides measures to reduce this temporary impact to a less than significant level

1016.3. All land uses should conform to the environmental quality and safety policies in Part 3 of this plan.

Analysis: These topics are discussed in the Noise and Seismic Safety, sections of this Initial Study.

1016.4. 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 such measures as 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.

Analysis: The project has been designed to meet the above the development standards and the above development standards are also addressed as standard conditions of project approval. All utility services have been and are serving the site. The Belmont Police Department and the San Carlos-Belmont Fire Department have reviewed the project and with their identified conditions of approval there are adequate emergency services for the project. The project does not entail significant grading (relative to the proposed building size and scope), and would be located predominately in the central portions of the site where the apartment building is located. Development is proposed on slopes less than 30 percent. Impervious surfaces would be 49 percent of the site area. A geotechnical report is proposed as part of the project. The City's geotechnical consultant has peer reviewed the report and found that it adequately addresses the conditions on the site, as noted in the Geology and Soils section of this Initial Study. Adherence to erosion control and air quality measures would be required and incorporated for the project as standard conditions of approval and as noted in this document. Site access would result in eliminating one curb cut along Holly and South Roads, and that coupled with an estimated 30 less vehicle trips per day to serve the site, would result continuing the safe circulation pattern on the site and in the vicinity of the project.

### *Housing Element*

The Belmont Housing Element, August 2002, is in compliance with state law. The element contains goals and policies designed to provide housing for all segments and needs of the population of Belmont.

Housing Element Goal 1.0: Assure the quality, safety, and livability of existing housing and the continued high quality of residential neighborhoods.

Policy 1.3: Continue to promote the repair, revitalization, and rehabilitation of residential structures that have fallen into disrepair.

Analysis: The project proposes to substantially renovate the existing apartment structure. The entirety of the Project Site would be brought up to current Uniform Building and Fire Codes. The proposed Craftsman-style architecture, coupled with the existing and proposed landscaping and walkways would improve the visual and structural quality of the site. The site is visually prominent and is a "gateway" to the Central Neighborhood; improvement on this site would benefit the surrounding community and implement this housing goal.

## **DISCUSSION**

a) As noted above, the Project Site is a transitional site and on the edge of the Central Neighborhood and the existing development on the site is dis-similar to the other multi-family development along Ralston Avenue. The project proposes to use the Planned Development process, described above, to reduce the transitional nature of the site by increasing development presence along the Ralston Avenue frontage. The proposed south east expansion would be down slope of the main building and would be the portion of the project closest to Ralston Avenue. The project setback from Ralston Avenue would be 30 feet, as opposed to the current 85 feet, thereby providing a presence along this frontage, very similar in setback to the multi-family development east of the site along Ralston Avenue. The addition in this area would consist of approximately 12,465 square feet and would add a nicely designed and strong architectural

presence, Craftsman-style, to the Ralston Avenue streetscape with a range in height from 29'-4" to be 47'-9", comparable to the existing heights in the area along the Ralston Avenue frontage.

The proposed north west expansion, the portion of the building closest to the 940 Holly Road single-family residence, would consist of approximately 9,085 square feet. The addition in this area would subordinate to the 35,872 square feet of the main building and the 12,465 square foot south east expansion. This subordination in size and height which would range from 16 feet to 37'-11" would provide a "single-family feel" to the transition from the project to the smaller lot single-family development adjacent to and north of the project; a transition that currently does not exist. The proposed Craftsman-style architecture with the use of wood and stone, varying heights and recessing and projecting plains would further add to a "single-family feel" in this area; a transition from the Project Site which currently does not exist with the three story rectangular building.

In summary, the proposed project would not physically divide an established community. The site is currently designated, and used, residentially and the surrounding land uses are residential. The condominium conversion would retain residential land uses on the site and provide for a presence along Ralston Avenue that is currently missing and a transition from the Project Site to the adjacent single-family uses which is currently missing.

b) The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project including the general plan, specific plan, local coastal program, or zoning ordinance adopted for the purpose of avoiding or mitigating an environmental effect. The project is not within a specific plan area, redevelopment plan area or local coastal plan area. There are no zoning overlays on the site that address environmental issues. Additionally, the project proposed to use the Planned Development process to preserve trees on the site which can provide habitat to migratory birds as discussed in the Biology section of this Initial Study. The Planned Development process allows for flexibility in project setbacks while not compromising architectural detail or the size and configuration of the units on this constrained lot. The proposed side and rear setbacks allow the preservation of two Heritage Oaks and one Heritage Buckeye. Heritage Tree preservation and migratory bird habitat is discussed in the Biology section of this Initial Study.

In summary, the proposed Planned Development Zoning Designation mitigates potential project impacts by allowing flexibility in the land plan. The Planned Development zoning allows development to conform to the land and its resources by allowing reduced setbacks.

c) The project would not conflict with any applicable habitat conservation plan or natural community conservation plan as the Project Site is not within either type of planning or resource conservation area. The Biology section of this document provides adequate mitigation for the only potential environmental impact identified in this Initial Study.

**Finding:** The proposed project would not physically divide an established community. The site is currently designated, and used, residentially and the surrounding land uses are residential. The condominium conversion would retain residential land uses on the site and provide for a presence along Ralston Avenue that is currently missing and a transition from the Project Site to the adjacent single-family uses which is currently missing. The site is visually prominent and is a "gateway" to the Central Neighborhood; improvement on this site would benefit the surrounding community and implement this housing goal. The proposed Planned Development Zoning Designation mitigates potential development standard impacts by allowing flexibility in the land plan and establishing a performance based land use regulation that conforms to the land and its resources.

The change in the General Plan Land Use Designation from High to Medium Density retains the residential use on the site and given the site's adjacencies to Low Density Residential is an appropriate designation. The High Density Residential Designation and land use along Ralston Avenue to the east of the project site is separated by South Road; a buffer and land use patter the project does not enjoy. The proposed Medium Density Residential Land Use Designation would soften, and mitigate, the abruptness of this land use transition.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. Mineral Resources - Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

**DISCUSSION**

a) The Project Site has been developed residentially since the 1940's. The Phase I Environmental Site Assessment (*Phase I Environmental Site Assessment Crestview Apartments 1000 South Road Belmont, CA SES Project No. 9-49010, SES Environmental, Inc., October 4, 2004*) nor the geotechnical investigations for the Project Site (*Geotechnical Investigation Proposed Building Additions 1000 South Road Belmont, California (Report # 2092-2), Lowney Associates, December 25, 2005 Geotechnical Investigation Proposed Apartment Building 950 Holly Road Belmont, California (Report # 2092-3), Lowney Associates, April 19, 2006*) have identified any mineral resources on the property.

b) The Belmont General Plan does not identify any regionally or locally-important mineral resources within the City of Belmont.

**Finding:** The Project Site does not contain any local or regionally significant mineral resources. The project would not result in an impact or contribute to a cumulative impact to mineral resources.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. Noise - Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

## **BACKGROUND**

### Regulatory Framework

The Belmont General Plan, Noise Element (1996), Belmont Noise Ordinance and the California Building Code provides guidance and requirements with respect to the noise environment.

*General Plan:* The City's Noise Element (1996) contains noise compatibility guidelines, which apply to residential uses for new construction and intensification of existing land uses. These guidelines identify noise levels in terms of a noise descriptor known as the "day-night" average noise levels ( $L_{dn}$ ), which reflects a 10-dBA penalty to noise occurring from 10:00 PM. through 7:00 AM. Specifically, the guidelines identify noise levels up to 60 dBA ( $L_{dn}$ ) as "Normally Acceptable," while noise levels between 55 and 70 dBA are "Conditionally Acceptable". Noise levels between 70 and 75 dBA ( $L_{dn}$ ) are considered "Normally Unacceptable," while noise levels above 75 dBA are "Clearly Unacceptable." "Conditionally Acceptable" for residential uses indicates that new construction should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems will usually suffice where noise levels are 70 dBA ( $L_{dn}$  or CNEL) or less. These standards are consistent with and implement the State Department of Noise Control's Noise Guidelines.

General Plan Noise Program 1.3 "*Review Intensification of Existing Land Uses*" states that use of the noise contours in the Noise Element in conjunction with the state Noise Guidelines (adopted by the City 1996 and identified in the preceding paragraph) should be used to assess the appropriateness of intensification of existing land uses. This program is an implementation strategy designed to achieve the stated Noise Element goal, "Promote a Balanced Community". Furthermore, the City's goal is to "Promote a noise environment that reflects the balance of the various City objectives while providing an environment that maintains a healthy living environment; fosters relaxation and recreation; is conducive to the work environment; and provides pleasant living conditions". Policy 2.1 states "Ensure that noise levels appropriate to protect the public health and well being are maintained." The Noise Element cites the Environmental Protection Agency in identifying 70 dBA,  $L_{eq}$  as the noise level based on continuous exposure (i.e., 365 24-hour a day exposure) below which the public is protected from hearing loss due to ambient noise sources (Belmont Noise Element, page 13). The  $L_{eq}$  measurement is not a "weighted" noise descriptor as is the  $L_{dn}$ .

The Noise Element defines sensitive land uses as residential areas, hospitals and extended care facilities, schools, libraries and parks (Belmont Noise Element, page 21). Sensitive land uses are typically more sensitive to high noise levels and changes in ambient noise levels. High noise levels and intrusive noise can disrupt relaxation and sleep, convalescing, and the enjoyment of open space and recreational areas.

*Belmont Noise Ordinance:* The Belmont Noise Ordinance (amended in 2006) restricts construction activities to the hours of 8:00 AM to 5:00 PM on weekdays and 10:00 AM to 5:00 PM on Saturdays. No construction activities shall be allowed on Sundays or specified holidays. In addition, this ordinance also 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. No specific noise limits are identified by the Ordinance. However, the Ordinance states that construction activity and certain maintenance equipment operation outside of the given hours generates noise and sound levels that are excessive and unreasonable, in accordance with the noise Compatibility Guidelines in the City's Noise Element.

*The California Building Code (CBC) Title 24, Part 2, Chapter 2.35 of the California Code of Regulation:* The regulation is collectively known as Title 24 which contains acoustical requirements for interior sound levels in habitable rooms for multi-family residential land uses. Title 24 contains requirements for construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings intended to limit the extent of noise transmitted into habitable spaces. The standard specifies the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound in between units and the amount of attenuation needed to limit noise from exterior sources. The standard sets forth an interior noise level of 45 dBA (CNEL or L<sub>dn</sub>) in any habitable room with all doors and windows closed and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to noise levels greater than 60 dBA (CNEL or L<sub>dn</sub>). Title 24 requirements are enforced as a condition of building permit issuance.

### Noise Study

Ethan Salter of Charles M. Salter Associates, Acoustical Consultants prepared a noise study for the proposed project (*1000 South Road Residences, Belmont, CA- Environmental Noise Assessment, Project # 07-0049*, Charles M. Salter Associates, February 13, 2007). The study was conducted to quantify both the existing exterior ambient noise environment and to identify the types of building assemblies that would be required (STC ratings) to reach an interior ambient noise level of 45 dBA.

Two 24-hour and one 15-minute (short term) noise measurements were taken February 1 and 2, 2007 to quantify the noise environment. Table 5, following summarizes the noise data. The Noise Study is included in Appendix A and contains a map of the measurement locations and glossary of acoustical terms.

**TABLE 5  
NOISE MEASUREMENTS**

<b>NUMBER/ LOCATION</b>	<b>DURATION</b>	<b>Noise Level (dBA)</b>
<b>M-1:</b> Approximately 70 feet north of the centerline of Ralston Avenue, 35 feet west of the centerline of South Road and 15 feet above grade on the southern portion of the Project Site.	24 hour	71 L <sub>dn</sub>
<b>M-2:</b> Approximately 35 feet west of the centerline of South Road, 175 feet north of the centerline of Ralston Avenue and 12 feet above grade	24 hour	62 L <sub>dn</sub>
<b>M-3</b> Approximately 145 feet north of the centerline of Ralston Avenue at the southeast corner of the existing podium structure and 25 feet above Ralston Avenue grade.	15-minute	65 L <sub>eq</sub>

### DISCUSSION

**a, b, and c)** As explained in the following paragraphs, the project would not expose people to or generate noise levels in excess of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies nor would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above the levels existing without the project.

*General Considerations:* Noise standards, such as the state Office of Noise Control and the City’s General Plan address noise compatibility standards based upon the intended land use (i.e., residential) as opposed to construction impacts. Construction impacts are considered temporary in nature while the end use (“operational” use) is considered an on-going permanent land use. Therefore, an increase in traffic that is audible (a three to five decibel increase in sound is considered to be audible) as a result of a project, or

intrusive noises that could be associated with project operations (such as noise associated with heavy commercial or industrial land uses) are considered an impact. Construction noise, although annoying, is usually considered a temporary impact; it is not a 24-hour seven day a week noise source that would “run with the land” (i.e., be permitted in perpetuity as a result of a zoning entitlement). The Belmont Noise Ordinance limits the hours of construction activity to the least sensitive times of the day and week, for the majority of the people: 10:00 AM to 5:00 PM Monday through Friday while most people are at work and 10:00 AM to 5:00 PM on Saturdays, only. Construction activities are not permitted during the noise sensitive times of the day, evenings and nights when people are home from work relaxing and sleeping. Therefore, the Belmont Noise Ordinance regulates noise exposure resulting from construction activities.

*Project Operation Effects on Others:* Traffic generated by the proposed project would result in a decrease of traffic in the project area as discussed in the Air Quality section of this Initial Study. The proposed project would result in 118 ADT's or 38 ADT's less than existing conditions and 57 ADT's less than full build-out permitted under the existing General Plan designation (High Density Residential). The reduction in traffic is due to the elimination of one single-family residence and the conversion of the apartment building to condominiums. The traffic generation numbers were estimated using BAAQMD CEQA Guidelines which rely on the Institute of Traffic Engineers (ITE) published trip generation estimates. Also worthy of note, traffic volumes along Ralston Avenue are approximately 2,500 per day, have been for the past 10 years and are anticipated to remain relatively constant (Ray Davis, Director Public Works, meeting February 22, 2007). Therefore, the project would not add to the noise environment but would be similar to what currently exists on the site and in the project area.

*Environmental Effects on Project Occupants:* The noise study (*1000 South Road Residences, Belmont, CA- Environmental Noise Assessment, Project # 07-0049*, Charles M. Salter Associates, February 13, 2007) was conducted and proposed as part of the project in compliance with the City's General Plan and Title 24 of the CBC. The dominant source of noise affecting the Project Site is traffic from Ralston Avenue. As the noise measurements indicate, noise decreases as the distance increases from Ralston Avenue. The noise study demonstrates that the majority of the project site is within the 61-65 dBA,  $L_{dn}$  contour interval. The noise study identifies the required sound transmission rating for all the units proposed, all the elevations and all the rooms within the units (pages 4 and 5) in order to meet the 45 dBA interior standard. The STC ratings range from 28-34 depending on their proximity to Ralston Avenue. The project could be built to conform to the 45 dBA interior ambient noise level required by Title 24.

The outdoor active recreational space (pool and spa area) would be shielded from Ralston Avenue and South and Holly Road traffic by the condominium building. The increased distance from the traffic noise source as well as the building envelope attenuation would likely result in a five decibel decrease in noise to that would be experienced in this area from the 62 dB measured in front of the building. Therefore, outdoor recreation area would be approximately 57 dBA with the project, similar to what currently exists in the pool area of the apartment building.

**d) Construction Noise:** The closest sensitive receptors are a single-family residence to the west and one to the north of the Project Site, although the Project Site is surrounded by multi-family and single-family residential uses. Little to no noise attenuation would be expected to occur for the two adjacent residences as a result of distance from the noise source during some of the grading and rock removal that is proposed near the property lines; therefore, these sensitive receptors would be approximately 50 feet from the noise source. Grading operations, the noisiest of the construction phase, are anticipated to take two months to complete. Framing would commence immediately thereafter, and the walls of the structure would provide some acoustical attenuation to the adjacent and nearby residential uses. Project construction is anticipated to be complete within 16 months.

Proposed construction on the project site would result in temporary noise increases due to the operation of heavy equipment. Grading operations would be expected to range from about 70 to 91 dBA ( $L_{eq}$ ) at 50 feet from the source and construction activities and materials handling would be slightly less 70 to 85 dBA at 50 feet from the source. The Belmont Noise Ordinance requires 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. Therefore, in light of the limited grading schedule (approximately two months), the Noise Ordinance time restrictions on grading and construction activities, and the attenuation that the framing would provide, the temporary construction impact to the adjacent residential receptors is considered to be mitigated to a less-than-significant level.

Truck traffic to remove excavated dirt and to deliver supplies and equipment would temporarily add to the noise environment. The Holly Road driveway would be eliminated by the project; however during project construction it may be necessary to infrequently use this point of access. The two driveways that would provide the majority of the site access is the ones serving the South Road portion of the project site which are located closer to Ralston Avenue and further from the single-family residential land uses (70 to 190 feet).

**Noise Impact 1:** The use of the existing Holly Road driveway for frequent and unrestricted truck access would increase noise impacts to sensitive receptors north and west of the Project Site. As a result, there would be a higher potential for noise disturbance to adjacent residents and this would be considered a temporary, significant impact.

**Noise Mitigation 1:** Prohibit the use of the Holly Road driveway during grading and construction activities to the maximum extent feasible. Use the South Road driveways to the maximum extent feasible to keep the source of noise closer to Ralston Avenue and the multi-family structures.

Groundborne noise and vibration: The project would not expose persons to or result in a generation of excessive groundborne vibration or groundborne noise levels. The project does not propose pile driving or blasting. Pile driving and blasting are considered excessive noise sources and generate vibration.

**e and f)** The site is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport nor is the Project Site within the vicinity of a private airstrip.

**Finding:** The project would not result in a significant impact, or significant unavoidable impact with the implementation of Noise Mitigation Measure 1. The project would not result in any cumulative or project specific impacts with implementation of Noise Mitigation Measure 1.

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<b>XII. Population and Housing - Would the project:</b>	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**BACKGROUND**

The Housing Element of the Belmont General Plan indicates that the City grew modestly from the 1920’s through the 1950’s. The post-war “baby boom” resulted in the City’s population increase from 5,500 to 16,000 people. The City supported a population of 24,000 by 1970 and was predominately built out. The 2000 Census tabulated 25,123 persons in Belmont which reflect a modest increase over 30 years.

**DISCUSSION**

a) The project would not induce substantial population growth in the area directly, by proposing new homes and businesses or indirectly, through extension of roads and other infrastructure. The Project Site is residential and has been documented as residential as evidenced by the earliest building permits and aerial photographs (1943) on record. The Project Site is served by existing infrastructure, roads, utilities, and services. The Project Site is within walking distance (0.25 mile) from downtown Belmont where goods and services are available and across the street from Twin Pines Park. The Downtown Plan, drafted and adopted by the City in the 1990’s was in part designed to provide goods and services within the downtown core area and within close proximity to housing and the Caltrain and SamTrans transportation corridors.

The proposed project would not result in an increase in local or regional population. The project is consistent with current zoning and project-related population would be equivalent to the 21 units that have historically been on the site and planned for the site. The project is the redevelopment of an existing residentially zoned and used site and would not be considered growth inducing. No new roads or utilities would be extended to any contiguous undeveloped areas and no residents would be displaced by the project (see item c, below).

b) The project would eliminate two housing units and substantially upgrade an existing apartment building by converting it to condominiums. Elimination of one housing unit is less than significant.

c) The project would not displace a substantial amount of people. The property owner, Prospect Point, notified the residents of the apartment building of their intent to convert the building to condominiums in 2005. Eleven residents required assistance in moving and Prospect Point assisted in locating housing and in some cases assisted in moving and rental expenses (Carol Jansen, letter dated April 16, 2007). Residents were relocated to existing housing stock in the region (telephone conversation between Carol Jansen Consulting and Allison Knapp, March 20, 2007).

**Finding:** The project is the redevelopment of residential property with residential units. Goods, services and infrastructure are currently in place and would not have to be expanded to serve the needs of the residents. The project would decrease the housing stock in the City by one unit and provide

homeownership opportunities for 20 households. The project would not result in a significant impact with respect to population and housing.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. Public Services -</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

**BACKGROUND**

As noted throughout this Initial Study, the project is the conversion of an existing apartment building to condominium units. The site is served by the City of Belmont Police Department, the Belmont School District, Belmont-San Carlos Fire Department and the Belmont Recreation Department with the closest park being Twin Pines Park located within 0.25 mile of the Project Site.

**DISCUSSION**

**a) Fire Protection:** The Belmont-San Carlos Fire Department reviewed the proposed project (November 11, 2006, Fire Marshall Jim Palisi). The Fire Department provided conditions of project approval including that: the building shall be equipped with a Class 1 Fire Standpipe system; the project shall install a new fire hydrant within 25 feet of the building; an approved fire sprinkle system shall be installed in the building; address numbers shall be clearly visible and illuminated; and an automatic fire alarm system shall be installed in the building. Fire Marshall Palisi stated that the project would meet fire flow requirements with the installation of the fire hydrant (telephone conversation Palisi, Knapp, March 8, 2007). These conditions of approval are required by law and would reduce the project impacts to no impact as compared to existing conditions, as the required conditions would result in an improvement over existing conditions.

Additionally, the project would remove existing brush, limb trees to be retained and remove dead vegetation which would provide defensible space and reduce the potential for fire.

**b) Police Department:** Officer Kevin Daley of the Belmont Police Department reviewed the proposed project on November 17, 2006. Officer Daley provided comments with respect to construction activities to provide for emergency access and do not block driveways. Additionally the garage and driveways shall be lighted. The project proposes to widen the two South Road driveways and will provide two streetlights pursuant to Department of Public Works requirements and as shown on the civil drawings (sheet 4.0 dated April 16, 2007). Garage, driveway, walkway and building lighting is proposed as part of the project and as a standard Planning condition of approval (noted in the Aesthetics section of this Initial Study) shall be reviewed by the Planning Department. The project would not result in an impact to the

Police Department over existing conditions. Additionally, the Planning Department in conjunction with the Police Department as a standard condition of approval will require the following measures should lane closures be required:

- Flag persons shall be positioned at both ends of blocked traffic lanes;
- A 24-hour written notice to the Police Department is required before any lane closure.

c) As a matter of state law, the project shall be required to pay the school district \$2.63 per square foot of residential construction. Therefore, the school “impact fees” as they are commonly referred would generate revenue for school facilities. This, coupled with the fact that the project would not increase the existing residential use of the site would result in no impact to school facilities.

d) The project would not increase the residential population and is not anticipated to generate the need for additional recreation facilities.

e) No other services would be anticipated to be impacted as a result of the project. Standard conditions of project approval coupled with the fact that the project would not increase residential density would result in no impact.

**Finding:** The project would not result in an impact over existing conditions. The redevelopment of the site allows conditions of approval to be levied by the City which would result in improved conditions on the site more specifically improved fire and police safety which includes street lighting, a fire hydrant, site lighting, fire sprinklers in the building, improved alarm system and the payment of school fees.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. Recreation -</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			X	

**BACKGROUND**

*State Law:* The Quimby Act was adopted in 1975 and amended in 1982. The Quimby Act, levied through the subdivision entitlement process, aims to provide three to five acres of land for recreational purposes per 1,000 people. The Quimby Act requires through subdivision map approval either land dedication or the payment of in-lieu fees for development of recreational facilities. The driving force behind the Quimby Act is to offset recreational impacts as a result of population increases due to the intensification of land use, such as the subdivision and development of land.

The City of Belmont currently has approximately 1.7 acres of parkland (recreational use) per 1,000 people; well below the minimum goal of the Quimby Act. As a point of comparison, Foster City has 16.9 acres of parkland per 1,000 people and Brisbane 4.2 acres of parkland per 1,000 people (*Indicators for Sustainable for San Mateo County*, 2006, San Mateo County). Foster City is a planned community and Brisbane enjoys the benefit of San Bruno Mountain for recreational space in addition to city facilities.

Other cities within San Mateo County fall below Foster City and Brisbane (San Mateo County averages 2.3 acres of parkland per 1,000 people).

*Belmont Park Master Plan:* The City of Belmont is in the process of updating its Park Master Plan (Master Plan). The Master Plan which is still in effect was adopted in 1992 with a 15 year horizon. The Master Plan is currently being amended and should be complete by the end of 2007 (telephone conversation Adam Politzer Director of Parks and Recreation and Allison Knapp, April 23, 2007). The Master Plan contains goals and programs aimed at providing and maintaining recreational facilities in the City of Belmont. Approximately 80 percent of the goals identified in 1992 Master Plan have been touched upon these past 15 years. Goals germane to Twin Pines Park that were achieved include the construction of a playground, upgrading pathways to meet accessibility requirements, construction of a stage in the meadow for the music series and landscaping. Some accessibility upgrades are still needed in Twin Pines Park. Additional restroom upgrades are still needed as well as additional landscaping, pathway lighting, and benches.

## **DISCUSSION**

a) The project would not increase population and as such is not anticipated to impact or contribute to an accelerated deterioration of recreational facilities. The project does propose on site active and passive recreation consisting of a swimming pool and club house and walkways around the site. The existing apartment building includes a swimming pool and pool house but does not include walkways.

As noted in the Project Description, Twin Pines Park is the closest park to the Project Site and is across Ralston Avenue from the site. The Project Site was developed prior to the adoption of the Quimby Act and as such has not provided a “fair share” contribution towards park construction or upkeep. The Master Plan identifies the need for restroom upgrades, additional landscaping, pathway lighting, and benches.

Redevelopment of the Project Site provides an opportunity through subdivision review for the City to levy the parkland dedication requirements or to require an in-lieu fee; both of which are permitted by the State Subdivision Map Act and the Belmont Subdivision Ordinance. However, the project would not increase population in the area and as such would not result in a recreation impact associated with intensification of land use. It is worthy of note, however, that as identified in the Population and Housing section of this Initial Study, that the City of Belmont was predominately built out by 1970. The City’s population in 1970 was 24,000 and it has grown since then to 25,123 (Belmont Housing Element, page 2-1). The low ratio of park land to population can be attributed, at least in part, to the fact the City was built out prior to having the benefit of the Quimby Act legislation to capture land an/or fees to develop parkland; the redevelopment process and state and local law provides the opportunity.

b) Potential project impacts associated with the project which includes active and passive recreation are analyzed in this Initial Study. The Biology and Noise sections of this Initial Study identify two project required mitigation measures above those already required as a matter of law. The project would not increase population in the area and as such would not result in an impact associated with the construction of recreational facilities off the site; there are no impacts associated with intensification of land use

**Finding:** The project is not an intensification of land use or population. The project would not result in impact to recreational facilities as a result of land use intensification. Development of the Project Site (in 1962) was not subject to Quimby Act fees as the Act was adopted in 1975. Redevelopment of the Project Site provides an opportunity through subdivision review for the City to levy the parkland dedication requirements or to require an in-lieu fee; both of which are permitted by the State Subdivision Map Act and the Belmont Subdivision Ordinance

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. Transportation/Traffic - Would the project:</b>				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?		X		
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

**BACKGROUND**

Background conditions for purposes of environmental analysis assume the maximum build out permitted under a City’s general plan. The South Road parcel is zoned High Density Residential which would permit 25 apartment units, based upon the size of the parcel and the density designation of 21-30 dwelling units per acre. The Holly Road parcel is zoned Low Density Residential which permits one single family structure allowed by right.

The Institute of Traffic Engineers publishes ‘Trip Generation Rates’ for various land uses. Trip generation rates account for trips generated by residents and visitors of the residential units, the internal trips between the residential units and the support services, plus the trips associated with employees of the support services. These rates are in turn used to assess air quality, noise and transportation related impacts for development. As discussed in both the Air Quality and Noise sections of this Initial Study trip generation rates for single-family is 9.6 per unit; apartments is 6.6 per unit; and condominiums is 5.9 per unit. Trip generation is expressed as Average Daily Trips, or ADT.

**DISCUSSION**

**a and b) Project Operation:** Buildout of both parcels under the current General Plan designation would result in 175 ADT’s. The existing development, 20 apartment units and one single-family residence generates 148 ADT. The proposed project would result in 118 ADT’s. The proposed project would result in approximately 57 less daily trips to and from the site under buildout conditions and 30 less trips under existing conditions. The trip reduction would result in a slight reduction in traffic on the streets in the immediate neighborhood and the local and regional area. Table 6 summarizes the difference between the project, existing conditions and buildout under the Belmont General Plan.

**TABLE 6**  
**ADT COMPARISON BETWEEN PROJECT AND DEVELOPMENT SCENARIOS**

<b>SCENARIO</b>	<b>ADT</b>	<b>DIFFERENCE</b>
Build Out Under General Plan	175	NA
Existing Conditions	148	-30
<b>Proposed Project</b>	<b>118</b>	<b>-57</b>

The project would have no appreciable change in intersection operations although traffic would be less at the Ralston and South intersection.

The project would not individually or incrementally result in an increase in traffic at intersections and road segments regulated by the San Mateo County Congestion Management Program because the project would result in a reduction of traffic.

*Construction Traffic:* Approximately 1,540 cubic yards of excavated soil would be removed from the site during the two month grading period. Removal of soil would require a Hauling Permit which is issued by the Department of Public Works. Removal of the excavated soil would require approximately 308 round trip truck trips to and from the site to remove (10 yards per truck). Approximately eight trucks per day would be entering and exiting the site assuming 30 to 40 working days during the two month period. Flag persons are required as a part of the Grading and Hauling Permit issuance and through standard conditions of project approval (Gilbert Yau, Belmont Senior Civil Engineer telephone conversation April 24, 2007). A preconstruction conference is required with the Building and Public Works staff and the construction manager, contractor and all subcontractors prior to the onset of construction activities to assure all safeguards are in place and understood by all parties. Violations of any requirements result in a ‘Stop Work’ order being issued.

The Noise mitigation measure identified in this Initial Study states that the existing Holly Road driveway should *not be used to the maximum extent feasible* during project grading and construction to reduce noise impacts to adjacent residential land uses. This measure would also reduce temporary traffic and potential safety impacts associated with soils removal. The noise mitigation in concert with the City’s standard requirements which are required as a matter of law would reduce this impact to less than significant.

Worthy of note, the City of Belmont is also considering installation of a “round about” at the Ralston Avenue and South Road intersection. The Public Works Department is currently researching options and design. Any traffic calming and circulation measures would undergo environmental review. A round about would also improve traffic circulation and reduce noise in the project area.

c) The project is not located within a private or public airport.

**d and e)** The two driveways on the South Road parcel would be widened and reconstructed to the City’s Commercial Standard and the project would include two street lights. The Holly Road driveway would be replaced with curb, gutter and sidewalk. The two existing and to-be-retained driveways have unencumbered access to the site because traffic traveling down South Road is controlled by a stop sign. Sight distance traveling down Holly Road to the first and northern-most driveway is in excess of 200 feet; the southern-most driveway is 40 feet beyond (toward Ralston Avenue) the northern driveway for another 40 feet of sight distance.

Eliminating the Holly Road driveway would improve circulation in the project area. There would not be an increase in safety issues as a result of the project. Police and Fire have both reviewed the plans and have not identified circulation, safety or emergency access issues.

f) The Belmont Zoning Ordinance (Section 8.4.1 (b)) requires two parking spaces per multi-family unit measuring a minimum of 8’-6” by 18’ in depth. No visitor parking is required. The project is required to provide 40 parking spaces of which two shall be van accessible. Backup distance (aisle width) is required to be 26 feet.

The project proposes 47 parking spaces. Parking would be provided in a six-car garage, a 37 car garage and four stalls in surface parking. Twenty of the parking stalls in the garage under the Main Building are tandem configuration. The parking stalls meet or exceed the minimum size dimensions; two are van accessible measuring 13’ 6” in width. Twenty six feet of back-up distance is proposed. Therefore, the project provides seven parking stalls more than the minimum required by ordinance.

The 20 tandem parking stalls would be owned and assigned in pairs to the owners of 10 units; therefore, two tandem stalls would be in the control of the owners of one unit. This ownership arrangement which maximizes parking and minimizes constraints will be required and assigned through the CC&R’s. The CC&R’s are required as a matter of law through the City’s subdivision ordinance requirements.

g) The project would not conflict with policies supporting alternative transportation. Curb gutter and sidewalk would be provided along the project frontage improving pedestrian and bicycle access.

**Finding:** The project would not result in traffic, circulation, parking or safety impacts. No mitigation measures, above those required by the City as a matter of law, are identified in this Initial Study. The project would not result in an impact or contribute to a cumulative impact to traffic, circulation, parking or safety. The project would reduce traffic in the neighborhood, the area and the transportation network by 30 to 57 average daily trips.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. Utilities and Service Systems – Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

## **BACKGROUND**

Utilities are currently provided to the Project Site. The proposed project would replace existing residential land uses with redeveloped residential land uses. The project would result in one less residential unit.

The City of Belmont wastewater collection system is part of the publicly owned infrastructure maintained by the City. Wastewater flows in Belmont are collected from 15 drainage basins and pumped to the South Bay System Authority (SBSA) Treatment Plant in Redwood Shores for treatment. SBSA is owned by the cities of Belmont, Redwood City and San Carlos, and the West Bay Sanitary District. The SBSA plans to expand its existing wastewater treatment capacity to meet the demands of expected growth. Planned recycling of the treated wastewater may decrease the volume of discharge to the Bay. The project would be charged according to the City's fee structure to cover the costs of sewage collection and treatment.

A parallel 18-inch sewer line in Ralston Avenue and an eight-inch line in South Road serve the project area. The existing structure discharges through a six inch connection to the sewer main in Ralston Avenue and South Road (Gilbert Yau, Belmont Senior Civil Engineer telephone conversation April 24, 2007). Sewer service for the proposed development would be provided through the existing 6-inch connection on the site. (JMH Weiss, Engineers, Ray Keri, telephone conversation, April 24, 2007).

The Mid-Peninsula Water District provides water supply to the project area. The existing on-site water distribution is provided by a six inch pipe system that connects to the existing water main on Ralston Avenue (JMH Weiss, Engineers, Ray Keri, telephone conversation, April 24, 2007).

Browning-Ferris Industries (BFI) provides domestic solid waste collection services for the City of Belmont and currently serves and would continue to serve the Project Site. Solid waste from the City of Belmont is collected and conveyed to the San Carlos Transfer Station. Accumulated waste materials are then hauled via Highway 92 to the Ox Mountain Landfill site in Half Moon Bay. The landfill site is anticipated to operate until 2030 under its current permits.

## **DISCUSSION**

**a)** No off-site utility improvements would be expected to be required, as the site is currently served and supporting 21 residential units and the project would replace existing uses with 20 residential units; therefore no intensification of land use would result from the project. Redevelopment of the site provides the opportunity to upgrade water and wastewater technology on the site with low flow fixtures and water saving devices; devices not available when the building was constructed in 1962. These measures are required by law through the building permit process.

As discussed in the Hydrology and Water Quality section of this Initial Study, the project is required as a matter of law to comply with regional and state water quality control board permitting processes. The permitting requires BMP's to be utilized in treatment and disposal of waste water.

**b, c and e)** No off-site utility improvements would be expected to be required, as the site is currently served and supporting 21 residential units and the project would replace existing uses with 20 residential units; therefore no intensification of land use would result from the project.

The project would be charged according to the City's fee structure to cover the costs of sewage collection and treatment, and redevelopment of the site would provide the SBSA the opportunity to capture additional fees for the planned facilities expansion. However, it should be noted that existing development of the Project Site is included within the service projections of the SBSA and the project would not result in intensifying land use on the Project Site. With redevelopment, new fixtures will be installed which, by law, are required to be water saving and thus waster water conserving saving. On-

site and public-right-of-way construction impacts as a result of the proposed project are analyzed fully in this Initial Study.

f) The Ox Mountain Landfill will operate until 2030 under existing permits. The proposed project would replace the 21 existing residential land uses with 20 redeveloped residential land uses. The project would be upgraded and include recycling areas within the building and be brought into compliance with current law. No impacts are anticipated as a result of the project.

g) As a matter of law, the project is required to comply with federal, state and local mandates. These mandates are levied through the building permit process as administered by the Belmont permit Center.

**Finding:** The project, redevelopment of an existing residentially developed site, offers the opportunity to bring on site fixtures and services up to current water, energy and waste water conserving standards, and recycling standards. The project would redevelop the existing 21 units on the site and replace them with 20 residential units. Utilities currently serve the site and no off-site expansion of the existing infrastructure would be required. The project as a matter of law, through the building permit process, would be required to comply with all federal, state and local requirements prior to issuance of a building permit.

<b>XVII. Mandatory Findings of Significance -</b>	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

**Finding:** The project proposes to merge two parcels containing 22 residential units and redevelop the site with 20 residential condominium units. A portion of the Project Site has been residentially developed since the 1940's and the remaining portion since 1962. Population projections, infrastructure requirements, service and utility requirements for the site will not change from the existing background conditions and projections contained in service-provider plans, including the City's General Plan and Master Park Plan, associated with a 21-unit development.

Redevelopment of the site provides the opportunity, albeit a requirement of the entitlement and legislative

review and the building permit process, to upgrade construction materials, fire prevention measures, emergency access, and to incorporate on-site water, waster water and energy conserving fixtures and recycling areas on the site into the project. The project would also result in improved safety as a result of adherence to current building, fire and safety codes.

As a matter of law, the project is required to comply with federal, state and local laws and regulations. These regulations are verified as satisfied and incorporated into the project as a matter of building permit issuance or a building or grading permit will not be issued by the City of Belmont.

### **Summary of Findings of the Initial Study**

No Project Impact: There are no potential impacts associated with aesthetics, agriculture, cultural resources, land use and planning, mineral resources, population and housing, public services, recreation and utilities and service systems as identified in the Initial Study.

Project Impact Less Than Significant with Implementation of Measures Required by Law: The required regulatory framework addresses any potential impacts associated with air quality, biology, hazards and hazardous materials, hydrology and water quality, geology, soils and seismicity, and traffic and transportation as identified in the Initial Study.

Potential Project Impact Less Than Significant with Implementation of Mitigation Measures in Addition to those Required by Law: The Initial Study identifies two potential impacts and required mitigation measures beyond the standard measures required by law. These two impacts and mitigation measures are:

**Biology Impact 1:** Although a remote possibility, building demolition could impact nesting birds if such birds were present during building demolition (i.e., if demolition activities occurred from February 1- August 31).

**Biology Mitigation 1:** Outside of Nesting Season: Vegetation, tree, and building removal activities (Construction Activities) shall be scheduled to take place outside of the nesting season (February 1 to August 31) to avoid impacts to nesting birds. Every attempt shall be made to protect trees and nests that contain raptor nests.

During Nesting Season: A qualified biologist (Biologist) shall conduct a survey for nesting raptors and other birds within five days prior to the start of Construction Activities if tree or building removal is unavoidable during the nesting season. Construction Activities may take place as scheduled if active nests are not present. Another nest survey shall be conducted if more than five days elapse between the initial nest search and the beginning of Construction Activities. A Biologist shall determine the appropriate buffer to be established around the nest if any active nests are detected. CDFG generally accepts a 50-foot radius buffer around passerine and non-passerine land bird nests, and up to a 250-foot radius for raptors, however the Biologist shall have flexibility to reduce or expand the buffer depending on the specific circumstances.

**Noise Impact 1:** The use of the existing Holly Road driveway for frequent and unrestricted truck access would increase noise impacts to sensitive receptors north and west of the Project Site. As a result, there would be a higher potential for noise disturbance to adjacent residents and this would be considered a temporary, significant impact.

**Noise Mitigation 1:** Prohibit the use of the Holly Road driveway during grading and construction activities to the maximum extent feasible. Use the South Road driveways to the maximum extent feasible to keep the source of noise closer to Ralston Avenue and the multi-family structures.

The project shall comply with the mitigation measures as a matter of law.

### **Public Review**

This Initial Study and Mitigated Negative Declaration shall be provided for public review through the State Clearing House and through local distribution and noticing of its availability. Upon completion of the 30-day public review period the City Council, during a duly-noticed public hearing, will consider any and all comments pertaining to this document prior to making a determination as to adopt or reject this document. This Initial Study and proposed Mitigated Negative Declaration will also be heard by the Planning Commission, at a duly-noticed public hearing, and its recommendation will be forwarded to the City Council for final action.